



PLANNING PROPOSAL

Amend Newcastle LEP 2012 at 23 Merewether Street and 8 Lingard Street, Merewether

Version 2.0 – Public exhibition

June 2022

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www.newcastle.nsw.gov.au

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Planning Proposal for Lingard Private Hospital

Introduction

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (NSW). It explains the intended effect of a proposed Local Environmental Plan (LEP) and sets out the justification for making the plan.

'A guide to preparing planning proposals' has been used to guide and inform the preparation of the Planning Proposal.

The Planning Proposal may evolve over time due to various reasons, such as feedback during exhibition. It will be updated at key stages in the plan making process.

Summary of proposal

Proposal	<p>Proposed amendments to the <i>Newcastle Local Environmental Plan 2012</i> (Newcastle LEP 2012) at 23 Merewether Street and 8 Lingard Street, Merewether:</p> <ul style="list-style-type: none">- Proposed rezoning of land from R3 Medium Density Residential and B5 Business Development to SP2 Infrastructure (Health Services Facility);- Proposed amendments to the Height of Buildings from 10m to 18m;- Proposed amendments to the Floor Space Ratio (FSR) from 0.9:1 to no FSR control.
Property Details	<p>Lingard Private Hospital Precinct: 23 Merewether Street, Merewether; legally known as Lot 100 DP 1168197.</p> <p>Kingsland Precinct: 8 Lingard Street, Merewether; legally known as Lot 100 DP 1251777.</p>
Applicant Details	<p>KDC Pty Ltd (now known as SLR Consulting) Suite 2B, 125 Bull Street Newcastle West NSW 2302</p>

Background

City of Newcastle (CN) has received a request to amend the Newcastle LEP 2012 in order to rezone land at 23 Merewether Street and 8 Lingard Street, Merewether from R3 Medium Density Residential and B5 Business Development to SP2 Infrastructure (Health Service Facilities), as well as to amend the height of buildings (HOB) from 10m to 18m, and the floor space ratio (FSR) from 0.9:1 to no FSR controls. The proposed rezoning will enable the expansion of health services facilities on appropriately zoned land with consistent development controls. The expansion comprises two development precincts, ie the existing Lingard Private Hospital and the Kingsland Precinct (Refer to Figure 1).

The Lingard Private Hospital (Hospital) offers a comprehensive range of specialities and on-site cardiac, medical, surgical and allied health services. The Planning Proposal will enable the expansion of the Hospital so that it can better meet current and future community demand for

services such as rehabilitation and surgical services in the areas of orthopaedics, urology, ENT, vascular, cardiology and neurology.

The Planning Proposal is limited to the sites owned by Northwest Healthcare Australian Property Pty Ltd (Northwest) and to be operated by 'Health Care'. Figure 1 illustrates the sites currently owned by Northwest and subject to this Planning Proposal.

A completed 'Information Checklist' is provided at Appendix 1. It identifies issues considered in the preparation of this Planning Proposal.

Site

The Planning Proposal applies to land at 23 Merewether Street and 8 Lingard Street, Merewether, hereafter referred to as 'the site' (Refer to Figure 1). The land at 23 Merewether Street has an area of approximately 1ha and consists of the existing Lingard Private Hospital. The land at 8 Lingard Street (referred to as the Kingsland Precinct) has an area of approximately 0.38ha and currently consists of a health services facility comprising four operating theatres and two consulting suites, and associated basement level carpark.

Under Newcastle LEP 2012, 23 Merewether Street is zoned R3 Medium Density Residential, and 8 Lingard Street is zoned B5 Business Development.

The site is in Merewether, approximately 3km from the Newcastle City Centre. The character of the immediate locality is mixed, and includes residential, education, commercial, and medical land uses, as well as public open space (Refer to Figure 2).

Following lodgement of the Planning Proposal, two development applications have been lodged for the site:

1. Pedestrian bridge (DA2021/01236), which proposes a pedestrian bridge across Merewether Street to connect the Lingard and Kingsland precincts.
2. Health services facility – alterations and additions (DA2021/01237), which seeks an additional level on top of the existing Kingsland Precinct, adding 15 consulting suites.

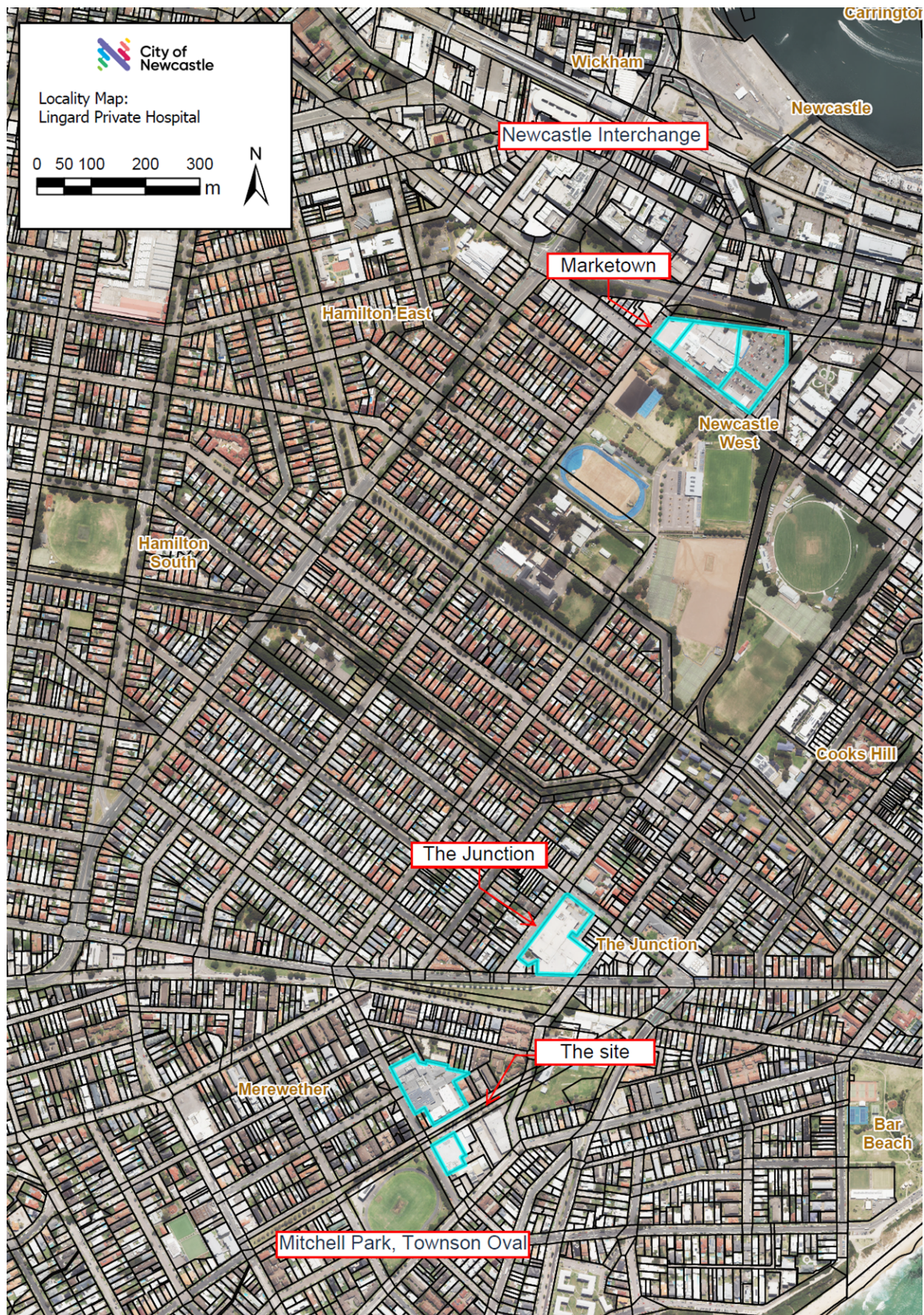


Figure 1 - Local context of the site (Source: CN, 2022)



Figure 2 – Aerial photo of the site (Source: CN, 2022)

Part 1 - Objectives or intended outcomes

To amend the *Newcastle Local Environmental Plan 2012* to enable the continued use and expansion of health service facilities, including the existing Lingard Private Hospital, with development controls and zoning that are appropriate for the medical and hospital use of the site.

Part 2 - Explanation of provisions

The proposed outcome will be achieved by amending the Newcastle LEP 2012, as follows:

- Land Zoning Map (LZN_004G) – rezone the Lingard Private Hospital at 23 Merewether Street, Merewether from R3 Medium Density Residential to SP2 Infrastructure (Health Service Facilities) and the Kingsland Precinct at 8 Lingard Street, Merewether from B5 Business Development to SP2 Infrastructure (Health Service Facilities).
- Height of Buildings Map (HOB_004G) – increase the maximum building height from 10m to 18m for 23 Merewether Street and 8 Lingard Street, Merewether.
- Floor Space Ratio Map (FSR_004G) – reflect a change from a maximum FSR of 0.9:1 to no maximum prescribed FSR at both 23 Merewether Street and 8 Lingard Street, Merewether.

The proposed changes to the Land Zoning, Minimum Lot Size, Height of Buildings and Floor Space Ratio maps of NLEP 2012 are shown in Figures 3 to 8.

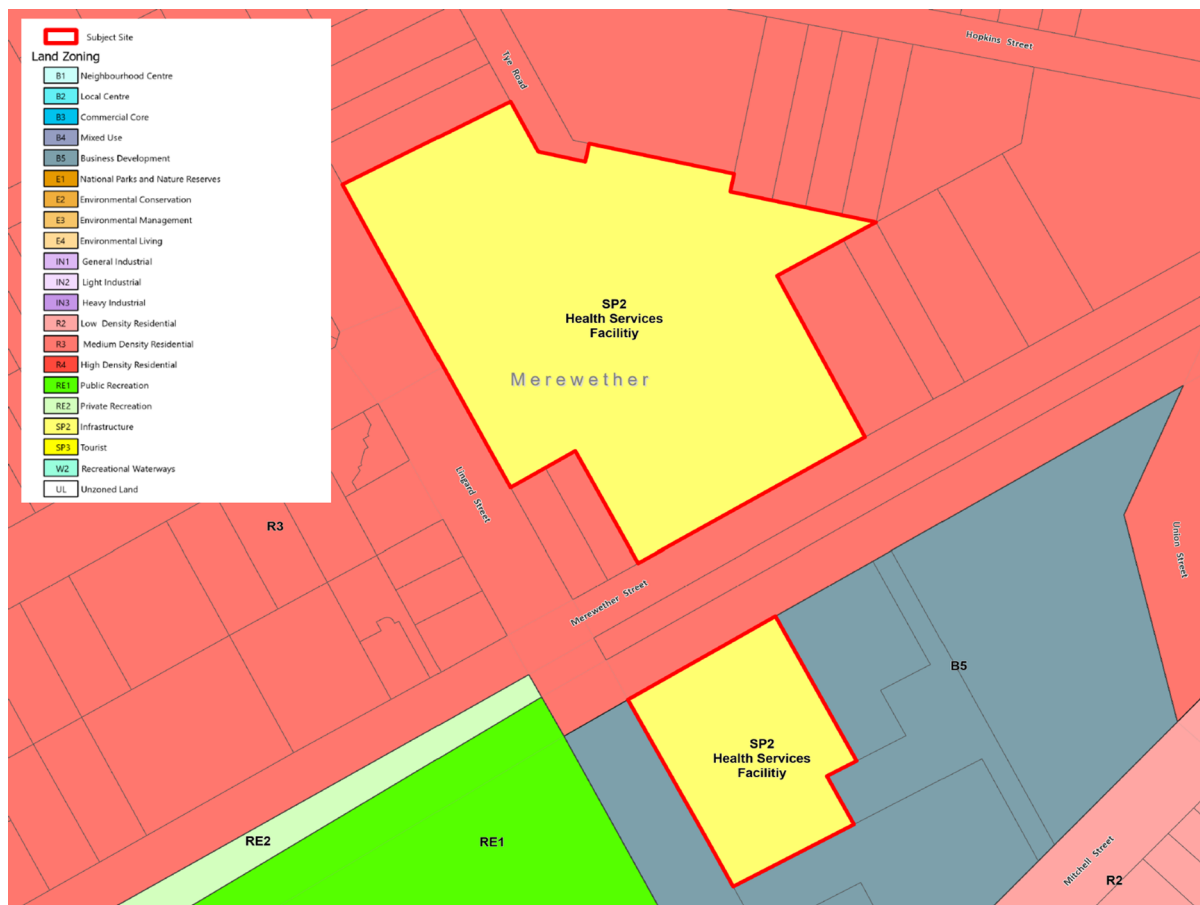


Figure 3: Existing land zoning map (Source: CN, 2022)

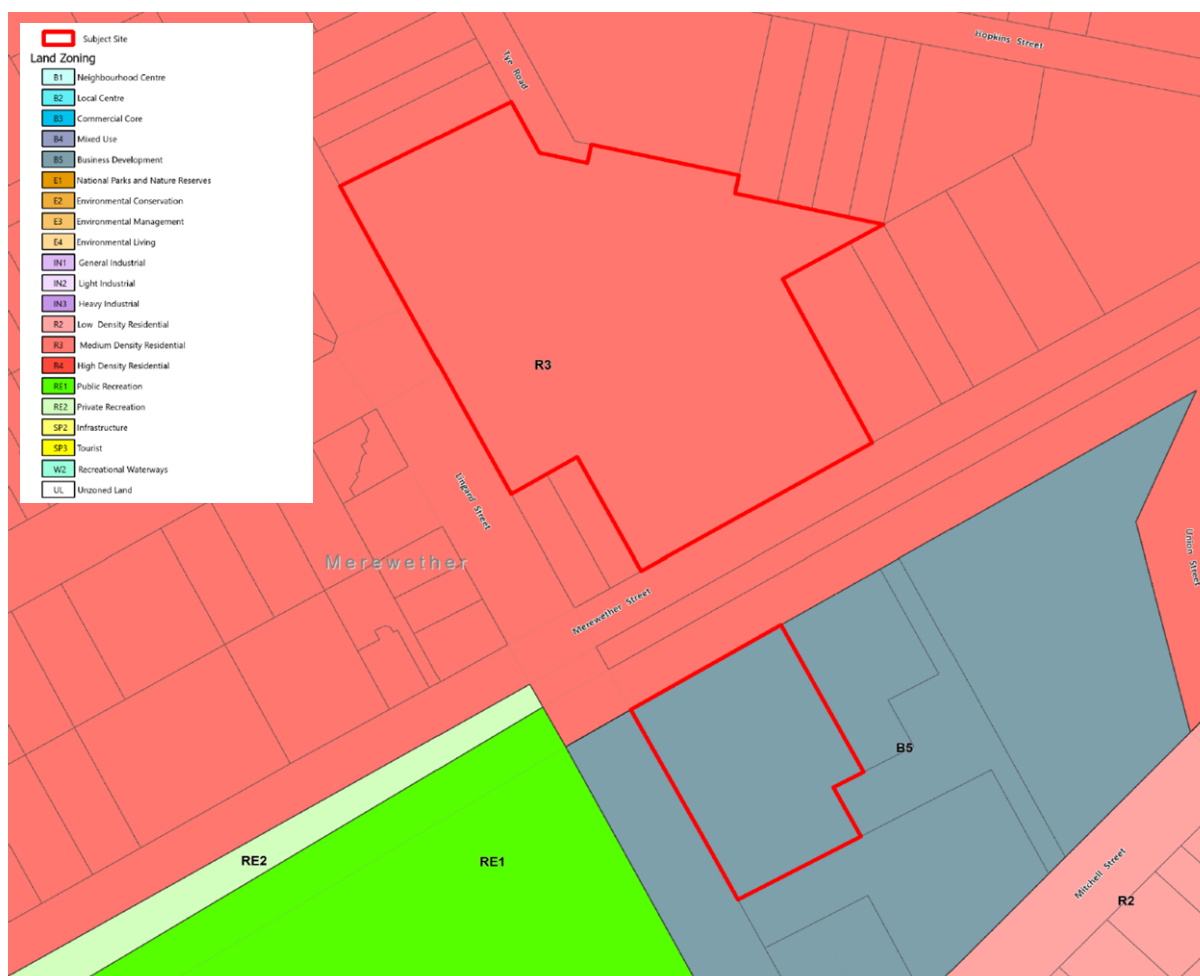


Figure 4: Proposed land zoning map (Source: CN, 2022)



Figure 5: Existing maximum height of buildings map (Source: CN, 2022)



Figure 6: Proposed maximum height of buildings map (Source: CN, 2022)



Figure 7: Existing maximum floor space ratio map (Source: CN, 2022)

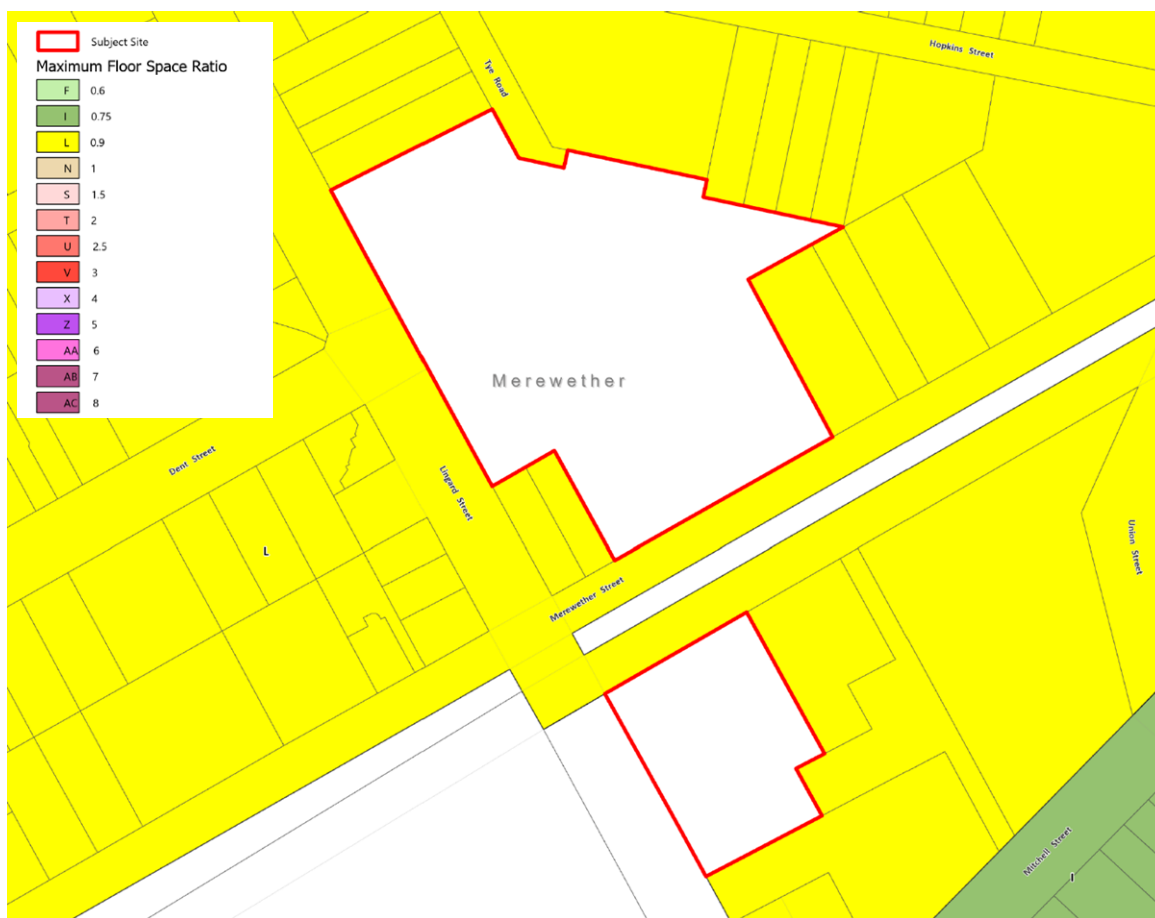


Figure 8: Proposed maximum floor space ratio map (Source: CN, 2022)

Part 3 - Justification

Section A - Need for the planning proposal

1. *Is the Planning Proposal a result of any strategic study or report?*

No, the Planning Proposal is a result of a request to amend Newcastle LEP 2012.

2. *Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes, seeking a change to zoning and the height of buildings (HOB) and floor space ratio (FSR) development standards within the Newcastle LEP 2012 is considered the most appropriate means of enabling the site to be optimised for health service facilities to meet current and future demand for health services.

The proposed SP2 Infrastructure zone will enable the continued use and expansion of the Hospital on land that is appropriately zoned for medical use and has supporting development controls. The SP2 zone also better reflects the existing use of the land and secures its future use for health-related employment and activities.

The rationale for the proposed removal of the FSR standards and increasing the HOB standards will allow the Hospital to provide facilities in accordance with health-related State legislative standards and obligations. For example, Health NSW stipulates minimum floor space requirements for operating theatres, corridors and support suites that may not be capable of adhering to the FSR standards in the Newcastle LEP 2012. It is proposed that the bulk and scale of the Hospital proposal be managed through the adoption of building envelopes controls.

The current zoning does not reflect the existing use on the site, nor does it recognise the importance and significance of the existing Hospital given its role in attracting complementary health service facilities and the growing importance of the health services industry in the strategic framework.

Section B - Relationship to strategic planning framework

3. *Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

Hunter Regional Plan 2036

The Hunter Regional Plan 2036 (HRP) is the NSW government's plan to guide land use planning and infrastructure priorities and decisions over the next 20 years. The HRP identifies regionally important natural resources, transport networks and social infrastructure and provides a framework to guide more detailed land use plans, development proposals and infrastructure funding decisions. The HRP includes overarching directions, goals and actions, as well as specific priorities for each local government area in the Hunter region.

The Planning Proposal is consistent with the goals and directions of the HRP as demonstrated in Table 1.

Table 1: Consistency of the Planning Proposal with the Hunter Regional Plan 2036

HRP Goal	HRP Direction	HRP Actions	Planning Proposal Response
Goal 1 – The leading regional economy	Direction 3 - Revitalise Newcastle City Centre	3.1 Promote the growth and renewal of Newcastle City Centre through local strategies and controls.	The Planning Proposal is generally consistent with these actions as the future expansion of the health services facility will provide important health services within proximity to the Newcastle City Centre.
	Direction 13 - Plan for greater land use compatibility	13.3 Amend planning controls to deliver greater certainty of land use. 13.4 Provide non-statutory guidance on the types of land uses that would be considered most appropriate, suitable or sympathetic to existing land uses in the Upper Hunter and other areas where land use conflicts occur.	The Planning Proposal will enable the amendment of planning controls that are inconsistent with the existing land use and deliver greater compatibility and certainty for the ongoing use of the land.
Goal 2 – A biodiversity-rich natural environment	Direction 15 - Sustain water quality and security	15.1 Protect water catchments to sustain high quality and dependable water supplies across the region. 15.5 Apply the neutral or beneficial water quality objectives to land use planning in surface and groundwater drinking water catchment areas to minimise the effects of development on waterways, including	Future Development Applications (DAs) for the site will consider incorporating water-sensitive urban design to minimise impact on coastal water catchments, water quality and flows.

HRP Goal	HRP Direction	HRP Actions	Planning Proposal Response
		<p>watercourses, wetlands, groundwater dependent ecosystems, riparian lands, estuaries, lakes, beaches and marine waters.</p> <p>15.7 Incorporate water-sensitive design into development that is likely to have an adverse impact on coastal water catchments, water quality and flows.</p>	
	Direction 16 - Increase resilience to hazards and climate change	16.1 Manage the risks of climate change and improve the region's resilience to flooding, sea level rise, bushfire, mine subsidence, and land contamination.	Future DAs will consider flooding, mine subsidence and land contamination in greater detail.
Goal 3 – Thriving Communities	Direction 20 - Revitalise existing communities	20.1 Accelerate urban revitalisation by directing social infrastructure where there is growth.	The Planning Proposal will enable critical social infrastructure to be delivered within a community that is undergoing significant growth.
	Direction 23 - Grow centres and renewal corridors	<p>23.1 Concentrate growth in strategic centres, local centres and urban renewal corridors to support economic and population growth and a mix of uses.</p> <p>23.4 Investigate locations for new and expanded centres, including within the Newcastle– Lake Macquarie Western Corridor and Maitland Corridor growth areas, and in the established urban areas that are projected to have high demand for housing growth.</p> <p>23.5 Focus commercial and retail development within existing centres and transport hubs and ensure that locations for new centres are integrated with existing or planned residential development; do not undermine existing centres; encompass high quality urban design; and consider transport and access requirements.</p>	<p>The future expansion of the Lingard Private Hospital will provide employment in an existing local centre and contribute to the economic growth of Newcastle.</p> <p>Moreover, the expansion of the hospital will also support CN's projected growing and ageing population.</p>
Goal 4 – Greater housing	Direction 26 - Deliver infrastructure to	26.1 Align land use and infrastructure planning to maximise the use and capacity of	The Planning Proposal assists in delivering key health

HRP Goal	HRP Direction	HRP Actions	Planning Proposal Response
choice and jobs	support growth and communities	<p>existing infrastructure and the efficiency of new infrastructure.</p> <p>26.2 Enable the delivery of health facilities, education, emergency services, energy production and supply, water and wastewater, waste disposal areas, cemeteries and crematoria, in partnership with infrastructure providers.</p> <p>26.5 Ensure growth is serviced by enabling and supporting infrastructure.</p>	service infrastructure to support the growing population.

Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan 2036 (GNMP) was released in 2018 to implement the vision set in the Hunter Regional Plan 2036; for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The GNMP sets out four outcomes to be achieved, which comprise various strategies and actions.

The Planning Proposal is consistent with *Outcome 1 - Create a workforce skilled and ready for the new economy*, and *Strategy 4 - Grow health precincts and connect the health network*.

The GNMP recognises the role of the private health sector alongside Hunter New England Health in providing the necessary health infrastructure to serve the growing Hunter Region. The GNMP encourages all new major health facilities to be located within strategic centres or existing major health precincts. The Planning Proposal is in accordance with this strategy, as the Lingard Private Hospital (Lingard Merewether) has been identified within the GNMP as a “Major Health Precinct in Greater Newcastle” (Refer to Figure 9).

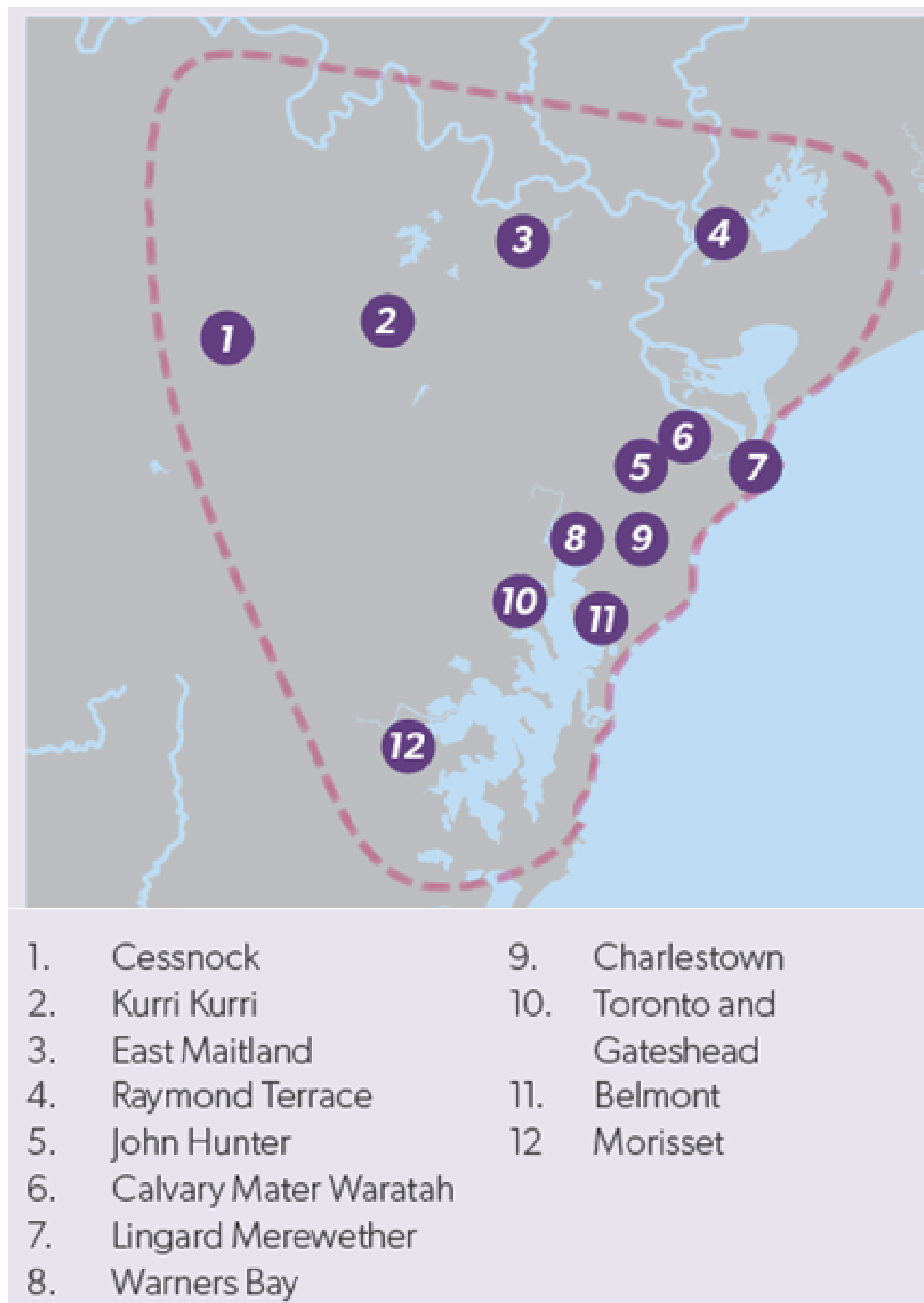


Figure 9: Major health precincts in Greater Newcastle (Source: GNMP, 2018)

4. *Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?*

The Planning Proposal is consistent with the following strategic directions, community objectives and strategies.

Newcastle 2040 Community Strategic Plan

The Newcastle 2040 Community Strategic plan (CSP) is a shared community vision developed to inform policies and actions over the next 10 years and beyond. The CSP was prepared in consultation with the local community and informed by analysis of key economic, environmental, and social trends.

1. Liveable Newcastle

- 1.1 Enriched neighbourhoods and places
 - 1.1.1 Great spaces
 - 1.1.2 Well-designed places
 - 1.1.3 Protected heritage places
- 1.2 Connected and fair communities
 - 1.2.1 Connected communities
 - 1.2.4 Health communities
- 1.3 Safe, active and linked movement across the city
 - 1.3.1 Connected cycleways and pedestrian networks
 - 1.3.2 Road networks
 - 1.3.3 Managed parking

2. Creative Newcastle

- 3.2 Opportunities in jobs, learning and innovation
 - 3.2.1 Inclusive opportunities
 - 3.2.2 Skilled people and businesses
 - 3.2.3 Innovative people and businesses
- 3.4 City-shaping partnerships
 - 3.4.1 Optimise city opportunities

3. Achieving together

- 4.2 Trust and transparency
 - 4.2.1 Genuine engagement
 - 4.2.3 Trusted customer experience
- 4.3 Collaborative and innovative approach
 - 4.3.1 Collaborative organisation
 - 4.3.2 Innovation and continuous improvement

The Planning Proposal compliments the goals and objectives of the CSP, particularly providing key health infrastructure supported by integrated transport networks.

Local Strategic Planning Statement

The Newcastle Local Strategic Planning Statement (LSPS) was adopted by Council in May 2020. It complements the Newcastle 2030 Community Strategic Plan. The LSPS is a 20-year land use vision prepared to guide the future growth of Newcastle. It informs changes to the *Newcastle Local Environmental Plan 2012*, Newcastle Development Control Plan 2012 (Newcastle DCP 2012) and other land use strategies.

The Planning Proposal is consistent with the LSPS, particularly with *Planning Priority 13 - Grow our key health and education sectors*. Planning Priority 13 acknowledges that health care and social assistance is the largest industry sector in Newcastle and therefore plays an important health and employment role. Action 13.2 seeks to work with health and education providers to align the Newcastle LEP 2012 and Newcastle DCP 2012 with future growth plans. In addition, the Planning Proposal will support the expansion of the health services offered within Newcastle, which is consistent with the following principle of Planning Priority 13: 'infrastructure and planning provisions enable the expansion and intensification of uses that provide or support key health and education sectors'.

The purpose of the Planning Proposal is to align the Newcastle LEP 2012 with future growth plans relating to the existing Lingard Private Hospital and Kingsland Precinct through the provision of appropriately zoned land and consistent development controls. The Lingard Private Hospital supports larger hospitals including the John Hunter Hospital in offering specialists care to patients. The expansion of the Lingard Private Hospital will ensure that it can continue to provide specialists care and continue to employ skilled and unskilled workers in the interim construction phase and ongoing operational phase.

Local Housing Strategy

The Newcastle Local Housing Strategy 2020 (LHS) sets a framework for the provision of housing across the City of Newcastle over the next 20 years. The LHS is a local response to the housing actions within the Hunter Regional Plan (HRP), Greater Newcastle Metropolitan Plan (GNMP) and the Newcastle Local Strategic Planning Statement (LSPS). The LHS is accompanied by an Implementation Plan.

The Planning Proposal aims to rezone R3 Medium Density Residential zoned land at 23 Merewether Street to SP2 Infrastructure (Health Service Facilities), thereby reducing the amount of land zoned for residential use. However, the land at 23 Merewether Street is currently used as a hospital, and the rezoning of the land will not result in a net loss of housing. Moreover, the loss of residential zoned land due to the proposed rezoning is not anticipated to affect CN's capacity to meet projected housing demand.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

An assessment of the Planning Proposal against the relevant SEPPs is provided in Table 2 below.

Table 2 - Relevant State Environmental Planning Policies

Relevant SEPPs	Consistency and Implications
SEPP (Transport and Infrastructure) 2021	Future DAs may be referred to Transport for NSW as 'traffic generating development.'
SEPP (Biodiversity and Conservation) 2021	<p>The site is already developed. The clearing of any vegetation will be assessed as part of any future development applications.</p> <p>The SEPP does not apply to the site at 8 Lingard Street as it has an area of only 0.38ha. The SEPP does apply to the site at 23 Merewether Street, as it has an area of 1ha. The site is largely developed and contains very few trees and thus the site does not represent potential koala habitat. Therefore, no further provisions of the SEPP apply to the Planning Proposal.</p>
SEPP (Resilience and Hazards)	<p>The site is identified as having a history of contamination. However, the previous uses of the site over time are not likely to hinder the intended outcome of this Planning Proposal.</p> <p>Investigations have been conducted for land at 8 Lingard Street and a validation report provided which demonstrates that the land is suitable for the proposed SP2 – Infrastructure zoning and the health services facility land use.</p> <p>The land at 23 Merewether Street will require further investigation and remediation prior to any further development of the land. The supporting information provided demonstrates that further development of the land will be appropriate and will not preclude the proposed change of zoning to SP2 – Infrastructure. In addition, CN notes that the land is already being used for a health services facility.</p>
SEPP (Industry and Employment)	Any future signage on the site will be compatible with the desired amenity and visual character of an area and will comply with the assessment criteria outlined in Schedule 1 of this SEPP.
SEPP (Exempt and Complying Development Codes 2008)	In accordance with the SEPP, certain minor development may be undertaken as exempt or complying development. However, the intended outcome for the site will require lodgement of DAs in the future. The Planning Proposal is consistent with the SEPP.

6. Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

Table 3 below provides an assessment of the PP against the relevant Ministerial Directions made under Section 9.1 of the EP&A Act 1979. The table has been updated prior to public exhibition to address the most recent Local Planning Directions that commenced on 01 March 2022.

Table 3 - Section 9.1 Ministerial Directions

Relevant Section 9.1 Directions	Applicable	Consistency and implications
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The Planning Proposal is consistent with the Hunter Regional Plan 2036 as detailed in Section B. In particular, the Planning Proposal will assist the Lingard Private Hospital and Greater Newcastle to become a world class health hub for research and treatment.
1.3 Approval and Referral Requirements	Yes	
1.4 Site Specific Provisions	Yes	The Planning Proposal aims to rezone land and amend the height of building and floor space ratio development standards to remove unnecessarily restrictive site-specific planning controls and is therefore consistent with the aims and objectives of the direction.
Focus Area 3: Biodiversity and Conservation		
3.2 Heritage Conservation	Yes	This direction is applicable. The site is identified as being adjacent to Townson Oval Pavilion – Mitchell Park, which is a heritage listed item under NLEP 2012 (heritage item no. I318). A Statement of Heritage Impact (Appendix A) prepared by EJE Heritage in June 2022 states that the bulk and scale of the future Hospital are not considered to be detrimental to the value of adjacent listed heritage items/sites and will not materially affect the adjoining heritage listed items/sites. The Concept Plan (Appendix B) indicates the future bulk and scale of the Hospital site and indicates opportunities for heritage interpretation within the site. The Planning Proposal is consistent with the aims, objectives and principles of this direction.

Focus Area 4: Resilience and Hazards

4.1 Flooding	Yes	<p>This direction applies, as the land is located within a flood prone area (ie flood storage area). Previous flood assessments undertaken by WMB BMT Pty Ltd (Appendix C) conclude that suitable expansion of the site can be achieved subject to implementation of certain mitigation measures.</p> <p>Appropriate mitigation measures will be incorporated into the future design of the health service facility, and details and plans will be supplied as part of any future DA. These mitigation measures will take into consideration the potential isolation of the hospital sites during large flood events with appropriate management procedures put in place as required. A Flood Emergency Response Plan will be provided with any future DA for the health facility expansion.</p> <p>The Planning Proposal will also be sent to NSW Department of Planning and Environment (DPE) Biodiversity Conservation Division for assessment and will be updated to reflect advice received.</p>
4.2 Coastal Management	Yes	<p>The PP area is within the coastal zone as defined under the <i>Coastal Management Act 2016</i>. The PP is consistent with clause 1 of this Direction. Clauses 2, 3 and 4 of this Direction do not apply to this PP. The PP is therefore considered to be consistent with this Direction.</p>
4.4 Remediation of Contaminated Land	Yes	<p>This ministerial direction applies to the site.</p> <p>The rezoning of the site from R3 Medium Density Residential and B5 Business Development to SP2 Infrastructure (Health Service Facilities) will not permit a change of use of the land, but rather the continuation of the existing use of the land.</p> <p>Although the site is identified as contaminated, the land is suitable (or will be suitable following remediation) for the continuation of the existing use of the land as a health service facility.</p> <p>Previous reports, which specify the findings of a preliminary investigation of the land have been carried out in accordance with the contaminated land planning guidelines.</p>
4.5 Acid Sulfate Soils	Yes	<p>The site is identified in the Newcastle LEP 2012 as having class 4 probability of Acid Sulfate Soils. Risks relating to Acid Sulfate Soils can be suitably addressed through future DAs for the intended use of the site. Moreover, it is considered that any future proposed development facilitated by the Planning Proposal will be able to manage any potential risks.</p>

4.6 Mine Subsidence and Unstable Land	Yes	<p>The site is identified as being located within a mine subsidence district. Risks associated with mine subsidence can be suitably addressed through future DAs for the intended use of the site.</p> <p>Consultation with Subsidence Advisory NSW will be undertaken prior to Public Exhibition. The Planning Proposal will be updated accordingly.</p>
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	<p>This direction applies to the Planning Proposal, as it seeks to rezone land from residential (R3 Medium Density Residential) and business (B5 Business Development) purposes to SP2 Infrastructure (Health Service Facilities).</p> <p>The Planning Proposal will facilitate the future expansion of the Lingard Private Hospital which is within proximity to housing and employment centres including The Junction, Marketown and Newcastle City Centre. Furthermore, the Planning Proposal is consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001). <p>The above guidelines help translate the broad sustainability objectives into outcomes at the local level. They provide advice on how local councils, the development industry, state agencies, other transport providers, and the community can:</p> <ul style="list-style-type: none"> • Better integrate land use and transportation planning and development; • Provide transport choice and manage travel demand to improve the environment, accessibility and liveability. <p>The Planning Proposal is considered to be consistent with the aims, objectives and principles of this direction as:</p> <ul style="list-style-type: none"> • The Planning Proposal encourages the co-location of additional hospital functions to an existing health precinct. • The site is well located being within walking and cycling distance to residential dwellings, The Junction, Marketown and Newcastle City Centre. • The site is serviced by bus routes 12, 14 and 21 and has direct access to bicycle infrastructure and pedestrian footpaths. • The future expansion of the site will see the inclusion of additional end-of-trip facilities for staff and better pedestrian connectivity to and from the site. • The hospital endorses green travel strategies, encouraging staff and visitors commuting to the site to walk, cycle or use public transport.

Focus Area 6: Housing		
6.1 Residential Zones	Yes	<p>The Planning Proposal will affect land within an existing residential zone and therefore this direction applies.</p> <p>The Planning Proposal aims to change the zoning for the Lingard Private Hospital site from R3 Medium Density Residential to SP2 Infrastructure (Health Service Facilities) to be consistent with the existing land use on the site (ie health service facilities).</p> <p>The Planning Proposal is inconsistent with this direction, as it will not encourage the provision of housing and will reduce the permissible residential density of land. However, although zoned for residential purposes, the site has been used as a health service facility, which is a permissible use within the R3 zone, and the Planning Proposal will therefore not result in any net loss of housing. In addition, this Planning Proposal is in accordance with the Greater Newcastle Metropolitan Plan, which recognises the Lingard Private Hospital as a major health precinct that will expand and provide future job opportunities. Furthermore, there is sufficient land zoned for housing in CN and the loss of residential zoned land due to the proposed rezoning is not anticipated to affect CN's capacity to meet projected housing demand. The inconsistency between the Planning Proposal and this direction is therefore justified.</p>
Focus Area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	<p>This direction applies, as the Planning Proposal seeks to rezone land at 8 Lingard Street from B5 Business Development to SP2 Infrastructure (Health Service Facilities). The Planning Proposal is consistent with the objectives of this direction, as it will encourage employment growth in a suitable location, protect employment land and support the viability of an identified centre.</p> <p>The Planning Proposal is consistent with the Greater Newcastle Metropolitan Plan, as it will enable the growth of a health precinct close to the Newcastle City Centre.</p>

Section C - Environmental, social and economic impact

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The site is currently developed for the purposes of a Health Services Facility and this Planning Proposal has no potential for critical habitat or threatened species, populations or ecological communities, or their habitats to be adversely affected. A BDAR Waiver has been received for the site. Furthermore, any potential environmental impact will be addressed at the DA stage for any proposal.

8. *Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?*

Traffic and Transport Considerations

Local traffic and parking

The intensification of the site is consistent with the objectives within the HRP and GNMP which will see the expansion of the Hospital to provide health services within proximity to the Newcastle City Centre and support CN's projected growing and ageing population. The expansion of the Hospital will generate additional traffic, parking and loading pressures on the surrounding street network, and result in noise from people commuting from their parked car to the Hospital.

A Parking Management Plan (**Appendix D**) prepared by Intersect Traffic dated October 2019 addresses DA2019/00062 by detailing the existing car parking arrangements for the Hospital and how off-street car parking will be managed and incentivised. The Parking Management Plan acknowledges that peak car parking demand for the site is provided on Merewether, Lingard, Dent and Berner Streets within proximity to the Hospital. Carpooling, use of public transport and walking and cycling to the site, for workers, are identified as opportunities to reduce peak parking demand on the site and have been expressed to be incentivised by appropriate means. Furthermore, the Hospital has expressed that a reimbursement scheme is available for staff in order to minimise parking take up on local streets.

A car parking survey conducted in 2022 concludes that there is sufficient parking quantum within the Lingard Day Centre car park (46 spaces currently unallocated) which will assist in allocating future car parking provisions associated with the future expansion of the Hospital. The survey also found that there is on-street car parking available in surrounding areas of the site to accommodate any minimal on-street car parking demands associated with the future expansion of the Hospital.

Noise, traffic and parking impacts and mitigation measures can be assessed and rectified as part of the DA process. This will be determined through a Noise Impact Assessment and Traffic Management Plan which will be required to be submitted with any future DA.

Public transport

Lingard Private Hospital is located within proximity to Newcastle City Centre, Marketown and The Junction. The Lingard Private Hospital is serviced by bus routes 12, 14 and 21, with services operating from Swansea Heads, Maryland and Broadmeadow stopping at several locations before arriving to Lingard Private Hospital. The location of Lingard Private Hospital creates potential for the site to accommodate increased densities to capitalise on the sites proximity to public transport options and prompt the investigation of additional public transport services to the site. The Parking Management Plan states that there are incentives in place to encourage staff to catch public transport to Hospital for work.

Cycle and pedestrian movement

The site is well serviced by pedestrian and cycle path networks. The site and surrounds are relatively flat providing comfortable walking and cycling journeys to the site and nearby local facilities such as shops, parks, schools, and bus stops.

As identified in the Concept Plan, additional facilities to encourage further bicycle use, including public and private end of trip facilities are being planned for the site. The Concept Plan indicates that the main pedestrian access to the Lingard Precinct will continue to be via Merewether Street, however, there are opportunities to include a pedestrian through link from Tye Road to Merewether Street. The potential noise impacts and consideration to Crime Prevention Through Environmental Design (CPTED) Principles will be assessed as part of the DA process.

Furthermore, there is the potential for a shared zone or pedestrian crossing along Merewether Street. The purpose of this would be to provide improved pedestrian connectivity between the two precincts (Lingard and Kingsland). This will be considered in future designs for the site and will need to be supported by a traffic impact assessment when submitted for DA assessment.

The Hospital has advised that they endorse green travel strategies, encouraging staff and visitors to access the site by walking, cycling and/ or public transport. As identified in the Concept Plan, additional facilities to encourage further bicycle use, including public and private end of trip facilities will be delivered on the site. The site is well located to take advantage of existing bus services.

Environmental Considerations

Bushfire hazard

According to Newcastle Bush Fire Hazard Map (2009) and the Newcastle LEP 2012, the land is not affected by bushfire risk or in the vicinity of such a risk.

Flooding

The land is located within a flood prone area, ie flood storage area (Refer to Figure 10). Previous flood assessments undertaken by WMB BMT Pty Ltd conclude that suitable redevelopment of the site can be achieved subject to implementation of certain mitigation measures.

Appropriate mitigation measures can be incorporated into the future design of the Hospital, and details and plans will be supplied as part of any future DA. A Flood Emergency Response Plan will accompany a future DA for the health facility expansion.

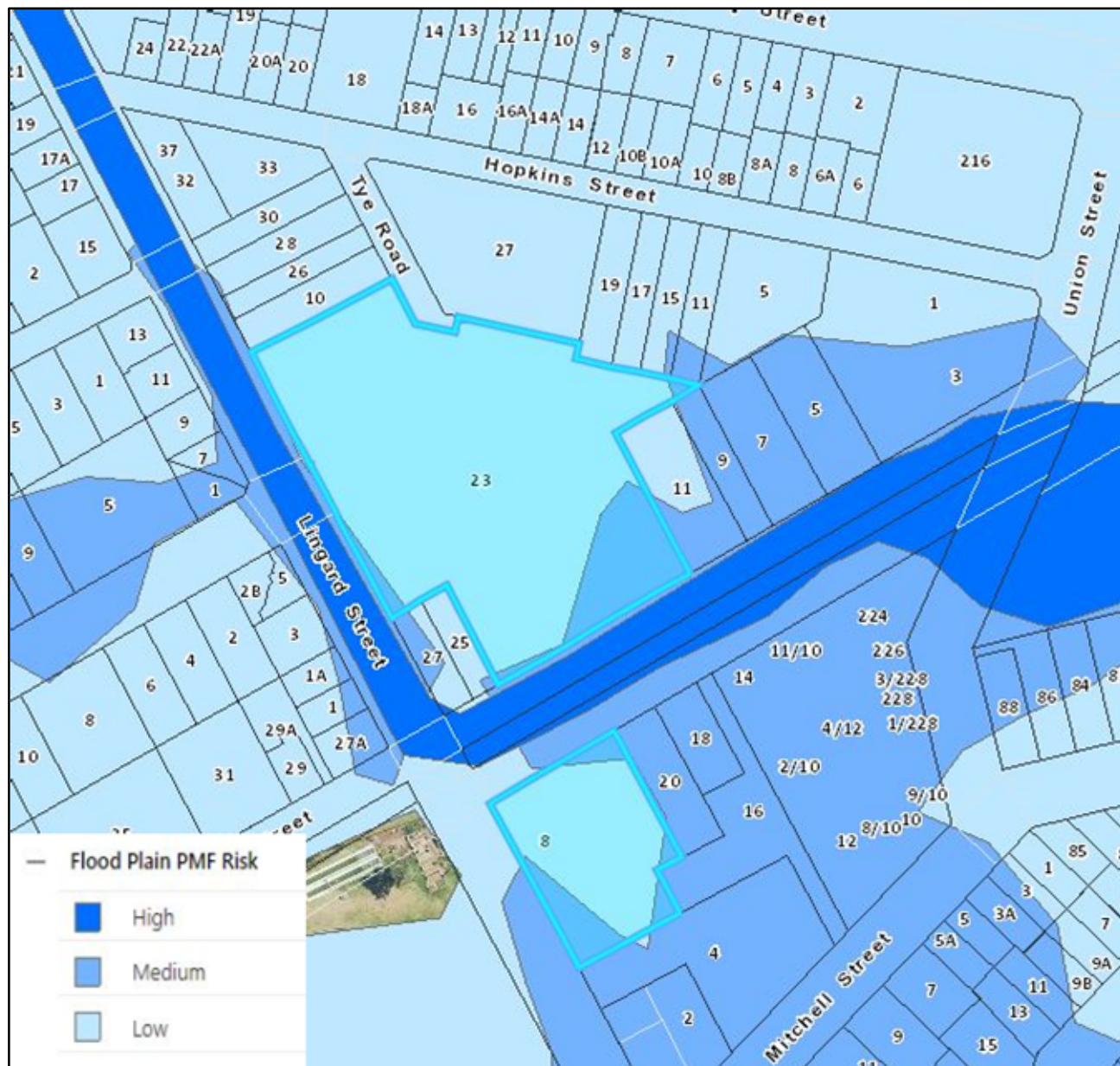


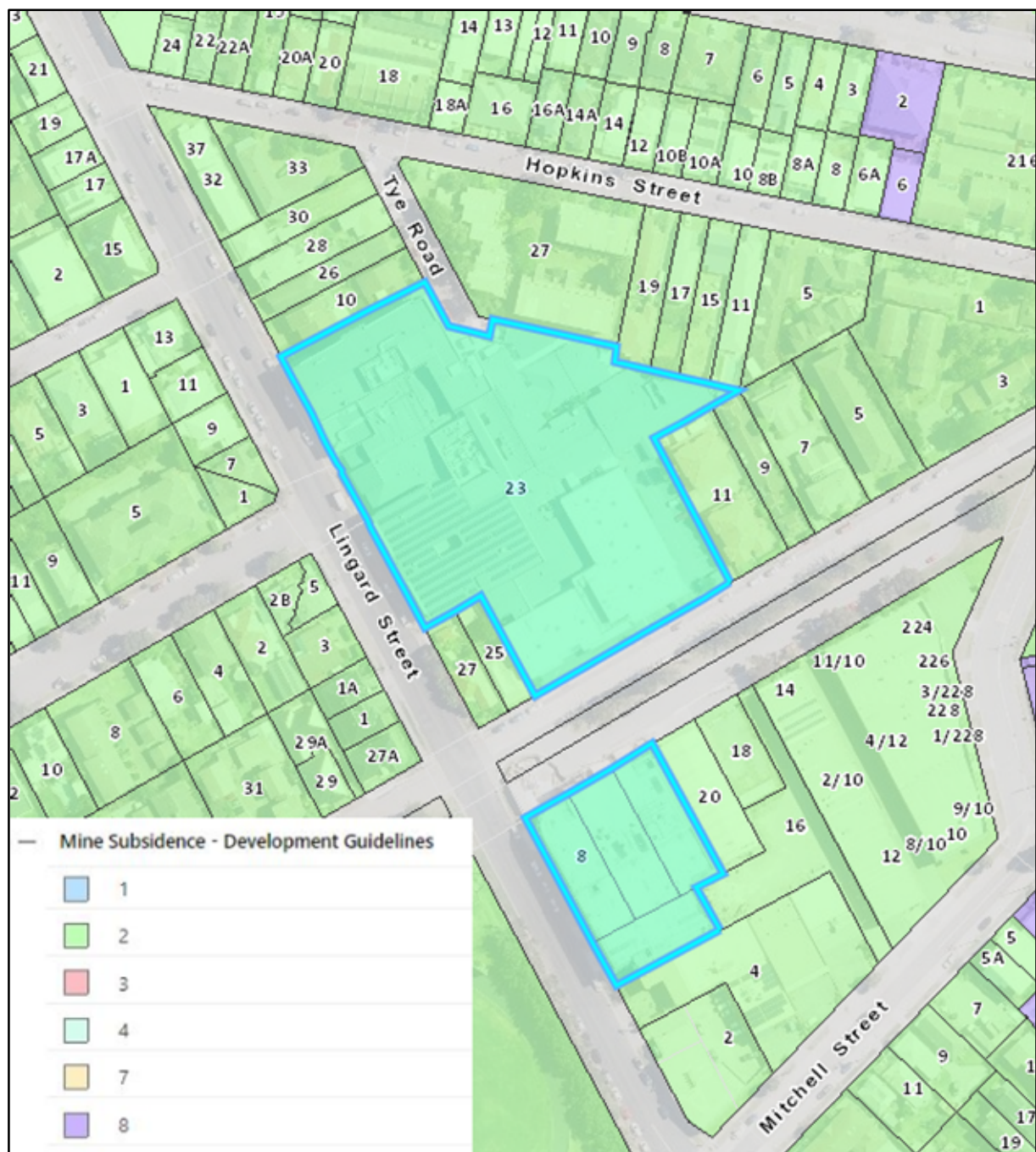
Figure 10: Flood risk for 23 Merewether Street and 8 Lingard Street, Merewether

Acid Sulfate Soil

The site is identified in the Newcastle LEP 2012 as having class 4 probability of Acid Sulfate Soils. Risks relating to Acid Sulfate Soils can be suitably addressed through future DAs for the intended use of the site. Moreover, it is anticipated that any future proposed development facilitated by the Planning Proposal will be able to manage any potential risks.

Mine Subsidence

The site is located within a Mine Subsidence District (Refer to Figure 11). CN will consult with Subsidence Advisory NSW prior to commencing community consultation.



Noise impact

The Concept Plan seeks to improve the servicing of the site, to reduce noise impacts to properties in Hopkins Street and Tye Road. However, the intensification of the site may result in increased noise associated with increased traffic volumes, deliveries and pedestrian movement to and from the Hospital site. Assessment of noise impacts will occur in association with any future DA. It is considered that future development can be designed to minimise noise impacts to surrounding land uses. Appropriate mitigation measures can also be included to minimise normal operational noise. This will be determined through a Noise Impact Assessment which is required to be submitted with a future DA.

Odour

No odour impacts are expected from the development given the proposed use of the building for medical uses. The ongoing operation of the site will comply with AS 1668.2—1991 to ensure air quality is maintained.

Flora and/ or fauna

The site is currently developed and does not comprise any significant flora or fauna. The Planning Proposal is therefore not anticipated to result in any negative impacts on flora and fauna. Nonetheless, any potential environmental impacts will be addressed at the DA stage.

Furthermore, the Planning Proposal does not seek to increase the development footprint of the facility. It is not anticipated that future development on the site will result in the removal of mature or newly planted street tree stock from median crossing in Merewether Street. This will be addressed in any future DA.

Land/site contamination (SEPP55)

The site is identified as contaminated land (Refer to Figure 12). However, the previous uses of the site are unlikely to hinder the intended outcome of the Planning Proposal.

Investigations have been conducted for 8 Lingard Street and a validation report has been provided which demonstrates that the land is suitable for the proposed SP2 – Infrastructure zoning and the health services facility land use.

The site at 23 Merewether Street will require further investigation and remediation prior to any further development of the land. The supporting information provided demonstrates that further development of the land will be appropriate and will not preclude the proposed change of zoning to SP2 – Infrastructure. In addition, CN notes that the land is already being used for a health services facility.



Figure 12: Contaminated land at 23 Merewether Street and 8 Lingard Street, Merewether

Water quality and stormwater management

Water quality and stormwater management will be assessed at the DA stage and will likely require the incorporation of water-sensitive design to minimise adverse impacts on coastal water catchments, water quality and flows.

Urban Design Considerations

Building mass/block diagram study (changes in building height and FSR)

It is proposed that the bulk and scale of the proposed expansion of the site be managed through the adoption of building envelopes controls. Attached to this Planning Proposal is a Concept Plan for the site (**Appendix B**), which outlines a vision for the health precinct, including indicative bulk and scale. However, it is noted that the Concept Plan should only be utilised for reference and does not form part of the Planning Proposal.

Overshadowing

Indicative overshadowing diagrams have not been provided. Any potential for overshadowing of adjoining properties due to increased height and FSR will be managed through appropriate setbacks and merit assessed under a DA.

Lighting impact

Appropriate external lighting in car parks, along connecting pedestrian footpaths and other outdoor areas will be assessed at the DA stage. Internal lighting is not expected to cause any concerns for neighbours.

Social and Cultural Considerations

Heritage impacts

The site has not been identified as a heritage item nor is it within a heritage conservation area. Notwithstanding, the site is in proximity to the Townson Oval Pavilion – Mitchell Park, which is a heritage listed item under the Newcastle LEP 2012 (heritage item no. I318). The site is also located on Merewether Street, which is a site of a former railway line linking the Glebe Hill and Newcastle collieries in Merewether Heights with the Newcastle docks via the Junction, Cooks Hill and Civic Park.

A Statement of Heritage Impact prepared by EJE Heritage dated June 2022 concludes that the proposed future bulk and scale works to the Hospital are not considered to be inappropriate or detrimental to the value of local heritage and archaeological items in the vicinity of the site, including Townson Oval Pavilion, J&A Brown's Railway, War Memorial (Mitchell Park), Rowlands Park, the Junction Public School and The Burwood Inn. The Concept Plan shows the indicative future bulk and scale of the site and flags that there is opportunity for heritage interpretation associated with the new development and public domain works.

While the Planning Proposal will enable the expansion of the existing Hospital, it is noted that it does not seek to increase the existing development footprint and therefore the impacts on nearby heritage items including Merewether Street will be minimal. Impacts of any works on nearby heritage items will be considered at the DA stage. Should any works be undertaken on Merewether Street as part of the future expansion, the potential for the street to contain archaeological material will need to be considered as part of any DA.

9. *Has the Planning Proposal adequately addressed any social and economic effects?*

The Planning Proposal is in the public interest and will contribute towards the region achieving the objectives of the Hunter Regional Plan 2036 and Greater Newcastle Metropolitan Plan 2036. It will provide a variety of health services to the community, including the ageing population.

The Planning Proposal will provide significant public benefits to the community, including:

- Future development will result in an expansion to the variety of high-quality health services on offer at the hospital, including to the ageing population. The future expansion will enhance this service sector as the City of Newcastle continues to undergo growth and transformation;
- Employment will be generated in the expanding health sector, thereby providing ongoing economic and social benefits;
- Future development will also result in employment and economic benefits associated with the short-term construction works;
- Future development will be compliant with relevant disability standards and will meet the needs of people with physical disabilities, sensory disabilities and intellectual disabilities.

The expansion of the Hospital on the site is anticipated to have ongoing positive social and economic impacts on the local area and the broader Newcastle community.

Section D - State and Commonwealth interests

10. *Is there adequate public infrastructure for the planning proposal?*

The site is adequately serviced by all essential infrastructure including electricity, telecommunications, water, stormwater, and sewer. The anticipated development of the site is not expected to warrant significant upgrade to existing public infrastructure. Moreover, the Planning Proposal contributes to the provision of health services to the community and complements public health infrastructure.

11. *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

The Gateway Determination dated 17 March 2022 requires Subsidence Advisory NSW and Biodiversity Conservation Division to be notified of the Planning Proposal in accordance with section 3.34(2)(d) of the EP&A Act.

Part 4 - Mapping

The Planning Proposal seeks to amend the following maps within the Newcastle LEP 2012:

- Land Zoning Map
- Height of Buildings Map
- Floor Space Ratio Map

The Matrix below indicates (with an “X”), which map sheets (of the Newcastle LEP 2012) are to be amended.

	FSR	LAP	LZN	WRA	ASS	HOB	LSZ	LRA	CL1	HER	URA
001											
001A											
001B											
001C											
001D											
002											
002A											
002B											
002C											
002D											
002E											
002F											
002G											
002H											
003											
004											
004A											
004B											
004C											
004D											
004E											
004F											
004FA											
004G	X		X			X					
004H											
004I											
004J											
004K											

Map Codes:	FSR	=	Floor Space Ratio map
	LAP	=	Land Application Map
	LZN	=	Land Zoning Map
	WRA	=	Wickham Redevelopment Area Map
	ASS	=	Acid Sulfate Soils Map
	HOB	=	Height of Buildings Map
	LSZ	=	Lot Size Map
	LRA	=	Land Reservation Acquisition Map
	CL1	=	Key Sites Map & Newcastle City Centre Map
	HER	=	Heritage Map
	URA	=	Urban Release Area Map

Part 5 - Community consultation

The Gateway Determination dated 17 March 2022 categorises the Planning Proposal as complex (as described in the *Local Environmental Plan Making Guidelines, Department of Planning and Environment 2021*) and must be publicly exhibited for a minimum of 28 days. Exhibition and state agency consultation will occur as required within the Gateway Determination and in accordance with CN's Community Participation Plan.

The Planning Proposal will be uploaded onto DPE Planning Portal and exhibited on CN's website. Notification letters will be sent to adjoining land owners advising of the exhibition.

Part 6 - Project timeline

The plan making process is shown in the timeline below. It will be undertaken in accordance with the Gateway determination.

Task	Planning Proposal Timeline									
	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Sep 22	Oct 22	Nov 22	Dec 22
Gateway determination										
Required studies										
Commencement and completion of public exhibition period										
Consideration of submissions										
Post-exhibition review and additional studies										
Anticipated date PPA* will make the plan										
Gazettal of LEP amendment										

*PPA Planning Proposal Authority

Appendix A – Statement of Heritage Impact

STATEMENT OF HERITAGE IMPACT

LINGARD PRIVATE HOSPITAL – PLANNING PROPOSAL

23 MEREWETHER STREET &
8 LINGARD STREET

MEREWETHER NSW



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1. INTRODUCTION

EJE Heritage has been requested to provide a Heritage Assessment and subsequent Heritage Impact Statement for the subject Planning Proposal for the site of the Lingard Private Hospital in Merewether, NSW.

The initial section of the report places the site within an historical context, and examines the physical condition and context of the current building. With the history and physical condition and context of the building understood, a heritage assessment of the site can be completed using the NSW Heritage Branch guidelines encompassing the Australia ICOMOS Burra Charter 2013 heritage values: historical significance; aesthetic significance; scientific significance; and social significance.

The Statement of Heritage Impact that follows examines the proposed works, identifying any impacts which the proposal might have on the significance of the heritage items, and any measures which should be taken to mitigate any negative impacts, if these are in fact identified.

This Statement of Heritage Impact was prepared by EJE Heritage. The project team consisted of:

- ❑ Barney Collins – (Director), Conservation Architect.
- ❑ Dominic Warland – (Associate), Architect
- ❑ Stephen Batey – Architect

The Historical Context section of the report was prepared by Dominic Warland and Stephen Batey.

Unless otherwise acknowledged, photographic images are by EJE Heritage.

1.1 METHODOLOGY

This report has been undertaken in accordance with the NSW Heritage Office publications, Assessing Heritage Significance and Statements of Heritage Impact, together with the Australia ICOMOS, The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013.¹

1.2 CONSTRAINTS AND LIMITATIONS

EJE is not qualified to offer structural opinions. This report is not intended to convey any opinion as to the structural adequacy or integrity of the structure, nor should it in any way be construed as so doing. Similarly, the author's observations are limited to the fabric only: he does not comment on the capacity, adequacy, or statutory compliance of any building services.

¹ Burwood: Australia ICOMOS, 2013.

1.3 HERITAGE LISTINGS

The site and buildings are not listed as a Heritage Item of significance in Newcastle Local Environmental Plan 2012, Schedule 5 Part 1, and they are not located within a Heritage Conservation Area.

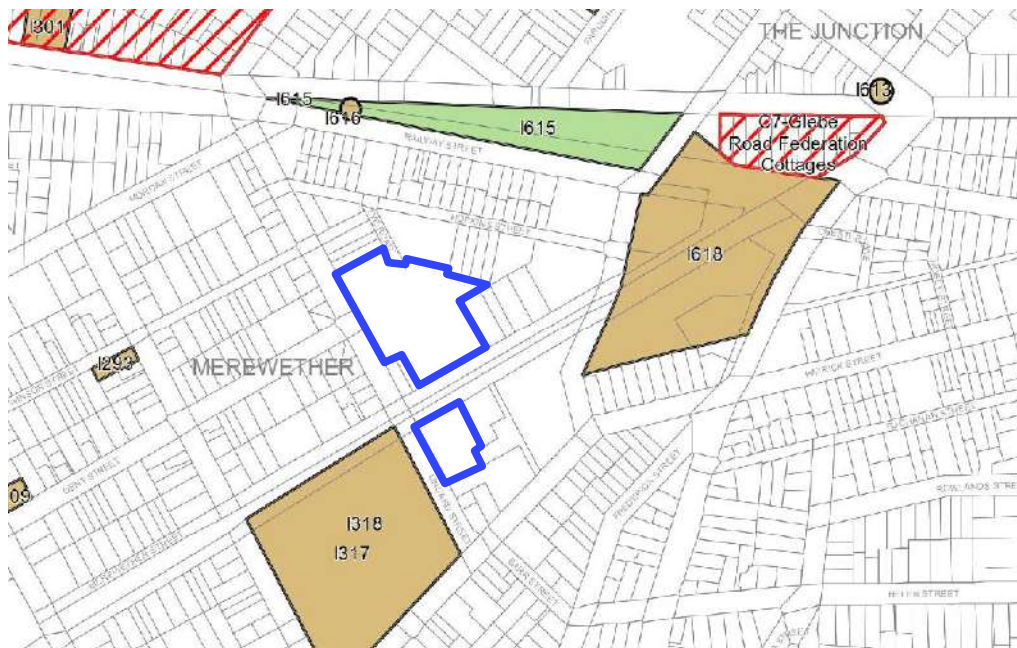


Figure 1: Extract of Newcastle LEP Heritage Map 5900_COM_HER_004G_010_20210916. Subject sites outlined in Blue

The subject site is in proximity to a number of Heritage Items of Local significance, as hereunder:

Suburb	Item	Address	Description	Significance	Item No.
Merewether	Burwood Inn	77 Berner Street	Lot 1, DP 79791	Local	I293
Merewether	War Memorial— Mitchell Park	24 Mitchell Street	Lot 7022, DP 93962	Local	I317
Merewether	Townson Oval Pavilion— Mitchell Park (DEMOLISHED)	24 Mitchell Street	Lot 7022, DP 93962	Local	I318
The Junction	Rowland Park	77A Glebe Road		Local	I615
The Junction	Rowland Park Fountain*	77A Glebe Road		Local	I616
The Junction	The Junction Primary School	16 Watkins Street	Lots 1–8, DP 795234; Lot 1, DP 592431; Lot 1, DP 159535; Lot 1, DP 164214	Local	I618

*Note – This item is no longer extant on the site, and the LEP Heritage Listing appears to be out of date in this regard.

1.4 SITE IDENTIFICATION

The site at the subject of the proposed works is separated into two precincts, identified as:

- Lingard Private Hospital precinct: 23 Merewether Street, Merewether
Real Property Description - Lot 100 SP 1168197
Zoning: R3 Medium Density Residential
Newcastle City Council Local Government Area
- Kingsland Precinct "Lingard Day Centre": 8 Lingard St, Merewether
Real property Description - Lot 100 SP 1251777
Zoning: B5 Business Development.
Newcastle City Council Local Government Area



Figure 2: Aerial photo of the site vicinity. Subject sites outlined in Blue. Source: SIX Maps

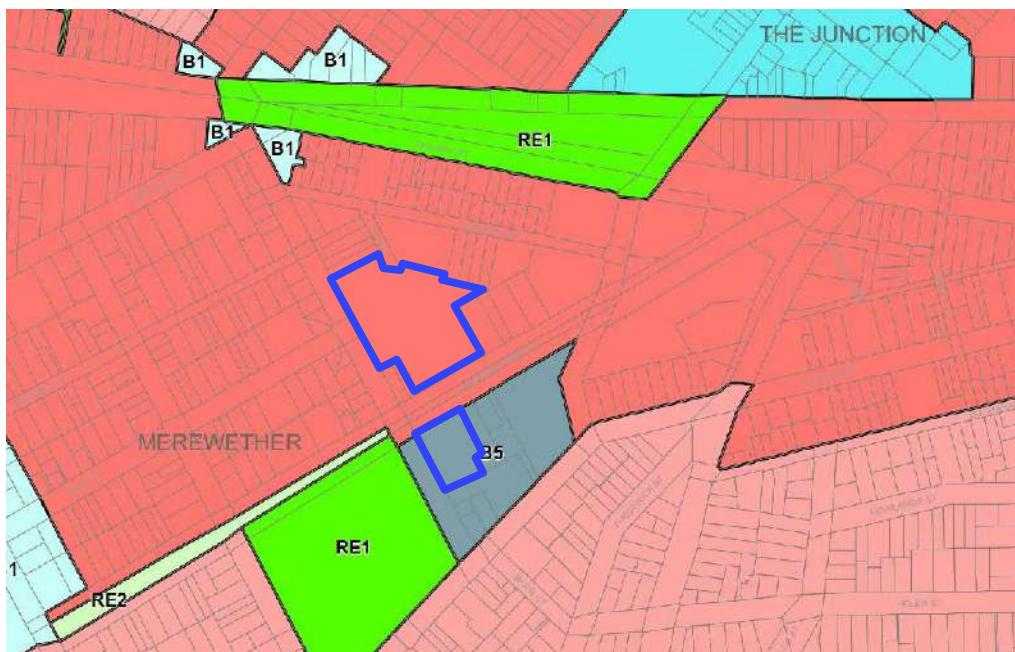


Figure 3: Extract from Newcastle LEP 2012 Zoning Map 5900_COM_LZN_004G_010_20210216. Subject site outlined in Blue.

2. HISTORICAL CONTEXT

2.1 PRE-COLONIAL INHABITATION

Prior to European exploration and settlement, Muloobinba (Newcastle) and the Coquon (Hunter River) region hosted the traditional nations of the Awabakal and Worimi Aboriginal people. The river estuary at this time was considerably wider than the present day harbour, consisting of shifting sands and moving channels, with the area of today's Foreshore reserve then a large shallow lagoon.² Coastal Banksia, otherwise known as Honeysuckle, flourished along the banks of the river, an area rich in food sources for the traditional occupants. Sea food such as fish, oysters and pipis would have been a prominent source of bush tucker, with evidence of shell middens, a campsite, and ceremonial ground discovered at Meekarlba (today's Honeysuckle Precinct).

Further south, there is evidence of an Aboriginal encampment at Glenrock Lagoon, an area abundant in Cabbage Tree palms. The palms' tip and fruit could be eaten raw or roasted, and the leaves used for weaving and thatching. Marine life, birds and mammals were hunted on the banks of the lagoon and seashore, as evidenced with remains located in middens today. The sandstone outcrops of Flaggy Creek provided shelters for the Awabakal, with reports of "The Sacred Cave of the Awabakal" a painted cave along Flaggy Creek in today's Glenrock Recreation Area visited by early explorer Ludwig Leichhardt, both reported and conjectured.³

While not always confrontational in nature, European colonial occupation in the 19th century drastically affected the Aboriginal people; times of conflict, dispossession of hunting grounds, and the introduction of diseases such as small pox drastically reduced Aboriginal populations in the area. The first European census of Aboriginal people in the area of Newcastle occurred in 1827 and counted only 140 individuals in receipt of government provisions.⁴ One such distribution point of government aid was at The Junction.⁵

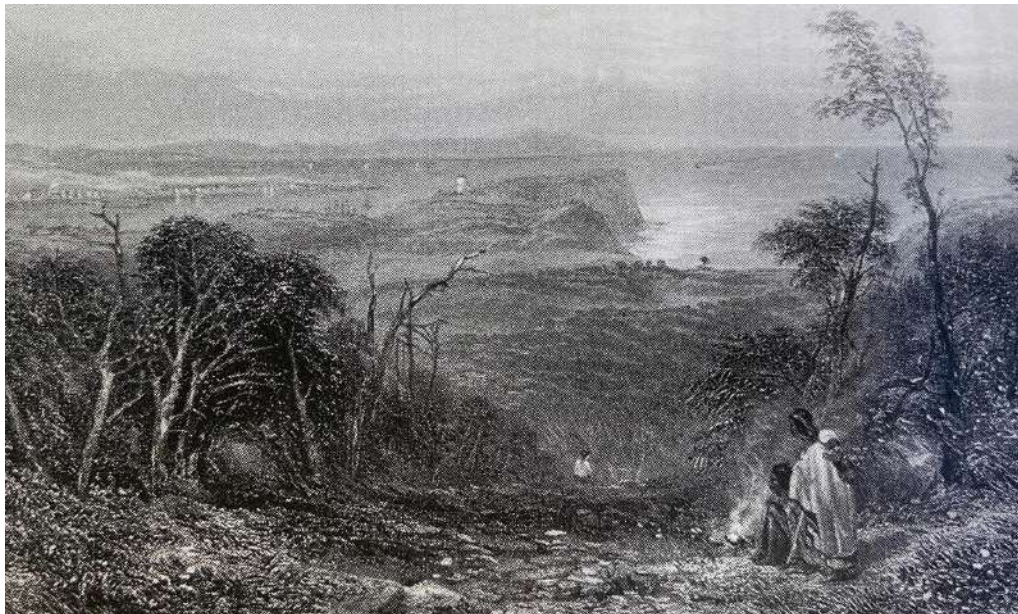


Figure 4. Near Newcastle on the Hunter, New South Wales, engraving by John Skinner Prout, c.1874-76. The coastline from Merewether through to Bar Beach and beyond to Port Stephens.

History of Merewether

² The Hunter Estuary as Discovered by Dr. John Shortland (Sept. 10, 1797), in: The Institution of Engineers, Australia, Newcastle Harbour – A National Engineering Landmark. 1989.

³ See Merewether and The Junction, 19th Century Industrial Towns. (2016), p1, and Glenrock Lagoon Cultural Landscape, NSW National Parks and Wildlife Service, (2003), p43.

⁴ NSW Government – Hunter Development Corporation, History of Ferries in Newcastle, n.d.

⁵ Merewether and The Junction. (2016), p1.

2.2 FIRST COLONIAL OCCUPATION – A.W. SCOTT⁶

The first known European occupier of the subject site was Mr Alexander Walker Scott (1800-1883), entomologist, politician, merchant and industrial entrepreneur. A.W. Scott arrived in Newcastle from London via the Australia on his first visit 17 January 1827, then returned in 1829, and a third time to remain as a settler in 1831, along with his mother Mrs Augusta Maria Scott and sister Miss Augusta Maria Scott. A.W. Scott received a land grant on Ash Island in the Hunter River and proceeded to buy land for development between Newcastle and Maitland.

At an unknown date between 1831 and 1835, Scott took possession of a large grant of 456 acres, to the south of the A.A Company's ubiquitous 2000-acre grant. This 456-acre property encompasses today's subject site.

A.W. Scott became actively involved in the development of the region, and pursued many agricultural, industrial, and entrepreneurial endeavours. Scott was an entomologist by profession, but while pursuing his scientific endeavours at Ash Island he also became heavily involved in politics, before dying in 1883. Today's Scott St in Newcastle bears his name.



Figure 5. Alexander Walker Scott, N.D.
NSW Parliamentary Archives

⁶ See generally: J. Dixon, (1935). History of Merewether. Also C.E. Smith, (1966). Dr James Mitchell; and N. Gray, (1976). Australian Dictionary of Biography - Scott, Alexander Walker.



Figure 6. Plan of A.W Scott's 456 acre grant, c. 1850's. North is oriented to the right of the page. The approximate area of the subject site is circled in red. Map reference AM-A1/24.

Newcastle Region Library

2.3 DR. JAMES MITCHELL (1792-1869)

In June 1835, Dr. James Mitchell, surgeon and substantial landowner, applied for and secured "900, nine hundred acres, more or less, near the town Newcastle". He later added a purchase of 456 acres (from A.W. Scott) to the east of the original block (including our subject site), and subsequently 514 acres to the west of the same. This area was named the 'Burwood Estate'.⁷

Coal may have been mined in this area from the time of the penal settlement. A copper smelting works was started by Dr. Mitchell in 1846, and a stockpile of coal was stacked on his land, unable to be used for smelting, because, he claimed, of a reservation on the original Burwood land grant. In the following year, following pressure from a Legislative Council Select Committee Enquiry, the A.A. Co. surrendered its monopoly on coal mining, and as a result, coal mines were started on Mitchell's estate in that year by W. & A. Donaldson and Alexander Brown.⁸

Eager now to export and sell his coal reserves, Mitchell found that he was unable to transport his coal by rail over lands between the junction of his wooden tram lines, (now the suburb, The Junction), and Newcastle Harbour. This land was owned by the A.A. Company, which had, in 1847, given permission for Mitchell to construct a railway over their lands, but forbade the carrying of coal of this line. It took an act of parliament, 'Mitchell's Tram Road Act' of 1850, to overcome this restriction.⁹

Over the next two decades, coal companies both small and large, established pits on the Burwood Estate. As well, the area was a centre for pottery, (Page's pottery was established on the estate in 1846), a tannery, and several brickworks, with their attendant clay pits.

⁷ J. Dixon, History of Merewether, Merewether Municipal Council, 1935, p.p. 5-6.

⁸ C.E. Smith, Dr. James Mitchell, Newcastle History Monographs No. 1, Newcastle Public Library, The Council of the City of Newcastle, 1966, p.p. 24-25

⁹ C.E. Smith, op.cit., p.25

Maps of the estate at this time, shows a number of tunnels, the smelting works, the pottery and four rail lines, converging on 'The Junction', one rail line up today's Merewether St, the "J. & A Brown's Railway" passing directly by the subject site. Also shown are three emerging townships – 'Glebe', 'The Junction' and 'The Town of Burwood'.¹⁰

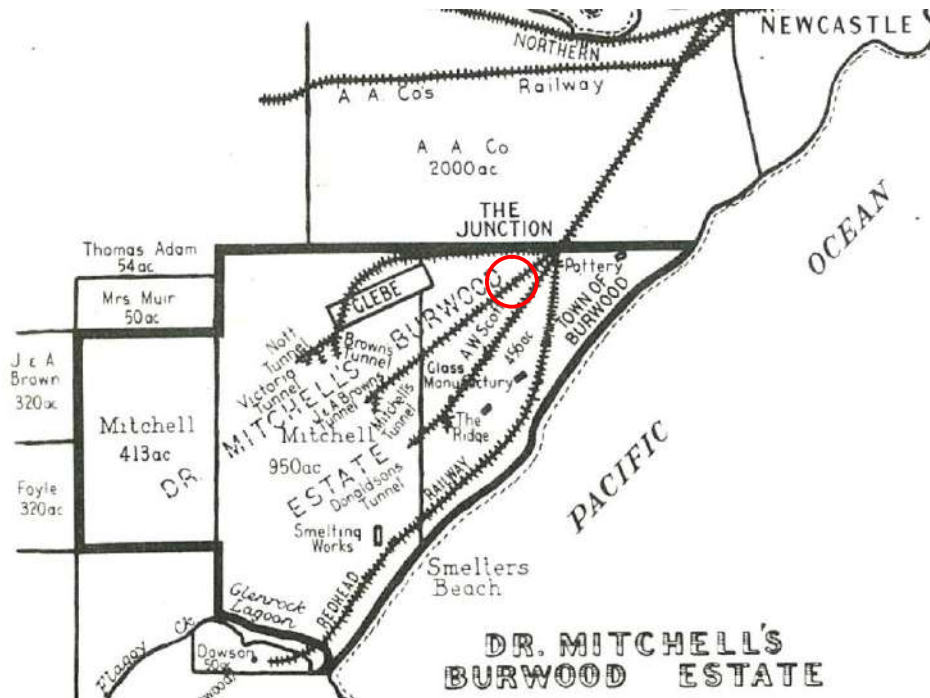


Figure 7. Dr. Mitchell's Burwood Estate after the purchase of A.W. Scott's lot to the east and the government's lot to the west. The approximate area of the subject site is circled in red.

C.E. Smith, Dr James Mitchell

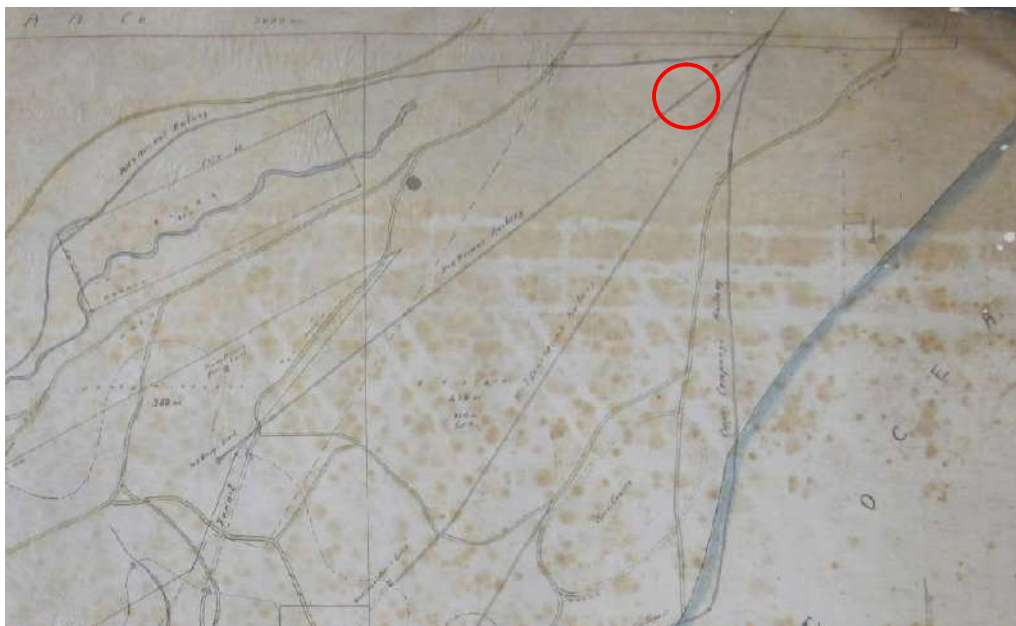


Figure 8. Plan of the Burwood Estate, 1854. Map reference AMC 3/11. The approximate area of the subject site is circled in red.

Newcastle Region Library

¹⁰ In C.E. Smith, op.cit., p.31

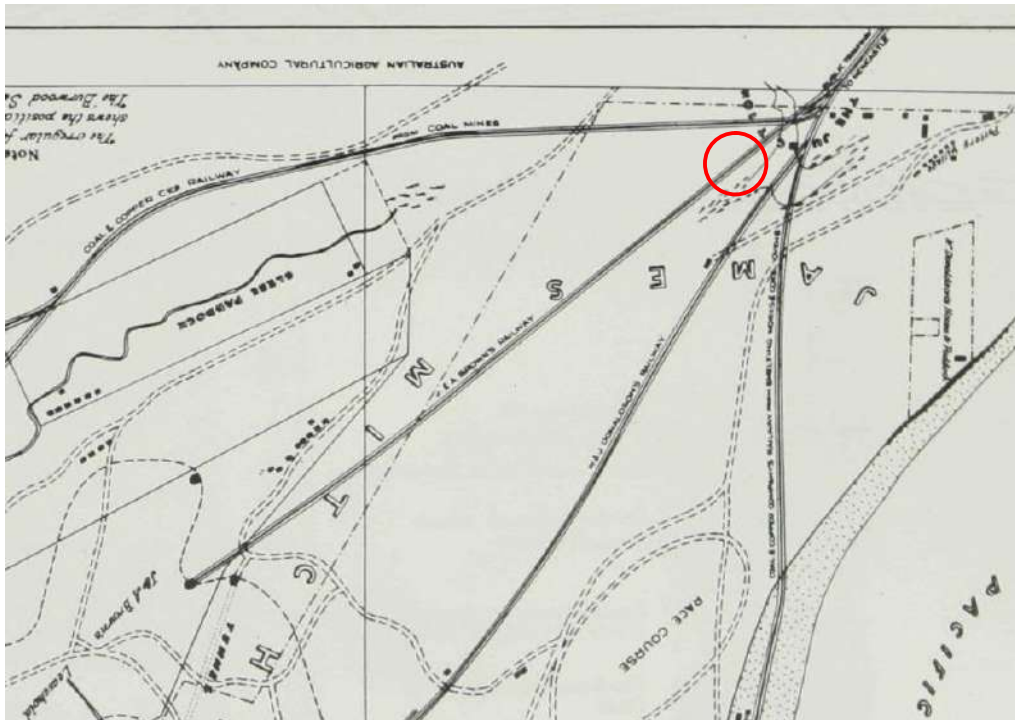


Figure 9. Burwood Seam, 1855, redrawn by J.A Nielsen 1971, (north up). Merewether Estate Archives. The approximate area of the subject site is circled in red, sitting either side the rail line titled the "J. & A. Browns Railway", in line with today's Merewether St.

Newcastle Region Library



Figure 10. "The Merewether Lines" – Map of Lines served by the Merewether lines of Burwood Coal Mining Co. The approximate area of the subject site is circled in red, along with the position of today's Merewether St.

pinterest.com.au/jpslim104

Two of the four "Merewether Lines" which travelled to the various mine operations were converted for use by passenger trams. A Steam Tram rail line was created along Union Street which joined the Coal & Copper Co Railway to travel along Glebe Road to Glebe. This service opened in 1894. Another Steam Tram line was created along Darby Street, opening in 1902,

which cut across the Burwood Coal line at Patrick Street to use some of the corridor of the W & J Donaldson's Railway before turning east along Ridge Street to the Beach Hotel at Merewether. The J & A Brown railway which paralleled Merewether Street on its southeast side, and the Burwood Coal line continued to cart coal until the closure of those mines



Figure 11: Two aerial photos, the first from 1944; the second from more recently. The corridor of the J & A Brown rail is still visible in the 1944 Aerial (highlighted with the dashed orange line). The position of the railway travelled on what is currently the southeast side of the median in Merewether St, near the fenceline of Mitchell Park (in a separate allotment), across the large median west of Mitchell Park and through the site of the Merewether Veterinary Hospital.

1944 Aerial photo: NSW Spatial Services (annotation by EJE)

Recent Aerial Photo: SIX Maps (annotation by EJE)

2.4 E.C. MEREWETHER AND THE MUNICIPALITY OF MEREWETHER¹¹

On April 11th 1860, James Mitchell's elder daughter, Augusta Maria, married Edward Christopher Merewether, then Clerk of the Executive Council, and shortly afterwards, General Superintendant of the A.A. Company. Merewether and his wife took up residence on the Burwood Estate at 'The Ridge', a large house overlooking the area. When Mitchell died on February 1st, 1869, his properties were divided amongst his three children. Augusta Maria Merewether and her husband inherited the whole of the Burwood Estate.

¹¹ See generally; J. Dixon, (1935). History of Merewether.



Figure 12. Edward Christopher Merewether, by William Nicholas, c1841.
State Library of NSW



Figure 13. Portrait of Edward Christopher Merewether N.D.
NCC Cultural Collections

Mitchell Street, one of the boundaries of the present-day Mitchell Park, was at first, the private drive leading to 'The Ridge'. It was known as 'The Red Road', due to its red gravel surface, which in rainy weather washed to the settlements at the bottom of the incline. A gate was hung across the road, dividing Merewether's private property from that of his tenants and freeholders. This gate was moved to three different locations, as further subdivisions of land were opened.¹²



Figure 14. Plan of the Burwood Estate, Property of E.C. Merewether ESQ, April 1873. Map reference AM-C3/5. The area of the subject site indicated in red, being composed of small residential sized allotments at this time.

Newcastle Region Library

Towards the end of the 19th century, the industrial endeavours of the area had ensured that the Merewether estate had formed into a growing township. By 1881, Burwood, the Glebe and The Junction were experiencing the same difficulty which has led other mining communities to form municipalities. The Newcastle Directory of 1881 described these three places as comprising "one large scattered village...There were about 1500 inhabitants, in all scattered over Burwood, Glebe, and the Junction – the majority of whom are miners and those engaged in the adjoining collieries."¹³

¹² Dixon, op.cit., p.6

¹³ Shaw, W.H. (ed) The Newcastle Directory 1880/1 (Reprinted by Library of Australian History, 1978) p.p. 52-53

The mining communities of these villages were poorly served, needing safe and passable roads, proper drainage, permanent water supply, pollution control and an organisation to protect them by representing their interests. Public meetings began to be held in 1876 with the purpose of acquiring infrastructure such as schools and churches for the town, then later with the idea of incorporation of the settlement as a municipality. This movement gained momentum, and in 1883 and 1884 large petitions were prepared in its favour. Meeting some resistance along the way, the petitioners were ultimately successful in 1885, when Glebe and Burwood were incorporated, and the Municipality of 'Merewether' came into being on August 20th.¹⁴

The Federal Directory of Newcastle of 1901, although reporting a population growth in the municipality (4,700 according to the 1891 census), recorded much the same social portrait of the area: "The major portion of the inhabitant's are unemployed in the coal-mining industry, though a fair percentage find employment in the extensive pottery works and brickyards in the municipality." The directory also noted that: "Numerous places for recreative purposes are within easy reach, embracing an excellent ocean beach and recreation reserves".¹⁵

In 1910 the Merewether Estate removed its restrictions on the purchase of its land, and tenants began to buy properties as freehold owners. The Estate also made available for the first-time large subdivisions for outright sale.



Figure 15. Map of the Country around Newcastle NSW, 1910. Lc Cpl A, Barrett, Royal Engineers. The area of the subject site indicated in red, with residential-scale building forms indicated on the subject site.

University of Newcastle Cultural Collections

¹⁴ Dixon, op.cit., p.60

¹⁵ Windross, J., (ed) The federal Directory of Newcastle and District for 1901 (Reprinted by Davies and Cannington, 1978) p.97

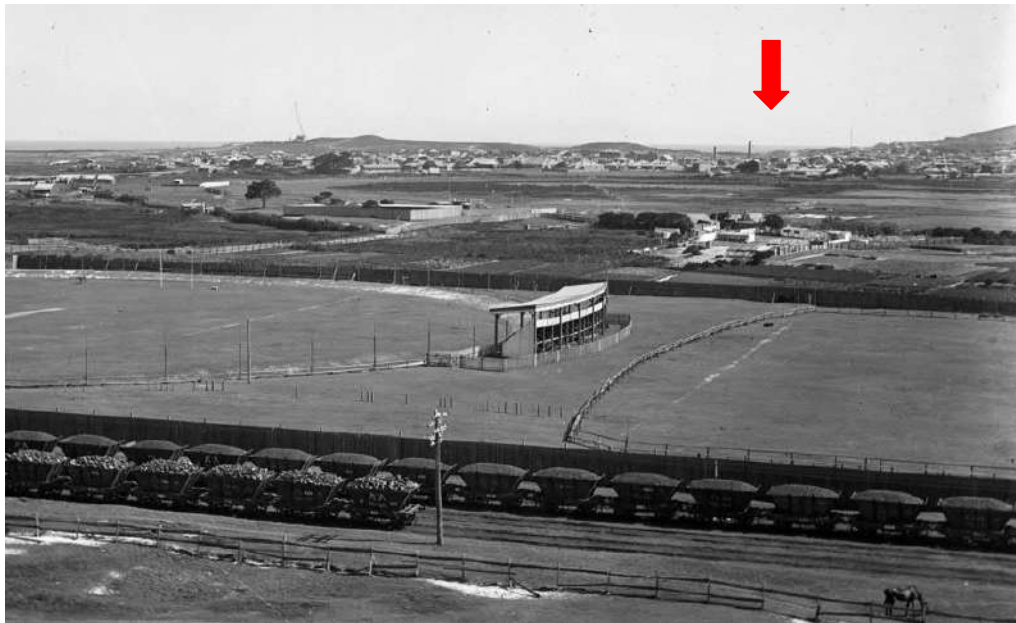


Figure 16. Photograph from Tower at Wood Bros Brewery, Parry St, Photographer and date unknown, (pre-1912). The approximate area of the subject site indicated, the chimneys perhaps those of Hughes Pottery.

Unknown Photographer - EJE Collection

2.5 MITCHELL PARK

What Merewether lacked, however, was a park. This was an essential in the Victorian idea of an industrial town – a place devoted to the public for both physical and spiritual improvement. The Newcastle Herald correspondent commented upon this in his account of the suburb's progress in 1892. "perhaps in no other municipality in the colony (N.S.W) can it be said that there is no public park, but whether it is the fault of the Government or the alderman, it would be very hard to say; at any rate, it would do no harm for the alderman to agitate a little more than they do in that direction."¹⁶

It is clear that originally, Mitchell Park was solely a cricket ground.¹⁷ Sewerage Board maps of 1887 clearly indicate this as well. The forerunner of the Merewether Cricket Club, the Burwood Club, was a foundation member of the Newcastle and District Association in 1889, and the long association of Merewether Cricket teams with Mitchell Park continues from that time, to the present day.¹⁸

In July 1899, the Merewether Council asked the Merewether Estate Trustees for a piece of land for a public park. The Trustees indicated that they would be prepared to grant the Council a long lease on the area known as the Cricket Ground for a nominal rent. There followed a series of negotiations, culminating in the decision in February 1915, by the Trustees to sell the cricket ground area to the Council for 1,000 pounds plus all the rates and taxes paid by the Trustees since July 5, 1912. A special clause was inserted by the Trustees in the contract, that the land be used for ever for recreational purposes only. This was agreed to by Council on April 12th, 1915. The cricket ground was subsequently known as Mitchell Park, in honour of Dr. James Mitchell.¹⁹ The Merewether District Cricket Club was formed in 1921, with J.R. Townson as the team's first captain. Townson Oval, sitting within the park, was named in his honour in the early 1970's.²⁰

¹⁶ Newcastle Morning Herald 13/10/1892

¹⁷ Dixon, op.cit., p.61

¹⁸ Piggford, G, Runs, Wickets and Reminiscence: The N.D.C.A's first 100 years, Davies and Cannington, 1989, p.73

¹⁹ Dixon, op.cit., p.61

²⁰ <http://www.merewethercricket.com.au/club-history>



Figure 17. Government Gazette of the State of New South Wales, 8 Dec 1916, p7413.

Figure 18. The Newcastle Sun, 20 Aug 1919, p5.

In 1921, a memorial gateway was constructed on the east side of the park, commemorating the service and sacrifice of locals enlisted in WWI. The cast iron gate leaves were at one point removed and replaced with brickwork, then later reconstructed.²¹



Figure 19. Mitchell Park Memorial Gates, N.D.

The Newcastle Morning Herald

²¹ <https://www.warmemorialsregister.nsw.gov.au/content/mitchell-park-memorial-gates-merewether>

The Mitchell Park / Townson Oval Pavilion, popularly known as 'The Green Room' was erected in early 1927 on the south side of the oval and officially opened in July of that year.²² The pavilion was used by numerous sporting teams and community groups including; Merewether Brass Band, Merewether Cricket Club, Merewether Carlton Rugby Union Club, South Newcastle Rugby League Club, Women's Hockey, Newcastle Amateur Athletics, as well as a number of cycling clubs. Further improvements continued in the 1930's, including the introduction of a cycling track, and seating embankments. The Green Room was replaced by a modern grandstand building on the west side of the oval and was eventually demolished circa 2019.



Figure 20. The Newcastle Sun, 29 August 1934. P3.

Figure 21. The Newcastle Morning Herald and Miners Advocate, 23 Sep 1937, p8.



Figure 22. M2099 – A Bird's Eye View – Merewether [1974]. The suburban sprawl of the residential area, with Mitchell Park / Townson Oval, the cycling track and The Green Room pavilion shown centre right.

Hunter Living Histories

²² The Newcastle Morning Herald 2nd July 1927 p8

2.6 ROWLANDS PARK

Rowlands Park, situated between today's Glebe Rd and Railway Street, The Junction, appears on maps of the area from around the beginning of the 20th Century, first named "Federal Park".²³ A war memorial was installed in December 1917, unveiled by Mrs E.A.M. Merewether, and a stone fountain was installed (and more recently removed) at unknown times.

Tennis courts appear to have been installed around 1920,²⁴ with Tournaments advertised by the Methodist Tennis Club advertised frequently in the 1930's. Choir recitals were also held there.²⁵

The Park's name was changed around the early 1930's for an unknown reason, but potentially concurrently with the closure of the adjacent coal conveying railway, and formalisation of the parkland by the Merewether Borough Council. The significant date palms on the site were planted at this time. The park was used as the play area for the nearby Junction Public School from the 1930's, when no playground was available on its own site. The government street tramway ran through the midsection of the park until closure around 1949.²⁶



Figure 23. Former Sandstone fountain, no longer extant on the site today.

NSW State Heritage Inventory

²³ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2171286>

²⁴ The Newcastle Morning Herald and Miners Advocate, 24 Sep 19320, p6.

²⁵ See for example, The Newcastle Morning Herald and Miners Advocate, 13 May 1933, p11. And, The Newcastle Sun, 20 March 1934, p9.

²⁶ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2171286>

ROWLANDS PARK.
Rowlands Park, in Macquarie-street, has become one of the picturesque spots of the Merewether municipality. When Ald. E. Lloyd was Mayor of Merewether, he carried out a policy of beautifying places, which, to say the best of them, certainly needed beautifying. Rowlands Park, extending along Macquarie-street, and terminating in what looked like a rubbish tip, almost at the corner of Macquarie and Union Streets, was one of the places which received the Council's attention. An unsightly bridge was replaced by a neat culvert; a wide area of sunken, weed-infested land was filled in, and a gardener planned and cultivated a garden. All through last winter the garden was taking shape. It yielded some good winter blooms; but when the summer plants came along and burst into their colourful glory, the once unsightly corner was transformed. Now it attracts the attention of passers-by; motorists coming from Sydney via the Glebe-road admire the spot, and children from the nearby Junction school may linger on the perfumed paths. Besides this particular garden the park has undergone a complete change. Flower beds have replaced ragged weeds, there are well-kept paths, and seats are placed under sheltering trees.



Figure 24. The Newcastle Morning Herald and Miners Advocate, 26 Feb 1935, p6.

Figure 25. Merewether War Memorial, 1917, photographed 1924.

Hunter Living Histories

The following map and photographs depict the subject site in the mid-20th century, at this time still composed of residential scale allotments on either side of Merewether Street. Mitchell Park and Rowlands Park are unique open areas within the sprawling otherwise treeless suburb.



Figure 26. Northumberland County District Scheme Map, City of Newcastle, sheet 2. 1960. The area of the subject site indicated in red.

University of Newcastle Cultural Collections.



Figure 27. Aerial Photographs – Newcastle, N.S.W, July 1954. The area of the subject site indicated in red. The open spaces of Mitchell Park and Rowlands Park are seen.

University of Newcastle Special Collections.



Figure 28. Detail of the above, contemporary lot boundaries of the Lingard and Kingsland Precinct sites outlined in red.

2.7 THE JUNCTION PUBLIC SCHOOL²⁷

The Welsh Congregational Church Denominational School was first established in The Junction in 1860 on land donated by E.C. Merewether.²⁸ The School transitioned to become the “Newcastle South Public School” in May 1872, with the previous headmaster continuing their position. The school first offered primary level courses to a minimum of 25 enrolled students, with a large enough student body to warrant separated boys, girls and infants departments by 1909.



Figure 29. The Junction Public School October 1909, Merewether.

NSW State Archives & Records, ID 15051_a047_006937

A new building was constructed in 1875, then further buildings c.1888 and 1908-1909. The school was converted to a “Public School Plus” format in January 1920, meaning that secondary courses were also offered. Subjects included Home Science, Commerce, economics, shorthand, business principles and book-keeping.

In May 1926, the School was re-named “The Junction Public School Plus”, reverting back to “The Junction Public School” in 1930, and becoming a “demonstration” (teaching) school in association with the Newcastle Teachers College in March 1949.

The school’s masonry buildings suffered significant damage in the 1989 Newcastle Earthquake, and many had to be demolished.

²⁷ Sourced Generally from: Australian Research Data Centre: Newcastle South Public School (1872-1919)

²⁸ https://en.wikipedia.org/wiki/The_Junction,_New_South_Wales

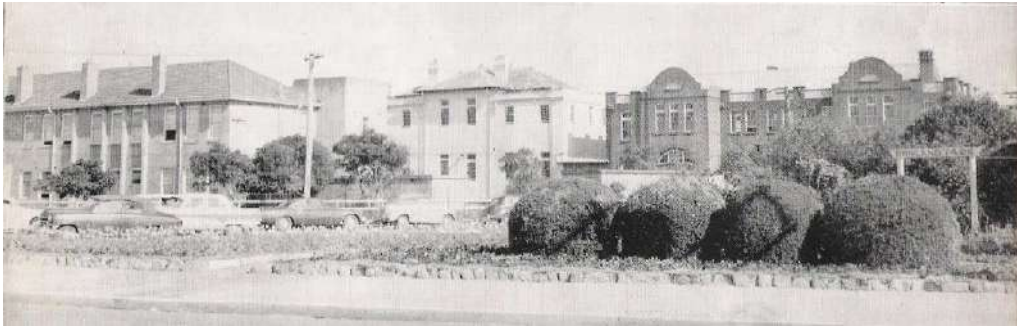


Figure 30. The Junction School, c.1960, with “Rowland Park” noted on the signpost in the foreground.

Wikipedia.



Figure 31. Damage to unreinforced masonry buildings in the 1989 Newcastle earthquake (Australia).

Researchgate.net

Figure 32. Earthquake Damage – The Junction Public School – Newcastle NSW.

Hunter Living Histories.

2.8 HUGHES POTTERIES

The colony had an abundance of clay soils suitable for firing, and potteries began to be established from 1846, beginning with Page's Pottery in Burwood (operating 1846-c.1850) and its resurrection as Welhams Pottery (1857-1866).²⁹

Known first as the Burwood and Newcastle, Fire, Clay and Brick Works, a new pottery opened in November 1866 following the discovery of a seam of "fireclay" in the Burwood Colliery.³⁰ Bounded by Hopkins, Union and Railway Streets, and with a storage yard on the south side of Hopkins St, very close to the area of today's subject site, the business was originally owned by Mr Moses Hughes and Mr James Drury. Drury left the business in 1872, and the name henceforth changed to Hughes Newcastle Pottery, Fire Brick and Tile Works.

The facility began making firebricks for the furnaces of the growing colony, and was boosted with an initial order of 200,000 bricks for construction of the Burwood Copper Smelting works. The production of the business quickly expanded however to include further pottery items including drainpipes, chimney pots, roofing and paving tiles. Pipes were fabricated from 4 inches to 18 inches diameter. The facility had 5 beehive kilns and one oblong kiln in use at the peak of its operation, with a circular kiln holding 15,000 bricks during firing. The pottery employed the use of a 3 tonne crushing stone, (used to render the clay fine enough for brickmaking), sourced from Waratah Stone quarry, one of the largest single stones it ever produced.

Following Moses' death in 1879, his son Samuel carried on the business, introducing machine pipe making to the district in 1887.³¹ The significant chimney stacks formed a landmark on the skyline of the Junction for a full century. In 1877, there were seven brickworks operating in the area,³² with Hughes Potteries outlasting them all, closing circa 1980. The last of its tall chimneys was demolished in 1981.³³

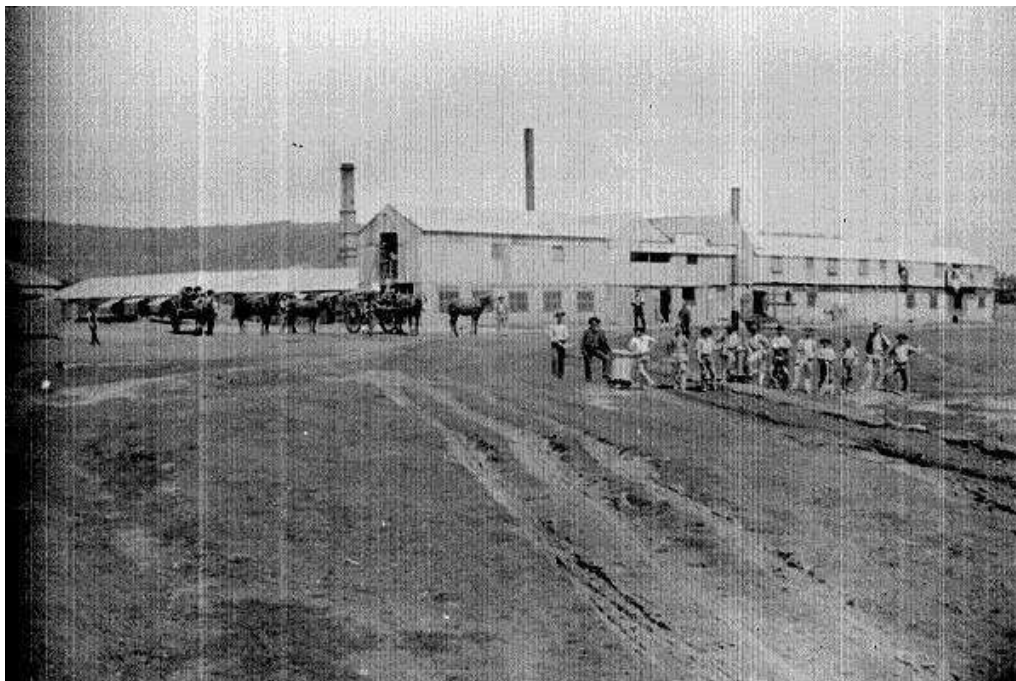


Figure 33. Hughes Pottery, Merewether, N.D.

Merewether.com.au

²⁹ Merewether and The Junction. (2016), p10.

³⁰ Ibid.

³¹ History of Merewether. P163.

³² <https://merewether-h.schools.nsw.gov.au/about-our-school/school-history.html>

³³ Ibid, p165.

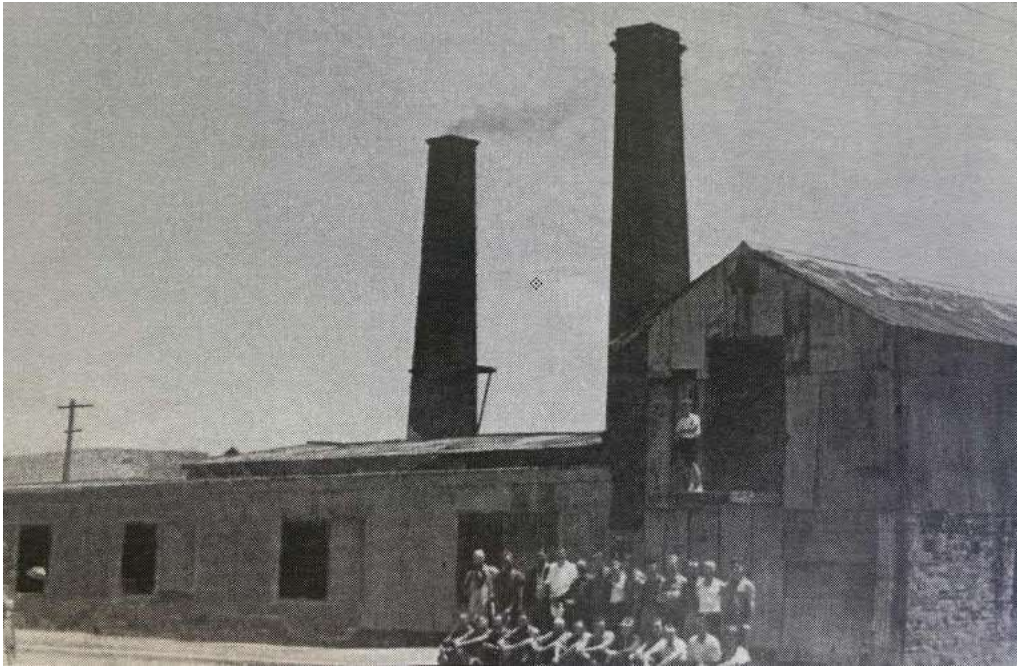


Figure 34. Hughes' Potteries, viewed from Union St, N.D.
Sr Marie Hughes, in History of Merewether.

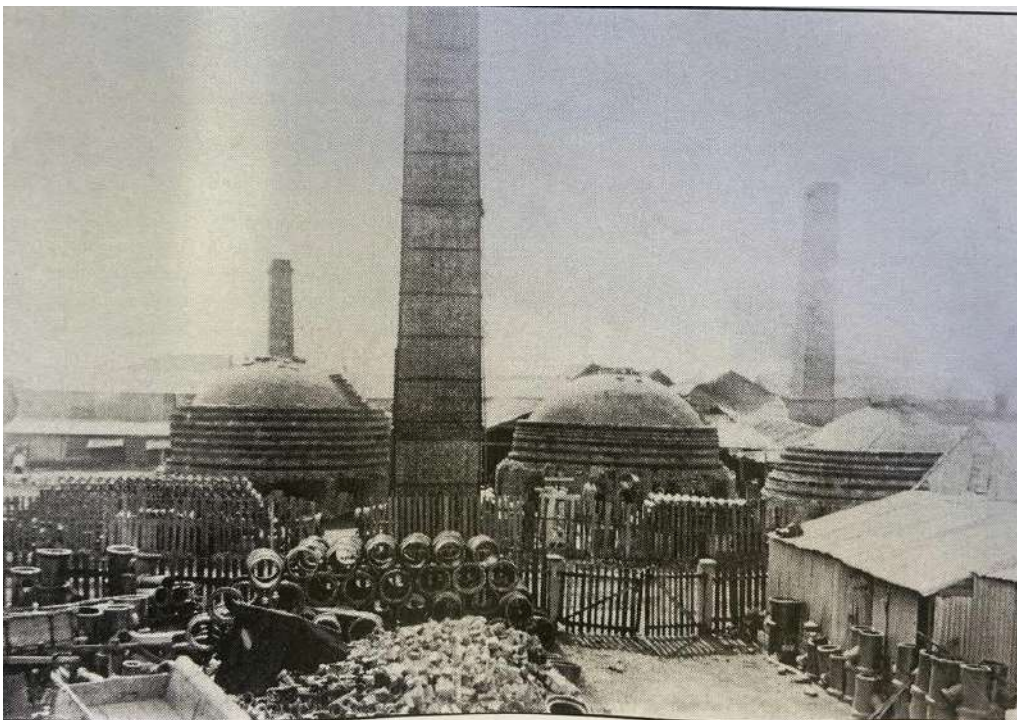


Figure 35. Hughes' Potteries, viewed from Hopkins St, N.D.
Sr Marie Hughes, in History of Merewether.

2.9 THE BURWOOD INN

References to “Mrs Johnson’s Burwood Inn, near The Junction” have been established as early as 1857.³⁴ A 1958 lease advertisement describes the “Burwood Junction Inn and Stores” as a two-storey brick public house with nine rooms, a weather boarded kitchen and detached slab stables, and these buildings having been built within the last three years.³⁵ A fire is reported at Mr and Mrs Thomas Dent’s Burwood Inn in 1861,³⁶ and various articles include their names associated with the business, including Mr Dent’s summons for the charges of “keeping an ill-governed and disorderly house” in 1868³⁷ until an 1897 article mentions the death of Mrs Dent and the “now closed Burwood Inn”.³⁸ The history of the building at the beginning of the 20th century is unknown, however a thorough description of the development of the site is made in 1929:

MEREWETHER PROJECT REBUILDING “BURWOOD INN”

The old weatherboard two storey hotel known as The Burwood Inn, at the corner of Berner and Winsor Streets, Merewether, is to go, and in its place these is to be erected a building conforming to all the latest standards in hotel construction.

At its sitting in Newcastle yesterday, the State Licensing Board gave permission for the work to be done within a period of 12 months, and Messrs, Pitt and Merewether, the architects, have accepted the Tender of Messrs J.C. Davis and Sons for the erection of the buildings, the estimated cost of which is £8,000.

The building, which is to be of brick with iron roof, will be of two storeys, and will have a frontage of 45ft to Berner Street, with a frontage of 140ft to Winsor Street. The plans show a bold elevation. The brickwork will be ornamented with cement dressing, while on both frontages there will be a recessed balcony with cornices carried on Ionic columns. Those balconies will be protected in front by ornamented wrought iron balustrades.

Only a public bar will be provided, but this will have 50(?)ft of counter space, and will be so fitted and finished as to bring it up to the most modern standards. The bar counter will be tiled in front and have a maple canopy.

Ten bedrooms of ample dimensions with a sitting-room and all general conveniences will be on the first floor. Hot and cold water services will be laid on to the bathrooms. ...³⁹

The building was reported to be part of the Tooth and Co. chain of hotels at the time of its reconstruction, and continues to operate on the site today.

³⁴ The Northern Times, 19 Dec 1857, p3.

³⁵ The Maitland Mercury and Hunter River General Advertiser. 18 Sep 1858, p3.

³⁶ The Sydney Morning herald, 4 Jan 1861, p8.

³⁷ The Newcastle Chronicle, 28 March 1868, p3.

³⁸ The Newcastle Morning Herald and Miners’ Advocate. 6 July, 1897, p5.

³⁹ Newcastle Morning Herald and Miners’ Advocate, 16 May 1929, Page 9

2.10 LINGARD HOSPITAL⁴⁰

Lingard and Merewether Streets were two of the earliest streets named in the area.⁴¹ Merewether after E.C. Merewether, founder of the Merewether Estate, and Lingard after original street resident Samuel Lingard, owner of the street's Lot 25, opposite Dent St.⁴²

The first reference to medical development on the subject site available consists of a development application for establishment of a 250 bed "convalescent home" on the corner of Lingard and Merewether Streets, approved by Newcastle City Council on 16th December 1969. The proposal however did not proceed at the time.

In March 1971, consent was granted to a new owner for construction of a single storey private psychiatric hospital, with 106 beds and 42 car parking spaces. The proposal was constructed, and the hospital operated until 1981. In April 1979, the hospital was acquired by a subsidiary of the Hospital Corporation of Australia, and an application was submitted for an expansion of the facility including 32 beds, 3 operating theatres, services and 70 parking spaces.



Figure 36. "Andrew Tape and June Melville, of the 6th Hamilton Scottish Group, salute Sir James and Lady Rowland on their arrival, watched by Mr. Richard Face, MP". (Sir James Rowland was Governor of NSW at this time). This photograph appears to be taken at the opening of the new expanded facilities of the hospital in February 1983, following new ownership in 1979.

Lingard Rounds, (Hospital Magazine), 1983.

Approval for a new intensive care unit, bulk store, pathology lab and other alterations was granted in May 1985. Further amended plans were approved in 1986 and completed in 1987.

An application for demolition of existing timber buildings on the site, with construction of a new 30 bed Oncology Ward and 26 car basement car parking was made in 2003.

The Lingard Hospital precinct has continued to grow, expand and adapt to the needs of the community, today presenting a large staff across a range of speciality medical sectors. Lingard Private is operated by Health Care Australia.

⁴⁰ Sourced generally from: Environmental Impact Statement: Proposed Extension to Lingard Hospital, Merewether, Planning Workshop May 1988.

⁴¹ History of Merewether, J. Dixon, 1935, p13.

⁴² Ibid, p81.

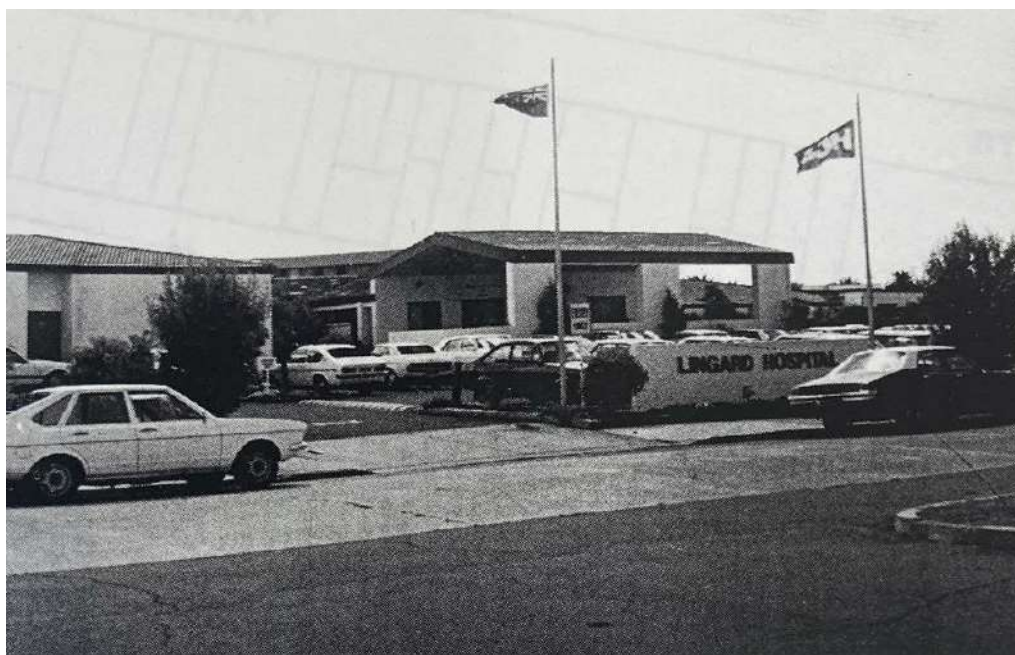


Figure 37. Main Hospital Entry, Merewether St, 1988.

EIS – Planning Workshop



Figure 38. Lingard Private Hospital, Merewether Street, 2003.

EIS - Willana Associates

3. PHYSICAL CONDITION AND CONTEXT

3.1 THE SITE

The Lingard Hospital precinct has a site area of approx. 1.034ha, with frontages to the south-east on Merewether St and south-west on Lingard St, and rear lane access on the north side via Tye Road. The block shape is irregular, sharing boundaries with 10 adjacent single and multi-unit residential lots. The allotment is almost entirely occupied with the hospital structure, with a small area in the east corner occupied by uncovered car parking.



Figure 39. Lingard Hospital, Lingard precinct, Aerial Photograph April 2022. Nearmap (By Licence).

The Kingsland Precinct has a site area of approx. 2,648 sq.m, with frontages to the north-west on Merewether St and south-west on Lingard St. The block is roughly rectangular, sharing boundaries with 3 neighbouring commercial allotments. The allotment is essentially entirely occupied by the two storey building structure.



Figure 40. Lingard Hospital, Kingsland precinct, Aerial Photo April 2022. Nearmap (By Licence).

3.2 THE BUILDING

The Lingard Private Hospital building is described as an agglomeration of single and two storey contemporary medical buildings, generally in masonry on the ground floor and lightweight construction on the first floor. A driveway entry and patient entry porte-cochere drop off area is accessed from Merewether St with a ground level carpark (partly covered by a suspended first floor building above) in the east corner of the site. The building frontage on Lingard St has mainly service-related back entries, access ramps and louvred plant rooms.

The Lingard Day Centre (Kingsland Precinct) building is described as a contemporary two storey hospital building, with curved glass façade at the street junction and covered carpark entry off Lingard St in the south-west corner of the site. An attractive open screen panel fronts the street boundary on the Merewether Street frontage at the ground level, with glazed curtain wall façade above.

3.3 CURRENT USE

The buildings of the two sites are occupied by the Lingard Private Hospital and Lingard Day Centre medical facilities.

3.4 CONDITION

The working buildings of both sites are in good condition, and actively maintained.

3.5 SURROUNDING CONTEXT

The surrounding context of the suburb of Merewether is of a generally low-density residential suburb, however the entire block of the “Kingsland Precinct” site features mixed use commercial developments. Mitchell Park and the contained Townson Oval are situated diagonally opposite the subject sites to the south-west, including a multi-purpose sports field, cycling track and grandstand plus surrounding landscaping. The Junction Public School is located around 150m to the north-east of the site. The Lingard Private Hospital building is the biggest single building structure in the vicinity (perhaps the suburb) in terms of its footprint, though its height is not out of scale with the surrounding urban context. Merewether Street which separates the two subject sites is a dual carriageway, increasing on-street parking.

4. SITE PHOTOGRAPHS

4.1 LINGARD PRIVATE HOSPITAL & DAY CENTRE



Figure 41. North end of Lingard Private Hospital, on Lingard Street.



Figure 42. Centre of the group of Lingard Private Hospital buildings, on Lingard Street, looking east.



Figure 43. South end of the group of Lingard Private Hospital buildings, on Lingard Street, looking east.



Figure 44. Corner of Lingard and Merewether Streets, looking north. Two small residential lots take up the corner, surrounded to the north by the hospital.



Figure 45. Lingard Private Hospital public entry, looking north on Merewether Street.



Figure 46. East end of the Lingard Private Hospital building, on Merewether Street, looking north.



Figure 47. Looking North-East on Merewether Street, the Lingard Private Hospital Precinct on the left, the Kingsland Precinct (Lingard Day Centre) on the right.



Figure 48. The new Modus Operandi Brewery, on Merewether Street, to the east boundary of the Lingard Day Centre.



Figure 49. Lingard Day Centre, looking south from Merewether Street.



Figure 50. Kingsland Precinct (Lingard Day Centre) on the corners of Merewether and Lingard Streets, looking south-east.

4.2 LOCAL HERITAGE ITEMS & CONTEXT



Figure 51. Mitchell Park, viewed across Lingard Street from the intersection of Merewether and Lingard Streets. There is no directly clear view to the oval, grandstand or memorial gates from the Lingard Hospital sites (at street level).



Figure 52. Townson Oval, surrounding cycling track and The Green Room, looking north. The Lingard Hospital site is just visible in the gap between trees above the white fence, centre-right.

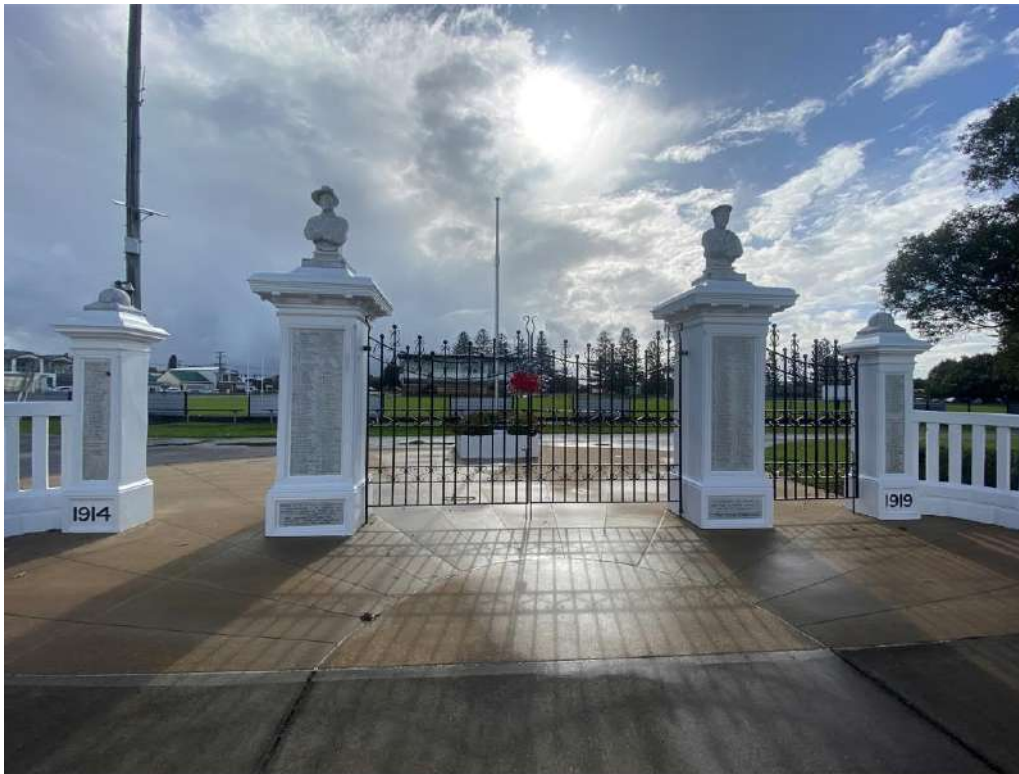


Figure 53. Mitchell Park Memorial Gates, off Mitchell Street, looking north-west.



Figure 54. The Burwood Inn, on the corner of Berner and Winsor Streets, looking south.



Figure 55. The Junction Public School, looking east of Union Street near Glebe Road.



Figure 56. The Junction Public School, looking east of Union Street near Railway Street.



Figure 57. Rowlands Park sign and garden, at the junction of Glebe Road and Union Streets.



Figure 58. Rowlands Park, looking west from it's east end.



Figure 59. Merewether War Memorial, far west end of Rowlands Park, near Railway St/ National Park St Junction.



Figure 60. Location of former Sandstone Fountain, west end of Rowlands Park, near Railway Street/Glebe Rd Junction.

5. HERITAGE SIGNIFICANCE

The NSW heritage assessment criteria encompass four generic values in the Australian ICOMOS Burra Charter 2013: historical significance; aesthetic significance; scientific significance; and social significance.

These criteria will be used in assessing heritage significance of the place.

The basis of assessment used in this report is the methodology and terminology of the Burra Charter 2013; James Semple Kerr, *The Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*;⁴³ and the criteria promulgated by the Heritage Branch of the NSW Office of Environment and Heritage. The Burra Charter 2013, Article 26, 26.1, states that:

Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

Places and items of significance are those which permit an understanding of the past and enrich the present, allowing heritage values to be interpreted and re-interpreted by current and future generations.

The significance of the place is determined by the analysis and assessment of the documentary, oral and physical evidence presented in the previous sections of this document. An understanding of significance allows decisions to be made about the future management of the place. It is important that such decisions do not endanger its cultural significance.

The NSW Heritage Manual, prepared by the former NSW Heritage Branch and Department of Urban Affairs and Planning, outlines the four broad criteria and processes for assessing the nature of heritage significance, along with two added criteria for assessing comparative significance of an item.

Heritage Significance Criteria

The NSW assessment criteria listed below encompass the following four values of significance:

- ☐ Historical significance
- ☐ Aesthetic significance
- ☐ Research/technical significance
- ☐ Social significance

⁴³ (7thed). Burwood: Australia ICOMOS, 2013.

Listed below are the relevant Heritage Assessment Criteria identified in the Heritage Act:

- Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
- Criterion (e) An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (g) An item is important in demonstrating the principle characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).

An Assessment of Significance requires that a level of significance be determined for the place. The detailed analysis uses the levels of significance below:

LOCAL	Of significance to the local government area.
STATE	Of significance to the people of NSW.
NATIONAL	Exhibiting a high degree of significance, interpretability to the people of Australia.

5.1 ANALYSIS OF SIGNIFICANCE

Historical Significance

Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Burwood Inn: Demonstrates the early stages of a significant period when Tooth & Co reconstructed a number of hotels within their portfolio to new modern designs.

War Memorial Mitchell Park: One of many memorials commemorating those who served in World War I

Townson Oval: Local significance in the development of the suburb of Merewether and the importance of sports facilities in its cultural and physical landscape.

Rowland Park: Demonstrates the period when the coal mines and railways of Merewether were closing in favour of residential development. The Merewether Borough Council formalised the provision of this area which for a period also contained the public Tram line corridor as a public park for residents.

Rowland Park Fountain: No longer extant - may have been demonstrative of the "City Beautiful" movement.

The Junction Public School: Demonstrative of the rising population of The Junction and Merewether and the corresponding requirement for school infrastructure. Some parts badly damaged during the 1989 earthquake and have been rebuilt in a modern though sympathetic manner.

Lingard Hospital: A relatively contemporary development in the locality, the Lingard Hospital site has some intangible historical significance for its 50 years of service as a medical facility. No structures on the site are of heritage significance.

Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Burwood Inn: Has associations with the important local architectural firm of Pitt & Merewether and the firm of Tooth & Co.

War Memorial Mitchell Park: Commemorates Merewether citizens who served in WWI

Townson Oval: Named after J.R. Townson, Merewether District Cricket Club's first captain.

Rowland Park: No known associations with historically significant persons.

Rowland Park Fountain: No longer extant - No known associations with historically significant persons.

The Junction Public School: No known associations with historically significant persons.

Lingard Hospital: Lingard Street named after Samuel Lingard, an early resident of the area. No known associations with other historically significant persons. The hospital likely some minor significance to the families of long term staff or patients at the facility.

Aesthetic And Technical Significance

Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Burwood Inn: Aesthetically robust form and prominent corner location.

War Memorial Mitchell Park: Pleasing design of masonry and plaster work located in a prominent place.

Townson Oval: Locally significant as open element of well-maintained green space within the otherwise predominantly residential development of the suburb.

Rowland Park: The avenue of large Date Palms is a landmark feature along the edge of busy Glebe Road.

Rowland Park Fountain: No longer extant – This could have been an interesting example of primitive monumental design in the vicinity of Newcastle. The fountain appeared to be an integral element of the park's landscape design.

The Junction Public School: Aesthetically pleasing buildings of masonry with steeply pitched roofs. New building infrastructure has been designed to be sympathetic creating a harmonious composition across the school site.

Lingard Hospital: An agglomeration of late-century and contemporary medical buildings without historical significance in this category, though not un-suited to the surroundings.

Social Significance

Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

Burwood Inn: Significant to the community of Merewether.

War Memorial Mitchell Park: Significant to the families of service-people and residents of Merewether.

Townson Oval: Local significance to the various sporting clubs historically and presently that have used the facility.

Rowland Park: Has associations with the former Merewether Borough Council.

Rowland Park Fountain: No longer extant - Had associations with the former Merewether Borough Council.

The Junction Public School: Significant to the past and present students and staff of the school.

Lingard Hospital: The hospital likely has some significance to the families of long-term staff or patients at the facility.

Research Significance

Criterion (e) An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Burwood Inn: Little significance in this category.

War Memorial
Mitchell Park: Little significance in this category.

Townson Oval: Local significance as an element of the provision of sporting infrastructure in early suburban planning.

Rowland Park: May be able to reveal information about the former tram services and or public landscaping of the 1930s.

Rowland Park
Fountain: No longer extant - Had the potential to contribute to the understanding of Merewether history and local monumental masonry.

The Junction
Public School: The eastern portion of the school property was the site of Howley's Junction and associated railway works and may reveal information about the former railway, The Junction, and the industry of Merewether.

Lingard
Hospital: Little significance in this category.

Rarity Significance

Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Burwood Inn: Little significance in this category.

War Memorial
Mitchell Park: Little significance in this category.

Townson Oval: One of few such sporting facilities in the area.

Rowland Park: Little significance in this category.

Rowland Park
Fountain: No longer extant – previously a relatively uncommon example of primitive monumental design in the vicinity of Newcastle.

The Junction
Public School: Little significance in this category.

Lingard
Hospital: Little significance in this category.

Representative Significance

- Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).
- Burwood Inn: Is representative of Pitt & Merewether's work for Tooth & Co. It was the precursor of similar hotels designed by Pitt & Merewether in the next few years including the Lambton Park Hotel Lambton, the Parkview Hotel Islington, and the Boatrowers Hotel at Stockton.
- War Memorial Mitchell Park: Representative of the appreciation the citizens of Merewether displayed towards their war heroes.
- Townson Oval: Locally representative of the value placed on sporting facilities and park space in suburban planning.
- Rowland Park: Representative of the work of Merewether Borough Council.
- Rowland Park Fountain: No longer extant – previously representative of the work of Merewether Borough Council.
- The Junction Public School: Representative of government schools constructed in outlying areas of Newcastle.
- Lingard Hospital: The continuing growth and expansion of the hospital is representative of the growth of medical technology and ongoing need for private medical care in the region.

5.2 STATEMENT OF SIGNIFICANCE

Burwood Inn: Significant for its associations with Tooth & Co at the early stages of a period when numerous hotels in their portfolio were reconstructed from the ground up in a new modern design. It is also associated with Pitt & Merewether Architects who designed a robust form on this prominent corner site. The Burwood Inn design was developed over the next few years and was constructed at least three other locations in Newcastle.

War Memorial Mitchell Park: Located in prominent parkland, Townson Oval. An unusual monument recording a tragic event of historical and social significance.⁴⁴

Townson Oval: Demonstrates the place of sport in the growth and development of the region. The spectator bank on the western side is the embankment for the Newcastle Coal Mining Coy railway, (between The Junction and NCM No1 and NCM No 2 pits, between Caldwell and Ridge Streets).⁴⁵

Rowland Park: Demonstrates concern by former Municipal Council to provide a suitable public recreation reserve and furnish it with what were regarded at the time to be appropriate, hardy plantings and layout. The park is a substantial townscape element adjacent to a busy road. Following the closure of the coal conveying railway in the 1930s the park was formalised by the Merewether Borough Council and the date palms and other plantings were installed. The park is historically representative of the work of the Merewether Council.⁴⁶

Rowland Park Fountain: No longer extant on the site. It is noted that the item's State Heritage Register description is out of date in this regard.⁴⁷

The Junction Public School: School is important to the interpretation of the social and historical development of the Junction and surrounding suburbs. Demonstrates the desire to rebuild after the earthquake.⁴⁸

Lingard Hospital: Constructed sequentially over the last 50 years, the Lingard Private Hospital Precinct has no specific tangible historical significance. It's locality in suburban Merewether generally demonstrates the changing pattern of European development since colonisation in its layout and scattered Heritage Items. Some social significance will be attributed to the Hospital facility by the families of staff and patients.

⁴⁴ State Heritage Inventory listing for War Memorial – Mitchell Park

⁴⁵ State Heritage Inventory listing for Townson Oval

⁴⁶ State Heritage Inventory listing for Rowland Park

⁴⁷ State Heritage Inventory listing for Rowland Park Fountain

⁴⁸ State Heritage Inventory listing for The Junction Public School

6. PROPOSED WORKS

The subject Planning Proposal includes the following components:

- Rezoning of the Lingard Private Hospital and Kingsland Precinct sites from R3 Medium Density Residential and B5 Business Development respectively, to SP2 Infrastructure (Health Services Facilities)
- Increasing the allowable Height of Buildings control on both sites from 10m to 18m.
- Amending the current Floor Space Ratio control on both sites from 0.9:1 to “No Development Standard”.

	Existing Provisions	Proposed Provisions
Land Use Zoning	Lingard Private Precinct: R3 Medium Density Kingsland Precinct: B5 Business Development	SP2 Infrastructure (Health Services Facilities)
Height of Buildings	10 metres	18 metres
Floor Space Ratio	0.9:1	No Development Standard

Figure 61. Summary Objectives of the Planning Proposal.



Figure 62. Proposed Zoning Changes – the Lingard and Kingsland Precincts to be rezoned SP2.

Two Development Applications for physical construction work at the Lingard Hospital site are currently lodged and under assessment. While not the core subject of this Statement of Heritage Impact, the assessment component can equally be applied to these works so as to ensure comprehensive analysis of the potential future development of the site.

1. A Development Application exists for the construction of an elevated covered walkway 40m in length spanning across Merewether Street, linking the first floors of the Lingard Private Hospital and Lingard day Centre buildings.

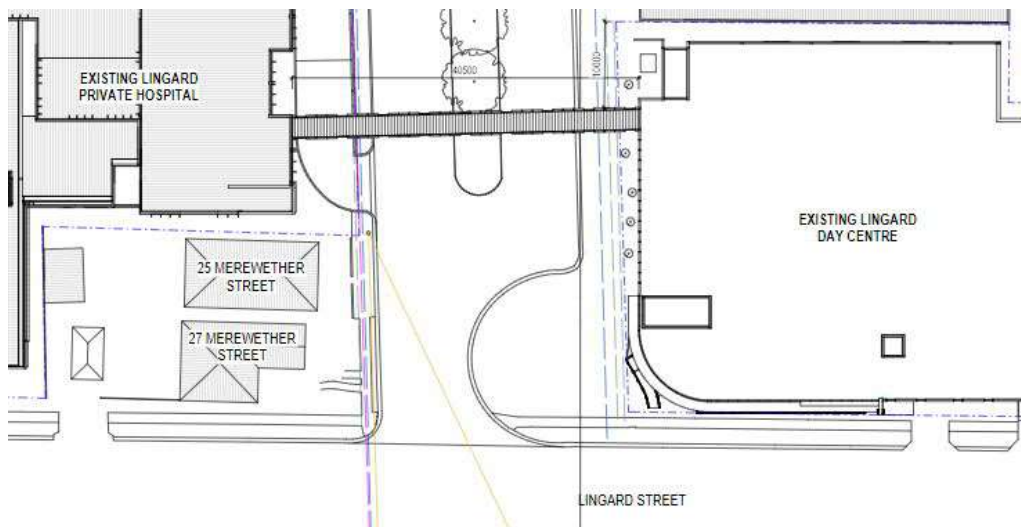


Figure 63. Proposed link bridge, roof plan. Supplied by KDC.



Figure 64. Proposed link bridge, south and north elevations. Supplied by KDC.

-



7. STATEMENT OF HERITAGE IMPACT

This is the Statement of Heritage Impact for: Lingard Private Hospital – Planning Proposal

Date: This statement was completed in June 2022

Address and Property Description: Lingard Private Hospital Precinct:
23 Merewether Street, Merewether
Real Property Description - Lot 100 SP
1168197

Kingsland Precinct “Lingard Day Centre”:
8 Lingard St, Merewether
Real property Description - Lot 100 SP
1251777

Prepared by: EJE Group

Prepared for: HealtheCare

The following aspects of the proposal respect or enhance the heritage significance of the item or area for the following reasons:

Continuing changes, upgrade and expansion of the Lingard Private Hospital facilities have been an evident part of the urban development of the Merewether / The Junction localities since 1971. The proposed works including the footbridge and extra storey to the Day Centre continue this pattern today, and the Planning Proposals facilitate its continuation into the future. None of proposed works affect any listed heritage items or sites, and they are not considered to be inappropriate or detrimental to the value of the listed heritage items in closest proximity, Townson Oval and the Mitchell Park War Memorials, or other heritage items in the area beyond. The planning proposal, which affects the planning potential and capacity of the site, does not involve physical works and thus does not impact any listed heritage items or sites.

The following aspects of the proposal could detrimentally impact on the heritage significance of the item or area for the following reasons:

The Planning Proposal is not noted to have any detrimental impact on the heritage significance of the area in itself, however future development proposals (if made) under the altered planning regulation context will need to be assessed for heritage impact during the course of their own development applications.

The introduction of the footbridge across Merewether Street somewhat disrupts the linear interpretation of this former rail line, however elevated crossings above/carrying rail lines have historical precedent in the locality, and the amenity benefit of the proposed footbridge for the operations of the hospital likely outweighs any minor visual impact. It is unknown if there remains any subterranean evidence of the former rail line. If any exists, such as rails, sleepers or ballast, it is expected to lie below the bitumen of the southeast carriageway beside the median. Footings for supporting the bridge are proposed in the footpath and median portions of the Merewether Street corridor. Excavation for these footings are not expected to encounter any remnant fabric of the former J & A Brown rail line. The planning proposal will have no impact upon the former rail corridor.

Some shadow will be cast across Lingard St to Mitchell Park from the new storey on the Lingard Day centre, though this is not of significant heritage concern. The height of the proposed building would likely not exceed that off the existing oval grandstand regardless.

The following sympathetic design solutions were considered and discounted for the following reasons:

None noted.

The following actions are recommended to minimise disturbance and/or enhance the interpretation of the heritage significance of the item or area:

An element of visual heritage interpretation could be included within the façade of the footbridge or new building, promoting an element of the history of the area.

Interpretation of the former J & A Brown rail line is recommended to be included within a future Heritage Interpretation Strategy accompanying a future Development Application. Interpretation will potentially exist within the public road corridor and Council is recommended to consider such interpretive elements favourably should they be proposed.

8. CONCLUSION

The Lingard Private Hospital Precinct has been developing and expanding its services at the site for 50 years and is thus an integral part of the Merewether/The Junction developmental landscape. Though not of specific heritage significance itself, its benefit to the community is clearly understood.

The local heritage items of the vicinity, including Townson Oval, The Mitchell Park War Memorial, Rowlands Park and its former sandstone fountain, The Junction Public School and The Burwood Inn, are all conspicuously singular examples of their type in the area, and The Lingard Private Hospital shares a similar uniqueness, being not only the only hospital in the vicinity, but one of few in the city.

The proposed works including the footbridge and extra storey to the Day Centre continue the pattern of development and upgrade of the hospital facilities in the present, and the Planning Proposals facilitate its continuation into the future. None of proposed works materially affect any listed heritage items or sites, and they are not considered to be inappropriate or detrimental to the value of the listed heritage items nearby. Similarly the Planning proposal has no material effect on the fabric of any nearby heritage items. The affect on the setting of those items is able to be assessed by Statements of Heritage Impact submitted with any future development applications.

The planning proposal will have no impact upon the former rail corridor of the J & A Brown coal company rail line. The proposed bridge crosses that former corridor and impacts views along it, however provides significant amenity to the Hospital along with heritage interpretation opportunities. Pedestrian bridges crossing rail corridors are common occurrences and the proposed bridge is not considered to be intrusive or inappropriate. Excavation for the footings for the proposed bridge are not expected to encounter remnant fabric of the former rail line which is understood to have existed within the current southeastern carriageway of Merewether Street.

EJE Heritage is satisfied that the proposed works are appropriate in terms of their heritage impact, and recommends approval of the application in this regard.

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Working Documents

Proposed plans and working documents regarding the proposal from Health Architects, SLR Consulting Pty Ltd and KDC Pty Ltd.

Newspapers

The Government Gazette of the State of New South Wales

The Maitland Mercury and Hunter River General Advertiser

The Newcastle Chronicle

The Newcastle Morning Herald

The Newcastle Morning Herald and Miner's Advocate

The Newcastle Sun

The Northern Times

The Sydney Morning Herald

Online Resources

Australian Research Data Centre: Newcastle South Public School (1872-1919) - <https://researchdata.edu.au/newcastle-south-public-school-1930/166674>

Google Maps - <https://www.google.com.au/maps>

Nearmap (by license) - <http://au.nearmap.com/>

Merewether District Cricket Club: Club History – www.merewethercricket.com.au/club-history

Merewether High School: School History - <https://merewether-h.schools.nsw.gov.au/about-our-school/school-history.html>

Merewether Weather & More: Merewether History - <https://www.merewether.com/merewether-history>

Newcastle City Council: Cultural Collections - <https://newcastle.nsw.gov.au/library/newcastle-stories/online-collections>

Newcastle Region Libraries - <https://newcastle.nsw.gov.au/library/home>

NSW Land & Property Information: Historical Lands Records Viewer - <http://images.maps.nsw.gov.au/>

NSW LPI: Spatial Information Exchange - <http://maps.six.nsw.gov.au/>

NSW Spatial Services: https://www.spatial.nsw.gov.au/products_and_services/aerial_and_historical_imagery

NSW Parliamentary Archives - <https://www.parliament.nsw.gov.au/hansard/Pages/Comprehensive-index-to-all-parliamentary-document.aspx>

NSW State Archives & Records - <https://www.records.nsw.gov.au/>

NSW State Heritage Inventory - <https://www.heritage.nsw.gov.au/>

NSW War Memorials Register - <https://www.war memorials register.nsw.gov.au/content/mitchell-park-memorial-gates-merewether>

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University of Newcastle: Hunter Living Histories - <https://hunterlivinghistories.com/>

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ResearchGate: Critical earthquake risk detailing in New Zealand's multi-storey building stock: understanding and improving the current perception - https://www.researchgate.net/figure/Damage-to-unreinforced-masonry-buildings-in-the-1989-Newcastle-earthquake-Australia_fig3_237628209

State Library of NSW - <https://www.sl.nsw.gov.au/>

Wikipedia: The Junction - https://en.wikipedia.org/wiki/The_Junction,_New_South_Wales

Appendix B – Concept Plan

LINGARD PRIVATE HOSPITAL

CONCEPT MASTERPLAN

JUNE 2022



LOCALITY OVERVIEW

Located 2 hours north of Sydney, Newcastle is the second largest city in New South Wales and the economic and social hub of the Hunter Region. Historically an industrial town, Newcastle is transitioning to a service and knowledge economy comprising a rapidly expanding health network. Currently home to approximately 150,000 people, Greater Newcastle's population is projected to increase by over 120,000 in the next 20 years.

Comprising a mix of residential, commercial and community buildings, Merewether is located only 3 kilometers from Newcastle's Central Business District. Merewether has become a significant part of the health and medical industry in the Greater Newcastle area and boasts an outstanding coastal location surrounded by great amenities.



Specialties

Lingard Private Hospital offers a range of leading healthcare services to the Newcastle community.



Robotic Surgery

The latest surgical techniques available at Lingard Private Hospital...



Orthopaedics

Newcastle's premier private facility, with cutting edge facilities and experienced Orthopaedic Surgeons....



Cardiac Services

Lingard Private Hospital delivers private cardiac services right here in Newcastle....



Urology

Lingard robotic surgery includes Urology procedures for Prostate Cancer, Kidney Disorder or Cancer, Bladder Cancer or Urinary...



Vascular

If you've been diagnosed with a Vascular disease, treatment is available at Lingard Private Hospital....



Neurosurgery

We are proud to provide neurosurgery to the Newcastle region, treating an array of spinal and brain disorders....



Ear, Nose and Throat

Lingard Private Hospital offers surgery for Ear, Nose and Throat (ENT)....



Bariatric Weight Loss

We are pleased to offer bariatric weight loss surgery in Newcastle....



Endoscopy Centre

The Lingard Endoscopy Centre combines state-of-the-art procedure rooms with the latest in surgical technology, supported by L...



Rehabilitation

We offer both inpatient and day program rehabilitation, helping you to return to daily life sooner....



Other Specialties

Lingard Private provides a range of services, addressing a broad spectrum of surgical and medical complaints and illnesses....



Colorectal services

Lingard has an experienced team of colorectal surgeons committed to your care, from diagnosis to treatment of your colorectal...

Lingard Private Hospital

Health Care is committed to the growth and development of Lingard Hospital as a health and medical precinct and are aiming to take a more strategic approach to future proofing the hospital.

Health Care's vision is to create a secondary hospital in Newcastle which is supported by the Greater Newcastle Metropolitan Plan that highlights Lingard as a key medical precinct.

Health Care is focused on developing a 'Centre of Excellence' to attract domestic and international specialist and aiming to achieve a facility that provides an extensive range of healthcare services.

Lingard currently has a mutual arrangement with the University of Newcastle, John Hunter Hospital and Hunter Medical Research Institute (HMRI) providing shared specialist arrangements and offering world class technology for specialists to use e.g. specialised imaging technology and surgical and robotic technologies. Surgeons and patients are currently traveling from Sydney to utilise Lingard's surgical and robotic technologies. Health Care is focused on growing their existing orthopedics and cardiology surgery offerings at Lingard and in the future providing a specialist cardiac and orthopedic hospital.



CONCEPT VISION

The development will further reinforce and cement the long-term viability of the Lingard Private Hospital Health Precinct.

The proposed density will deliver critical health infrastructure as identified in the Newcastle Metropolitan Plan to cope with significant predicted population growth.

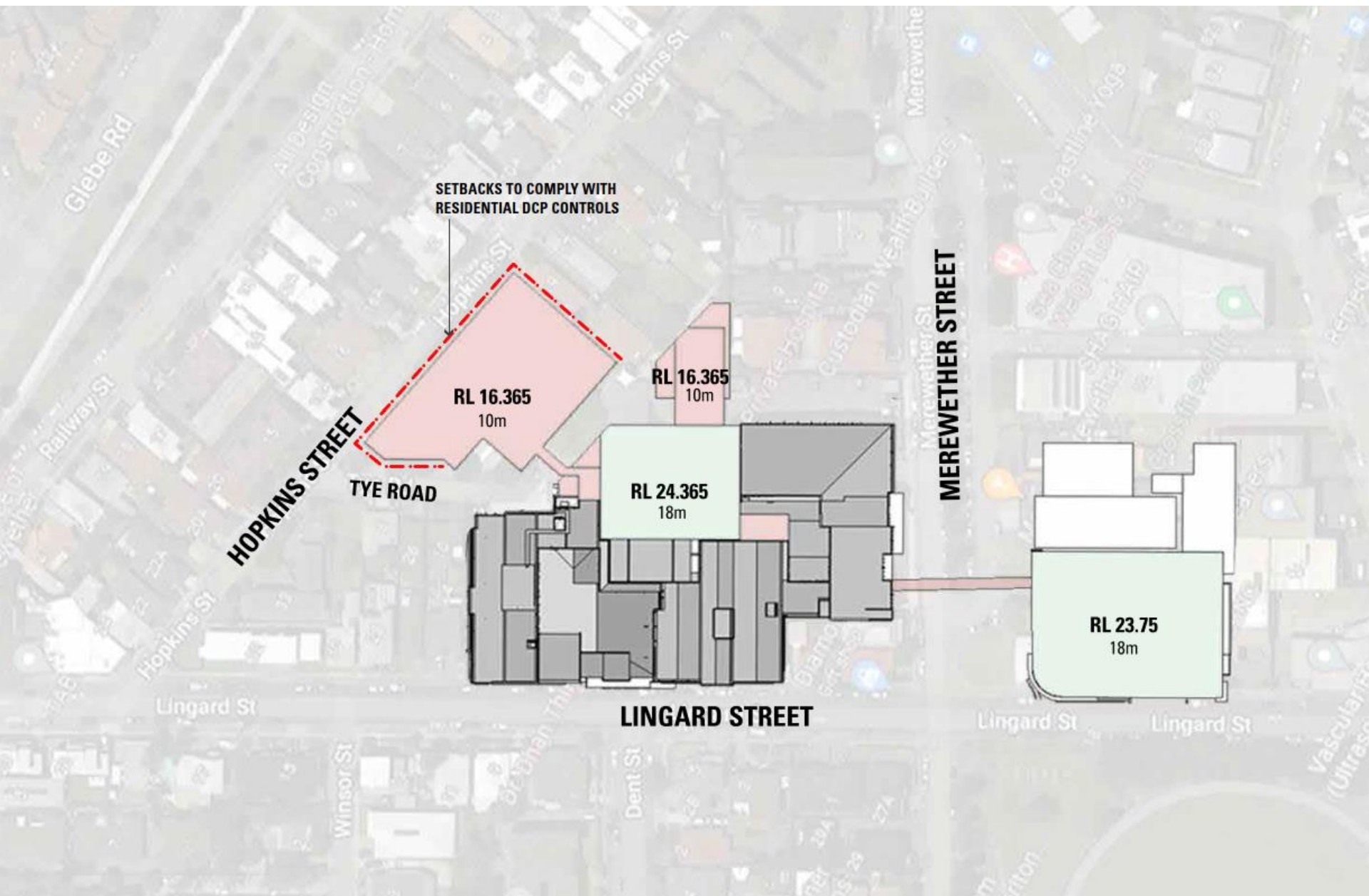
The proposal represents an efficient use of land within the site, providing essential health infrastructure and high-quality health services to benefit the public.

The proposed built form reflects the emerging contemporary character of The Junction / Merewether precinct as well as Newcastle City as a leading regional city.

The building will create a landmark that is identifiable and consistent with leading contemporary hospitals making it a centre of excellence thereby attracting further leading surgeons and specialist to the area.



MASTER PLAN OVERLAY



PRECINCTS



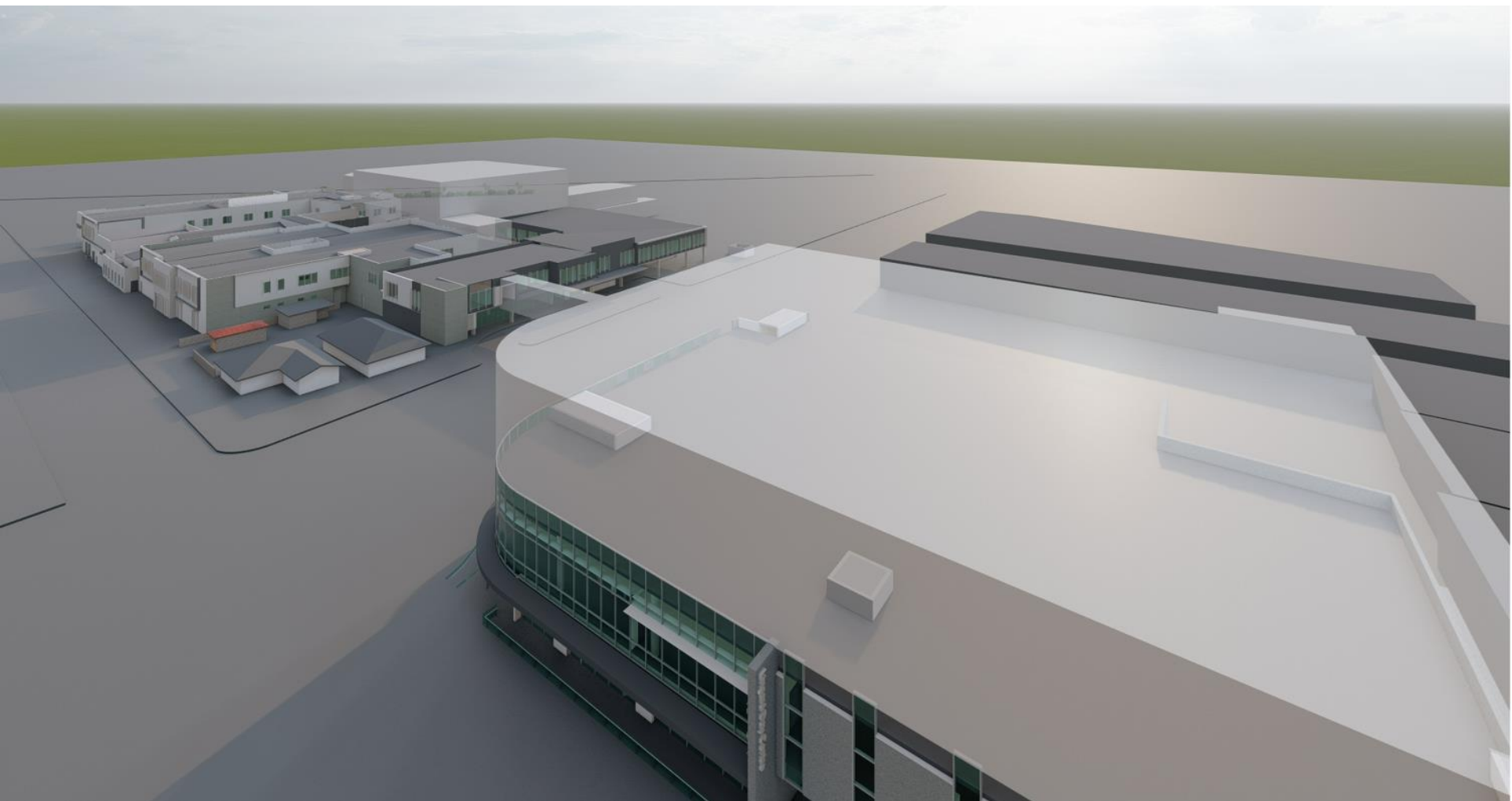
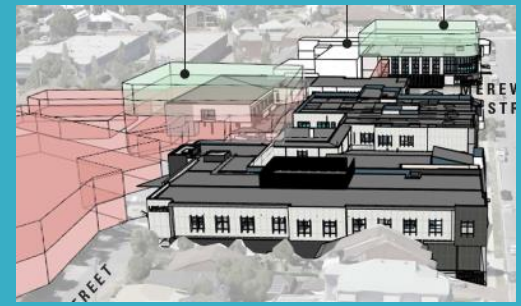
HOPKINS STREET PRECINCT

Located in close proximity to residential land uses, the Hopkins Street precinct will feature design features including building articulation and reduced built form. Main loading off Tye Street with future through link.



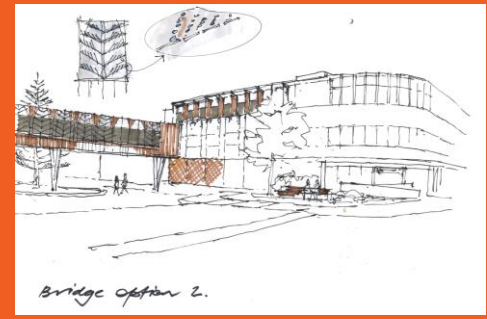
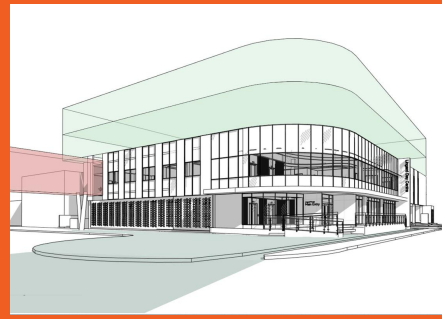
LINGARD PRECINCT

Revitalisation of original hospital facility. Main entry to hospital and to Hopkins Street. Pedestrian connectivity is encouraged. Through link to be created from Tye Road.



KINGSLAND PRECINCT

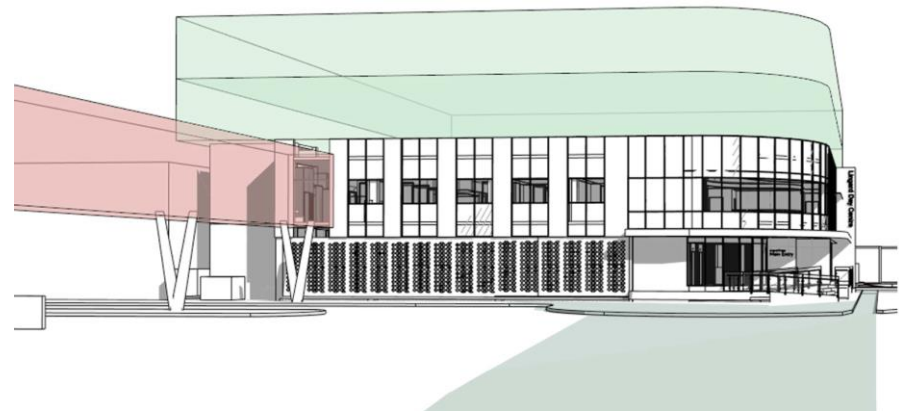
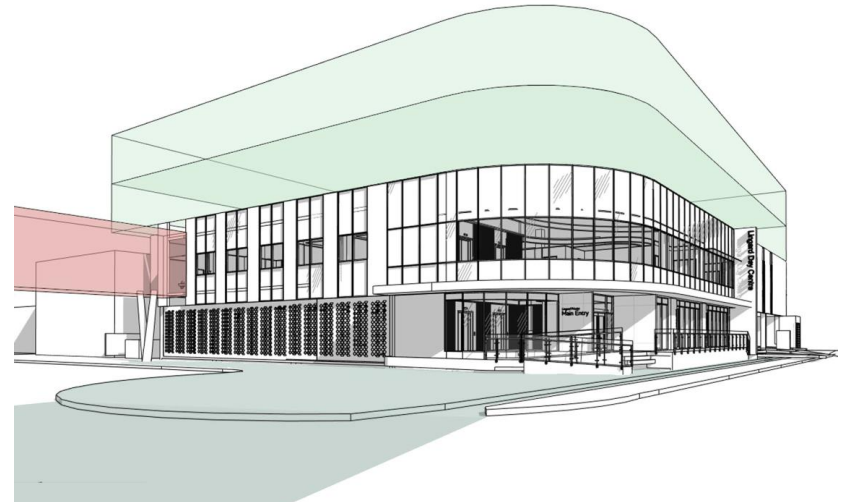
Wave form Architectural fins and tinted blue glass acknowledge coastal local setting. Day surgery and consulting room main parking. Terracotta hues to be included for heritage interpretation.



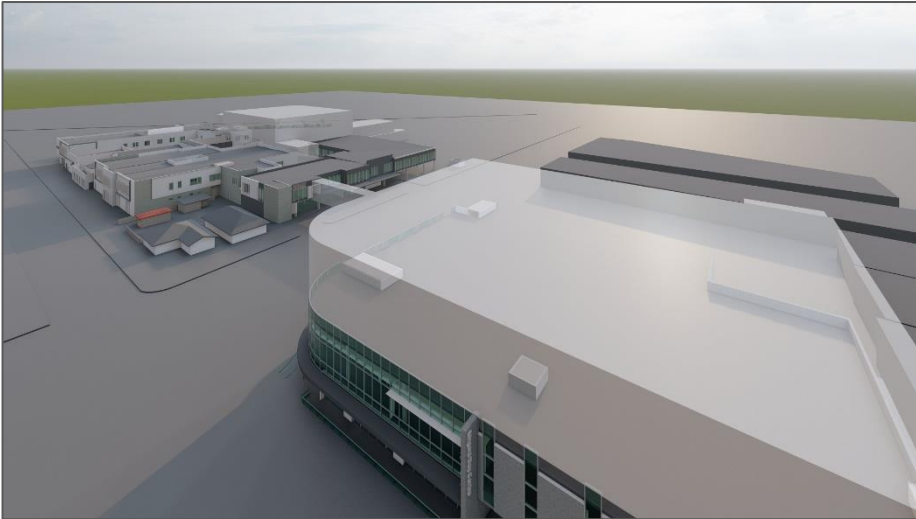
FUTURE BULK & SCALE



INDICATIVE MASSING



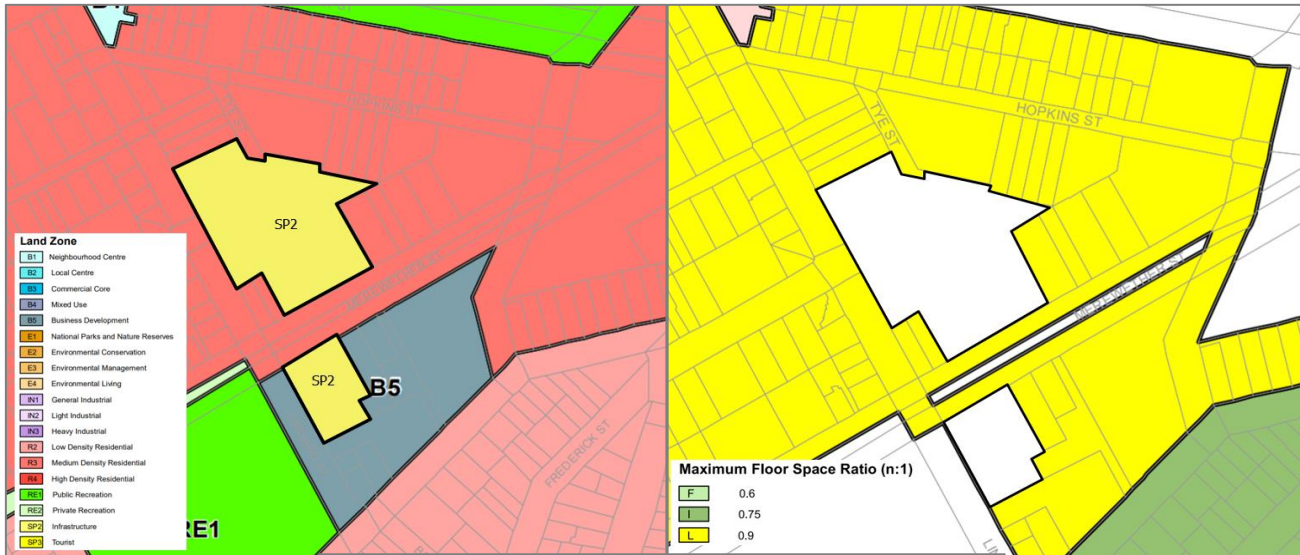
INDICATIVE MASSING



PROPOSED PLANNING CONTROLS



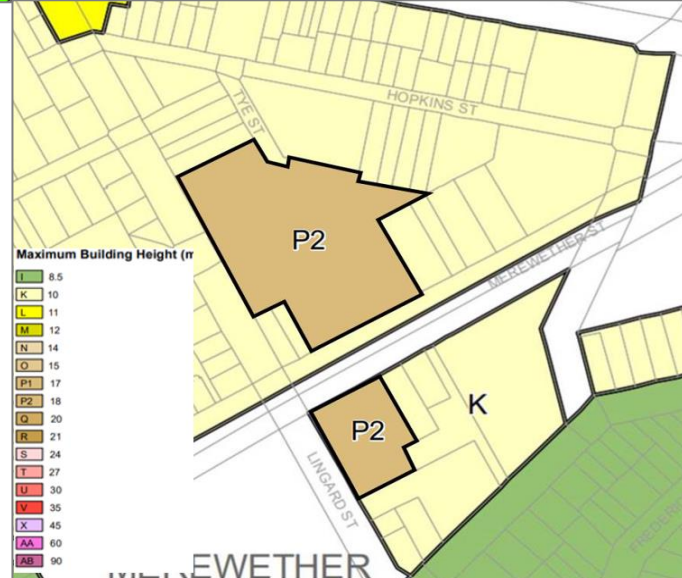
ZONING
Proposed
rezoning from
R3 Medium
Density
Residential and
B5 Business
Development
to SP2
Infrastructure
(Health
Services
Facilities)



FSR
Remove Floor
Space Ratio
(FSR) mapping
from the site



HEIGHT
Amend the
height of
buildings map
to increase the
permitted
building height
from 10m to
18m



LINGARD PRIVATE HOSPITAL

PUBLIC DOMAIN IMPROVEMENT PLAN

June 2022

healthcare

Lingard
Private Hospital

SLR

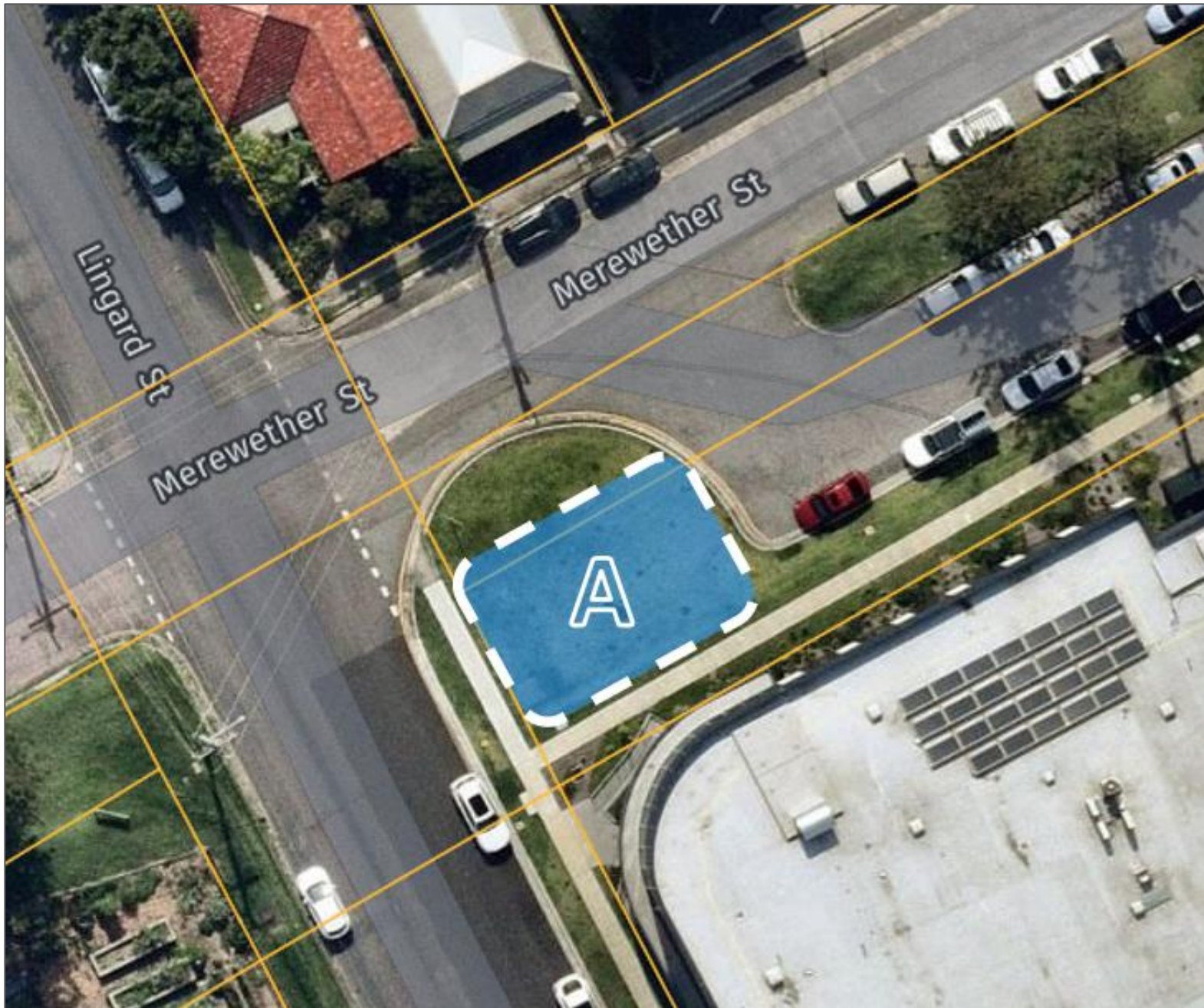
HS
PC HEALTH
ARCHITECTS



PUBLIC DOMAIN IMPROVEMENT PLAN OVERVIEW



ACTIVATION NODE A

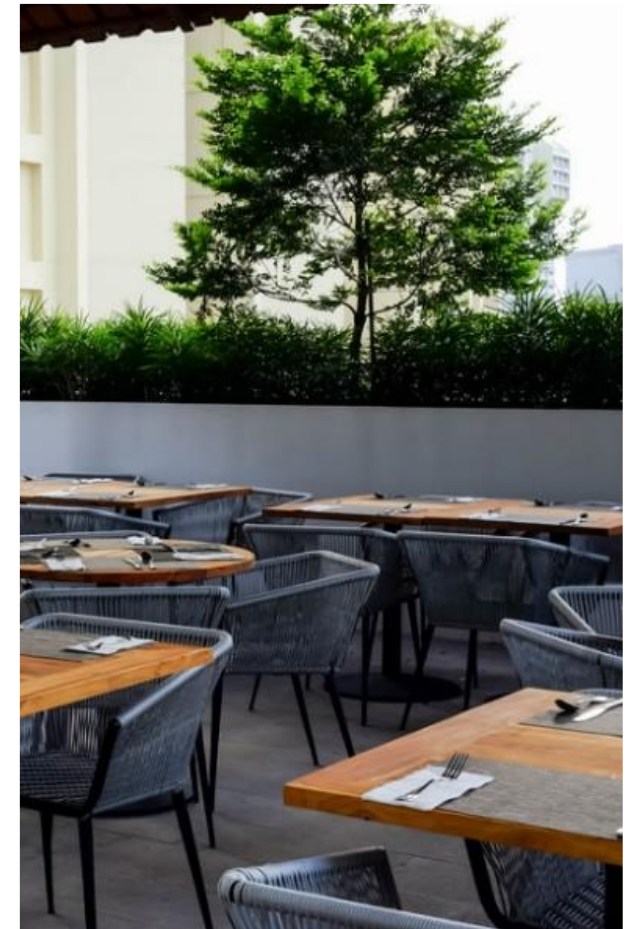
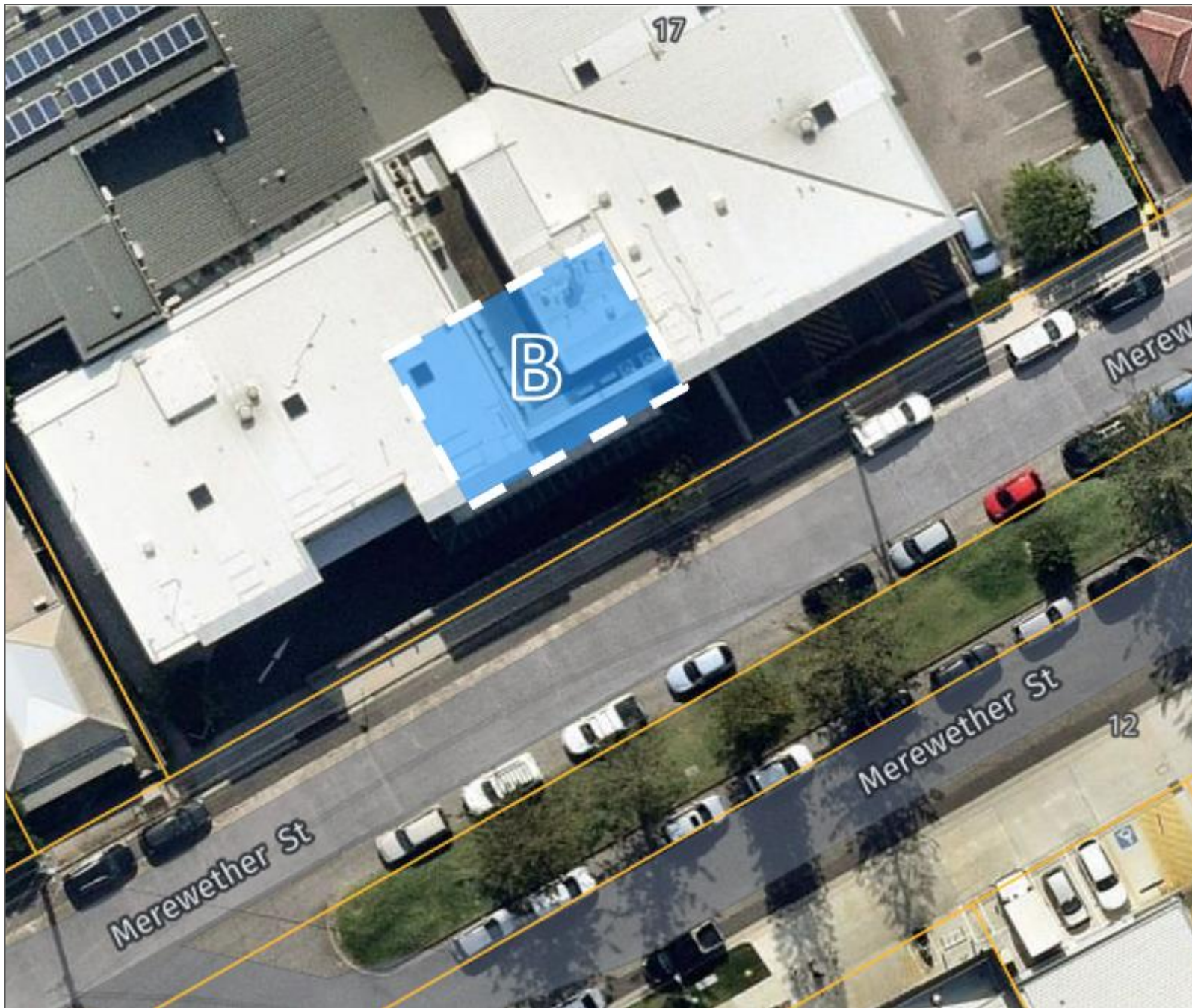


Public
Seating and
Street Tree
Shading
Precedent
Imagery



ACTIVATION NODE B

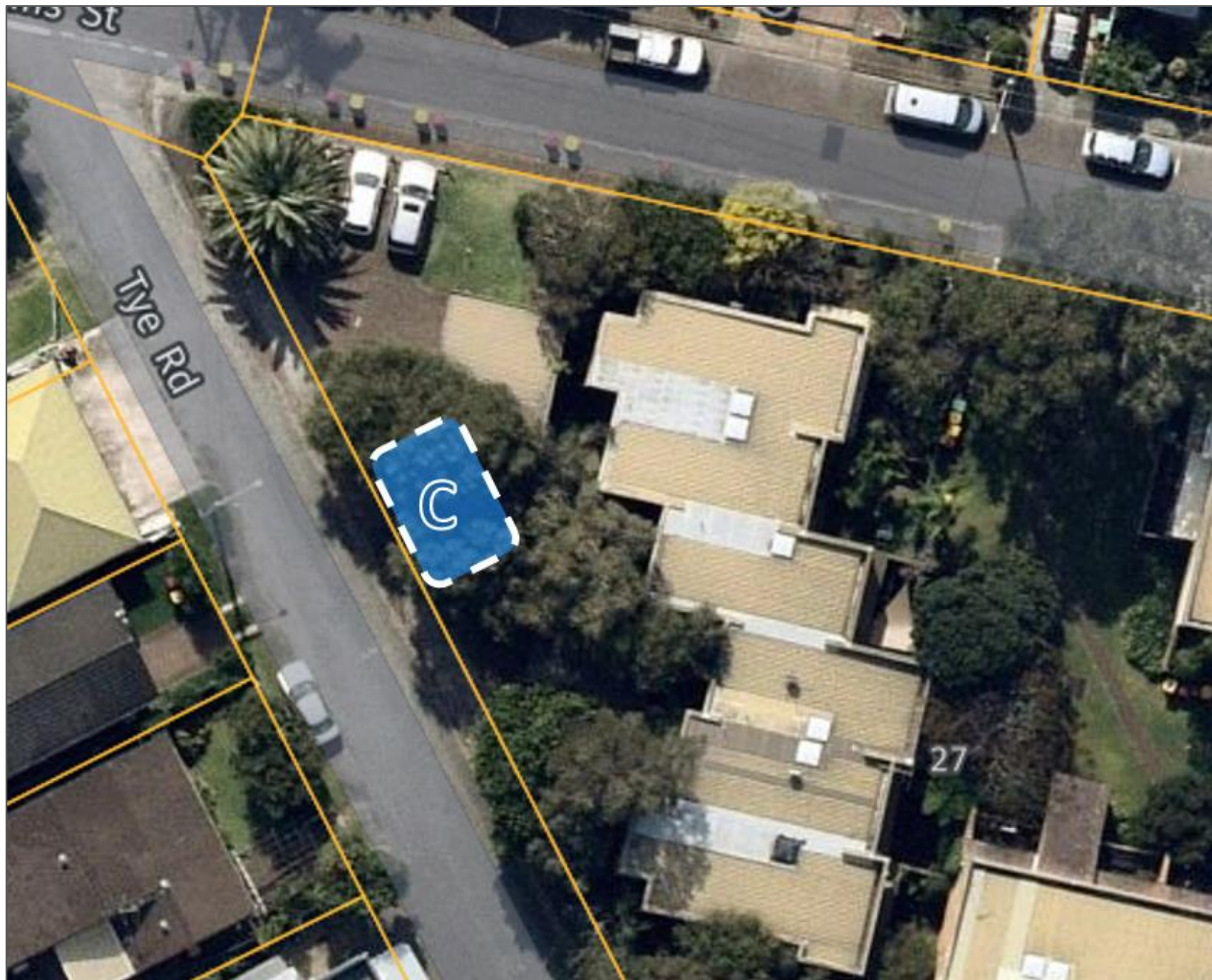
Extension of Hospital Café
to include on street
presence



ACTIVATION NODE C



Public
Seating,
Bicycle
Parking and
Landscaping
Precedent
Imagery

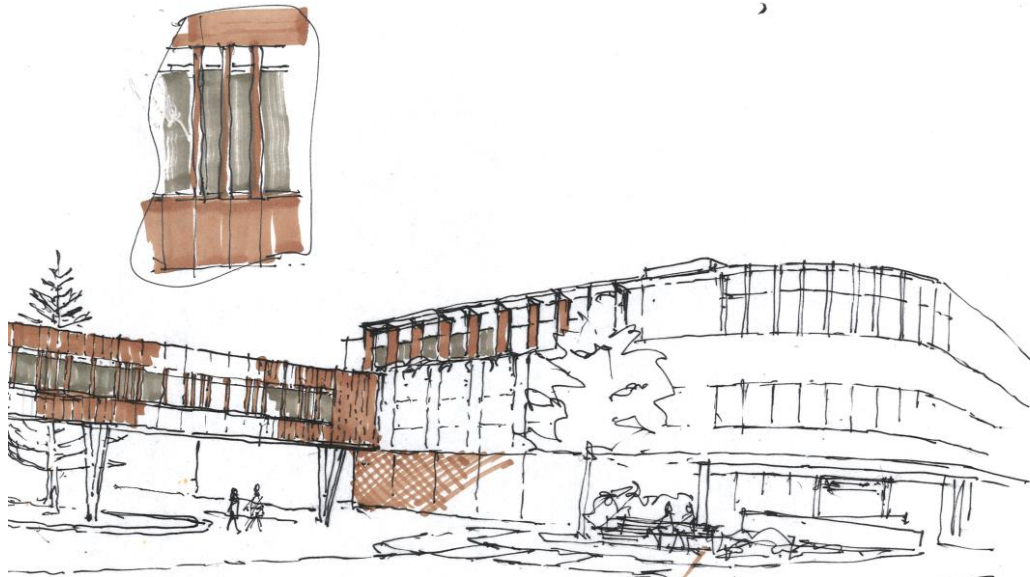


HERITAGE

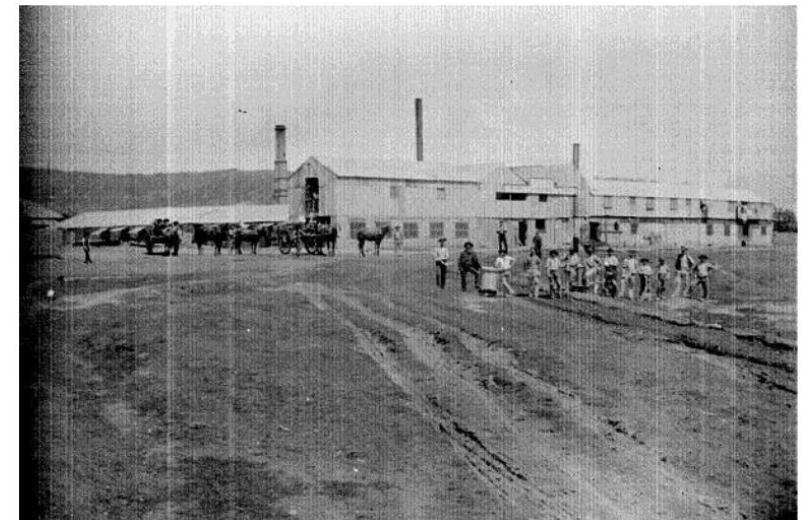
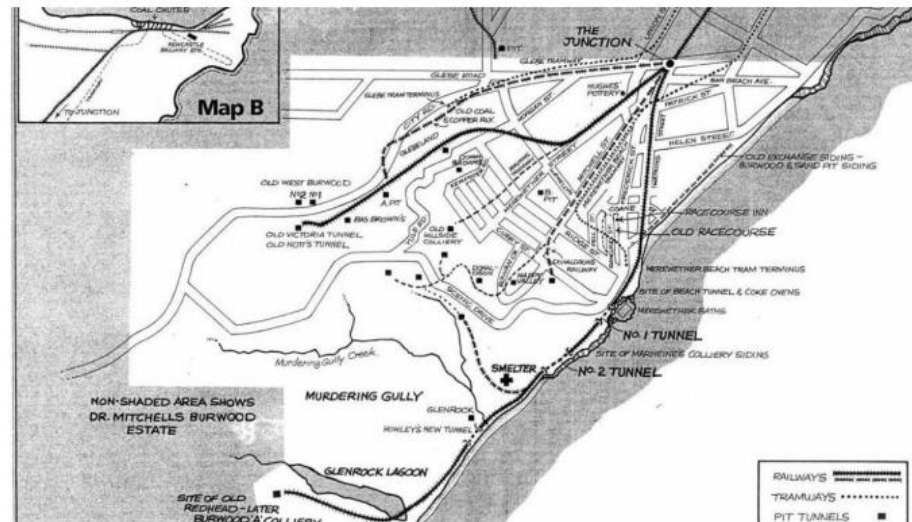
Opportunities to provide heritage interpretation exist across the three precincts.

The Hughes Pottery is proposed to be interpreted through the link bridge, through the use of terracotta colouring, which will be incorporated into the façade of the Kingsland and Lingard buildings.

There is significant opportunity to established information boards throughout the corridors in the hospital. In addition, signage could be used in the public domain to communicate the history of the rail line that passed the site and the Hughes Pottery.



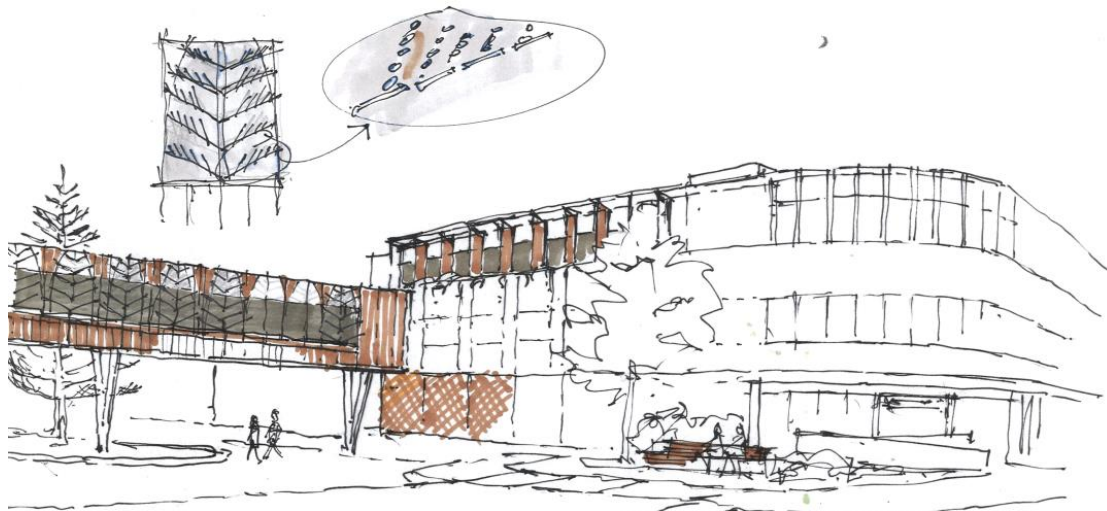
Bridge Option 1.



PEDESTRIAN LINKS

Overhead Bridge to enable patient transfer and movement of staff

Pedestrian Crossing on Merewether Street



Bridge Option 2.



LINK BRIDGE DESIGN



Two options are being considered in relation to the materiality of the linkway bridge, and will be resolved through the detailed design associated with the development application. The Hughes Pottery is proposed to be interpreted through the link bridge, through the use of terracotta colouring.

Option 2 also seeks to reference the existing stand of Norfolk Island Pines in Merewether Street.



CYCLEWAY NETWORK

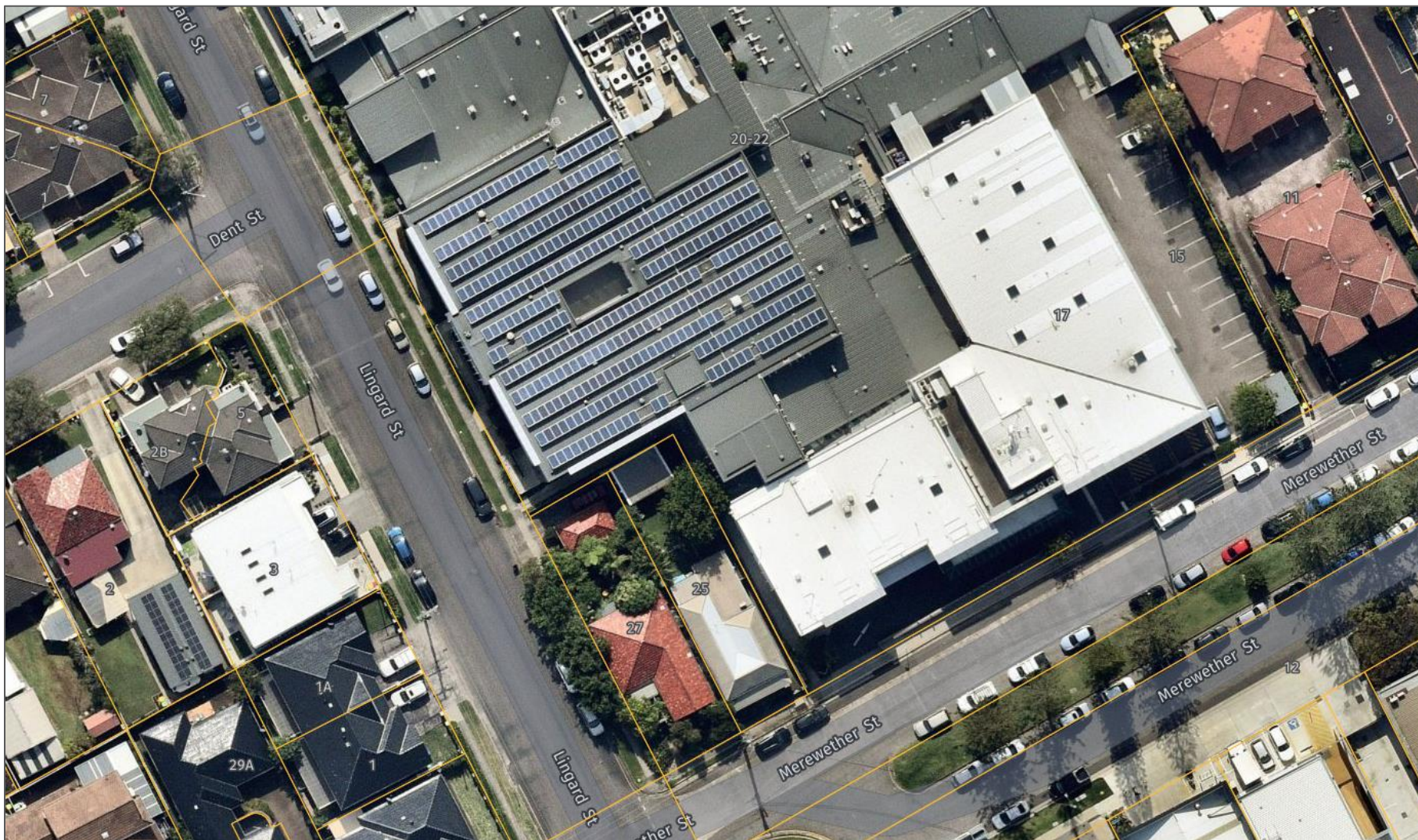
The site is well located to connect to the existing cycleway network.

Opportunities to foster further travel by bicycle to be implemented in future applications.



BICYCLE INFRASTRUCTURE





SUSTAINABILITY

Continued Expansion
of existing solar
panel infrastructure

Establishments of EV
Charging Stations in
Future Expansions

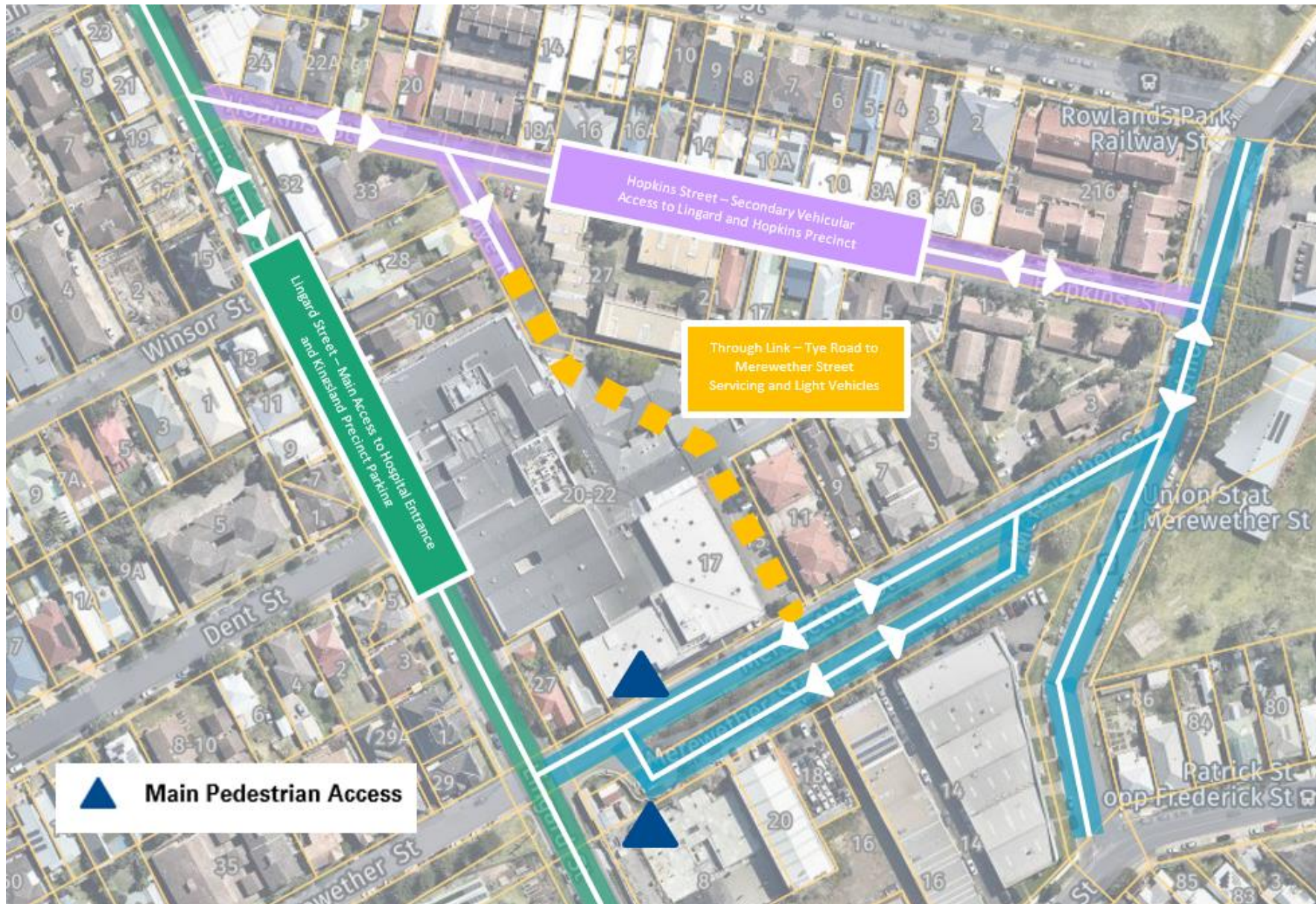


VEHICULAR AND PEDESTRIAN MOVEMENT THROUGH LINK

Opportunities to improve the pedestrian connections between the Lingard and Kingsland Precinct are identified. The proposal includes the link bridge, which will provide a clinical function of transferring patients without relying on the NSW Ambulance Service.

To improve vehicular circulation through the local streets, a future stage of the proposal will create a link between Tye Road and Merewether Street, to avoid the need for servicing vehicles to undertake a turning movement within the site to exit on Tye Road. This will significantly reduce impacts to Tye Road.

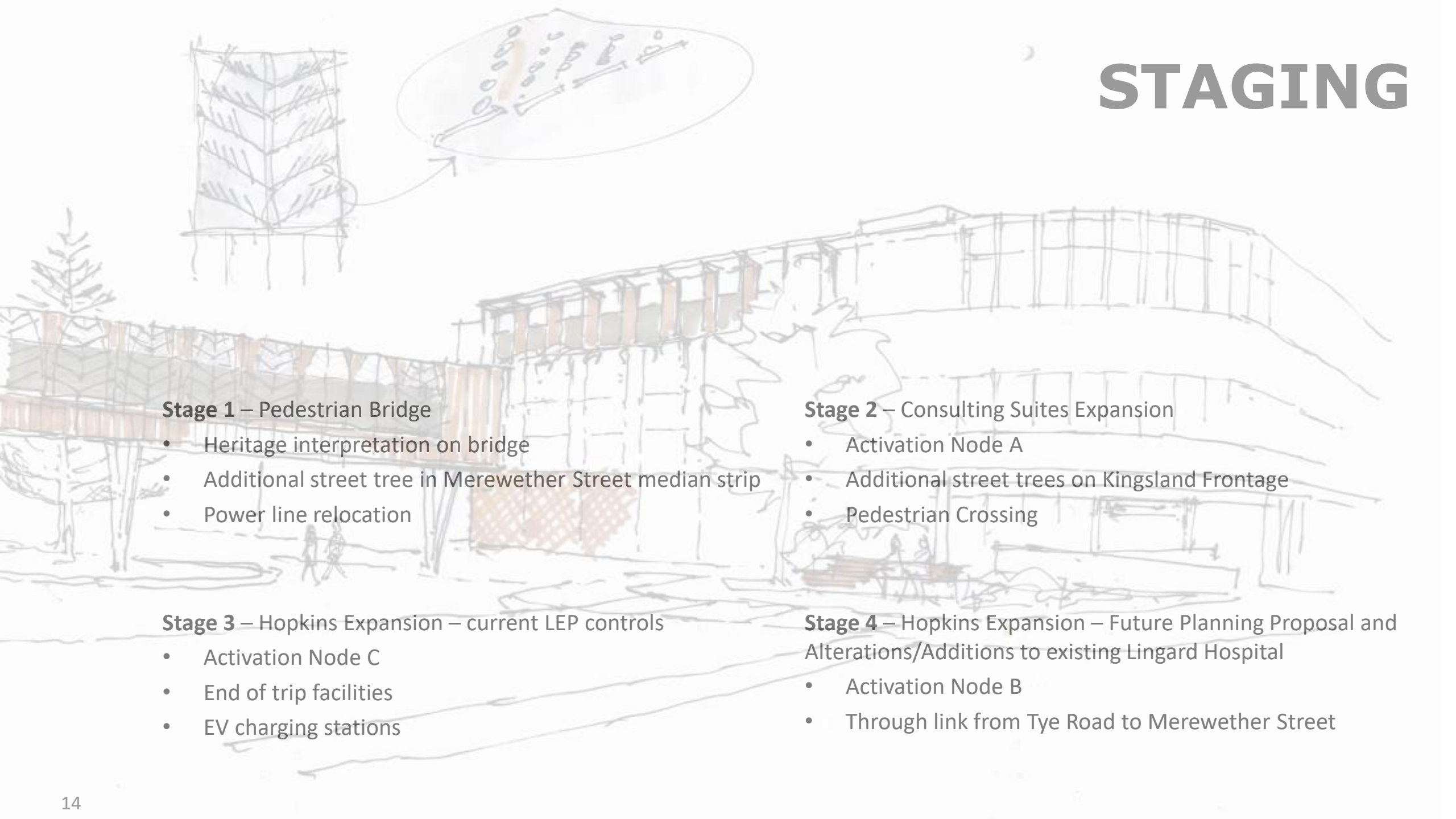
The main pedestrian access to the site will continue to be via Merewether Street.



SERVICING/ LOADING AND VEHICULAR ACCESS



STAGING



The background of the slide features a light-colored architectural sketch of a building complex. On the left, a tall, multi-story building is shown with a grid-like facade. A curved arrow points from this building to a circular callout diagram in the upper center. The callout diagram shows a top-down view of a site with various colored zones (orange, green, blue) and arrows indicating movement or flow. Below the callout, a long, low building with a series of vertical columns or supports is sketched. To the right of this building is a larger, more complex structure with multiple levels and a curved roofline. In the foreground, there are sketches of trees, a pedestrian bridge, and a road with a few small figures of people.

Stage 1 – Pedestrian Bridge

- Heritage interpretation on bridge
- Additional street tree in Merewether Street median strip
- Power line relocation

Stage 3 – Hopkins Expansion – current LEP controls

- Activation Node C
- End of trip facilities
- EV charging stations

Stage 2 – Consulting Suites Expansion

- Activation Node A
- Additional street trees on Kingsland Frontage
- Pedestrian Crossing

Stage 4 – Hopkins Expansion – Future Planning Proposal and Alterations/Additions to existing Lingard Hospital

- Activation Node B
- Through link from Tye Road to Merewether Street

Appendix C – Flood Assessment Report



CIVIL

Flood Assessment Report for Planning Proposal

for

Lingard Private Hospital

for Healthcare Pty Ltd

Contents

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Acronyms and Abbreviations

AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ALS	Airborne Laser Survey (LiDAR)
ARI	Average Recurrence Interval
ARR	Australian Rainfall and Runoff
BoM	Bureau of Meteorology
Council	The City of Newcastle Council
DCP	Development Control Plan
FPL	Flood Planning Level
LGA	Local Government Area
LiDAR	Light Detection and Ranging (also see ALS)
m	Measure of length / height / distance (metres)
m AHD	Meters above Australian High Datum
m/s	Measure of velocity (metres per second)
m ³ /s	Measure of flow rate (cubic metres per second)
OSD	On-Site Detention
PMF	Probable Maximum Flood
PMP	Probable Maximum Precipitation
PSD	Permissible Site Discharge
SES	NSW State Emergency Service
TUFLOW	A 1D and 2D hydraulic modelling software

Introduction

Northrop Consulting Engineers Pty Ltd (Northrop) have been engaged to prepare a flood assessment report for a planning proposal for an extension to the height limit at Lingard Private Hospital – 23 Merewether Street and 8 Lingard Street, Merewether (the subject site).

The planning proposal seeks to increase the height limit for the existing hospital site.

Included herein is a:

- List of related drawings and documents.
- Description of the subject site and proposed development.
- Existing flood behaviour.
- Outline of the Ministerial Directions - Flooding, Council LEP and DCP requirements and development response.

		Date
Prepared by	GB	25/05/2022
Checked by	LG	25/05/2022
Admin	KH	25/05/2022

NL211648 / 25 May 2022 / Revision B

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Related Reports and Documents

This report is to be read in conjunction with the following reports and documents:

1. Flood Information Certificate (FL2019/0206) provided by the City of Newcastle and dated 3 October 2019.
2. Flood Information Certificate (FL2019/0204) provided by the City of Newcastle and dated 3 October 2019.
3. Newcastle City-wide Floodplain Risk Management Study and Plan prepared by BMT WBM and dated June 2012.
4. Illustrative block plan layout provided in Appendix A.

Subject Site and Proposed Development

Subject Site

The subject site is located at Lot 100 DP 1251777 and Lot 100 DP 1168197, otherwise known as 8 Lingard Street and 23 Merewether Street, Merewether. The site is bisected by Merewether Street and bounded on the west by Lingard Street, and existing development on the east, north, and south.

Ground elevations around the site range from 5.0m AHD, to 6.1m AHD.

Characteristics of the existing development are presented below in Photo 1 and Photo 2.



Photo 1 – Looking north towards 8 Lingard Street (photo © Google 2022)



Photo 2 – Looking south-east towards 23 Merewether Street from Lingard Street (photo © Google 2022)

Proposed Development

The planning proposal seeks to increase the height limit to permit additional hospital development above the existing.

Illustrative concept plans provided in Appendix A.

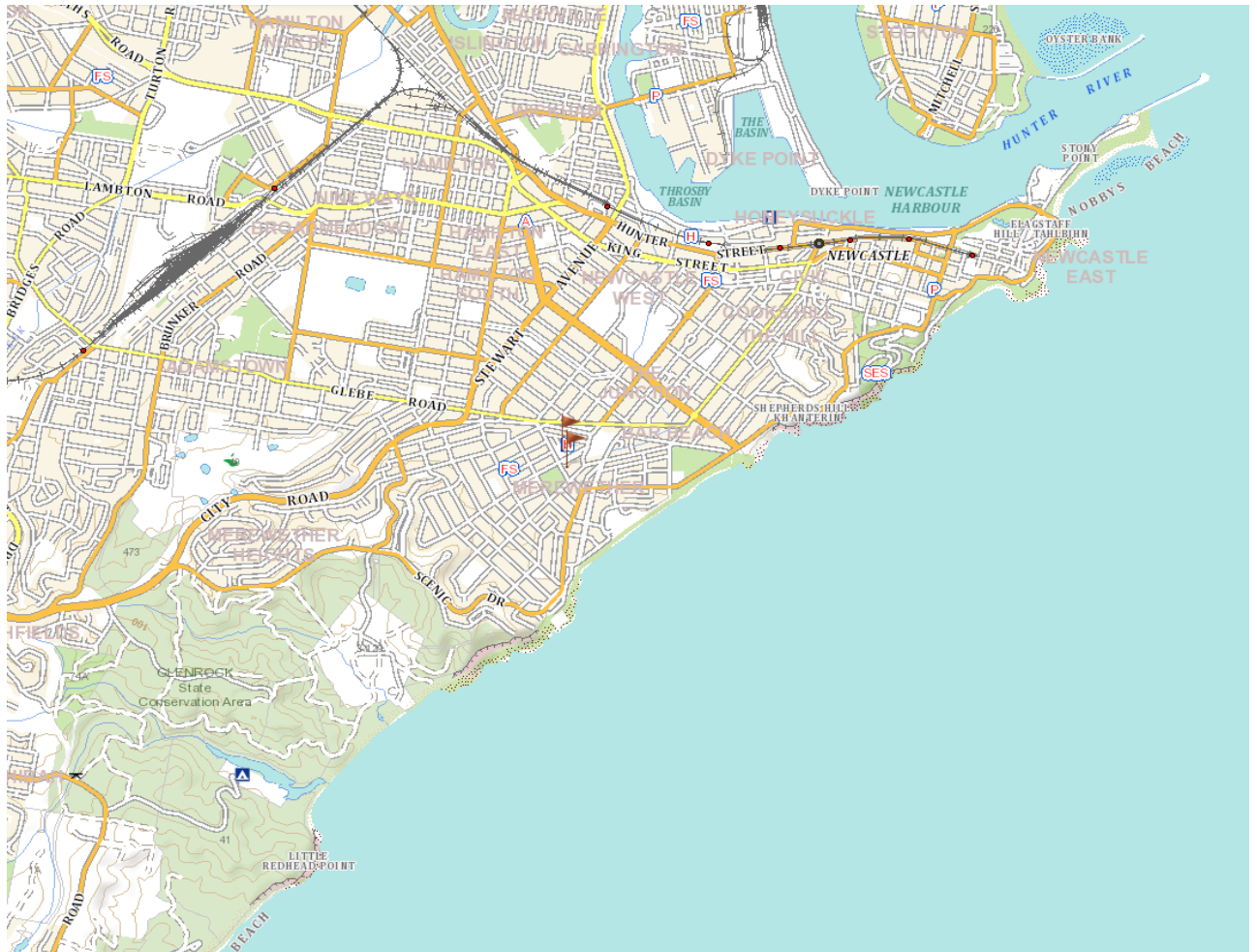


Figure 1 – Locality (basemap © NSW LPI SIX Maps)

Existing Flood Behaviour

Flooding of the subject site and vicinity is derived from local catchment overland flow. This has been quantified in FL2019/0204 and FL2019/0206, included in Appendix B. Peak flood levels in the vicinity of the development are summarised in Table 1 and Table 2 below.

Table 1 - Existing flood levels 8 Lingard Street

Flood Event	Flood Level (m AHD)	Flood Velocity (m/s)
1%AEP	5.8	0.1
PMF	6.7	0.4

Table 2 - Existing flood levels 23 Merewether Street

Flood Event	Flood Level (m AHD)	Flood Velocity (m/s)
1%AEP	6.2	0.5
PMF	6.7	0.5

Flood hydraulic categories are outlined in the flood certificates and are summarised below in Table 3.

Table 3 – Hydraulic categories

Category	8 Lingard	23 Merewether
Flood Storage	Yes	Yes
Floodway	No	No

Ministerial Directions Requirements and Response

The Local Planning Directions - Section 4.1 Flooding have been summarised and addressed in Table 4 below. The Council LEP requirements have been addressed in

Table 5 overleaf. The Council DCP requirements have been addressed in Table 6 overleaf.

Table 4 – Ministerial Directions Requirements

Requirement	Response
The objectives of this clause are as follows	
1. A planning proposal must include provisions that give effect to and are consistent with: <ul style="list-style-type: none"> a) The NSW Flood Prone Land Policy, b) The principles of the Floodplain Development Manual 2005, c) The considering folding in land use planning guideline 2021, and d) Any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council. 	The planning proposal has considered these documents and is generally consistent with their requirements.
2. A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Business, Industrial or Special Purpose Zones.	The development does not propose any rezoning of Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Business, Industrial or Special Purpose Zones.
3. A planning proposal must not contain provisions that apply to the flood planning area which:	
a) Permit development in floodway areas,	The development is located outside the floodway categorisation as identified on the attached flood certificates.
b) Permit development that will result in significant flood impacts to other properties,	The proposal does not seek to alter the ground floor arrangement and as such is not expected to significantly impact other properties from a flooding perspective.
c) Permit development for the purpose of residential accommodation in high hazard areas,	The proposal does not seek additional residential accommodation.

Requirement	Response
d) Permit a significant increase in the development and/or dwelling density of that land,	The development permits an increase in development. This potential inconsistency is discussed in further detail below.
e) Permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and senior housing, in areas where the occupants of the development cannot effectively evacuate,	The proposal seeks additional development for the purpose of a hospital. We expect that vertical evacuation or shelter in-place will be effective in this case.
f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent,	Not applicable. We expect the proposal will require development consent.
g) are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities, or	<p>The site has no reliable evacuation routes during a 1%AEP flood event because the regional road network is compromised. The flood emergency strategy for the development is to shelter in place.</p> <p>The planning proposal is not likely to substantially increase the requirements for government spending on flood mitigation measures, infrastructure or services because of the similarities with the current operation.</p>
h) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.	The planning proposal seeks additional development well above the flood planning level and we consider the storage of hazardous material at this level will permit effective containment of this material.
<p>4. A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:</p> <ul style="list-style-type: none"> a) permit development in floodway areas b) permit development that will result in significant flood impacts to other properties, c) permit a significant increase in the dwelling density of that land, 	Special Flood Considerations are not adopted by the City of Newcastle.

Requirement	Response
<p>d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,</p> <p>e) are likely to affect the safe occupation of and efficient evacuation of the lot, or</p> <p>f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities</p>	
<p>5. For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.</p>	<p>The flood planning area definition is consistent with the principles of the Floodplain Development Manual.</p>

Table 5 - LEP Requirements

Requirement	Response
(1) The objectives of this clause are as follows	
(a) to minimise the flood risk to life and property associated with the use of land,	The planning proposal deals with an area elevated well above the Flood Planning Level which addresses the risk to property. Risk to life mitigation measures are discussed further in Items 2(c) and 2(d) below.
(b) to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,	This is discussed in Item 2(a) below.
(c) to avoid adverse or cumulative impacts on flood behaviour and the environment,	The proposal does not seek to alter the ground floor arrangement and as such is not expected

Requirement	Response
	to significantly impact other properties from a flooding perspective.
(d) to enable the safe occupation and efficient evacuation of people in the event of a flood.	This is addressed in Item 2(c) below.
(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development	
(a) is compatible with the flood function and behaviour on the land, and	The site is noted as flood storage and flood fringe and the development at this elevated level is considered compatible with the flood function. Climate change is likely to cause an increase to flood levels at the ground floor levels. The subject of the planning proposal is at a higher elevation.
(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and	The proposal does not seek to alter the ground floor arrangement and as such is not expected to significantly impact other properties from a flooding perspective.
(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and	The proposed development itself acts as a refuge in the PMF event. It is expected this vertical evacuation will be effective and as a result, the capacity of existing evacuation routes will not be significantly impacted.
(d) incorporates appropriate measures to manage risk to life in the event of a flood, and	The inclusion of flood refuge is a measure to minimise the risk to life and is consistent with Newcastle DCP and adopted City-wide Floodplain Risk Management Study and Plan. Furthermore, it is considered feasible to implement a Flood Emergency Response Plan as part of the development to increase the awareness of flood risks, identify persons responsible for emergency response, and recommend actions to prepare and respond to a flood emergency.
(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses.	The proposal permits additional height on an existing development. As such, it is not expected to cause any increases in erosion or siltation downstream, destruction of riparian vegetation, or reduction in the stability of riverbanks or watercourses.
(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters	

Requirement	Response
(a) the impact of the development on projected changes to flood behaviour as a result of climate change,	It is considered feasible to incorporate climate change requirements into the future design due to the elevated nature of the development.
(b) the intended design and scale of buildings resulting from the development,	The proposed planning proposal is a redevelopment of an existing industrial development to a mixed-use development and will not have any significant impact from a floodplain management perspective.
(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,	The inclusion of flood refuge is an appropriate measure to manage the risk to life. Furthermore, it is considered feasible to implement a Flood Emergency Response Plan as part of the development to increase the awareness of flood risks, identify persons responsible for emergency response, and recommend actions to prepare and respond to a flood emergency.
(d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.	Given the context of the site it is unlikely to be significantly impacted by coastal erosion. The planning proposal allows provision to remove buildings should the flood risk become unacceptable in the future.

Table 6 – DCP requirements

Requirement	Response
4.01.01 Floodways 1. No building or structure erected and no land filled by way of the deposition of any material within any area identified as a floodway except for minor alterations to ground levels which do not significantly alter the fundamental flow patterns for: a) roads, b) parking, c) below ground structures, d) landscaping. 2. Where dividing fences across floodways are unavoidable, they are constructed only of open type fencing that does not restrict the flow of flood waters and are resistant to blockage. New development shall be designed to avoid fences in floodways	Not applicable as subject site is not affected by floodway.

Requirement	Response
<p>4.01.02 Flood Storage</p> <p>1. Not more than 20% of the area of any development site in a flood storage area is filled. The remaining 80% is generally developed allowing for underfloor storage of floodwater by the use of suspended floor techniques such as pier and beam construction.</p> <p>2. Where it is proposed to fill development sites, the fill does not impede the flow of ordinary drainage from neighbouring properties, including overland flow.</p>	<p>No modification of the ground level is proposed and therefore it is considered these controls are no applicable.</p>
<p>4.01.03 Management of risk to property</p> <p>1. Floor levels of all occupiable rooms of all buildings are not set lower than the FPL.</p> <p>2. Garage floor levels are no lower than the 1% Annual Exceedance Probability Event. However, it is recognised that in some circumstances this may be impractical due to vehicular access constraints. In these cases, garage floor levels are as high as practicable.</p> <p>3. Basement garages may be acceptable where all potential water entry points are at or above the probable maximum flood (PMF), excepting that vehicular entry points can be at the FPL. In these cases, explicit points of refuge are accessible from the carpark in accordance with the provisions for risk to life set out below.</p> <p>4. Electrical fixtures such as power points, light fittings and switches are sited above the FPL unless they are on a separate circuit (with earth leakage protection) to the rest of the building.</p> <p>5. Where parts of the building are proposed below the flood planning level, they are constructed of water-resistant materials.</p> <p>6. Areas where cars, vans and trailers are parked, displayed or stored are not located in areas subject to property hazard of P2 or higher. Containers, bins, hoppers and other large floatable objects also are not stored in these areas. Heavy vehicle parking areas are not located in areas subject to property hazard P3 or higher.</p> <p>7. Timber framed, light steel construction, cavity brickwork and other conventional domestic</p>	<p>The proposal is for development at a high level and these controls are generally not applicable. At detailed design stage, consideration should be given by a suitably qualified structural engineer that the additional building loads do not affect the ability of the building to withstand the forces due to flood water.</p>

Requirement	Response
<p>building materials are generally not suitable forms of construction where the property hazard is P4 or higher. Where property hazard is P4, the structure is certified by a practising structural engineer to withstand the hydraulic loads (including debris) induced by the flood waters.</p> <p>8. Property hazards of P5 are generally unsuitable for any type of building construction and building is discouraged from these areas. Where building is necessary, the structure is certified by a practising structural engineer to withstand the hydraulic loads (including debris) induced by the flood waters.</p>	
<p>4.01.04 Management of potential risk to life</p> <p><u>Risk to life category L5</u></p> <p>1. Risk to life hazards of L5 are generally unsuitable for any type of building construction and building is discouraged from these areas. Reliable safe escape to high ground is likely not possible and normal building construction would likely suffer structural failure from the force of floodwaters, so that any people seeking refuge in the building would likely perish. Where building is necessary, the structure is certified by a practising structural engineer to withstand the hydraulic loads (including debris) induced by the flood waters.</p> <p><u>Islands</u></p> <p>2. The formation of islands in the floodplain during a flood is a potentially dangerous situation, especially when floods larger than the FPL totally inundate the island for an extended period. Development of such land is considered with great care.</p> <p><u>On-site refuge</u></p> <p>3. On-site refuge is to be provided for all development where the life hazard category is L4 unless the proposed development is less than 40m from the perimeter of the PMF extent and the higher ground is accessible.</p> <p><u>Standards for on-site refuge</u></p> <p>4. Where on-site refuge is required for a development, it should comply with the following minimum standards: (a) The minimum on-site refuge level is the level of the PMF. On-site</p>	<p>The flood certificates note L4 life hazard category which require flood refuge. It is considered feasible to provide refuge based on the elevation of the proposed development. At detailed design stage, consideration should be given by a suitably qualified structural engineer that the additional building loads do not affect the ability of the building to withstand the forces due to flood water.</p>

Requirement	Response
refuges are designed to cater for the number of people reasonably expected on the development site and are provided with emergency lighting. (b) On-site refuges are of a construction type able to withstand the effects of flooding. Design certification by a practising structural engineer that the building is able to withstand the hydraulic loading due to flooding (at the PMF).	

Discussion

Inconsistencies with the Ministerial Direction

Inconsistencies with the Ministerial Direction are permitted in the following circumstances outlined in Table 7.

Table 7 - Inconsistencies with Ministerial Direction

Requirement	Response
A planning proposal may be inconsistent with this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that:	
(a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant council in accordance with the principles and guidelines of the Floodplain Development Manual 2005, or	The inconsistency is due to intensification of development above the existing height controls. This is justified by the availability of on-site refuge in this same development. This is outlined on page 192 of the City-wide Floodplain Risk Management Study and Plan, and is reinforced in the DCP Clause 4.01.04.
(b) where there is no council adopted floodplain risk management study or plan, the planning proposal is consistent with the flood study adopted by the council prepared in accordance with the principles of the Floodplain Development Manual 2005 or	Not applicable.
(c) the planning proposal is supported by a flood and risk impact assessment accepted by the relevant planning authority and is prepared in accordance with the principles of the Floodplain Development Manual 2005 and consistent with the relevant planning authorities' requirements, or	Not applicable.
(d) the provisions of the planning proposal that are inconsistent are of minor significance as determined by the relevant planning authority.	Not applicable.

Further Approvals Required

This assessment has considered the feasibility of implementing the Ministerial Directions on Flooding and Council's LEP and DCP requirements for floodplain management. Based on the increase in height limit we believe it is feasible to generally comply with the documents subject to the commentary and inconsistencies identified above.

Further approvals will be required prior to the development being constructed and these are likely to include a more detailed assessment of compliance with the relevant Council guidelines.

Conclusions

Northrop Consulting Engineers were engaged by Healthcare Pty Ltd to complete the Planning Proposal documentation for the proposed Lingard Private Hospital development at 8 Lingard Street and 23 Merewether Street, Merewether.

It was concluded from the assessment it is feasible to implement the requirements of the Ministerial Directions for Flooding and Council's LEP and DCP floodplain management requirements in the future design of the site.

Limitation Statement

Northrop Consulting Engineers Pty Ltd (Northrop) has been retained to prepare this report based on specific instructions, scope of work and purpose pursuant to a contract with its client. It has been prepared in accordance with the usual care and thoroughness of the consulting profession for the use by Healthcare Pty Ltd. The report is based on generally accepted practices and standards applicable to the scope of work at the time it was prepared. No other warranty, express or implied, is made as to the professional advice included in this report.

Except where expressly permitted in writing or required by law, no third party may use or rely on this report unless otherwise agreed in writing by Northrop.

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The report was prepared on the dates shown and is based on the conditions and information received at the time of preparation.

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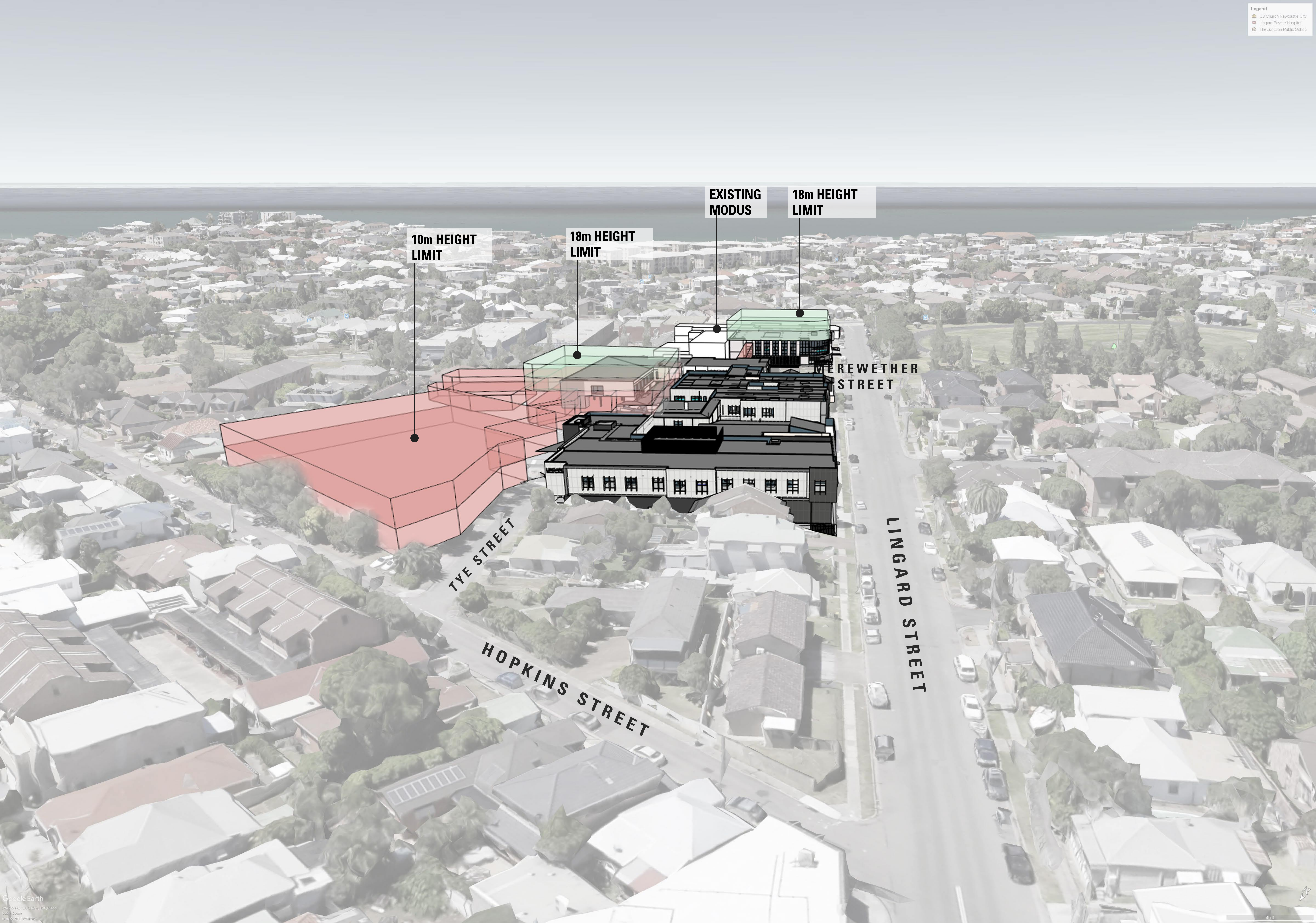
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Cover image © Nearmap 2022

Document Register

Rev	Status	Prepared	Approved	Date
A	Client Review	GB	GB	16 May 2022
B	Approval	GB	GB	25 May 2022

Appendix A – Indicative Block Plans



10m HEIGHT
LIMIT

18m HEIGHT
LIMIT

EXISTING
MODUS

18m HEIGHT
LIMIT

TYE STREET

HOPKINS STREET

MEREWETHER
STREET

LINGARD STREET

Appendix B – Flood Information Certificates

03 October 2019

KDC Pty Ltd
Suite 2B, 125 Bull Street
NEWCASTLE WEST NSW 2302

Flood Information Certificate No:	FL2019/00204
Land:	Lot 100 DP 1251777
Property Address:	8 Lingard Street Merewether NSW 2291

Thank you for your recent enquiry regarding flood behaviour at the above property. This letter confirms the property is located in a flood prone area.

The pertinent features of the flood behaviour are estimated as follows:

Local Catchment Flooding

Is any part of the site affected by a floodway?	No
Is any part of the site affected by a flood storage area?	Yes
Estimated 1% Annual Exceedance Probability event level: (equivalent to the " <i>Defined Flood Level</i> " in the Building Code of Australia)	5.8m AHD
Estimated Maximum Flow Velocity of floodwaters (in the " <i>Defined Flood Event</i> " as per the Building Code of Australia)	0.1m/s
Highest Property Hazard Category	P1
Estimated Probable Maximum Flood Level	6.7m AHD (velocity 0.4m/s)
Highest Life Hazard Category	L4

The flood study from which the above information is derived is part of a Newcastle City Wide Floodplain Management Plan. The above advice may change in the future, however the advice is based on the best information held by Council at the time of issue of this certificate.

The Newcastle Development Control Plan 2012 addresses the issues of flood management for new development. You can view the development control plan at www.newcastle.nsw.gov.au. In summary, the following requirements apply for all future development applications on the site.

Development in a floodway is not generally allowable due to likely redistribution of flood water.	Not Applicable
Filling of a flood storage area by more than 20% is not generally allowable due to redistribution of flood water.	Applicable
Minimum floor level for occupiable rooms in a new development on this site is: (equivalent to the " <i>Flood Hazard Level</i> " in the Building Code of Australia)	500mm above 1% AEP 6.3m AHD
Is onsite flood refuge required?	Yes

It is estimated that, during the June 2007 storms, flood waters reached a level of approximately 6.3m AHD in the vicinity of the specified land.

Should you require any further clarification please contact Alastair Peddie on 02 4974 2788.

Yours faithfully

Alastair Peddie

SENIOR DEVELOPMENT OFFICER (Engineering)

03 October 2019

KDC Pty Ltd
Suite 2B, 125 Bull Street
NEWCASTLE WEST NSW 2302

Flood Information Certificate No: FL2019/00206

Land: Lot 100 DP 1168197

Property Address: 23 Merewether Street Merewether NSW 2291

Thank you for your recent enquiry regarding flood behaviour at the above property. This letter confirms the property is located in a flood prone area.

The pertinent features of the flood behaviour are estimated as follows:

Local Catchment Flooding

Is any part of the site affected by a floodway?	No
Is any part of the site affected by a flood storage area?	Yes (South East side)
Estimated 1% Annual Exceedance Probability event level: (equivalent to the “ <i>Defined Flood Level</i> ” in the Building Code of Australia)	6.2m AHD
Estimated Maximum Flow Velocity of floodwaters (in the “ <i>Defined Flood Event</i> ” as per the Building Code of Australia)	0.5m/s
Highest Property Hazard Category	P2
Estimated Probable Maximum Flood Level	6.7m AHD (0.5m/s)
Highest Life Hazard Category	L4

The flood study from which the above information is derived is part of a Newcastle City Wide Floodplain Management Plan. The above advice may change in the future, however the advice is based on the best information held by Council at the time of issue of this certificate.

The Newcastle Development Control Plan 2012 addresses the issues of flood management for new development. You can view the development control plan at www.newcastle.nsw.gov.au. In summary, the following requirements apply for all future development applications on the site.

Development in a floodway is not generally allowable due to likely redistribution of flood water.	Not Applicable
Filling of a flood storage area by more than 20% is not generally allowable due to redistribution of flood water.	Applicable, see attached figure 1 below
Minimum floor level for occupiable rooms in a new development on this site is: (equivalent to the “ <i>Flood Hazard Level</i> ” in the Building Code of Australia)	6.7m AHD
Is onsite flood refuge required?	Yes

It is estimated that, during the June 2007 storms, flood waters reached a level of approximately 6.3m AHD in the vicinity of the specified land.

Please note that:

1. No assessment of the lot’s suitability for the purposes of making an application for a complying development certificate under the Housing Code or Rural Housing Code of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*, or for a Secondary Dwelling under *State Environmental Planning Policy (Affordable Rental Housing) 2009*, has been made. This type of flood information can also be obtained from Council via a Flood Information Application. There are two services provided by Council relating to Complying Development flood criteria, as follows:
 - a) Identification of lots affected by any of the flood control lot exclusions identified in subclause 3.5(1) or 3A.38(1) of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. If this information is required, select Box 4. b) (i) on the Flood Information Application form and pay the required fee.
 - b) An assessment of a proposal for development of the lot for compliance with the requirements of subclause 3.36(2) or 3A.38(2) of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. If this information is required, select Box 4. b) (ii) on the Flood Information Application form, submit plans and other relevant documentation for the proposal and pay the required fee.
2. The information contained in this certificate may alter in the future. The applicant should at all times ensure the currency of this information.

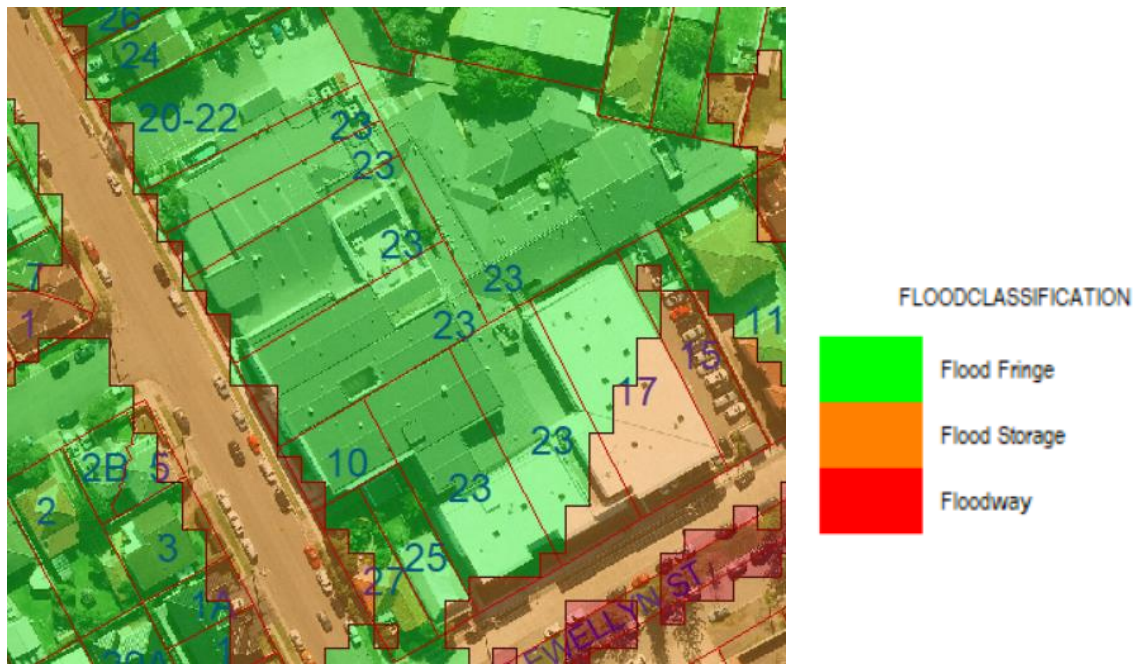


Figure 1- South East affected by flood storage

Should you require any further clarification please contact Brooke Carroll on 02 4974 2047

Yours faithfully

Brooke Carroll

DEVELOPMENT OFFICER (Engineering)

Appendix D – Parking Management Plan



PARKING MANAGEMENT PLAN

**KINGSLAND DAY SURGERY & HEALTH CONSULTING ROOMS
6 – 8 LINGARD STREET, MEREWETHER**

PREPARED FOR: HEALTHECARE PTY LTD

OCTOBER 2019

REF: - 19/158

**PARKING MANAGEMENT PLAN
KINGSLAND DAY SURGERY & HEALTH CONSULTING ROOM
6 – 8 LINGARD STREET, MEREWETHER
HEALTHCARE PTY LTD**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

Address:

16 Mount Harris Drive
Maitland Vale NSW 2323
PO Box 268
East Maitland NSW 2323

Contact:

(Ph) 02 4936 6200
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Email: jeff@intersecttraffic.com.au

QUALITY ASSURANCE

This document has been prepared, checked and released in accordance with the

Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
A	25/10/19	Draft	JG
B	25/10/19	Edit	JG
C		Final Proof	JG
D		Client Amendments	JG

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This document has been authorised by



Date October 2019

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1.0 PARKING MANAGEMENT PLAN

1.1 Introduction

As part of the approval for the Kingsland Day Surgery & Health Consulting Rooms (DA 2019/00062), Newcastle City Council has included the following condition of consent.

Condition 5

A Parking Management Plan is to be provided to Council for approval prior to the release of any Construction Certificate detailing a breakdown and the location of the allocated staff, patients and visitors car parking spaces for the whole development, including the 50 off-street parking spaces required for 23 Merewether Street, Merewether (Lingard Hospital) in accordance with Condition 4(A) of the development consent for DA2015/10349. The Plan is to also include ongoing maintenance, on-site signage and management measures, communication measures and incentives to actively encourage staff to park on-site and not in the surrounding residential streets.

It is noted that the current approval is for on-site car parking for the development to be provided in the ground level car park under the building. A further basement level proposed car parking area has only been approved for storage of material though a modification application is currently being considered for the conversion of this basement level to car parking to cater for overflow car parking from the adjacent Lingard Private Hospital (23 Merewether Street, Merewether). It is noted this car parking has already been constructed under a previous approval for the site (DA 2016/0394.02).

This parking management plan therefore seeks to address the required consent condition by detailing the proposed on-site parking conditions for the existing approved development i.e. a single ground level car park. Should the current modification application be approved then this parking management plan will need to be further amended.

The plan also seeks to address the strategies to implement and enforce the plan.

1.2 Site Location

The day surgery site is located approximately 450 metres south-west of The Junction Shopping and Business Centre on the south-eastern corner of the Lingard Street and Merewether Street intersection.

The nearest sub-arterial road connections to the site are considered to be Glebe Road and Union Street which are both to the north of the site and provide connection eventually to the Pacific Highway. Connection from the site to Glebe Road and Union Street are provided via Lingard Street to the north and Merewether Street to the east.



Figure 1 – Day Surgery Location Plan

1.3 Existing Parking Conditions

Historically the peak parking demand for the site (commercial centre) has generally been provided via;

- On-street car parking in Merewether Street, Lingard Street, Dent Street and Berner Street around the site.

1.4 Car Parking Strategy

The strategy adopted in this car parking management plan is as follows;

- Provide parking for staff, patients and visitors for the day surgery and health consulting rooms within the ground level on-site car parking below the development (42 spaces). This will be delineated with signage at the entrance to the car park.
- Parking will be managed by Wilson Parking as an unrestricted paid parking station.
- Wilson Parking will be responsible for the provision and maintenance of all signage and infrastructure required.
- Staff using the car park will be reimbursed any costs associated with parking in this parking area under a staff parking scheme to be administered by the operators of the building.

1.5 Objectives

The objectives of this Parking Management Plan are to:

- a) ensure compliance with the conditions included in the Newcastle City Council consent;
- b) encourage compliance and acceptance of the proposed parking management strategy by day surgery and health consulting rooms staff, patients and visitors;
- c) minimise traffic and transport impacts of the project on the community;
- d) foster an understanding and awareness within the day surgery staff of community expectations and legislative requirements;

2.0 IMPLEMENTATION AND ENFORCEMENT

2.1 General Requirements

- i) Employees will be advised of their responsibilities and their allocated parking area via the normal site induction and daily management procedures for the site as well as the remuneration scheme for staff parking;
- ii) Wilson Parking will be advised of their responsibilities under this parking management plan and the need for effective delineation of the car park for staff, patients and visitors to the day surgery and health consulting rooms; and
- iii) Wilson Parking to be required to provide a convenient and fast payment scheme for the car park to ensure minimal delays in entering and exiting the site;

2.2 Special Requirements

It is noted that the day surgery and consulting rooms have the opportunity to further reduce the peak parking demand generated by the development by encouraging staff to consider alternate transport options in travel to and from work. In this regard the hospital will take steps through organisational measures and rewards schemes to encourage the following;

- 1. Carpooling by staff;
- 2. Use of public transport by staff; and
- 3. Walking and cycling to work for staff that lives nearby the hospital.

Suggested rewards could include fuel vouchers, restaurant and / or entertainment vouchers or My Opal top ups.

2.3 Implementation Responsibility

Implementation of this plan will be the responsibility of the following personnel;

- 1. Staff – Day Surgery Chief Executive Officer or nominate representative;
- 2. Patients & Visitors – Day Surgery Chief Executive Officer or nominate representative; and

2.4 Enforcement

Enforcement of this plan will be the responsibility of the following personnel;

1. Staff – Day Surgery Operations Manager or nominated representative in consultation with Wilson Parking; and
2. Patients & Visitors - Day Surgery Operations Manager or nominated representative in consultation with Wilson Parking.

Enforcement of parking restrictions will be by Wilson Parking.

3.0 MONITORING AND REVIEW

3.1 Monitoring and Review

The Day Surgery's Chief Executive Officer and Operations Manager will be responsible for the regular monitoring and review of this parking management plan (monthly). Monitoring procedures will include regular inspections of the on-street car parking to identify the effectiveness and usage of the car park as well as consideration of formal complaints / suggestions by staff, patients and visitors.

3.2 Actions

Approval of this document by Newcastle City Council will result in the following actions being implemented by Healthcare Pty Ltd:

1. Engagement of Wilson Parking to manage and maintain the on-site car park;
2. Installation of new signage at the entrance to the car park identifying who can use the car park and the conditions for car parking;
3. Communications to staff and implementation of a staff parking reimbursement scheme regarding the new parking arrangements;
4. Installation of signage within the development in regard to the new parking arrangements;
5. Day surgery's commitment to implement a rewards scheme to encourage alternate transport use by staff during the construction phase;
6. Ensure those responsible for the implementation, enforcement, monitoring and review of the parking and management plan are aware of their responsibilities.

Attachment 1

Parking Area Plan

