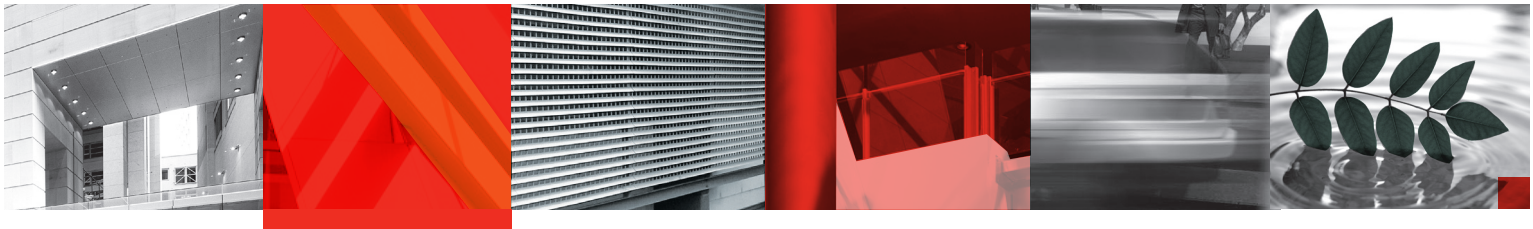


Response to Submissions



24-40 Bigge Street, Liverpool
Sydney Southwest Private Hospital

Submitted to Department of Planning
On Behalf of Healthscope

April 2011 ■ 10298

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This report has been prepared by: Robert Stark

Signature Date 15/04/11

This report has been reviewed by: Amanda Harvey

Signature Date 15/04/11

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- 1 Response to Submissions
JBA Planning
- 2 Response to Transport and Traffic Submissions
Transport and Traffic Planning Associates

1.0 Introduction

An Environmental Assessment Report (EAR) for a Project Application for the construction of an extension to the Sydney Southwest Private Hospital (SSWPH) at Liverpool was publicly exhibited for a period of 30 days between 27 October 2010 and 26 November 2010.

In total four agency submissions were received in response to the public exhibition of the Project Application, in addition to three public submissions and correspondence from the Department of Planning. A submission was not received from Liverpool City Council despite repeated requests. No major issues were identified in the submissions, however the following minor issues were identified:

- potential restriction to traffic movements along the Goulbourn Serviceway due to construction vehicles;
- proposed front setback to Bigge Street;
- parking issues;
- dissemination of public transport information and provision of bicycle facilities; and
- salinity management issues.

The proponent (Healthscope) and its specialist consultant team have reviewed and considered the Department's comments and the public submissions and, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), responded to the issues raised. This Response to Submissions (RTS) sets out the proponent's response to the issues raised and provides a revised Statement of Commitments for which approval is now sought.

This report should be read in conjunction with the Environmental Assessment Report (EAR) dated October 2010 and forms part of the Project Application. It should be noted that aside from the addition of seven additional bicycle parking spaces the proposed development has not been modified from what was exhibited.

2.0 Key Issues and Proponent's Response

The following section provides a detailed response to the key issue raised by the submissions. **Attachment 1** provides a response to all the issues raised during the public exhibition period.

Goulburn Serviceway

The three public submissions all raised concern for the potential for construction traffic to block access along the Goulburn Serviceway. It is noted that this is a public road, and therefore the proponent will keep access available during the construction (and operation) of the hospital extension.

As noted in the EAR, construction access to the site will predominately be via Bigge Street, as the Goulburn Serviceway is not wide enough for construction vehicles to access the site without causing an obstruction. Furthermore, the proponent committed to (and reaffirms that commitment) to prepare a construction traffic management plan prior to the commencement of works. This plan will detail the measures to be implemented to ensure that the Goulburn Serviceway will not be impeded by construction traffic.

Front Setback

The proposed front setback is 4.0 metres, which is consistent with the 4.0-4.5 metre requirement of the Liverpool Development Control Plan 2008. Although the proposed setback is closer to the front boundary than the existing hospital building to the south, it is not inconsistent with the various setbacks presented by the buildings along this portion of Bigge Street between Campbell and Lachlan Streets. Furthermore, the proposed setback still affords space for appropriate pedestrian access and landscaping.

The proposed extension intentionally has a different scale and facade treatment to the existing hospital building, it is designed as a complementary additional component rather than a visually identical copy. This approach renders the maintenance of the building line of the existing hospital unnecessary.

It should be noted that the proponent is planning to repaint the existing hospital building, and is currently investigating potential colour schemes to ensure that the selection will be harmonious with the proposed extension.

Parking

Transport NSW requested clarification regarding the number of car parking spaces to be provided within the overall development. The proposed arrangements are:

- 46 existing spaces under existing hospital building
- 29 existing spaces in existing southern car park
- 34 proposed spaces in new basement car park.

This results in a total of 109 spaces on the site and provides car parking at a rate of 1 space per 104.5m² of floor area, which is slightly less than the DCP requirement of 1 space per 100m². It should be noted that the site is well connected to public transport, with two rail stations and various bus stops within walking distance. Further information regarding parking is provided in the EAR and associated Traffic, Transport and Parking Assessment Report.

Response to Submissions

JBA Planning

Sydney Southwest Private Hospital, Liverpool – Hospital Extension

Project Application – Response to Submissions

Issues Raised		Proponent Response
Department of Planning		
1	Concern is raised in relation to the proposed 4.0m front setback along the eastern side of Bigge Street and lack of visual integration of the proposed new extension with the existing Sydney Southwest Private Hospital.	See Section 2.0 of Response to Submissions.
Sydney Water		
1	The water main on the western side of Bigge Street has sufficient capacity for the proposed development.	Noted
2	The 150mm wastewater main on Goulburn Service Way to the east of the site has sufficient capacity for the proposed development.	Noted
3	All customers discharging trade waste into Sydney Water's wastewater systems must have written permission from Sydney Water. Applications for a trade waste permit can be made at the Section 73 Certificate application stage.	Noted
4	Sydney Water will further assess the impact of individual developments when the proponent applies for a Section 73 Certificate. The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.	Noted
5	Planning authorities are to submit documents to Sydney Water via e-planning.	Not applicable

NSW Transport		
1	The proposal should more fully consider the generation of trips by employees, patients and visitors, including their origins by mode of transport and how demand for travel to and from the development could be managed with increased use of public transport together with walking and cycling.	Trip generation and alternatives to car transport will form a component of the workplace travel plan that the proponent is committed to preparing. It should be noted that the site has excellent access to high capacity and high frequency public transport and the significant surrounding housing provides for walk or cycle to work opportunities.
2	The EA report should clarify how many car parking spaces are to be provided and if car share or car pool spaces are included in this total number.	A total of 109 car parking spaces will be provided across the site. Car pooling will be part of the workplace travel plan (and associated parking will be provided within the 109 spaces), however it is not a realistic or appropriate location for share car provision.
3	A strategy for parking should be based on a comprehensive review of parking management alternatives, taking into account existing and planned public and active transport enhancements.	See Section 2.0 of Response to Submissions and Section 6.6 of the Environmental Assessment Report.
4	The proposed 10 bicycle parking spaces should be reassessed, especially given that the existing building has no bicycle parking.	The proponent is committed to providing an additional seven bicycle parking spaces, bringing the total provided to 17.
5	A workplace travel plan for future staff is to be prepared, promoted and which supports walking, cycling, public transport and car sharing. The plan is to be prepared in accordance with the Premier's Council for Active Living (PCAL) guidance.	The proponent is committed to preparing a workplace travel plan. See revised Statement of Commitments at Section 3.0 of the Response to Submissions.
6	Bicycle parking spaces and amenities are to be provided for staff at a convenient location on Basement Level 1 near the lifts to maximise surveillance, convenience and use.	Typical and appropriate facilities are proposed to be provided for staff, as confirmed in the Response to Transport and Traffic Submissions prepared by Transport and Traffic Planning Associates (refer Attachment 2).
7	Visitor bicycle parking is to be provided at appropriate entrances to the development.	The proposed additional seven spaces that the proponent has committed to providing are to be located adjacent to the entrance to the hospital extension building.
8	Transport access guides for visitors and staff are to be prepared.	The proponent is committed to preparing transport access guides as part of the workplace travel plan.
Department of Environment, Climate Change and Water NSW		
1	Further investigations, consistent with the Site Investigations for Urban Salinity booklet to determine soil aggressivity, are recommended to ensure that the good practices to be employed as outlined in the report are adequate and appropriate.	The proponent is committed to undertaking further investigations in accordance with the 'Site Investigations for Urban Salinity' prepared by the Department of Land and Water Conservation (2002) to confirm that the proposed development is appropriately designed to meet the aggressivity and corrosivity conditions of the site. See revised Statement of Commitments at Section 3.0 of the Response to Submissions.

Public Submissions		
1	Construction activity will impede access to parking for the occupants of Suite 1, 41–43 Goulburn Street as well as the attending patients.	See Section 2.0 of Response to Submissions.
2	Access to Goulburn Serviceway will be blocked, which is the only point of access for businesses at 29 - 31 Goulburn Street. Request for plan to prevent blockages in the laneway throughout construction and operational phases to mitigate impact upon these businesses.	As above
3	Access to Goulburn Serviceway will be blocked.	As above
RTA		
1	The layout of the proposed car parking areas associated with the development (including driveways, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with Australian Standards for heavy vehicle usage.	Noted
2	The provision of off-street car parking is to be provided to the satisfaction of the Department of Planning and Council.	Noted
3	A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Department and Council prior to the issue of a Construction Certificate.	Noted
4	All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.	Noted
5	All works associated with the proposed development are to be carried out at no cost to the RTA.	Noted

Response to Transport and Traffic Submissions

Transport and Traffic Planning Associates



5 April 2011
Ref 10096

Mr Mike Warner
Senior Project Manager
BurnsBridge Sweett Pty Ltd
Suite 2, Level 9, 8-10 Loftus Street
SYDNEY 2000

(Email: mike.warner@burnsbridgesweett.com)

Dear Mike

Sydney South West Private Hospital Part 3A Development Application

I respond to the traffic and parking issues raised in submissions in the following:

NSW Transport

1. Travel mode with increased use of public transport with walking and cycling
This aspect would be the subject of a Work Place Travel Plan prepared and submitted as a Consent Condition requirement. The location of the site acts to ensure that there is excellent access to high capacity/high frequency public transport and the significant surrounding housing provides for walk/cycle to work opportunities.
2. Provision for carparking
The existing and proposed parking provision is clearly stated in the Traffic Report. Car pooling will be part of the Work Place Travel Plan, however it is not a realistic or appropriate location for share car provision.
3. Parking management
The proposed parking provision is minimal within the requirements of Council's DCP and takes into account the existing and future availability of public transport services.

Transportation, Traffic and Design Consultants

Transport and Traffic Planning Associates

4. Bicycle Parking
In addition to the proposed 10 bicycle spaces for staff it is now proposed to also provide 7 spaces near the front entry for visitors etc.
5. Provision for a Work Place Travel Plan
This is agreed.
6. Amenities for staff travelling by bicycle
The normal and appropriate amenities are and will be available for staff.
7. Bicycle parking for visitors
As per 4.
8. Provision of Transport Access Guide
A TAG will be provided in response to Consent Condition.

RTA

1. Compliance of Carpark with AS 2890.1
The Traffic Report assesses the carpark design as being compliant and this will be subject to certification for CC as a requirement of a Consent Condition.
2. Provision of Carparking
The proposed carparking satisfies the minimum requirement of Council.
3. Construction Traffic Management Plan
This would be provided as a requirement of a Consent Condition.
4. Construction vehicles on-site
Subject to assessment it may be necessary to provide a WORKS ZONE on the street frontage.

Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates