



Planning &
Infrastructure

**MAJOR PROJECT ASSESSMENT:
Sydney Southwest Private Hospital
24-40 Bigge Street, Liverpool
(MP10_0091)**



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

July 2011

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning and Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning and Infrastructure
EA	Environmental Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning and Infrastructure
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary Environmental Assessment
PFM	Planning Focus Meeting
PPR	Preferred Project Report
Proponent	JBA Planning for Healthscope Hospitals Limited
RtS	Response to Submissions

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Published July 2011

NSW Department of Planning and Infrastructure

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NSW Government

Department of Planning and Infrastructure

EXECUTIVE SUMMARY

This report is an assessment of an application by Healthscope Hospitals Limited (the Proponent), seeking approval for the construction of a four storey extension to the existing Sydney Southwest Private (SSWP) Hospital, pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The development site is currently vacant and has a maximum area of 6,962sqm and is located within the Liverpool Local Government Area (LGA) in the northern sector of Liverpool City Centre. The site has its primary frontage to Bigge Street, with a secondary frontage to Goulburn Serviceway at the rear. The site is located approximately 150m northwest of Liverpool Hospital, 800m north of Liverpool railway station and 750m southwest of Warwick Farm railway station.

The Project Application seeks approval for the construction of a four storey extension to the SSWP Hospital building, comprising an additional 4,414.5sqm of gross floor area, the excavation and extension to the existing basement car park and provision of 34 additional car parking spaces, landscaping and upgrades to existing utilities. The extension will make provision for new inpatient bedrooms, operating theatres, a mental health unit, medical consulting rooms and ancillary and support rooms.

The Capital Investment Value (CIV) for the proposal is \$36.892 million and will create 28 full time equivalent operational jobs.

The subject site is zoned R4 High Density Residential under *Liverpool Local Environmental Plan 2008*. Hospitals are prohibited within the zone. However, under clause 57 of *State Environmental Planning Policy (Infrastructure) 2007*, Hospitals are permissible within a prescribed zone. In this regard, clause 56 of SEPP Infrastructure identifies the R4 High Density Residential zone as a prescribed zone and as such, the proposal is permissible within the zone with consent.

The EA was exhibited between the 27 October 2010 and 26 November 2010. The Department received 4 submissions from public authorities, including Transport NSW, the RTA, Sydney Water and the former DECCW, and 3 submissions from the public. Matters raised within the submissions related to the impact of the development on vehicular access and its retention along the Goulburn Serviceway, clarification of proposed car parking numbers and provision of bicycle parking, and DECCW's request for further salinity investigations to be undertaken.

On 21 April 2011, the Proponent submitted a Response to Submissions (RtS) and Final Statement of Commitments. The RtS provided a response to the matters raised, while the Proponent's 'Final Statement of Commitments', included the commitment to prepare and adopt a construction traffic management plan and workplace travel plan and to undertake further investigations in accordance with the Department of Land and Water Conservation's 2002 publication, *Site investigations for Urban Salinity*, to confirm that the proposal is appropriately designed for the site's soil conditions. No changes were made to the proposal.

The Department has assessed the merits of the proposal, and considers that the key issues associated with the project relate to built form and urban design, transport, environmental and residential amenity, ecologically sustainable development and developer contributions. These issues have been addressed in detail and the

Department is satisfied that they can be adequately mitigated and managed to ensure a satisfactory level of amenity and environmental performance, pursuant to section 75J of the EP&A Act.

The Department is satisfied that the subject site is suitable for the proposed development and that it will provide significant health, social and economic benefits for the region, and is consistent with key strategic planning and other objectives of both the State Plan and the Metropolitan Plan for Sydney 2036 in developing Liverpool as the 'Regional City' for the South Western Sydney Region. The Department therefore considers the project to be in the public interest and that the Project Application be approved, subject to conditions.

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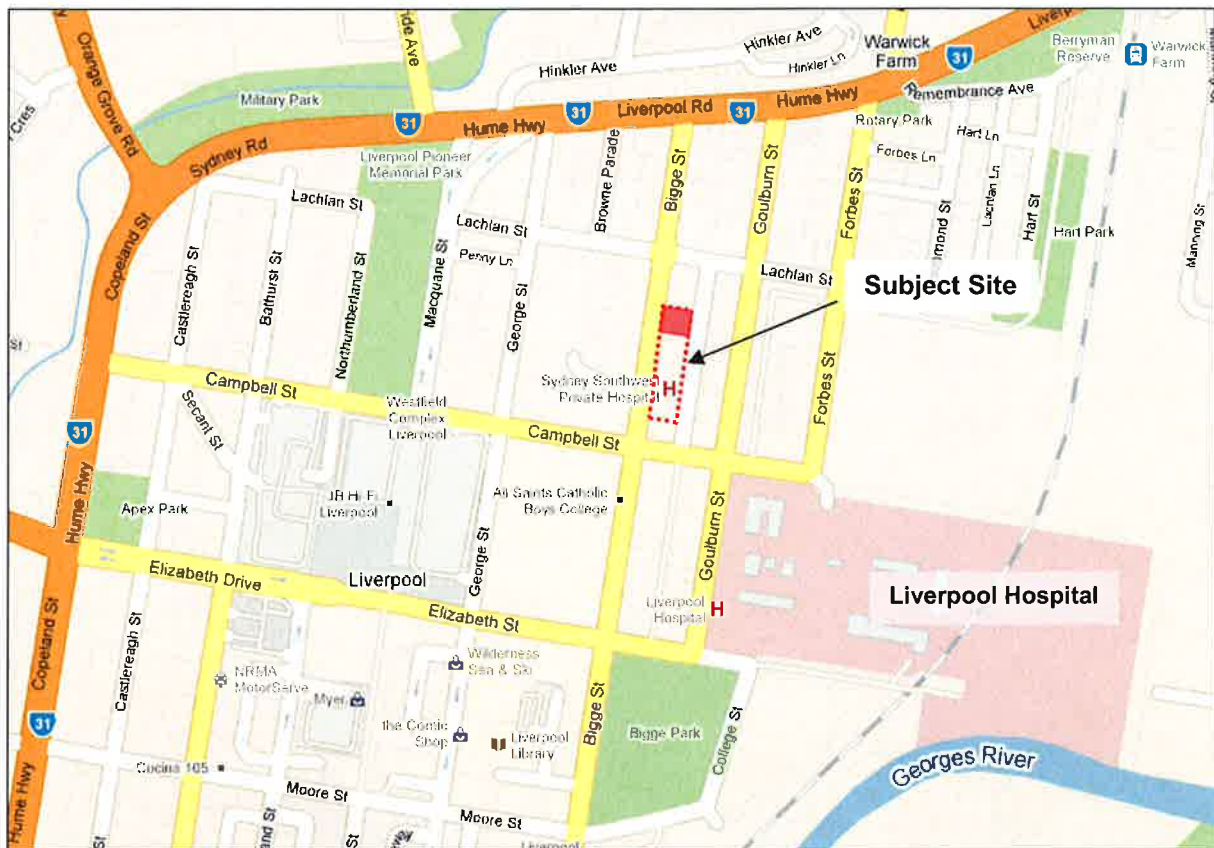
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1. BACKGROUND

1.1 SITE CONTEXT AND LOCATION

Healthscope Hospitals Limited proposes to construct a new four storey hospital extension and basement car parking below and one level of plant above, having a total gross floor area of 4,414sqm, at Sydney Southwest Private Hospital (SSWP Hospital), legally described as Lot 100 in DP87361 and Lot 112 in DP105982. The project location is shown in Figure 1.

Figure 1: Project Location



The development site, under the ownership of Healthscope Hospitals Limited (operators of Sydney Southwest Private Hospital) and Kordan Pty Ltd, is located on the eastern side of Bigge Street, Liverpool, between Lachlan Street and Campbell Street. The subject site is located within the Liverpool Local Government Area (LGA), located in the northern sector of Liverpool City Centre. The site is located approximately 150m north west of Liverpool Hospital, 800m north of Liverpool railway station and 750m south west of Warwick Farm railway station.

1.2 SITE DESCRIPTION AND FEATURES

The subject site is regular in shape and has a total area of approximately 6,962sqm and a frontage of 145m to Bigge Street (see Figure 2). The site currently contains the existing Sydney Southwest Private Hospital (sited on Lot 100 in DP87361), consisting of a 3 storey private hospital building, that accommodates 93 patient beds and an 18 bed mental health unit and car parking for 75 vehicles (see Figures 3 and 4). Vehicular access to the site is provided from Bigge Street and an existing service lane at the rear of the site, known as Goulburn Serviceway that provides one way (northerly direction) vehicular movement (see Figure 5).

Figure 2: Existing Site Layout



Figure 3: SSWP Hospital

Figure 4: SSWP Hospital - Bigge St Entrance



Figure 5: Goulburn Serviceway Lane

Figure 6: Vacant development site



The proposed development is sited to the north of the subject site on Lot 112 in DP105982, having a site area of approximately 1,436sqm and frontage of 29.87m to Bigge Street. The development site is currently vacant (see Figure 6) and has a gentle slope, falling approximately 0.5m across the site from the north to south.

Liverpool City Council previously approved a development application for the subject site for the demolition of two existing residential dwellings and the construction of a new 8 storey building, with a gross floor area of 10,000sqm for the purposes of medical suites and consulting rooms. Other than the demolition, no further works relating to the approval have been undertaken.

1.3 SURROUNDING DEVELOPMENT

The site is surrounded by a number of medical land uses, low scale residential dwellings and high rise residential apartment buildings, including a 4 storey residential development adjacent to the east (see Figure 7), a 2 storey (including part-basement car park) medical centre and 6 storey residential development adjacent to the north (see Figure 8), a 6 storey residential development to the west of the site fronting Bigge Street and a large 10 storey residential development southwest of the site.

Figure 7: Residential development to the east



Figure 8: Residential and office development



Figure 9: Residential development to the west



Figure 10: Residential development to the southwest



1.4 STRATEGIC CONTEXT

1.4.1 State Plan

The proposal will complement the NSW State Plan through the creation of additional jobs and services that will support the growth of Liverpool as the 'Regional City' for South Western Sydney and provide for improved access to quality healthcare to create healthier communities. The provision of an extension to the existing private hospital within close proximity to the existing Liverpool Public Hospital will help stimulate further investment and create jobs for the region closer to home to promote that will assist in improving the existing urban environment.

1.4.2 Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 vision seeks to create a sustainable, affordable, liveable, equitable and networked city and has identified the key challenges facing Sydney through an integrated, long-term planning framework based on the following policy settings:

- Strengthening a city of cities;
- Growing and renewing centres;
- Growing Sydney's economy;
- Tackling climate change and protecting Sydney's natural environment;
- Transport for a connected city;
- Housing Sydney's population;
- Achieving equity, liveability and social inclusion;
- Delivering the plan; and
- Balancing land uses on the city fringe.

Liverpool is identified as the 'Regional City' for South Western Sydney where employment growth has not matched that of residential growth. The Plan identifies the need for increased investment in employment and economic development, particularly the health sector, to retain the City's employment capacity and increase employment opportunities within the region to create a more sustainable and liveable community.

The proposed extension to the SSWP Hospital will improve the medical services currently offered within the private hospital and further improve the quality and choice of health services offered within the region, whilst increasing economic investment and employment opportunities for the regions residential population.

1.4.3 Draft South West Subregional Strategy

The draft strategy identifies Liverpool as the 'Regional City' of the South West Subregion and the need for its role to be consolidated and strengthened, with an additional 30,000 jobs to be accommodated within the centre by 2031.

The proposed extension to the SSWP Hospital will play a pivotal role in providing good quality jobs for the region, with a projected 28 new full time equivalent operational jobs being generated, bringing the total hospital workforce to 261 full-time equivalent. The proposal will also contribute towards the development and reinforcement of Liverpool's role as the 'Regional City' for the subregion.

2. PROPOSED PROJECT

2.1. PROJECT DESCRIPTION

The Project Application seeks approval for the following development:

- Excavation and construction of a 34 space basement car park;
- Construction of a 4 storey extension to the existing SSWP Hospital, comprising an additional 4,414.5sqm of gross floor area; and
- Provision of landscaping and construction of associated physical infrastructure.

The project layout is shown in Figure 11. A numeric overview of the project is detailed in Table 1.

Figure 11: Project Layout



Table 1: Project Numeric Overview

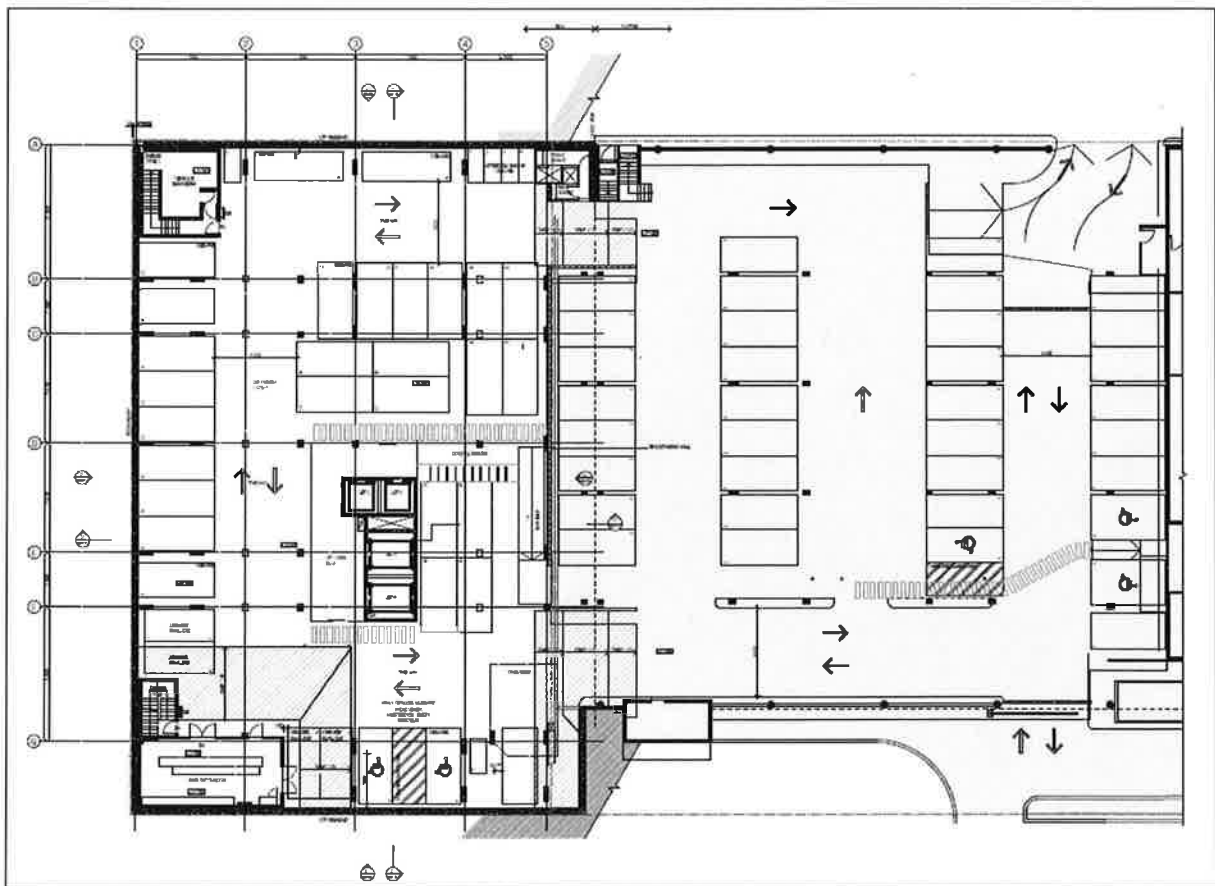
Component	Proposal
Site Area	
- Existing	- 5,526sqm
- Development Site	- 1,436sqm
- Total	- 6,962sqm
Gross Floor Area	
- Existing	- 7,164sqm
- Development Site	- 4,414.5sqm
- Total	- 11,578.5sqm
Density	- FSR 1.66:1
Building Height	- 23.67 metres

New Car Parking	- 34 car parking spaces for visitor, patients and staff.
	- 6 motorcycle spaces.
	- 10 bicycle spaces.
- Total	- 109 car parking spaces post development.

SSWP Hospital will continue to operate 24 hours a day, seven day per week, providing both outpatient and inpatient services, with additions to the hospital expected to increase patient admissions from 11,255 per year to 14,500 per year. In addition to the works associated with the subject Project Application, SSWP Hospital intends to undertake a schedule of reconfiguration works within the hospital. These works will be subject to a separate complying development certificate or development application as appropriate.

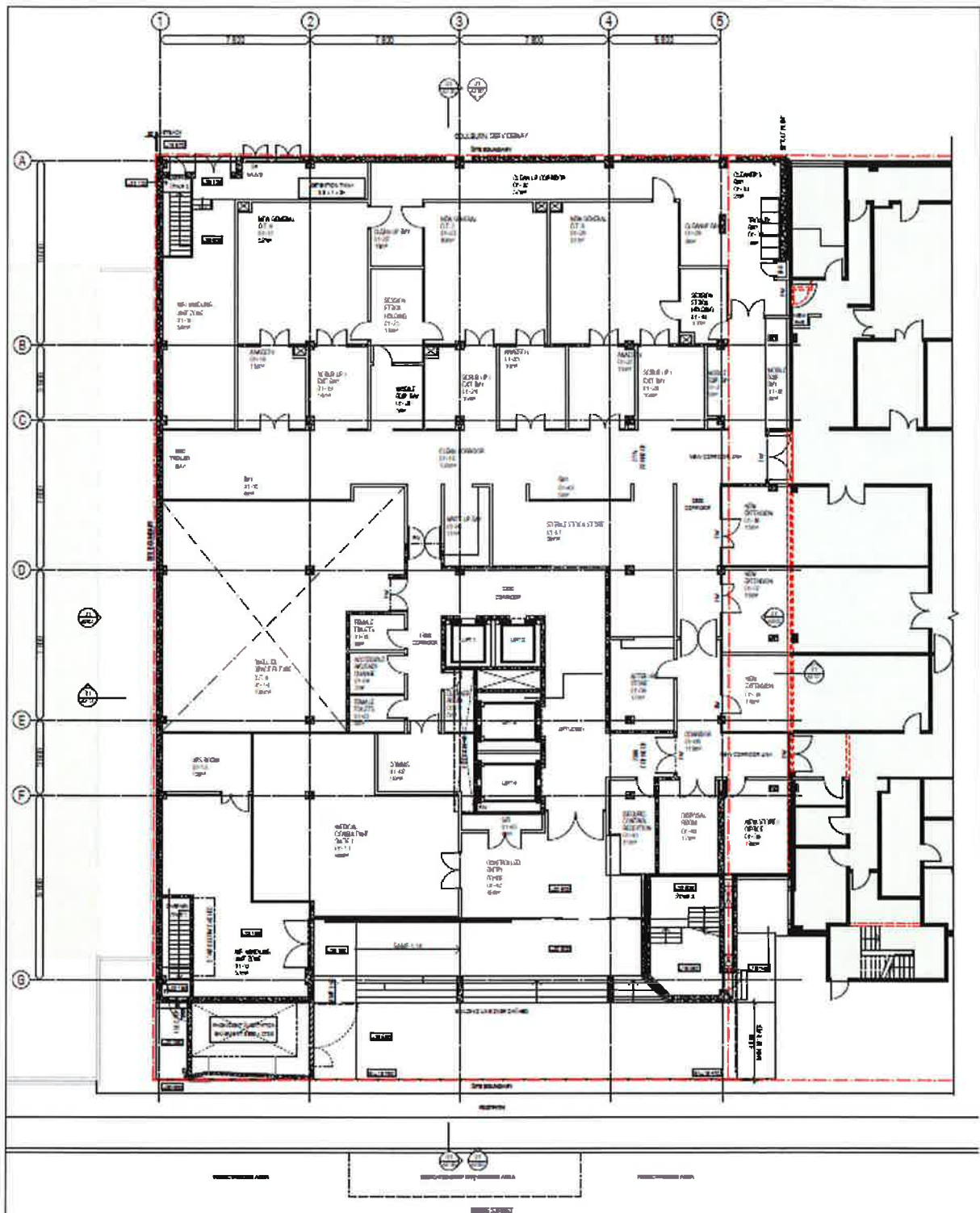
The proposed basement car park extension (at Level 00) will provide for an additional 34 spaces, with access provided from the existing car park via two, two-way access points. Included within the new basement car park will be a lift lobby, 6 motorcycle spaces, 10 bicycle parking spaces and associated male and female amenities (see Figure 12).

Figure 12: Level 00 – Basement Level



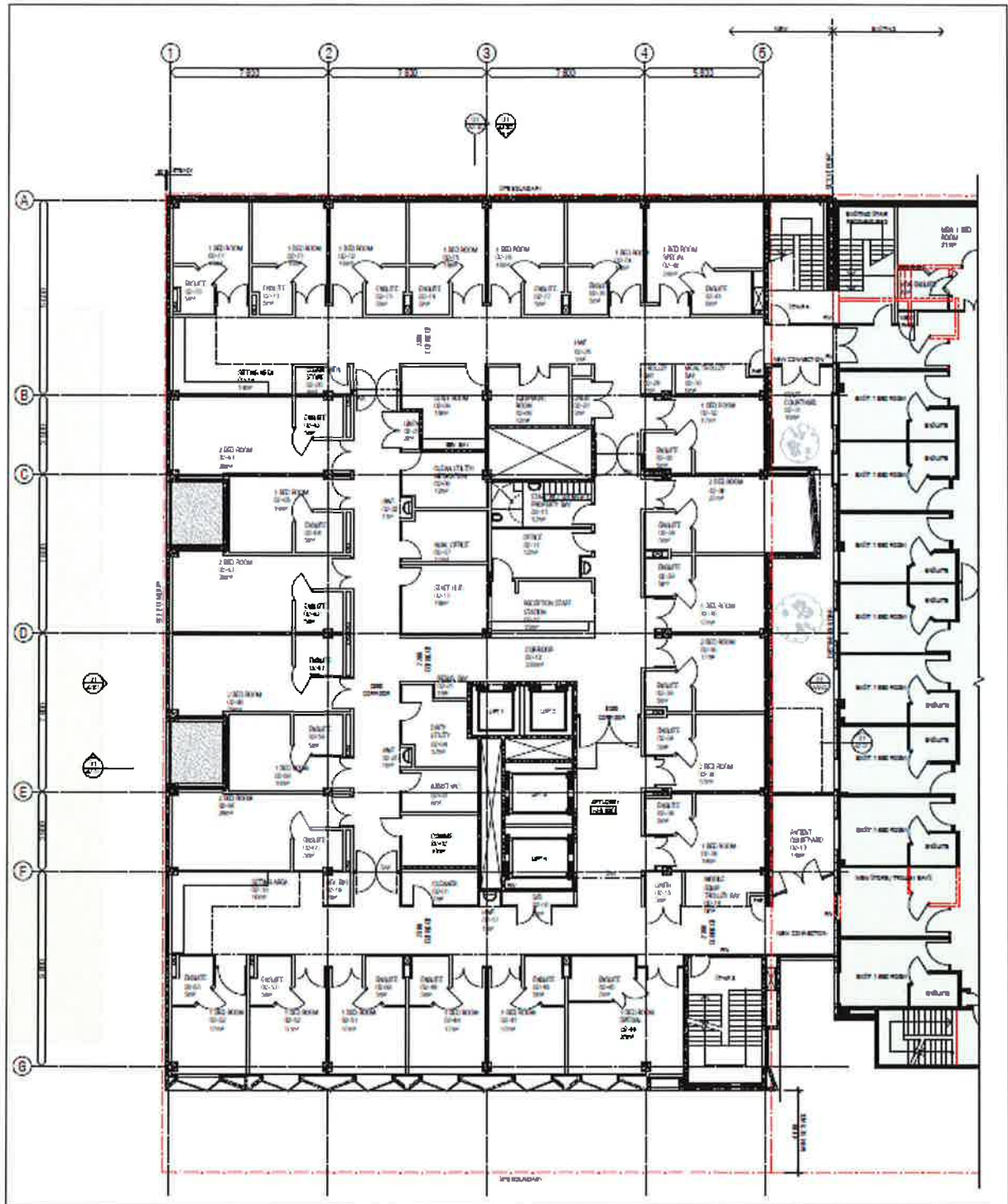
Access to Level 01 is provided from Bigge Street through a controlled entry foyer, providing a new secondary entry to the hospital for inpatients and the medical consulting suites only. The hospital's existing Bigge Street entry will remain as the main pedestrian entry. New corridor linkages and room extensions are also proposed at this level, providing direct connections to the existing hospital (see Figure 13).

Figure 13: Level 01



Level 02 will provide both single and double inpatient rooms (30 bed ward) and associated staff reception area and support rooms. A new connection to the existing hospital is proposed on the eastern side of the floor, which also provides access to a proposed landscaped staff courtyard. A proposed patient courtyard is also proposed, with access provided on the western side of the floor. The landscaped courtyard area is proposed to be located within the space between the existing hospital building and proposed extension (see Figure 14). Level 03 is proposed to contain the mental health unit, with both single and double beds provided (25 bed ward).

Figure 14: Level 02



Level 04 is proposed as a dedicated medical consulting floor, with a total of 13 suites provided. At roof level, the proposal involves the construction of a plant and equipment room. The plant room is setback a minimum 4.5m from all boundaries, with louvres used to provide additional screening. The proposed works to the SSWP Hospital are intended to be undertaken, whilst allowing for the existing functions of the hospital to continue.

The key components of the project are listed in Table 2, while Table 3 provides an overview of the project's compliance against the key *Liverpool Local Environmental Plan 2008* and *Liverpool Development Control Plan 2008* controls.

Table 2: Building Function Overview

Aspect	Description	Gross Floor Area
Level 00 Basement Car Park	- connections to existing car park - 34 car parking spaces - 10 bicycle spaces - cyclist change rooms - sprinkler pump room - 6 motorcycle spaces - lift lobby - main switch room	- 0.0sqm
Level 01 Operating Theatres	- connections to existing hospital building - 3 general operating theatres - space for 1 future operating theatre - sterile stock room - controlled entry foyer - medical consultant suite	- 1,086.9sqm
Level 02 Inpatient Units	- connections to existing hospital building - 20 one bed rooms - 5 two bed rooms - staff hub and ancillary support rooms - staff courtyard	- 1,141.1sqm
Level 3: Mental Health Unit	- 13 one bed rooms - 6 two bed rooms - group therapy rooms - staff hub and ancillary support rooms	- 1,104.3sqm
Level 04 Medical Consultant Suites	- 13 medical consultant suites - shared multi-purpose room - ancillary support rooms	- 1,082.2sqm
Level 05 Plant Room	- plant - cooling towers	- 0sqm

Table 3: LEP/DCP Compliance

	Standard/Control	Requirement	Compliance
LEP	Zoning	- R4 High Density Residential	- Permissible pursuant to clause 57 of SEPP Infrastructure.
	Height of Buildings	- Building height not to exceed 35m	- Complies. 23.67m high building proposed.
	Floor Space Ratio	- Maximum Floor Space Ratio 2.29:1 (pursuant to clause 4.4(2B)(d) of LLEP 2008).	- Complies. Total 11,578.5sqm of GFA = 1.66:1 (including proposed 4,414.5sqm extension).
	Building Separation	- Minimum 9m building separation for buildings between 12 and 25m.	- Complies. Separation of 10m provided to residential building to the east.

	Design Excellence	- High standard of architectural design required that will improve the quality and amenity of the public domain.	- Proposal achieves high standard of architectural design. Addressed further in Section 5.1.5 of this report.
	Minimum Building Street Frontage	- At least one street frontage to a public street of at least 24m.	- Complies. Building extension maximises frontage to Bigge Street.
	Building to Street Alignment and Street Setback	- 4 - 4.5m landscaped front setback.	- Complies. 4m setback to Bigge Street provided.
	Street Frontage Height	- Street frontage height of 15m – 20m required	- Complies. Proposed street frontage height of 19.67m provided.
	Property Boundary Setbacks	- Buildings up to 12m in height require 3m side and 6m rear setbacks - Buildings 12m – 25m in height, require 4.5m side and 6m rear setbacks.	- Non-compliance. Building design proposes 0m side and rear setbacks. Addressed further in Section 5.1.2 of this report.
	Awnings	- Weather protection to be provided to building entrance	- Complies. Weather protection appropriately provided within building entrance.
DCP	Building Exteriors	- Adjoining buildings to be considered in design; - articulated facades to be incorporated; - blank walls discouraged; - large expanses of single materials to be avoided in façade; - highly reflective finishes above ground level not permitted; - roof to structures (eg. Air conditioning units) to be incorporated into architectural design of building.	- Proposal achieves high standard of architectural design. Adequate articulation to all facades provided. Addressed further in Section 5.1.2 of this report.
	On Site Parking	- 1 space/100sqm of floor area for all other development + 2% of total demand for persons with disabilities; - 1 motorcycle space/20 car spaces; - 1 bicycle space/200sqm (15% of which to be provided for visitors); - Provision of adequate shower and change room	- Non-compliance. Additional 34 car parking spaces (totaling 109 spaces) proposed for extension, representing a shortfall of 10 spaces. - 6 motorcycle parking spaces provided (satisfactory) - 17 bicycle spaces proposed (10 employee & 7 visitor), representing

facilities for cyclists.

a shortfall of **5 spaces**.

Addressed in Section
5.2 of this report.

2.2. PROJECT NEED AND JUSTIFICATION

The proposed extension to the SSWP Hospital will provide for increased social and health benefits to the broader community through the expansion of an existing hospital, providing for improved services and access to new and modern medical facilities that will further support and strengthen the existing cluster of medical uses. The proposed extension will enable SSWP Hospital to increase patient admissions from 11,255 to 14,500 per year.

The proposed development will contribute towards meeting the employment capacity targets for the south west subregion through the provision of approximately 24 additional full time operational jobs, as well as providing an expected increase of 12 nursing students per year.

3. STATUTORY CONTEXT

3.1. MAJOR PROJECT

The proposal is a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of a hospital under clause 18 of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005*. Therefore the Minister for Planning and Infrastructure is the approval authority.

On 28 May 2011, the Minister for Planning and Infrastructure delegated responsibility for the determination of project applications under Part 3A of the *Environmental Planning and Assessment Act 1979* to the Planning Assessment Commission where:

- the application is not for major infrastructure development and the proponent is not a public authority (other than a local authority), or
- a statement has been made disclosing a reportable political donation in relation to the project, or
- a statement has been made disclosing a reportable political donation in connection with any previous concept plan or project application.

Under the Instrument of Delegation dated 28 May 2011 from the Minister for Planning and Infrastructure to the Planning Assessment Commission (PAC), the PAC is the determining authority for Part 3A major project applications of this type. However, the delegation also works in conjunction with the delegations given to senior Department staff under the Ministerial Delegation issued 25 January 2010. This delegated responsibility for the determination of project applications under Part 3A of the *Environmental Planning and Assessment Act 1979* to the Director-General where:

- there are fewer than 25 submissions in the nature of objections in respect of the project application; and
- the project is not a critical infrastructure project under section 75C of the EP&A Act.

The Minister for Planning and Infrastructure has confirmed this delegation subject also to the local council, not objecting to the proposal. Liverpool City Council has not objected to the proposal.

The project received fewer than 25 submissions in the nature of objections, and is not a critical infrastructure project. The Director-General can therefore determine the project under delegated authority.

3.2. PERMISSIBILITY

The subject site is zoned 'R4 High Density Residential' under *Liverpool Local Environmental Plan 2008*. Hospitals are prohibited within the zone. Notwithstanding this, Division 10, clause 56 of *State Environmental Planning Policy (Infrastructure) 2007*, identifies the 'R4 High Density Residential' zone as a prescribed zone. Further, clause 57 of the SEPP stipulates that development for the purpose of health services facilities may be carried out with consent on land in a prescribed zone. In this respect, clause 56 of the SEPP defines *health services facilities* as:

health services facility means a facility used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes the following:

- (a) day surgeries and medical centres,
- (b) community health service facilities,
- (c) health consulting rooms,
- (d) facilities for the transport of patients, including helipads and ambulance facilities,
- (e) hospitals.

In view of the above and pursuant to Division 10, clause 57 of SEPP Infrastructure, the proposed development for a hospital may be carried out, subject to consent.

3.3. ENVIRONMENTAL PLANNING INSTRUMENTS

Under Sections 75l(2)(d) and 75l(2)(e) of the EP&A Act, the Director-General's report for a project is required to include a copy of, or reference to, the provisions of any State Environmental Planning Policy (SEPP) that substantially governs the carrying out of the project, and the provisions of any environmental planning instruments (EPI) that would (except for the application of Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the assessment of the project. The primary controls guiding the assessment of the proposal are:

- State Environmental Planning Policy (Major Projects) 2005;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy No.33 – Hazardous and Offensive Development; and
- Liverpool Local Environmental Plan 2008.

The Department's consideration of relevant SEPPs and EPIs is provided in Appendix D.

3.4. OBJECTS OF THE EP&A ACT

Decisions made under the EP&A Act must have regard to the objects of the Act, as set out in Section 5 of the Act. The relevant objects are:

- (a) to encourage:
 - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,
 - (ii) the promotion and co-ordination of the orderly and economic use and development of land,
 - (iii) the protection, provision and co-ordination of communication and utility services,
 - (iv) the provision of land for public purposes,
 - (v) the provision and co-ordination of community services and facilities, and
 - (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and
 - (vii) ecologically sustainable development, and
 - (viii) the provision and maintenance of affordable housing, and

- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The Department has considered the objects of the Act and considers that the project application is consistent with the relevant objects. The assessment of the application in relation to the relevant objects of the Act is outlined below in Section 5 of this report.

3.5. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

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

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
 - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*
- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
 - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, in its assessment of the proposal. Further, a detailed assessment of ESD is outlined in Section 5 of this report. On the basis of this assessment, the Department is satisfied that the proposal encourages ESD, in accordance with the objects of the EP&A Act.

3.6. STATEMENT OF COMPLIANCE

In accordance with section 75I of the EP&A Act, the Department is satisfied that the Director-General's environmental assessment requirements have been complied with.

4. CONSULTATION AND SUBMISSIONS

4.1. EXHIBITION

Under section 75H(3) of the EP&A Act, the Director-General is required to make the environmental assessment (EA) of an application publicly available for at least 30 days. After accepting the EA, the Department publicly exhibited it from 27 October 2010 until 26 November 2010 on the Department's website, and at the Department of Planning and Infrastructure's Information Centre and Liverpool City Council. The Department also advertised the public exhibition in the Sydney Morning Herald, Daily Telegraph and Liverpool Leader on 27 October 2010 and notified landholders, local and relevant State and local government authorities in writing.

The Department received 7 submissions during the exhibition of the EA - 4 submissions from public authorities and 3 submissions from the general public. No submission was received from Liverpool City Council.

A summary of the issues raised in submissions is provided below.

4.2. PUBLIC AUTHORITY SUBMISSIONS

The Department received a total of 4 submissions from public authorities, including Transport NSW, Roads and Traffic Authority (RTA), Sydney Water and the former Department of Environment, Climate Change and Water (DECCW). Despite being notified of the proposal, no submission was received from Liverpool City Council.

4.2.1 Transport NSW

Transport NSW's submission made note of the significant opportunity the proposal provided to contribute to the NSW Government's commuter trip target of 20% for trips made by public transport to Liverpool City Centre by 2016. Transport NSW also noted that Liverpool, as a regional city, will play a key role in delivering employment and services to meet Sydney's growth as envisaged by the Metropolitan Transport Plan and following its review of the EA, requests that a number of matters be addressed, including:

- Greater consideration of 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 the increased use of public transport together with walking and cycling;
- The EA report should clarify how many car parking spaces are to be provided;
- TNSW recommends a minimalist approach to parking supply and innovative strategies to manage parking;
- A strategy for parking should be based on a comprehensive review of parking management alternatives;
- The proposed 10 bicycle parking spaces should be reassessed, especially given that the existing building (with 233 staff) has no bicycle parking;
- TNSW requests that any final statement of commitments or conditions of consent include:
 - o Preparation of a Workplace Travel Plan prior to construction that supports walking, cycling, public transport, car sharing and minimal car

parking provisions. TNSW requests the opportunity to liaise with the Proponent and to review the draft Workplace Travel Plan;

- Provision of adequate bicycle parking spaces and level of amenities for staff at a convenient location on basement level 1 near the lifts to maximise surveillance, convenience and use;
- Provision of visitor bicycle parking at the appropriate entrances of the development; and
- Preparation of transport access guides prior to occupation and placed prominently within the development.

4.2.2 Office of Environment and Heritage (former DECCW)

DECCW raised no objections to the proposed development and reviewed the EA and provided the following comments on salinity:

- Practices recommended within the Salinity Assessment Report for Building Construction Works and Infrastructure are good for building in saline environments. It is imperative that building practices outlined in the EA are adequately installed;
- While the Map of Salinity Potential in Western Sydney has been cited and informs of the moderate potential for salinity in the locality, it should be noted that this does not correlate with moderately aggressive soil conditions. The *Site Investigations for Urban Salinity*, Department of Land and Water Conservation booklet, which has not been cited, will inform of aggressivity and corrosivity of soil conditions. Considering the value of the infrastructure, the approval authority should satisfy itself that the aggressivity of the soils is met by appropriate design; and
- Further investigation consistent with the *Site Investigations for Urban Salinity* booklet is recommended. Classification of aggressiveness would ensure that good practices to be employed as outlined in the report are adequate and appropriate.

4.2.3 Roads and Traffic Authority

The subject proposal was considered by the RTA and raised no objections. The matter was also considered by the Sydney Regional Development Advisory Committee. Following its review, the following comments were provided by the RTA for the Department's consideration in determining the application:

- The layout of car parking areas should be in accordance with AS2890.1 – 2004, AS2890.2 – 2002 and AS2890.6 – 2009;
- Off-street parking shall be provided to the satisfaction of the Department of Planning and Council;
- A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate;
- All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping; and
- All works associated with the proposed development are to be carried out at no cost to the RTA.

4.24 Sydney Water

No objections to the proposal were raised by Sydney Water and provided the following comments for the Department's consideration:

- There is capacity for the proposed development to connect to the 150mm water main on the western side of Bigge Street;
- The existing wastewater system has sufficient capacity to serve the proposed development, and connect to the 150mm wastewater main on Goulbourn Service Way to the east of the site; and
- All customers discharging trade waste into Sydney Water's wastewater system must have written permission from Sydney Water. Applications for a trade waste permit can be made at the Section 73 Certificate stage. A Section 73 Certificate must be obtained from Sydney Water.

4.25 Liverpool City Council

No submission was received from Liverpool City Council during the exhibition of the proposal. Attempts by both the Department and Proponent to seek comments from Council were unsuccessful. The Proponent, however, had undertaken preliminary consultation with Council prior to the lodgement of the project, which assisted in developing the subject proposal. Notwithstanding this, Council's relevant plans and policies have been considered by the Department in its assessment of this proposal.

4.3. PUBLIC SUBMISSIONS

Three (3) submissions were received from the public raising concerns in relation to potential impacts the proposal would have on vehicle access along the existing one-way Goulbourn Serviceway at the rear of the site and ancillary impacts on their businesses and customers.

The Department has considered the issues raised in submissions in its assessment of the project.

4.4. PROPONENT'S RESPONSE TO SUBMISSIONS

On 21 April 2011, the Proponent provided a response to the issues raised in submissions (see Appendix C) in the form of a Response to Submissions (RtS). The RtS provided a response to the key issues raised, including the Goulbourn Serviceway access, front setback, parking, public transport information and bicycle facilities and salinity management. The RtS also included the Proponent's 'Final Statement of Commitments', including the commitment to prepare and adopt a construction traffic management plan and workplace travel plan and to undertake further investigations in accordance with the publication *Site investigations for Urban Salinity* to confirm that the proposal is appropriately designed for the site's soil conditions.

No amendments to the proposed development were included within the submitted RtS.

5. ASSESSMENT

The Department considers the key environmental issues for the project to be:

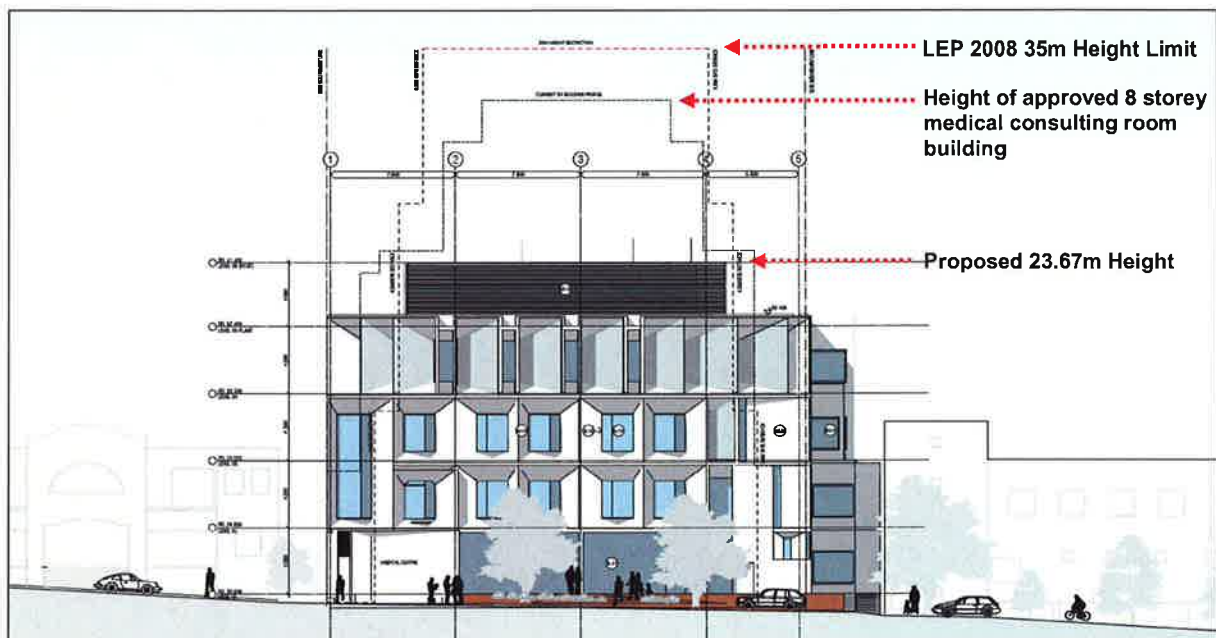
- Built form and urban design;
- Transport;
- Environmental and residential amenity;
- Ecologically sustainable development; and
- Developer Contributions.

5.1. BUILT FORM AND URBAN DESIGN

5.1.1. Height

The proposed SSWP Hospital extension comprises a 4 storey building plus plant room zone level, having a maximum height of 23.67m above existing ground level, complying with the 35m maximum building height control as stipulated by the Liverpool LEP 2008. The design of the proposed extension proposes a street wall height measuring approximately 19.7m, approximately two storeys above the existing SSWP Hospital building and adjacent two storey medical consulting room establishment (see Figure 15).

Figure 15: Western Elevation



Further, a previous development application, considered by Liverpool City Council, was granted approval, enabling the development of an 8 storey medical consulting room development, greater in height than the current proposed height of the extension. In this respect and given the compliant nature of the building height, the Department considers the proposed height of the proposal to be acceptable.

5.1.2. Bulk and Scale

The SSWP Hospital extension is proposed to be built to all side and rear boundaries of the subject site and will make provisions for connections to the existing hospital (see Figure 16) and a consistent built edge at the rear of the site along the Goulbourn Serviceway. The hospital extension is also proposed to be built to the edge of the site

along the northern boundary, adjacent to the existing two storey medical consulting business at 20-22 Bigge Street, Liverpool. The third and fourth floors generally have nil boundary setbacks, but are provided with recessed elements 3m into the façade that break up the building bulk and provide variation and articulation to the northern elevation when viewed above the height of the adjacent development (see Figure 17). Window openings in the northern façade, within 3m of the adjacent property, will be appropriately fire protected in accordance with the BCA requirements, which the Proponent has also committed to.

Figure 16: North-South Cross Section

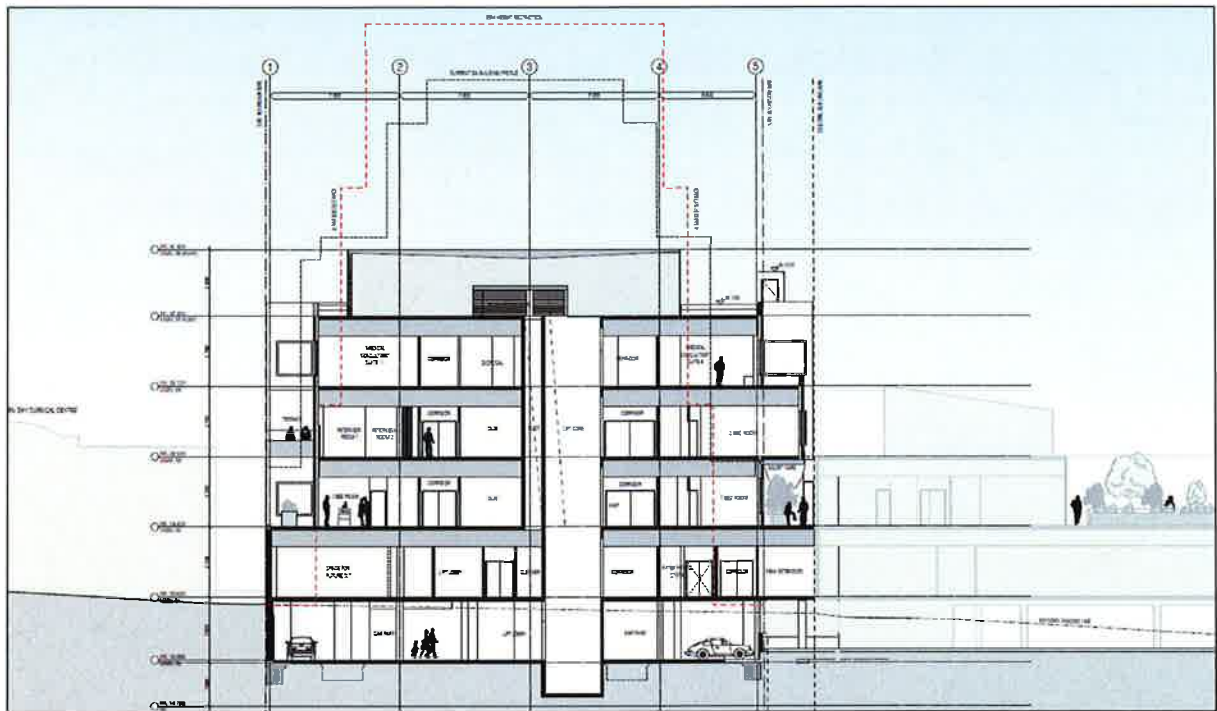


Figure 17: North Western 3D View



It is not considered that the non-compliance with the 3m side and 6m rear setback requirements will result in detrimental impacts to the adjoining and surrounding built environment. The eastern side of the Bigge Street streetscape is characterised by medical businesses, including the South Western Day Surgical Centre adjacent to the north and the Bigge Street Medical Centre adjacent to the south at the corner of Bigge Street and Campbell Street. In this respect, the land uses immediately adjacent are non-residential and of a complementary use to that proposed and will

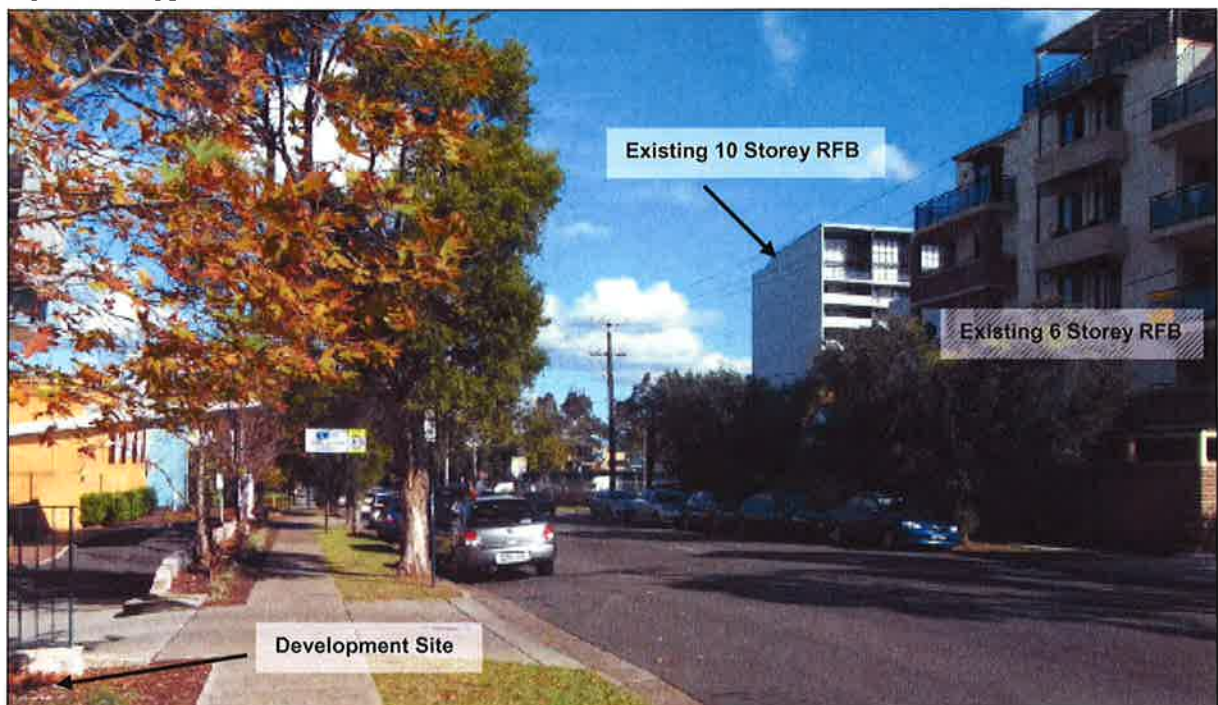
not be detrimentally impacted upon by the proposed scale and proximity of the proposal.

In addition, adequate distance separation is provided between the existing residential flat building to the rear at No.25-27 Goulburn Street and will not be significantly impacted upon with regard to overshadowing and privacy. Further, the proposed nil rear boundary setback along Goulburn Serviceway is consistent with the existing Sydney Southwest Private Hospital building, Bigge Street Medical Centre and residential flat building development at the corner of Bigge Street and Lachlan Street.

Notwithstanding the above, the setback and building depth and bulk objectives provided within the Liverpool DCP 2008 seek to ensure that the amenity of building occupants in terms of daylight, outlook view sharing, ventilation, wind mitigation and privacy are maintained. They also seek to achieve usable and pleasant streets in terms of wind mitigation and daylight access. In this regard, the proposed design of the hospital extension will satisfactorily maintain the amenity of the adjacent buildings, wherein the recessed elements within the northern façade of the extension providing adequate daylight access and ventilation to the adjacent South Western Day Surgical Centre and the privacy and amenity levels of the existing residential flat building at 25-27 Goulburn Street will be maintained. The Department therefore considers that the nil side and rear boundary setbacks are satisfactory and will appropriately integrate within the existing medical use characterised streetscape.

Further, the proposed plant room zone at roof level has been designed to integrate architecturally into the design of the building and has been adequately setback between 4.5m and 6m from the edge of the proposed building.

Figure 18: Bigge Street - Southern View



The facades of the proposed extension have been designed so that its external appearance adds to the quality and amenity of the public domain. The variation in materials used within the façade of the extension and its architectural design is

considered to be of a high standard that responds positively to the character of existing development. The Proponent's EA notes that the treatments selected provide an interesting building that would be visually integrated with the existing hospital building. It was also detailed that the existing hospital building would be repainted from its current yellow/blue finish to match the natural and earthy tones selected for the proposed extension.

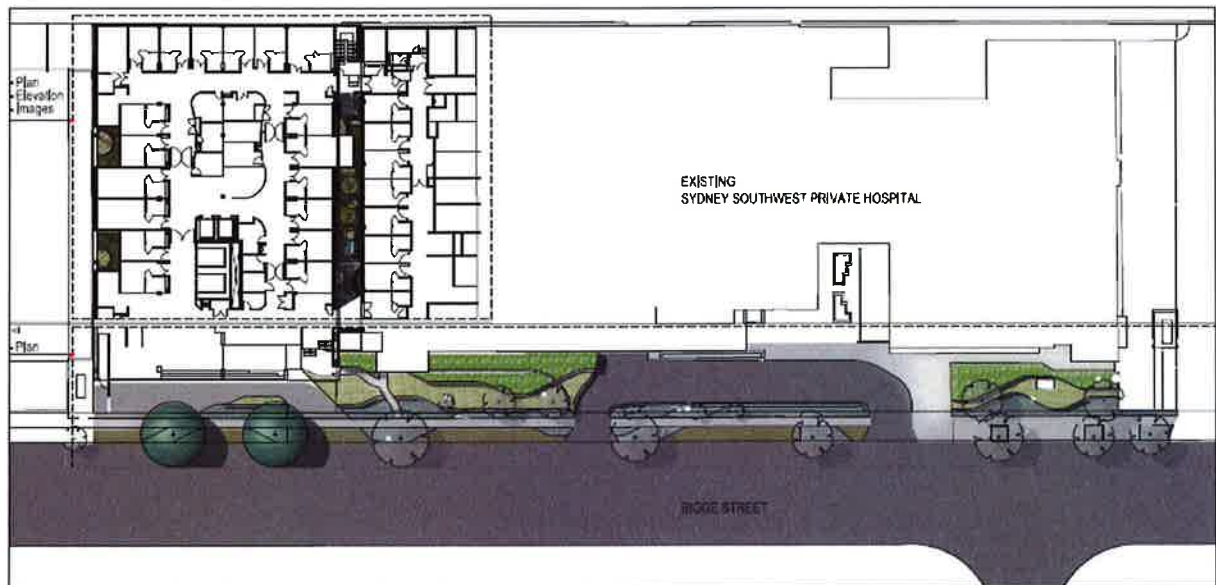
Given the nature of the proposed development being an 'extension' to the existing SSWP Hospital building, both in form and function, a condition is recommended that will require the external appearance of the existing hospital building to be repainted/upgraded to be consistent with that of the proposed extension.

The Department considers that the design, scale and appearance of the proposed hospital extension to be acceptable and that it responds appropriately to its existing surroundings. The mass and scale of the proposed 4 storey extension has been appropriately articulated and varied through design and the use of varying materials to help break up the bulk and scale of the development and add variety to its appearance.

5.1.3. Public Domain

The proposal seeks to incorporate landscape improvements to the Bigge Street frontage (see Figure 19), while also proposing the removal of two existing mature trees within the verge fronting the subject development site. In their place, two replacement *Melaleuca decora* trees (White Cloud Tree), having a mature height between 6-12m, are proposed and will be located to frame the entrance to the proposed hospital extension.

Figure 19: Landscape Concept



The existing main pedestrian entry to the hospital will remain in its current location, south of the proposed extension. The new hospital entrance within the proposed extension will provide for secondary pedestrian access within a controlled entry space and reception area. Further, the proposed varied external finishes and landscaping will ensure that minimal maintenance is required and will help to discourage graffiti and/or vandalism of the building's façade. The implementation of

such measures will help in ensuring that the appearance of the proposed development is maintained and add to the quality of the streetscape setting.

5.2. TRANSPORT

5.2.1. Parking

The proposed hospital extension involves the construction of an extension to the existing hospital basement car park, making provision for an additional 34 car parking spaces, 6 motorbike spaces and 10 bicycle parking spaces. An additional 7 bicycle parking spaces have also been committed to by the Proponent within the PPR, totalling 17.

Liverpool Council's City Centre DCP requires car parking to be provided at a rate of 1 space per 100sqm for "...all other development". The proposed extension has a maximum gross floor area of 4,414.5sqm, generating the requirement for 44 spaces, which represents a shortfall of 10 spaces. The existing SSWP Hospital did not adequately cater for cyclists, with the proposed extension providing the opportunity for bicycle parking spaces to be provided. The proposed extension generates the requirement for 22 bicycle spaces at a rate of 1 space per 200sqm, however, only 17 spaces are proposed to be provided (with 7 of these spaces to be provided as a Statement of Commitment). The Department considers that the bicycle parking for the proposed extension should be provided in full. In this regard, a condition will require the provision of 22 bicycle parking spaces for the entire hospital extension.

Clarification was sought regarding the number of car parking spaces proposed within the overall development due to a discrepancy between the details provided within the submitted EA and supporting *Traffic, Transport and Parking Assessment Report*. Accordingly, the submitted PPR clarified the existing and proposed car parking numbers for the proposed development, noting that the proposal makes provision for a total of 109 spaces as follows:

- **46 existing** basement car spaces under the existing hospital;
- **29 existing** spaces in the existing southern car park;
- **34 proposed** spaces in the new basement car park extension;
- **6 proposed motorcycle** spaces in the new basement car park extension; and
- **10 proposed bicycle** parking spaces in the new basement (additional 7 spaces committed to by Proponent to be located at hospital entrance).

Having regard to the RTA's *Guide to Traffic Generating Developments, October 2002*, no specific car parking requirements exist for 'Private Hospital' developments. The *Guide* advises that comparisons should be drawn with similar developments and provides the following formula to determine the peak parking accumulation (PPA) for a private hospital proposal:

$$PPA = -19.56 + 0.85B + 0.27 ASDS$$

B – Beds (55)

ASDS – average staff per weekday day shift (28)

Based on the above formula, the proposed hospital extension generates a PPA of 34.75 parking spaces, representing a shortfall of only 0.75 spaces to that which is proposed within the new basement car park extension.

When considered as a complete development, the SSWP Hospital will have a maximum gross floor area of 11,578.5sqm, generating a requirement for 116 spaces as per the DCP, resulting in a shortfall of 7 car parking spaces. The proposed parking shortfalls are not considered to be detrimental, with the proposal's future operation further supported by the subject site's proximity to both Liverpool and Warwick Farm Train Stations that have regular services along the Cumberland, Southern and Inner West/Bankstown Lines. Further, access to adequate bus facilities and services and bicycle and walking connections are provided within subject site's immediate surroundings.

Additionally, the Proponent has committed to the preparation of a Workplace Travel Plan and Transport Access Guide to promote the use of public transport, walking and cycling for work related trips. The implementation of such measures will assist in reducing the reliance staff and visitors have on private vehicles and help increase the use of other modes of transport.

The Department considers the parking provisions proposed within the development, the requirement for additional bicycle parking, and the future implementation of a Workplace Travel Plan and Transport Access Guide will satisfactorily meet and manage the parking and travel to work demands generated by the proposal.

5.2.2. Traffic Impacts

Construction

Public submissions received during the exhibition of the proposal raised concerns about the potential impacts construction would have on vehicular access to existing properties along the one-way (north bound) Goulburn Serviceway. The Proponent acknowledged that the Goulburn Serviceway was a public road and that vehicular access along the road would be maintained at all times (construction and operation). Further, the Proponent advised within their PPR that construction access to the site would be predominantly from Bigge Street, due to the inadequate width of Goulburn Serviceway.

In acknowledging the various impacts associated with the construction of the proposal, including access arrangement along Goulburn Serviceway, the Proponent has committed to prepare a Construction Management Plan (CMP). The plan will be prepared by a contractor prior to the commencement of works on site. Further, the CMP will involve the preparation of a construction traffic management plan that will provide details of traffic and pedestrian access routes for construction and the proposed storage and handling of construction materials. This aspect of the CMP will be prepared and implemented prior to the issue of a construction certificate.

Further, the Department will require that the CMP be developed in consultation with Council to ensure that suitable arrangements are made so that public roads, particularly Goulburn Serviceway, remain clear and unobstructed at all times.

Operational

The Proponent's *Traffic, Transport and Parking Assessment Report* notes that the existing morning and afternoon peak operational performance of intersections surrounding the proposed development site are generally satisfactory. In addition, consideration was given to the implications of two nearby projects, being the Liverpool Hospital Redevelopment and the Warwick Farm Commuter Car Park,

where it was concluded that satisfactory levels of service at these intersections could be maintained.

Currently, vehicular access to the existing SSWP Hospital is provided from both Bigge Street and the existing Goulburn Serviceway. Bigge Street provides access to both the basement car park via the existing porte-cochere drop-off bay and southern at-grade car park. The Goulburn Serviceway also provides ingress/egress to the basement car park and southern at-grade. The proposed extension to the hospital will provide an additional 34 parking spaces but will not involve the creation of any new vehicular access points to the site, with access to the new basement car provided from the within existing basement car park.

The proposed new extension and associated additional car parking spaces will generate additional traffic movements to and from the site, in the form of 40 additional peak am movements and 36 additional pm movements. The projected increases in vehicle movements will be distributed between the existing Bigge Street and Goulburn Serviceway ingress/egress points and are considered to be minor in nature. Further, the existing signalised intersections to the north and south of the site and roundabout, provide regular gaps in traffic flow to ensure that traffic movements surrounding the site are maintained at a satisfactory level. In this regard, the Department considers that the proposal will not have a significant impact on the existing operational conditions of the surrounding road network.

5.3. ENVIRONMENTAL AND RESIDENTIAL AMENITY

5.3.1. Overshadowing

As depicted in the following figures, the proposed extension to the existing hospital will have minimal impacts, with shadows generated generally cast across Bigge Street, Goulburn Serviceway and the existing SSWP Hospital building. However, the proposal will cast additional afternoon shadowing across an existing residential dwelling at No.29 Goulburn Street to the east during the winter solstice.

Notwithstanding this, an existing residential flat building at No.25-27 Goulburn Street already casts significant shadow cross No.29 Goulburn Street at all times of the day during the winter solstice (see Figure 20). In this respect, the additional shadowing cast across the adjoining dwelling is considered to be negligible when taking into consideration the existing impacts generated by surrounding development.

Figure 20: Shadow Diagrams – Existing June

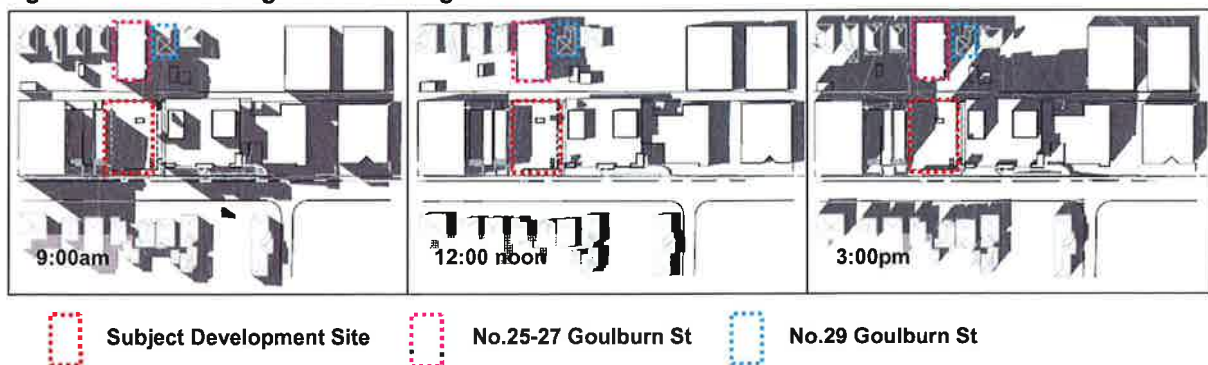


Figure 21: Shadow Diagrams – Proposed June

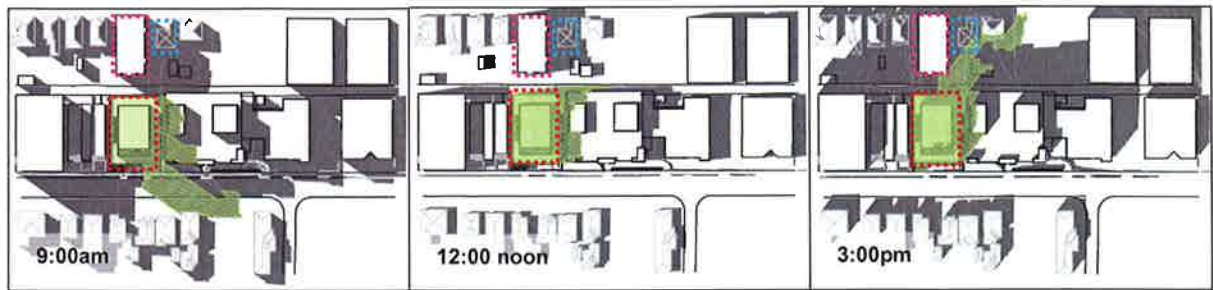


Figure 22: Shadow Diagrams – Proposed March

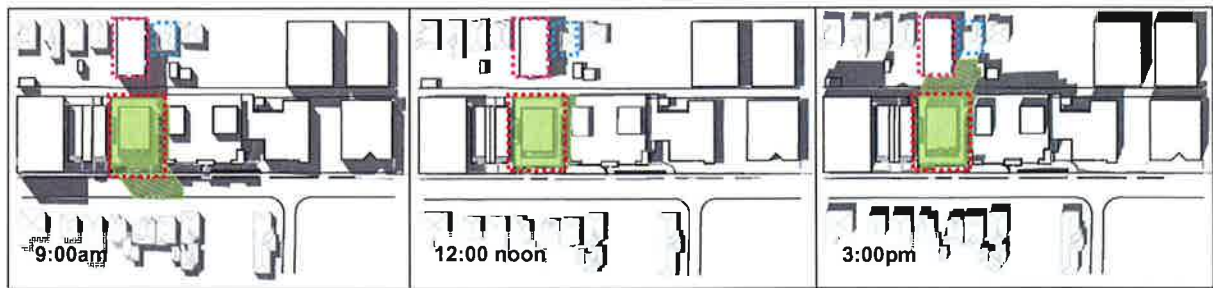
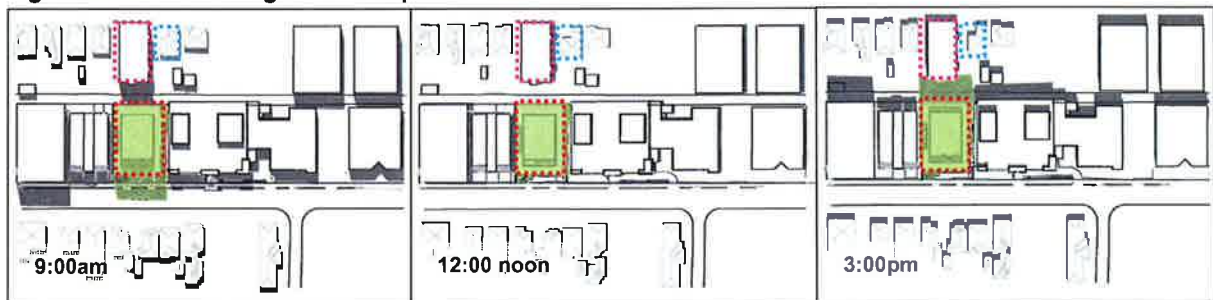


Figure 23: Shadow Diagrams – Proposed December



During the summer solstice and equinox, no detrimental impacts on adjoining properties would be generated by the proposal. The Department considers the additional overshadowing generated by the proposal is acceptable under the circumstances.

5.3.2. Noise and Vibration

Operational

The Proponent's Acoustic Submission addresses the following acoustic issues in relation to the proposal:

- Environmental noise monitoring;
- Acoustic design criteria;
- Construction noise and vibration criteria; and
- Noise assessment and recommendations.

The EA notes that the major source of ambient noise at the subject site is generated from existing road traffic on the surrounding road network. Further noise sources of consideration include the proposed mechanical ventilation and air conditioning plant equipment. AS2107: 2000 *Acoustics – Recommended design sound levels and*

reverberation times for building interiors" recommends satisfactory and maximum noises levels for building interiors.

The Proponent has committed to establishing appropriate internal noise levels and reverberation times for the various spaces within the development in accordance with the relevant Australian Standard. Further, the Proponent is also committed to ensuring that the operation of the proposal will not exceed the established environmental noise criteria. In this regard, recommendations within the Proponent's Acoustic Submission, include the installation of attenuation devices to mechanical plant and equipment to ensure compliance with the DECCW Industrial Noise Policy noise emission criteria and ensure that there will be no detrimental impacts to adjoining residential receivers.

Construction

The Proponent's Acoustic Submission notes that construction activities will be conducted in accordance with the noise management levels (NML) published within DECCW's *Interim Construction Noise Guidelines* (ICNG). In addition, the ICNG requires the preparation of a construction noise management plan by the respective future contractor for construction works, which is to include appropriate objectives to ensure that the NML are complied with. A summary of the NML is detailed within Table 4.

Table 4: DECCW Construction Noise Management Levels

Location		Measured RBL, dB(A)	Noise Management Level, $L_{Aeq,15min}$, dB(A)
Residential receivers	Monday – Friday 7:00 am to 6:00 pm Saturday 8:00 am to 1:00 pm	47	57
	Saturday 1:00 pm to 6:00 pm Sunday 8:00 am to 6:00 pm	47	52
	Monday – Sunday 6:00 pm to 10:00 pm	43	48
	Monday – Friday 10:00 pm to 7:00 am Saturday – Sunday 10:00 pm to 8:00 am	39	44
	Classrooms at schools and other educational institutions – Internal when in use	N/A	45
Hospital wards and operating theatres – Internal when in use		N/A	45
Places of worship – Internal when in use		N/A	45
Active recreation areas (characterised by sporting activities and activities which generate their own noise or focus for participants, making them less sensitive to external noise intrusion) – When in use		N/A	65
Passive recreation areas(characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example, reading, meditation) – When in use		N/A	60
Community centres – When in use		N/A	Refer AS/NZS 2107:2000
Industrial premises – When in use		N/A	75
Commercial and Retail premises – When in use		N/A	70

The Proponent's Final Statement of Commitments includes the commitment to prepare a construction management plan that will involve the preparation of a construction noise and vibration management plan. The plan will identify indicative construction traffic and equipment proposed to be used and detail 'best practice' construction methods to minimise any adverse impacts from works on sensitive receivers.

The Department considers that the potential noise and vibration impacts that would be generated by the construction of the proposed development can be satisfactorily managed through the implementation of a construction management plan, as committed to by the Proponent. The DECCW identified NML provide a suitable measure for the Proponent to comply with and will ensure that the amenity of the surrounding built environment is maintained. Potential vibration impacts will be managed through the monitoring of vibration levels at sensitive receivers to ensure activities are within acceptable limits and will not pose a detrimental impact to surrounding building occupants and even building structures.

Appropriate recommendations provided within the Proponent's Acoustic Submission, of which have been committed to, and are reinforced through recommended conditions that will satisfactorily mitigate any potential adverse impacts.

5.4. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposed development will be undertaken on a vacant site, previously occupied by two residential dwellings that were demolished under a separate Development Application approval issued by Liverpool City Council. Investigations undertaken by the Proponent have concluded that the site is not flood prone pursuant to the Liverpool LEP 2008. The site is also unlikely to be detrimentally impacted upon by changing sea levels from climate change given its location within Western Sydney.

The Proponent's ESD submission notes that through the incorporation of the identified initiatives, the proposal has the potential to achieve a minimum 4 star Green Star Design rating (under the Green Building Council of Australia's Green Star Healthcare v1 Design Tool). The initiatives proposed to achieve the 4 star Green Star rating cover energy, water, indoor environment quality, transport, materials, waste, resource, social issues, health and well being. The ESD measures include, but are not limited to:

- Orientation and strategic location of rooms to maximise day light penetration and reduce artificial lighting needs;
- Installation of heating, cooling, lighting and ventilation systems that require minimal energy and are designed to comply with Part J Energy Efficiency provisions of the Building Code of Australia;
- Energy efficient mechanical systems, including CO₂ sensors to minimise wasteful operation within the basement car park;
- Installation of a smart building management system;
- Installation of water efficient fittings to reduce potable water use;
- Efficient landscaping watering systems;
- Design of development to incorporate good practice sound attenuation levels in accordance with, or better than, AS2107-2000 Acoustics;
- Installation of, where appropriate, glare control devices such as external louvres or internal blinds;
- Provision of weather protected, secure bicycle parking for staff and visitors, including change rooms;
- Preference for building materials that are recycled, recyclable, renewable, locally sourced or have reduced impact upon the environment;

- Incorporation of an internal courtyard to provide opportunities for staff, patients and visitors to relax and socialise; and
- Preparation of a building user's guide to inform and educate staff of the buildings architectural design and engineering systems to optimise sustainable operations and performance.

The Department considers that the proposed ESD initiatives and associated commitments made by the Proponent will ensure that the SSWP Hospital is developed to provide both a social and medical benefit to the community, and developed to target the equivalent of a 4 star Green Star Design rating, providing essential environmental benefits. Further, the Proponent has committed to the preparation of a construction waste management plan and operational waste management plan prior to the issue of a construction certificate and to prepare a building user's guide.

The Department is satisfied that the Proponent has adequately considered the incorporation of ESD within the design, construction and operation of the development, with further commitments provided to ensure that initiatives outlined within the ESD report are investigated further during the detailed design of the building. The Department has recommended appropriate conditions to ensure that the proposal implements the proposed ESD initiatives so as to achieve a minimum 4 star Green Star building design rating.

5.5. DEVELOPER CONTRIBUTIONS

The Liverpool City Centre Contributions Plan 2007 was developed by the Cities Taskforce, along with a Vision, Local Environmental Plan and Development Control Plan. Council's civic improvement plan seeks monetary contributions levied from new development within the City Centre under Section 94A of the EP&A Act to fund various city centre projects, as detailed in Figure 24.

Figure 24: Liverpool City Centre Contributions Plan 2007 - Summary of City Centre Projects

Table 1: Summary of City Centre Projects		
Project	Cost	Primary funding source
Public domain streetscape works	\$25,000,000	TIF
Georges River foreshore	\$14,000,000	s94A
Bigge Park	\$3,000,000	s94A
Pioneer Park	\$3,000,000	s94A
Woodward and Collimore Parks	\$2,000,000	s94A
District community facility upgrade	\$425,000	s94A
Access - car parks, bridge link, bus priority	\$15,800,000	s94A
Library and Whitlam Centre recoupment	\$775,000	s94A
Stormwater management	\$9,900,000	CWP
Total	\$73,900,000	
CWP = Capital works program TIF = Town improvement funds		

Contribution rates for development are identified based on Liverpool City Centre zonings, with the proposed development subject to a S94A Levy of 2% of the cost of development, being located within the R4 High Density Residential zone.

Accordingly, the proposal is subject to a contribution of \$737,840, representing 2% of the proposal's CIV (\$36.892 million).

The Proponent argues that the demands generated by commercial development, being public domain and town centre improvements, are not considered applicable to the proposed hospital development. In this respect, the Proponent's EA notes that the development seeks to provide its own public domain improvements and that it is providing a medical facility that has wide community health benefits and that it should therefore be exempt from paying contributions.

Notwithstanding the public domain and landscaping improvements proposed as part of the development, contributions from new development contribute towards capital works projects and infrastructure improvements proposed and planned for within the City Centre. Further, contributions from new development support special City Centre projects, identified as major civic facilities that support growth and development in the Liverpool City Centre.

Further, it is acknowledged that the proposal will provide medical and health benefits to the wider community, however, SSWP Hospital is a privately operated business and as a private development should be subject to contributions as per any private development within the Liverpool City Centre.

In view of the above, it is considered appropriate that the Department impose a condition requiring the monetary contributions generated by the proposed extension to the SSWP Hospital, to be paid to Liverpool City Council in accordance with Council's contribution plan pursuant to Section 94A of the EP&A Act.

6. RECOMMENDATION

The Department has assessed the EA and considered the submissions in response to the proposal. The key issues relating to the proposal include: built form and urban design, transport, environmental and residential amenity, ecologically sustainable development and developer contributions.

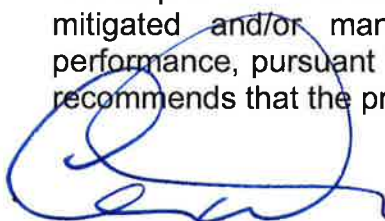
The Department considers that the proposal has positively responded to the surrounding built environment and character of the medical precinct. The proposal will improve upon existing health and medical services provided within the hospital and surrounding locality and have positive benefits for the region and growth of Liverpool as the Regional City for the South Western Sydney Region.

The proposal provides appropriate responses to mitigate potential impacts on the surrounding environment, residential amenity, transport and access. The Department has also recommended appropriate conditions in response to matters raised, including the requirement for the preparation of a construction management plan that is to include a construction traffic management plan, preparation of a Workplace Travel Plan for the hospital, implementation of ESD principles and the requirement for the payment of S94A contributions to Council.

The Department sought comment from both the Proponent and Liverpool City Council on the draft recommended conditions. All comments, where relevant, have been incorporated.

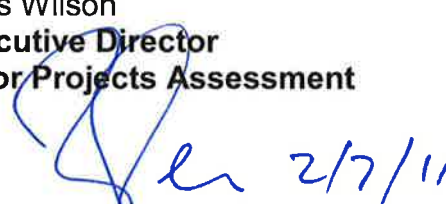
The project is consistent with key objectives of the State Plan, the Metropolitan Plan for Sydney 2036 and the South Western Sydney Regional Strategy and would provide health, social and economic benefits for the region through the provision of additional hospital and medical facilities.

The Department is therefore satisfied that the impacts of the proposal can be suitably mitigated and/or managed to ensure a satisfactory level of environmental performance, pursuant to section 75J of the EP&A Act. Accordingly, the Department recommends that the project application be approved, subject to conditions.



30.6.11

Chris Wilson
Executive Director
Major Projects Assessment



2/7/11

Richard Pearson
Deputy Director-General
Development Assessment & Systems Performance



Sam Haddad
Director-General

11/7/20

APPENDIX A ENVIRONMENTAL ASSESSMENT

Provided on disk or see the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4050

APPENDIX B SUBMISSIONS

Provided on disk or see the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4050

APPENDIX C PROPONENT'S RESPONSE TO SUBMISSIONS

Provided on disk or see the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4050

APPENDIX D CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy (Major Development) 2005

On 29 June 2010, the A/Director, Government Land and Social Projects, as delegate of the Minister, formed an opinion that the project is a major project under clause 18 of Schedule 1 to the MD SEPP, as it is for a hospital with a capital investment value of more than \$15 million. The Minister is the approval authority. The Capital Investment Value for the project is estimated at \$36.892 million.

State Environmental Planning Policy (Infrastructure) 2007

The aim of this policy is to assist in the effective delivery of public infrastructure throughout the State and identifies matters to be considered in the assessment of development adjacent to particular types of infrastructure, such as classified road and rail corridors.

Division 10 (Health services facilities) of the SEPP relates to development for the purposes of a health care facility (including hospitals). Under Clause 57, development for the purposes of a health care facility may be carried out by any persons with consent on land in a prescribed zone. Clause 56 of the SEPP identifies R4 High Density Residential as a prescribed zone, within which the subject development is proposed. The proposal is therefore permissible within the zone subject to consent.

State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose. Accordingly, the Proponent has undertaken preliminary investigations, preparing a Waste Classification Assessment for the subject site, to identify whether the site is contaminated, and if the land is contaminated, whether or not the land can be made suitable for the proposed use.

The assessment of the site identified a shallow fill layer comprising silty sand, some clay, ironstone gravel, trace charcoal and rootlets and anthropogenic material. The fill layer was underlain by natural clay. The shallow fill layer that covers the subject the site was categorised as general solid waste (non-putrescible), in accordance with the *DECC Waste Classification Guidelines Part 1: Classifying Waste, April 2008*, and that the material should be disposed of to an appropriately licensed landfill. The natural clay layer beneath the shallow fill displayed no signs of contamination and can therefore be classified as virgin excavated material (VENM).

The Department is satisfied that, in accordance with clause 7 of the SEPP, the investigations undertaken of the subject site demonstrate that the site is not contaminated and is suitable for the proposed hospital land use.

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

SEPP 33 provides clear definitions of hazardous and offensive industries for use in environmental planning instruments, to facilitate development defined as hazardous and offensive or potential so, in accordance with the SEPP and to ensure that in

determining this form of development that appropriate measures are employed to reduce the impact of the development and require advertising of applications proposing to carry out such development.

The proposed hospital extension will not involved the storage of any hazardous goods. The Proponent notes that the existing hospital building incorporates medical oxygen storage, defined as a dangerous good under the provisions of the *Australian Dangerous Goods Cods*. However, oxygen is identified as a Class 2.2 gas, which are not capture by SEPP 33.

Liverpool Local Environmental Plan 2008

The subject site zoned R4 High Density Residential under the Liverpool Local Environmental Plan 2008. Health services facilities (including hospitals) are prohibited within the zone. Notwithstanding this, the proposal is permissible within the zone in accordance with clause 57 of SEPP Infrastructure. The zone of objectives of the R4 High Density Residential zone include:

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for a high concentration of housing with good access to transport, services and facilities.*
- *To minimise the fragmentation of land that would prevent the achievement of high density residential development.*

The proposed development will provide an 'other land use' within the zone that provides high quality health and medical services for the local and surrounding community. Further, the proposal will not result in the fragmentation of land to ensure that opportunities for future high density residential development is maintained.

As described above in Table 3, Section 2.1, the proposal satisfactorily complies with the height, floor space ratio, building separation, design excellence and minimum building street frontage development standards contained within the Liverpool LEP 2008.