

**SYDNEY SOUTH-WEST
PRIVATE HOSPITAL
PROPOSED EXPANSION
S75W APPLICATION**

***Assessment of Traffic and
Parking Implications***

April 2016
(Rev C)

Reference 38/2016

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TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PROPOSED DEVELOPMENT SCHEME.....	2
2.1	Site, Context And Existing Use.....	2
2.2	Previous Consents	3
2.3	Proposed S75W Scheme	4
3.	ROAD NETWORK AND TRAFFIC CONDITIONS.....	5
3.1	Road Network.....	5
3.2	Traffic Controls	6
3.3	Traffic Conditions	7
4.	TRANSPORT FACILITIES.....	8
4.1	Rail	8
4.2	Buses	8
4.3	Pedestrians and Cyclists	9
5.	TRAFFIC	10
6.	PARKING	12
7.	ACCESS, INTERNAL CIRCULATION AND SERVICING	13
8.	CONCLUSION	15

APPENDIX A	CURRENT APPROVED SCHEME
APPENDIX B	S75W MODIFICATION SCHEME

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS
FIGURE 5	PEAK TRAFFIC FLOWS

1. INTRODUCTION

This report has been prepared to accompany a S75W Application to the Department of Planning to modify the existing consent for the proposed expansion of the existing Sydney South-West Private Hospital (SSWPH) at Liverpool (Figure 1).

The existing SSWPH is located in the north-eastern sector of Liverpool CBD adjacent to the public hospital complex within the Liverpool Medical Precinct. The existing hospital contains 84 beds, 24 recovery beds and 5 theatres with consulting suites and 70 parking spaces. The current Part 3A consent provides for the construction of a new connected building on the adjoining vacant land comprising:

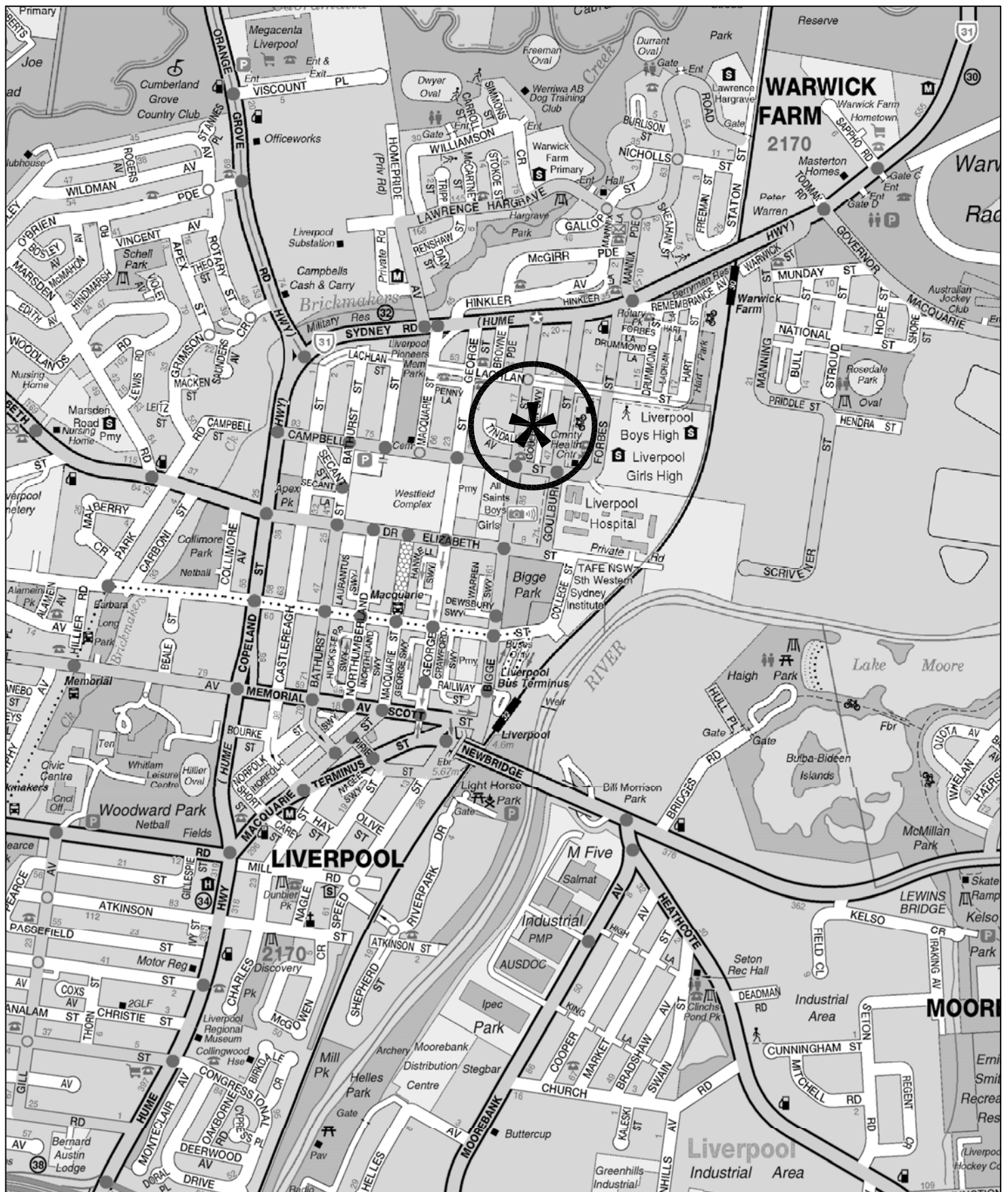
- * 54 beds (24 mental health)
- * consulting room and medical suites
- * 3 theatres
- * 34 additional parking spaces

The S75W application proposes to modify the approved building to comprise:

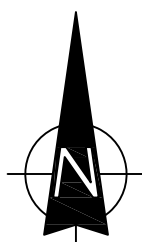
- * 44 beds (20 mental health)
- * 9 medical suites
- * 6 theatres
- * 57 additional permanent parking spaces

The purpose of this report is to:

- * describe the site, the existing hospital development and the proposed S75W modification scheme
- * describe the road network serving the site, the prevailing traffic conditions and the public transport services available
- * assess the adequacy of the proposed parking provision
- * assess the potential traffic implications
- * assess the suitability of the proposed access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The site (Figure 2) is a large rectangular shaped allotment occupying a total area of approximately 8,600m² with frontages of some 145 metres to Bigge Street and Goulburn Serviceway between Campbell Street and Lachlan Street. The site is a consolidation of the existing hospital (Lot 100 DP 87361) and the adjacent vacant lot (Lot 112 DP 105982).

The existing hospital (7,164m²) comprises:

Ground Level

- Admission and administration/records
- Kitchen, linen, amenities
- 10 bed ward
- IN/OUT patient treatment 7 cubicles

Level 1

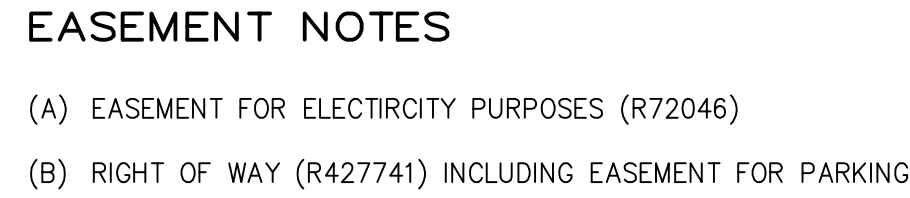
- 5 theatres
- 24 recovery beds
- 20 beds
- 3 procedure rooms
- CSSD, ICU and HDC

Level 2

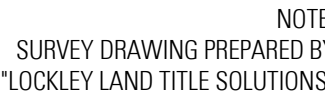
- 50 beds
- 2 birthing rooms and nursery

Staff	Full-time	101
	Part-time	74
	Casual	62
	Eq full-time	233

BENCH MARK	▲
TELSTRA PIT	TEL
ELECTRIC LIGHT POLE	ELP
POWER POLE	PP
PIT WITH CONCRETE LID	CLID
TRAFFIC LIGHT	TL
STREET SIGN	SGN
STREET SIGN	SS
CONCRETE INLET PIT	GP
KERB INLET PIT	KIP
SEWER INSPECTION POINT	SIP
SEWER MANHOLE	SMH
STOP VALVE	SV
HYDRANT	HD
GAS VALVE	GV
VEHICLE CROSSING	(VC)
GAS	G
TELSTRA	T
ELECTRICITY (OVERHEAD)	P
ELECTRICITY (U/GROUND)	E
WATER	W
STORMWATER	SW
SEWER	S

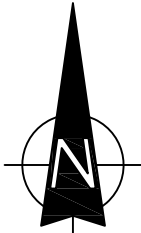


- 1) THE BOUNDARIES HAVE NOT BEEN MARKED
- 2) ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY THE OFFICE OF LAND & PROPERTY INFORMATION (NSW) AND ARE SUBJECT TO FINAL SURVEY
- 3) ORIGIN OF LEVELS ON A.H.D. IS TAKEN FROM SSM123549 R.L. 100.000 (A.H.D.) IN ROAD/STREET
- 4) CONTOUR INTERVAL 1.0m
- 5) CONTOURS ARE INDICATIVE ONLY. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION
- 6) ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION
- 7) KERB LEVELS ARE TO THE TOP OF KERB UNLESS SHOWN OTHERWISE
- 8) FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INVESTIGATION OF INTERNAL FLOOR LEVELS HAS BEEN UNDERTAKEN
- 9) NO INVESTIGATION OF UNDERGROUND SERVICES HAS BEEN MADE. SERVICES HAVE BEEN PLOTTED FROM RELEVANT AUTHORITIES INFORMATION AND HAVE NOT BEEN SURVEYED. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION OR AROUND THE SITE
- 10) 8/4/7 DENOTES TREE SPREAD OF 8m, TRUNK DIAMETER OF 0.4m & APPROX HEIGHT OF 7m





LEGEND



SITE

FIG 2

There is a longstanding provision of a total of 65 spaces with 50 spaces in the existing basement carpark and 15 spaces in the open area on the southern part of the site. The carparking areas have vehicle accesses as located on both Bigge Street and Goulburn Serviceway. There is a large dedicated loading dock facility and an ambulance bay with access on Goulburn Serviceway. More recently the subject site has been the subject of temporary approved works to accommodate some 49 staff parking spaces with access on Goulburn Serviceway pending construction of the approved building (DA 1045/2013).

2.2 PREVIOUS CONSENTS

Development Consent (DA № 998/04) was granted for the construction of a new commercial building on the vacant site for use as 'medical offices'. The approved scheme involved an 8 level building with 10,000m² GFA over basement carparking (103 spaces). The development scheme had a porte-cochere access on the Bigge Street frontage and a carpark access on Goulburn Serviceway.

The more recent Part 3A consent involves excavation of the site and construction of a new four-level building over a basement parking level connecting into the existing building where 2 existing beds would be lost as a result of this connection.

The approved building comprised:

Level 1 (1,334m ²)	3 theatres 88m ² consulting room
Level 2 (1,200m ²)	30 bed surgical ward
Level 3 (1,186m ²)	24 bed ward (mental health)
Level 4 (1,156m ²)	13 medical suites
Parking	34 additional parking spaces, 6 motorcycle spaces and 10 bicycle spaces

The new basement carpark would connect into the existing basement carpark and utilise the existing access connections on Bigge Street and Goulburn Serviceway.

Details of the approved development scheme are provided on the architectural plans prepared by Woods Bagot which accompanied the application and are reproduced in part Appendix A.

2.3 PROPOSED S75W SCHEME

The revised scheme will very largely reflect the current approved development with the following modifications:

Level 1	-	6 operating theatres
Level 2	-	24 bed surgical ward
Level 3	-	9 medical suites
Level 4	-	20 bed mental health ward
Parking	-	57 additional permanent spaces

Vehicle access will be the same as the existing consent through the existing hospital accesses.

Details of the proposed S75W modification are provided on the plans prepared by SKAr which accompany the application and are reproduced in part in Appendix B. The total hospital resultant to the completion of the S96 scheme will comprise 12,245m² with 122 parking spaces.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

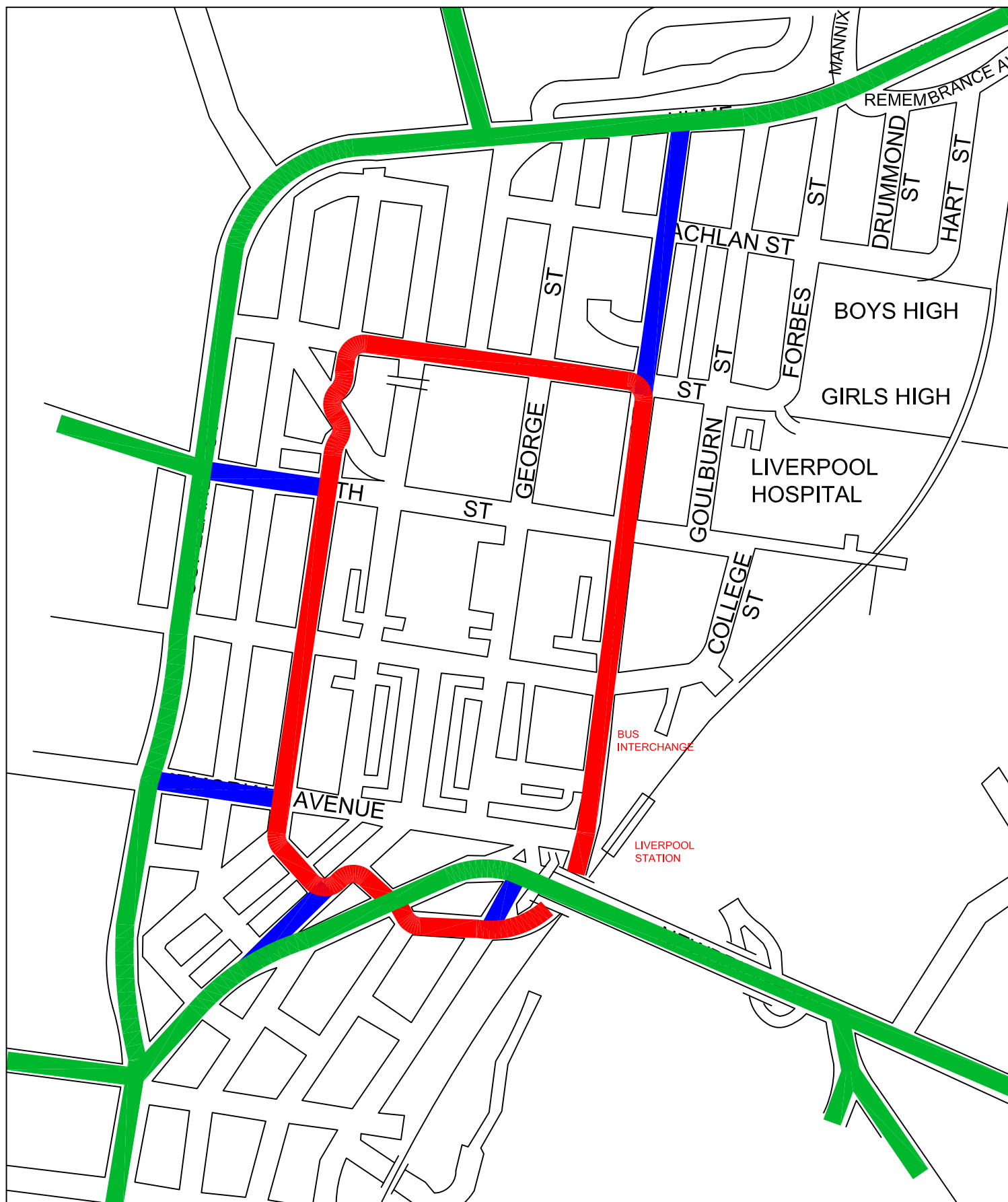
3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

- * *Hume Highway* – a State Highway and arterial route which runs along the western and northern sides of Liverpool CBD
- * *Cumberland Highway* – a State Highway and arterial route which connects northwards from the Hume Highway linking to the M4 and the F3
- * *Elizabeth Drive* – a State Road and arterial route which connects westwards from Liverpool CBD to The Northern Road
- * *Newbridge Road* – a State Road and arterial route connecting easterly from the Hume Highway
- * *Hoxton Park Road* – a State Road and arterial route connecting westerly from Hume Highway to Cowpasture Road
- * *Liverpool CBD Ring Road* along Bigge Street, Campbell Street and Bathurst Street with connections to the surrounding arterial routes
- * *Goulburn Serviceway* – a narrow service lane connecting between Campbell Street and Lachlan Street

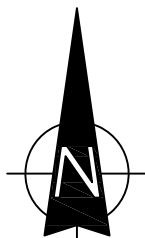
Further afield, the principal routes providing access for Liverpool CBD include:

- * *M5 Motorway* which connects to Hume Highway
- * *Heathcote Road* which connects to Princes Highway
- * *Moorebank Avenue* which connects to M5
- * *Governor Macquarie Drive* which connects between Hume Highway and Newbridge Road



LEGEND

- ARTERIAL
- RING ROAD
- CONNECTIONS



ROAD NETWORK

FIG 3

- * *M7 Westlink* which provides a cross regional route connecting with Hume Highway and Elizabeth Drive

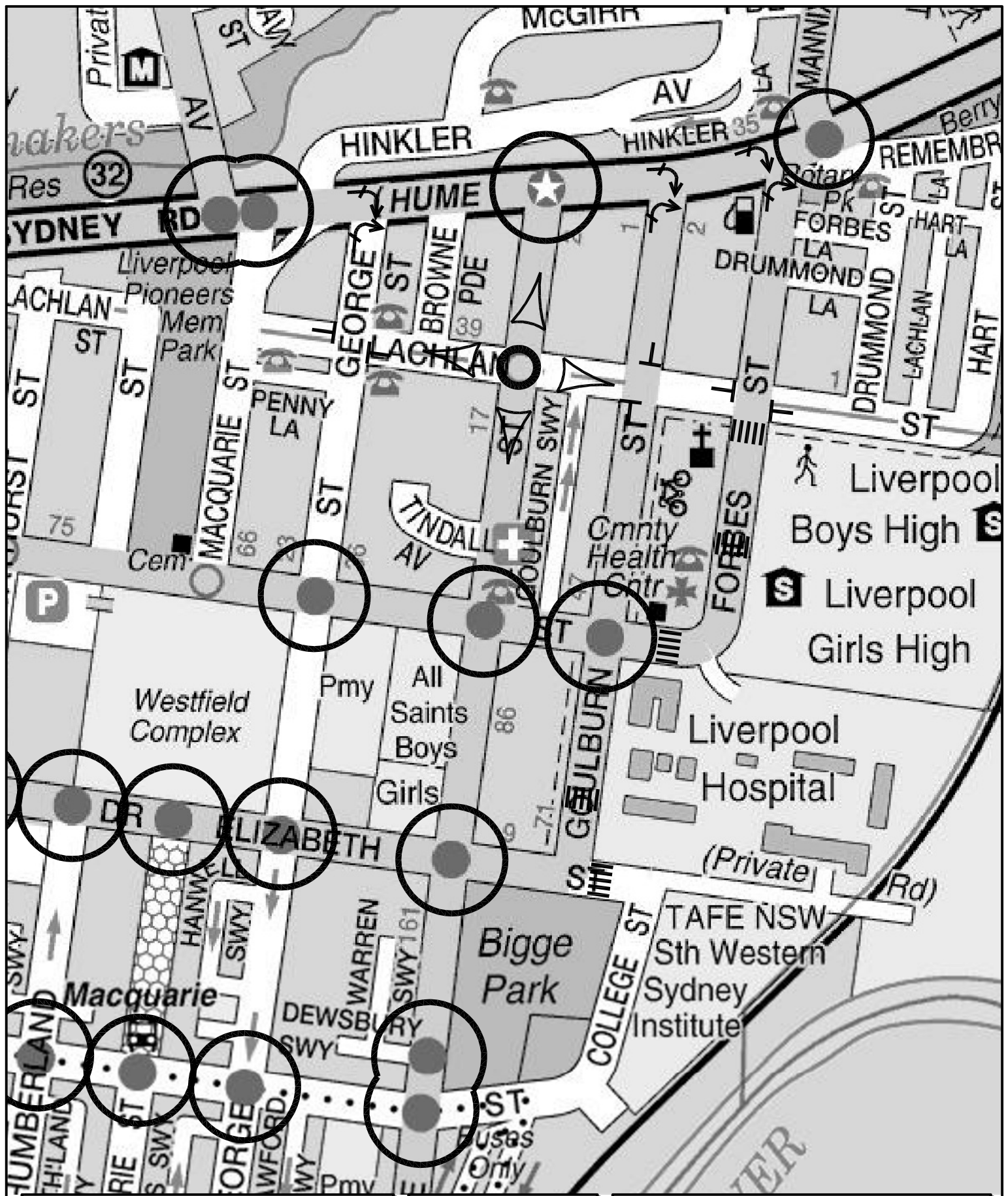
The Railway Line and Georges River present significant barriers to the road system along the eastern side of Liverpool CBD.

3.2 TRAFFIC CONTROLS

The existing traffic controls which have been applied to the roads in the vicinity of the Liverpool Hospital site (Figure 4) include:

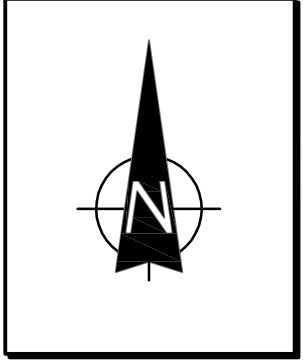
- * the traffic signals along the Hume Highway at the Bigge Street, Remembrance Avenue/Mannix Parade and Governor Macquarie Drive intersections
- * the traffic signals along Bigge Street at the Campbell Street, Elizabeth Street and Moore Street intersections
- * the traffic signals at the Campbell Street and Goulburn Street intersection
- * the STOP sign controls at intersections along Lachlan Street
- * the roundabout at the Bigge Street and Lachlan Street intersection
- * the one-way north traffic flow on Goulburn Serviceway
- * the marked footcrossings across Campbell Street, Forbes Street, Goulburn Street and Elizabeth Street
- * the prohibited right-turn movements on the Hume Highway at the Forbes Street and Goulburn Street intersections

The existing on and off-street public parking provisions in the vicinity of the Liverpool Hospital site are shown in Figures 5a and 5b.



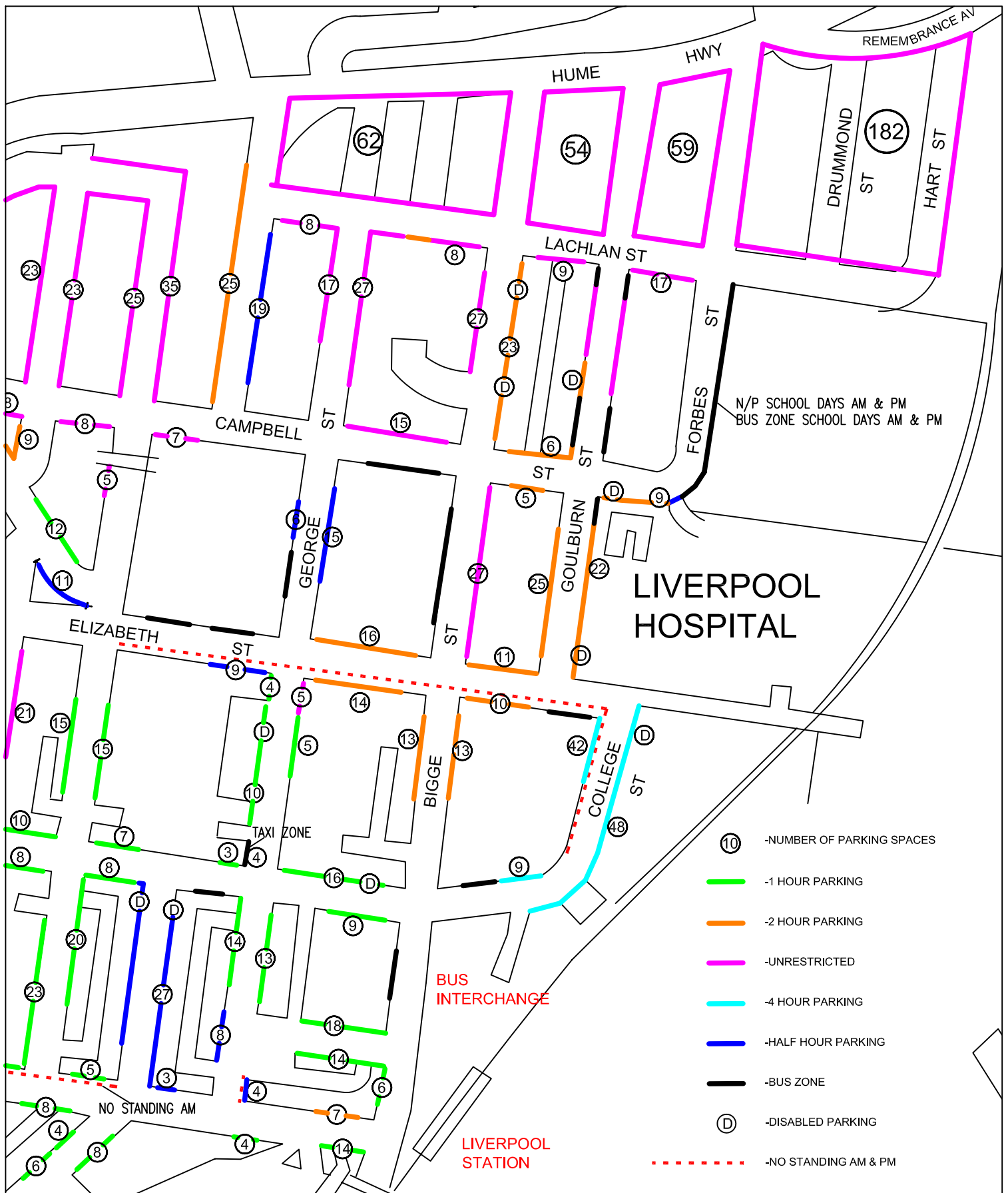
LEGEND

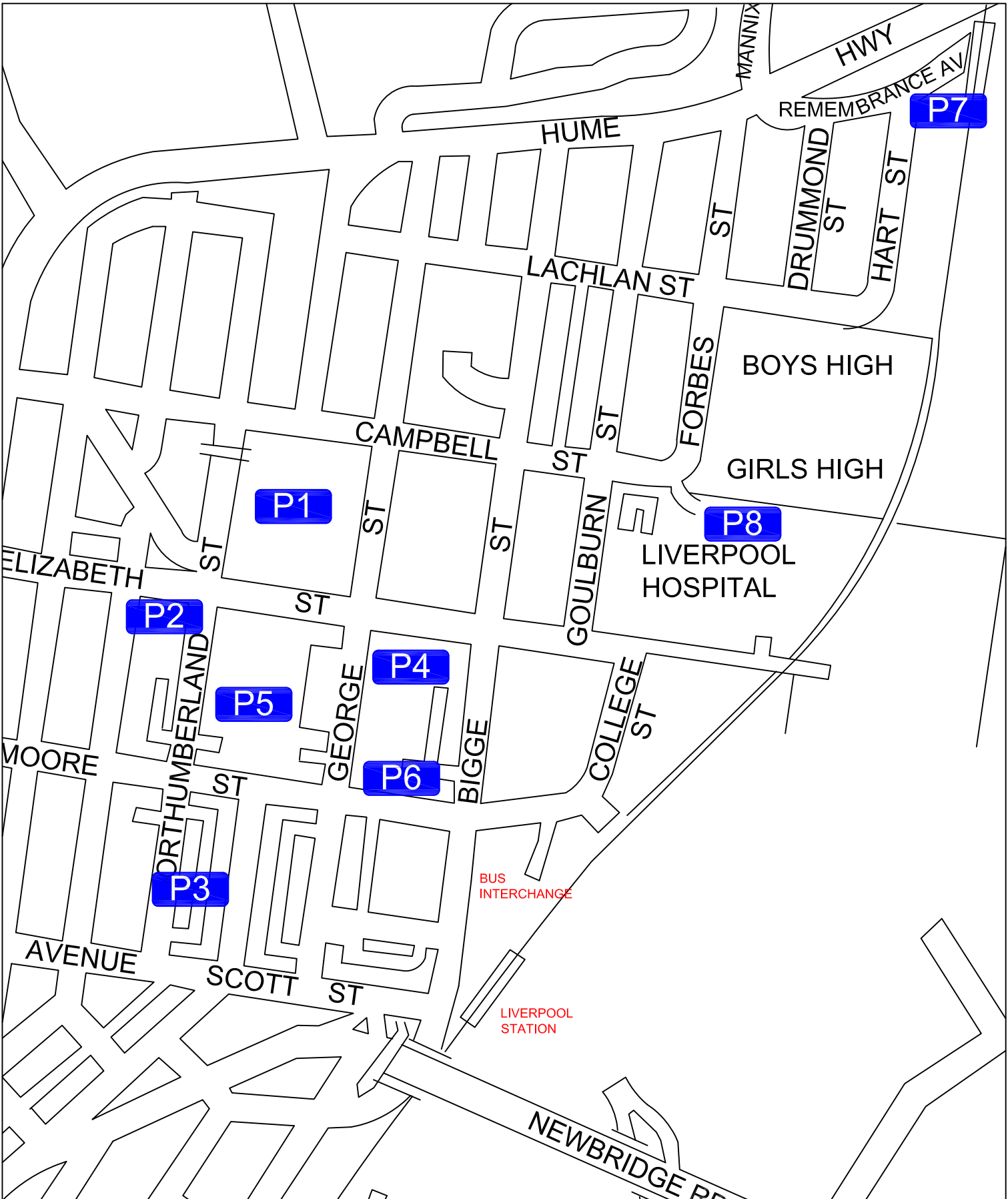
- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT
- MARKED FOOTCROSSING
- STOP SIGN



TRAFFIC CONTROLS

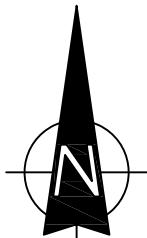
FIG 4





LEGEND

P1	WESTFIELD 2 700	P5	LIVERPOOL PLAZA 250
P2	BATHURST STREET 240	P6	MOORE STREET 250
P3	NORTHUMBERLAND ST 440	P7	WARWICK FARM STATION 328
P4	WARREN SERVICEWAY 670	P8	LIVERPOOL HOSPITAL 324



**OFF-STREET PUBLIC
PARKING**

FIG 5B

3.3 TRAFFIC CONDITIONS

An indication of the existing traffic conditions in the vicinity of the site is provided by data¹ published by the Roads and Maritime Services and traffic surveys undertaken for this study. The traffic data published by the RMS is expressed in terms of Annual Average Daily Traffic (AADT) and the results of the latest recorded data are indicated in the following:

	AADT
Hume Highway at Bigge Street	48,532
Bigge Street at Campbell Street	22,378

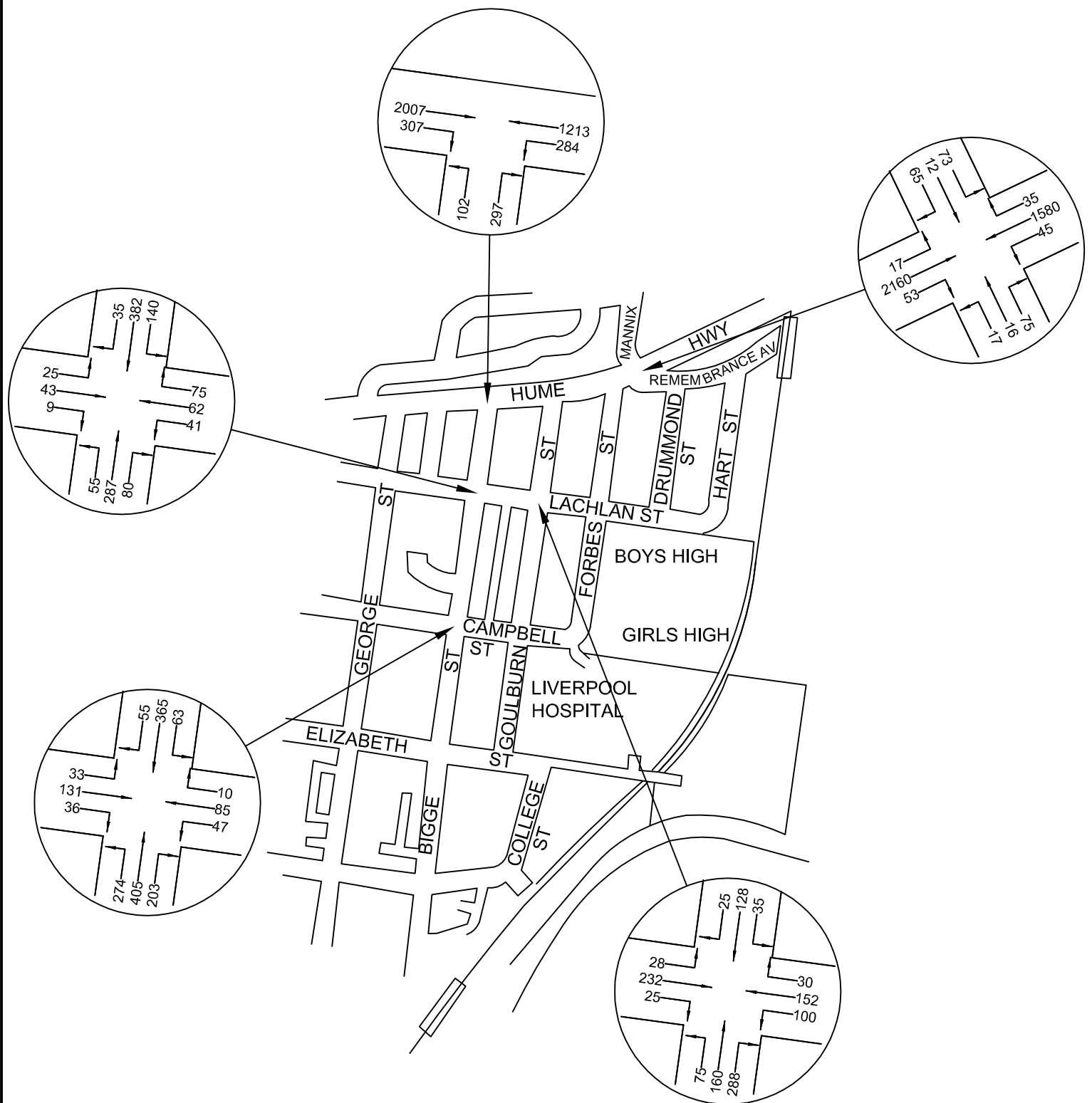
The results of traffic counts undertaken at intersections in the vicinity of the hospital site during the morning and afternoon peak periods are shown in Figure 6a and 6b.

The operational performance of intersections in the area has been analysed using the SCATES and SIDRA programs. The results of that analysis for the morning and afternoon peak periods is provided in the following indicating a generally satisfactory outcome. The criteria for interpreting these results is provided overleaf.

	AM			PM		
	LOS	DS	AVD	LOS	DS	AVD
Hume/Highway/Bigge Street	A	0.70	18.0	B	0.73	23.4
Hume Highway/Remembrance Ave	A	0.82	6.9	A	0.80	12.5
Bigge Street/Lachlan Street (RAB)	A	0.45	8.8	A	0.53	9.4
Bigge Street/Campbell Street	B	0.59	19.5	B	0.36	16.4
Bigge Street/Elizabeth Street	B	0.71	16.8	B	0.57	15.6

*LOS – Level of Service
DS – Degree of Saturation
AVD – Average Vehicle Delay*

¹ Traffic Volume Data for Sydney Region
Roads and Maritime Services

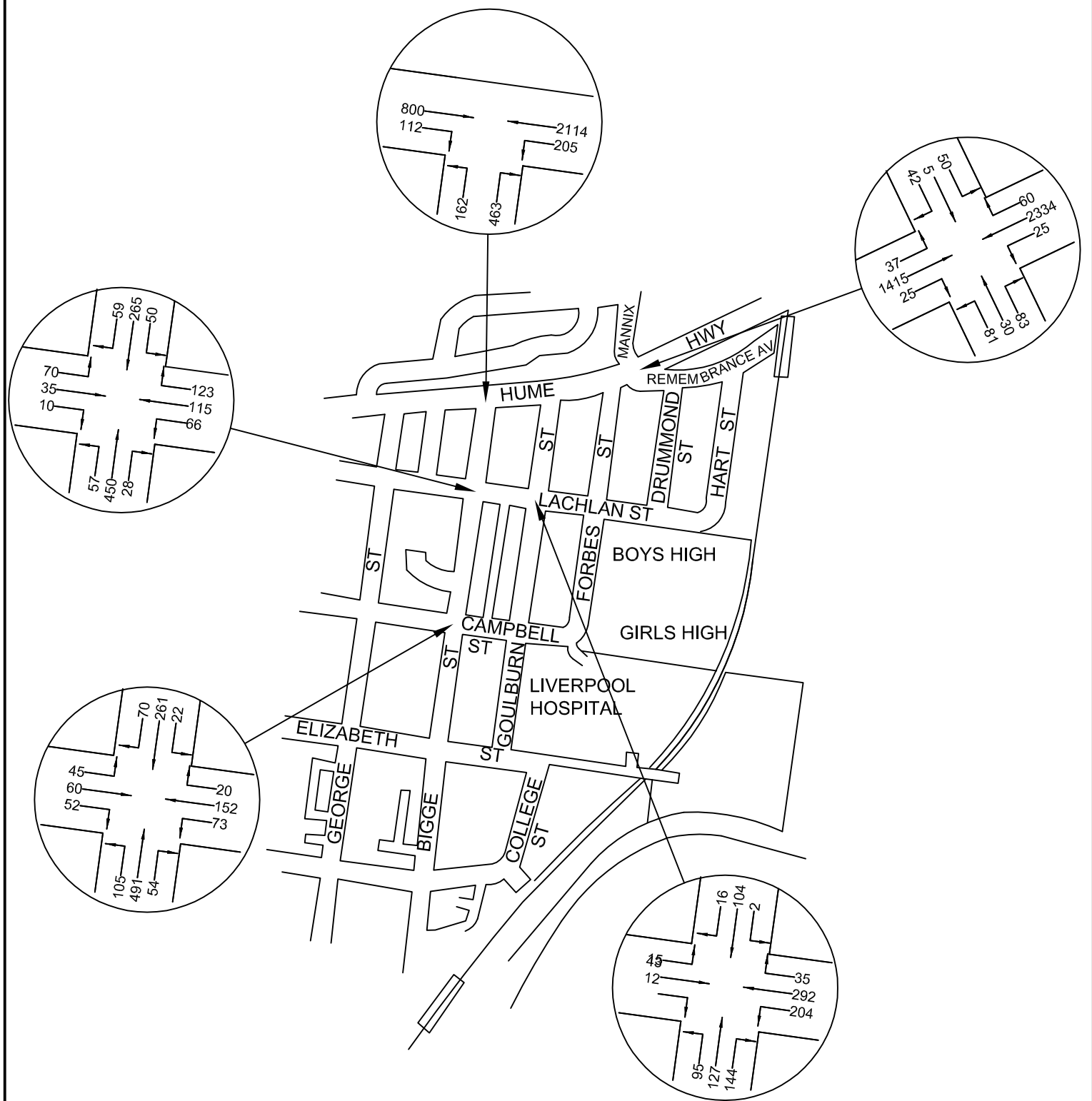


LEGEND



**MORNING PEAK
TRAFFIC VOLUMES**

FIG 6A



LEGEND



**AFTERNOON PEAK
TRAFFIC VOLUMES**

FIG 6B

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹ the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs

4. TRANSPORT FACILITIES

Liverpool CBD including the hospital/medical precinct has excellent access to public transport facilities principally the Sydney Trains services supplemented by an extensive network of privately operated bus services.

4.1 RAIL

Two railway stations (Liverpool and Warwick Farm) are located on the eastern fringe of the Liverpool CBD providing the majority of residents and workers with convenient access to the CityRail network. Each of these stations is located some 800 metres from the SSWPH site (i.e. within an acceptable/convenient walking distance).

Liverpool Station has a major bus interchange on the western side of the station. The bus interchange provides 12 separate bus stands of which 3 are designated for 'set-down' activities. Warwick Farm Station (to the north of Liverpool Station) has been developed as a park'n'ride facility with parking provision for some 340 vehicles (supplemented by other on-street parking in the vicinity).

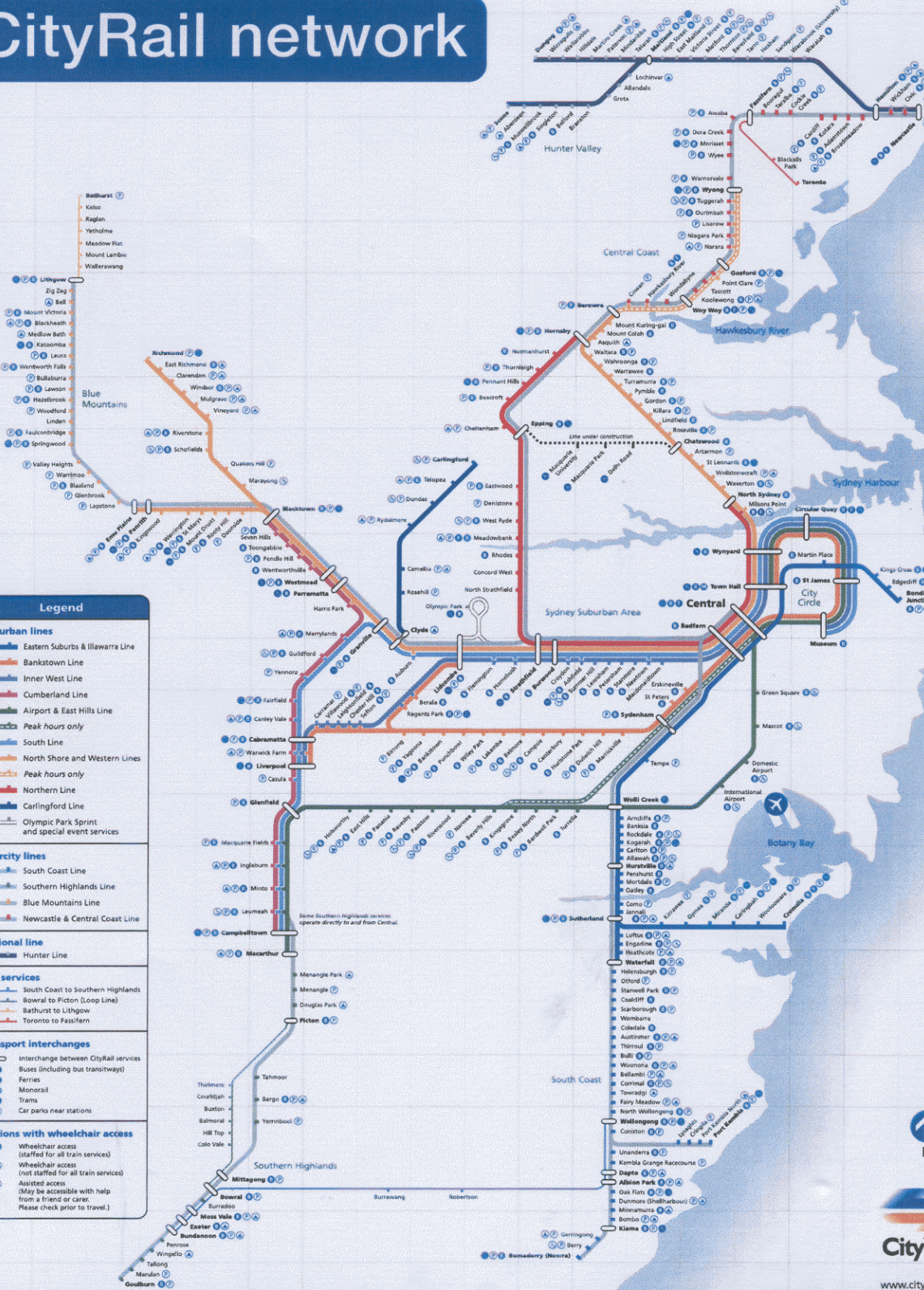
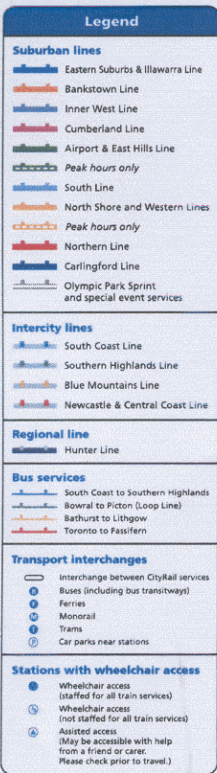
Both Liverpool and Warwick Farm Stations are serviced by Sydney Trains Cumberland, Inner West, Bankstown and Southern Lines providing users with non-transfer connections with major centres such as Sydney CBD, Parramatta, Fairfield, Blacktown, Strathfield, Bankstown and Campbelltown.

4.2 BUSES

The bus network which services the Liverpool CBD is principally provided by 4 private bus companies, namely Westbus, Metro Link, Busabout and Transit First.

The Parramatta – Liverpool Transitway comprises some 35 stops with service frequency being 10 minutes in peak periods, between 15 – 30 minutes in off-peak periods and 60 minutes at night.

CityRail network



www.cityrail.info
Transport Infoline 131 500

There are a total of 24 bus routes which operate to Liverpool and all of these terminate at the Liverpool bus/rail interchange. The SSWPH site is some 300 metres from the principal services along Elizabeth Street and some 600 metres from the services along Moore Street.

It is apparent that the SSWPH site has excellent accessibility to frequent/high capacity rail and bus services.

4.3 PEDESTRIANS AND CYCLISTS

Pedestrians

The site has excellent pedestrian connectivity provided by:

- * the level paved footways along Bigge street, Campbell Street and Lachlan Street
- * the traffic signal controlled pedestrian crossings at intersections along Bigge Street
- * good street lighting and safety surveillance by passing traffic

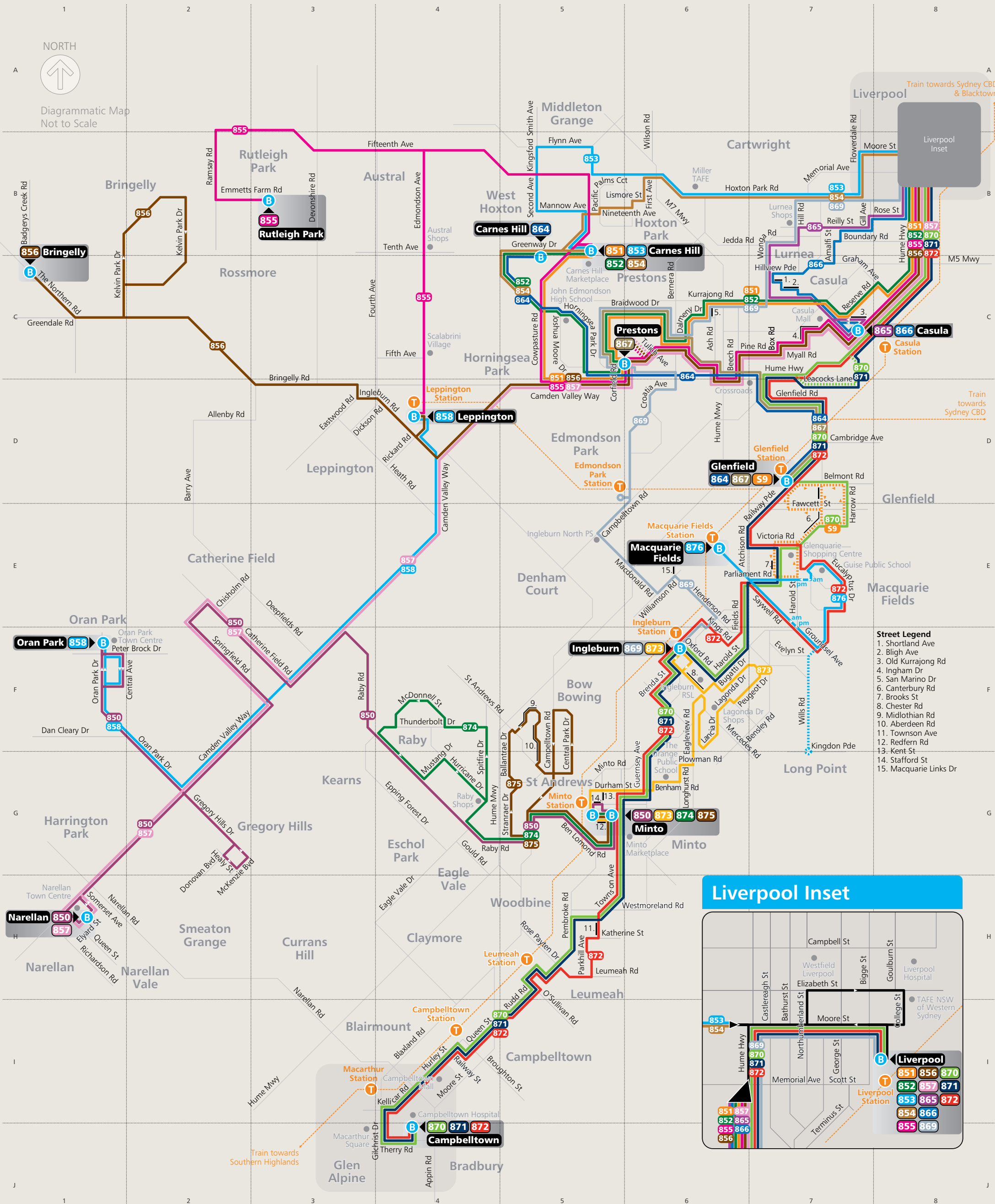
Cyclists

The site has excellent cyclist connectivity provided by:

- * the existing cycleways along Bigge Street and Campbell Street
- * the connections of these existing cycleways into the regional bicycle network and the railway stations
- * the traffic signal controlled crossings at intersections in the area



Campbelltown, Liverpool, Bringelly and Oran Park bus network map



Key

Bus route

Occasional journey

Train line/station

853

Bus route number

B

Bus terminus

It's easy to plan your trip

On the web
transportsw.info

Questions and feedback
Phone 131 500
TTY 1800 637 500

LIVERPOOL HOSPITAL ACCESS GUIDE

Liverpool Hospital
Cnr Elizabeth and Goulburn Sts
Liverpool, NSW 2170

Phone: +61 2 8738 3000
www.swslhd.nsw.gov.au

-  Entrance
-  Bus stop
-  Walking route

-  Pedestrian crossing
-  Off road route
-  On road route
-  Bike parking

P1, P2 Carpark numbers

-  Accessible parking

**801, 802
804, 805
807, 808
819, 823
853, 855
857**
Buses stop here going to the interchange

Bigge Park Centre
Sexual Health

← Elizabeth St
Liverpool City Centre
Westfield

10 minutes walk to
Liverpool Hospital

*The following buses stop at
Liverpool Bus Interchange*

**T80
803, 806
851, 852, 854, 856
865, 866
870, 871, 872**

↑ Hume Hwy

Lachlan St

Goulburn St

Campbell St

Bigge St

Moore St

TAFE

Liverpool Bus Interchange

Liverpool Station

Exit station at bus stand A for Moore St
Trains to Liverpool run on the Cumberland,
South, Inner West and Bankstown lines

Forbes St

Cycle route to
Liverpool to Parramatta
Rail Trail

Warwick Farm Stn
400 metres

Hart St

Hart Park

Burnside Dr

15 minutes walk to
Warwick Farm Stn

Liverpool Mixed High Schools

Ingham Institute
for Applied
Medical Research

Goulburn St
Medical
Centre

Health Services

Cancer Therapy Centre

Pathology

Alex Grimson

Education Building

Caroline Chisholm
(Maternity)

Liverpool Hospital

CORRIDOR OR FOOTPATH LINK

Clinical Building

Emergency

Transit Lounge

GP Clinic
After hours

P2 Multi-storey
Car park

Brain Injury Unit

Ron Dunbier

P3 Underground

Eastern Campus
(Staff only)

TAFE

*Buses stop here coming
from the interchange*
**823, M90
901, 903, 904**

6 minutes walk
to Liverpool Hospital



Wheelchair Access

Wheelchair accessible buses operate on most of the bus routes listed. However it is recommended that you call the Transport Infoline on 13 15 00 prior to your trip to confirm. Liverpool and Warwick Farm Train Stations are both wheelchair accessible.



Health
South Western Sydney
Local Health District



To view the access map
on your smartphone scan
the QR code
or go to:

youareheremaps.com.au/liverpoolhospital



5. TRAFFIC

Traffic surveys were undertaken for the previous assessment at the existing vehicle access points for the carpark areas during the weekday morning and afternoon peak periods. The results of those surveys are summarised in the following:

	AM		PM	
	IN	OUT	IN	OUT
Main Carpark				
Bigge Street	18	3	11	7
Porte-Cochere	13	13	11	11
Serviceway	4	10	5	9
Staff Carpark				
Bigge Street	3	1	2	3
Serviceway	3	4	2	5
Total carpark	28	18	20	24
Porte-Cochere	13	13	11	11
Total	41	31	31	35

These movements have since been increased as a result of the provision of the temporary 49 staff parking spaces with access on Goulburn Serviceway.

Therefore the potential increased traffic generation of the proposed development will very largely be generated by the additional 8 parking spaces (i.e. 57 less 49) with some additional activity generated by the additional facilities. The projected movements generated by the proposed changed carport and porte-cochere arrangements on a pro-rata basis are as follows:

	AM		PM	
	IN	OUT	IN	OUT
Bigge Street	32	5	19	11
Serviceway	6	18	8	16
Porte-Cochere	18	18	15	15
Total	56	41	42	42

These projected traffic movements will be distributed between the Bigge Street and the Serviceway frontages and as such will be quite minor in nature. The Bigge Street access movements will split relatively evenly between the north and south (as per the existing movements) and will not represent any adverse operational capacity or safety implications.

While the total traffic movements generated by the expanded hospital will not be insignificant they will be spread between:

- * 2 separate combined ingress/egress driveways on the Serviceway
- * 2 separate combined ingress/egress driveways as well as a porte-cochere egress driveway on Bigge Street

Regular gaps are provided in the vehicle flows along Bigge Street by the operation of the traffic signals to the south and the roundabout and traffic signals to the north. The existing driveways are utilised and these have not experienced any difficulty or safety concerns in the past.

It is apparent that there will not be any adverse traffic consequences as a result of the proposed development scheme.

6. PARKING

Council's DCP 2008 in respect to 'hospital' use within Liverpool CBD area specifies the following:

- * 1 space per 100m² floor area
- * 3 spaces per 100 spaces for disabled parking
- * 1 motorbike space per 20 parking spaces
- * 1 bicycle space per 200m² floor area (15% visitor)

The existing hospital of 7,164m² has 65 parking spaces plus 49 temporary staff spaces. The proposed extension of 5,081m² will provide 57 additional spaces in the new basement area resulting in a total of 122 spaces for the total hospital development with a floor area of 12,245m² (i.e. 1 space per 100m²).

The proposed total carparking provision will therefore exceed the DCP requirement while the provision for motorbikes, bicycles and disabled driver spaces in the new carpark will be compliant with the DCP criteria.

It is also proposed to provide:

- * 3 motorbike spaces
- * 26 bicycle spaces plus male and female end of trip facilities (i.e. 1 space per 200m²)
- * 6 disabled spaces

7. ACCESS, INTERNAL CIRCULATION AND SERVICING

ACCESS

The existing vehicle access provisions will remain unchanged with:

- * main carpark and porte-cochere accesses on Bigge Street
- * main carpark access on Goulburn Serviceway
- * staff carpark accesses on Bigge Street and Goulburn Serviceway
- * loading dock access on Goulburn Serviceway

These existing accesses have operated for many years without adverse traffic circumstances and comply with the requirements of AS2890.1 and accommodate all vehicles requiring to access the site.

The hospital extension will include a number of separate operational elements (i.e. from the general hospital) including a mental health unit and consulting suites. Therefore, there will be a strong need for a convenient set-down/pick-up facility need at the front entrance of the new building.

It is proposed that this facility be provided with a section of NO PARKING restrictions which would result in no net loss of on-street parking (in relation to the provision of a porte-cochere as proposed in the earlier consent).

INTERNAL CIRCULATION

The only new internal circulation elements will be in the basement carpark under the new building and the connections into the existing carpark. The design of these carpark elements will comply with the requirements of AS2890.1 and Council's DCP including:

- * bay dimensions
- * aisles
- * ramps
- * grades
- * manoeuvring areas

SERVICING

Servicing of the new hospital elements will be undertaken through the existing facilities utilising the existing loading dock on Goulburn Serviceway with transfer of medical waste undertaken by contractor (currently SITA). The existing loading dock will be quite adequate to provide for these additional servicing needs (refer to Waste Report) and all vehicles requiring to access this dock facility.

8. CONCLUSION

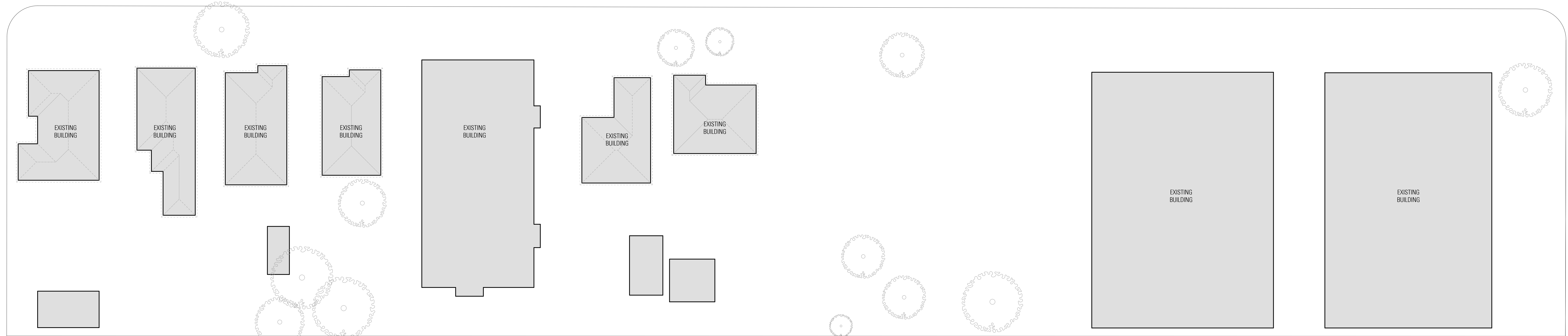
The proposed new building will be integrated with the existing building and will utilise the existing vehicle accesses which are quite flexible and effectively distribute the generated traffic movements.

This report has been prepared to document an assessment of the proposed S75W modification of the current consent and has concluded that:

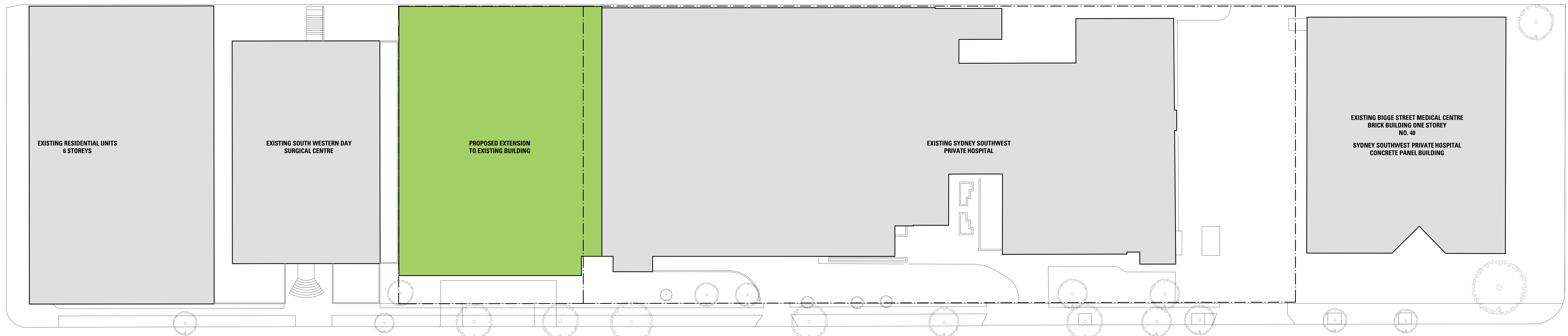
- * travel choices will be ensured by the convenient high capacity public transport services as well as the facilities available for pedestrians and cyclists
- * there will be no adverse traffic implications and no requirement for upgrading roadworks
- * the proposed parking provision will be suitable and appropriate
- * the vehicle access, internal circulation and servicing arrangements will be satisfactorily and appropriate

APPENDIX A

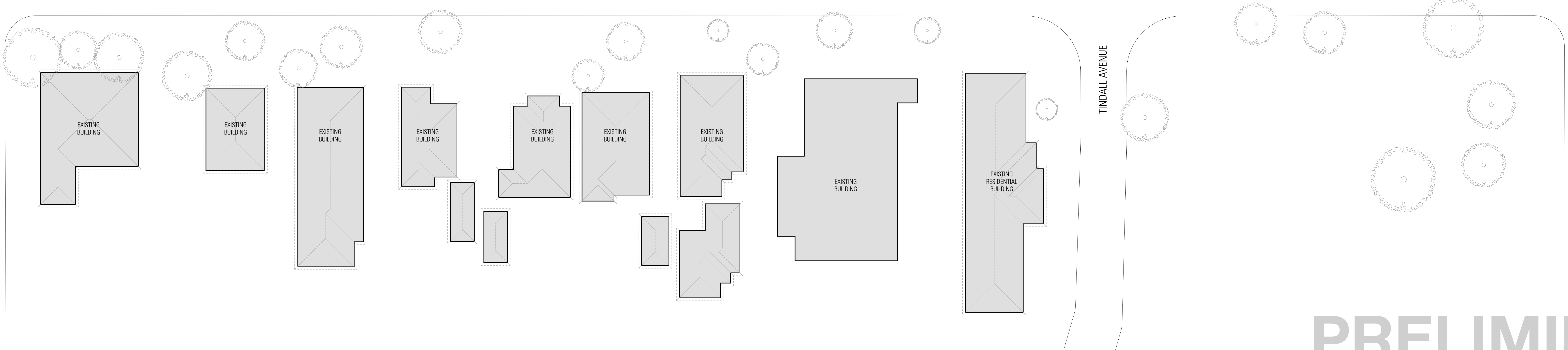
CURRENT APPROVED SCHEME



GOULBURN SERVICEWAY



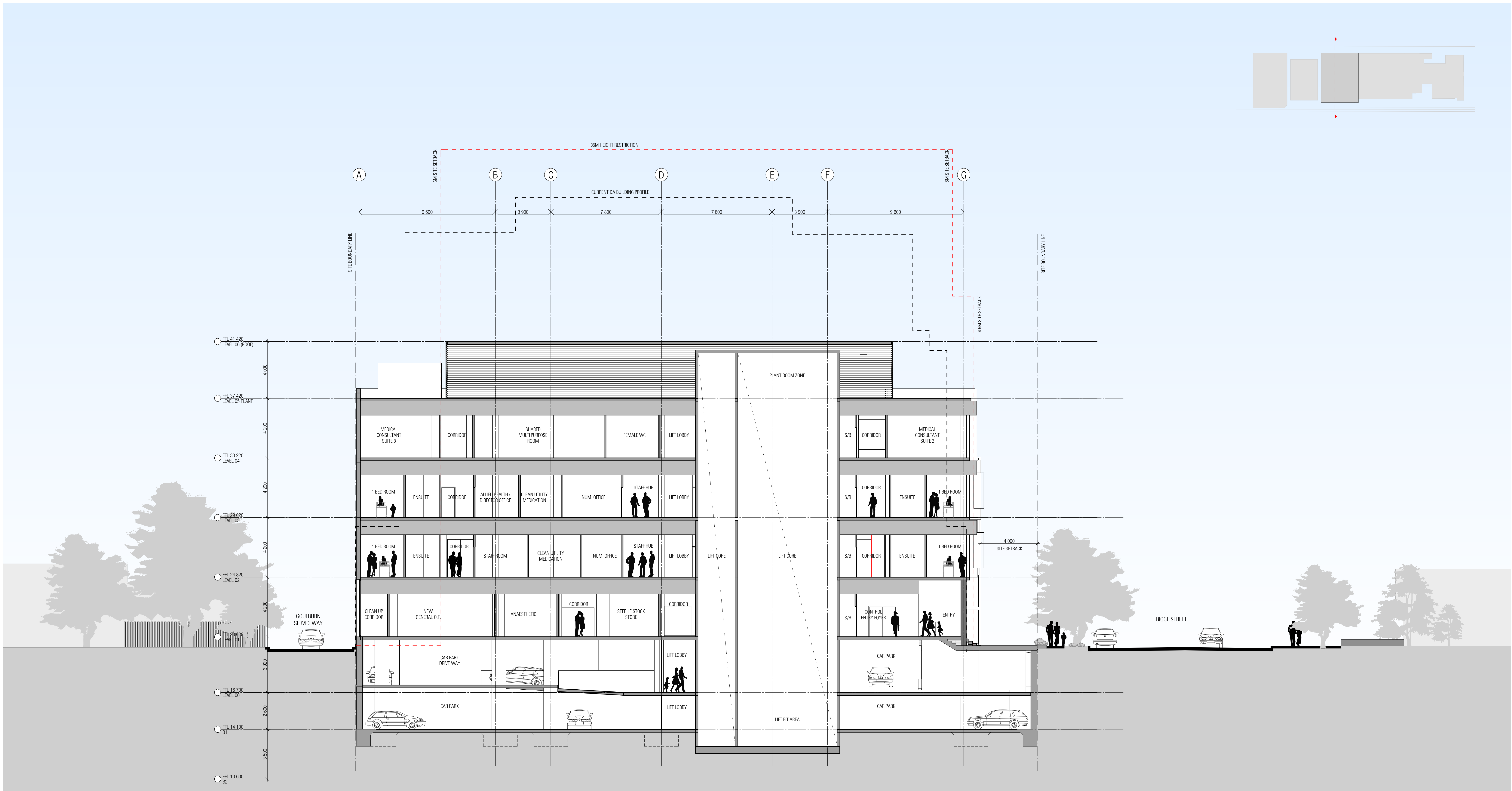
BIGGE STREET



TINDALL AVENUE

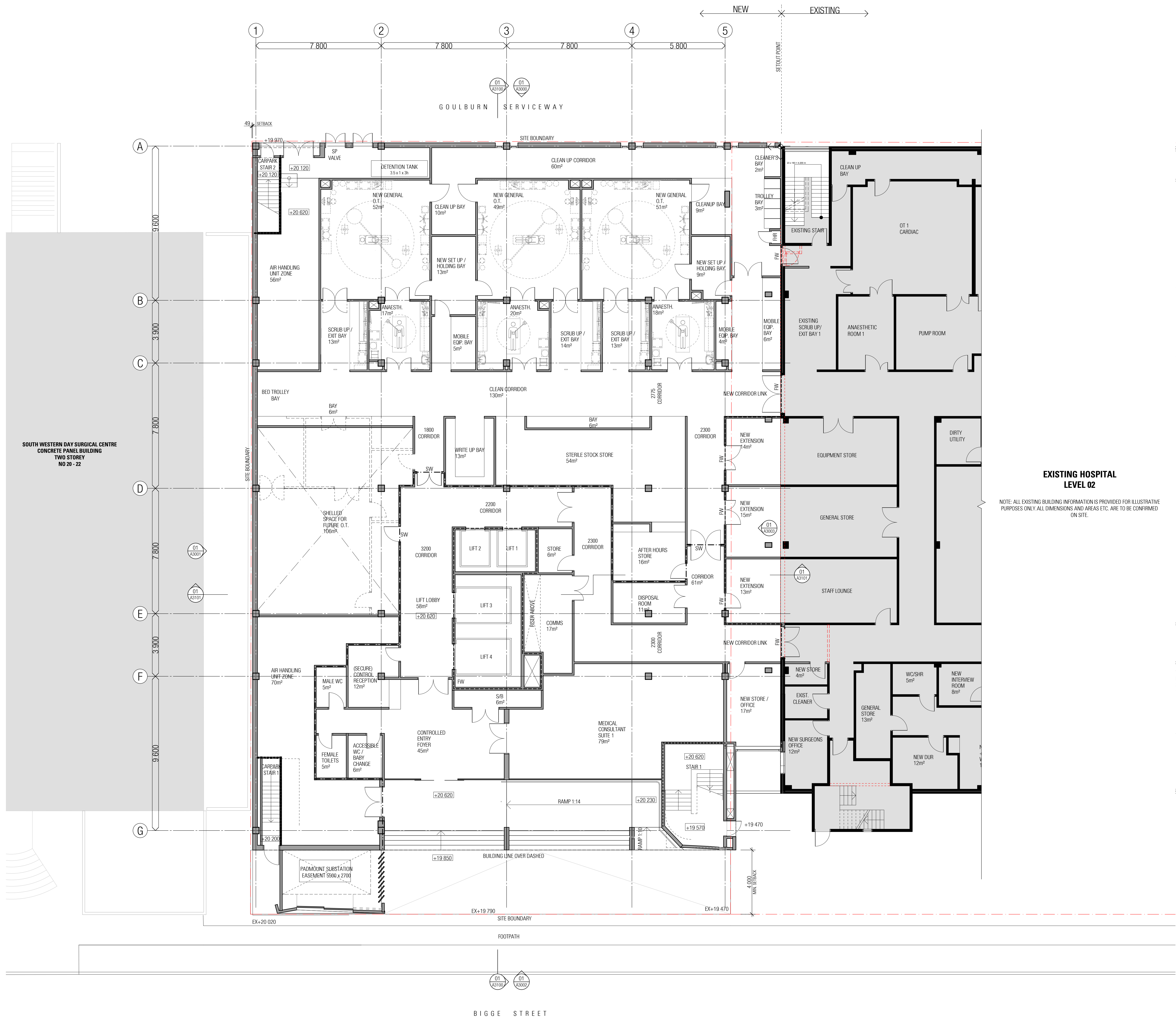
PRELIMINARY





PRELIMINARY

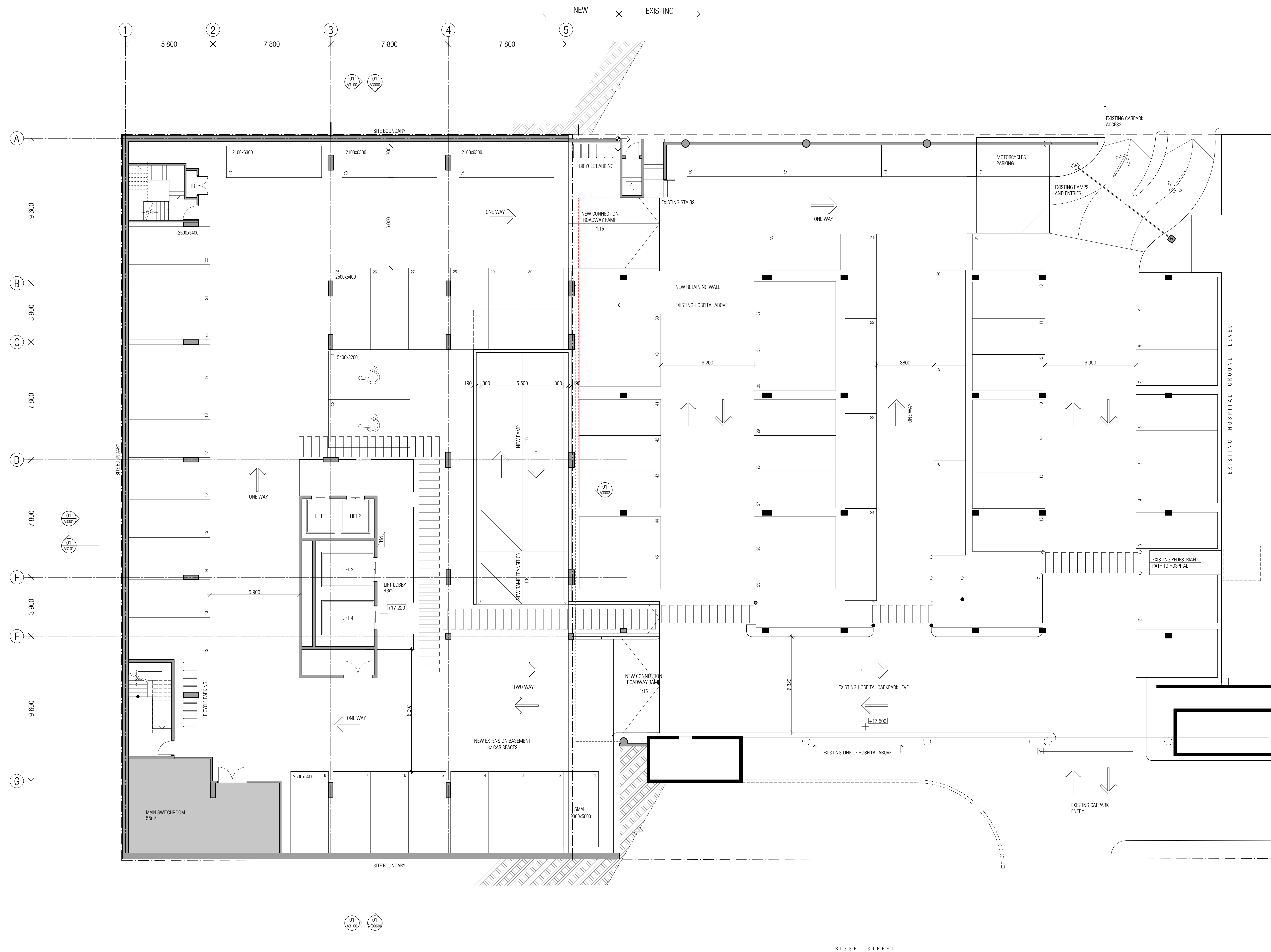
- LEGEND
- NEW PARTITIONS
 - EXISTING PARTITIONS
 - EXTENT OF DEMOLITION
 - EXISTING AREA



EXISTING HOSPITAL
LEVEL 02

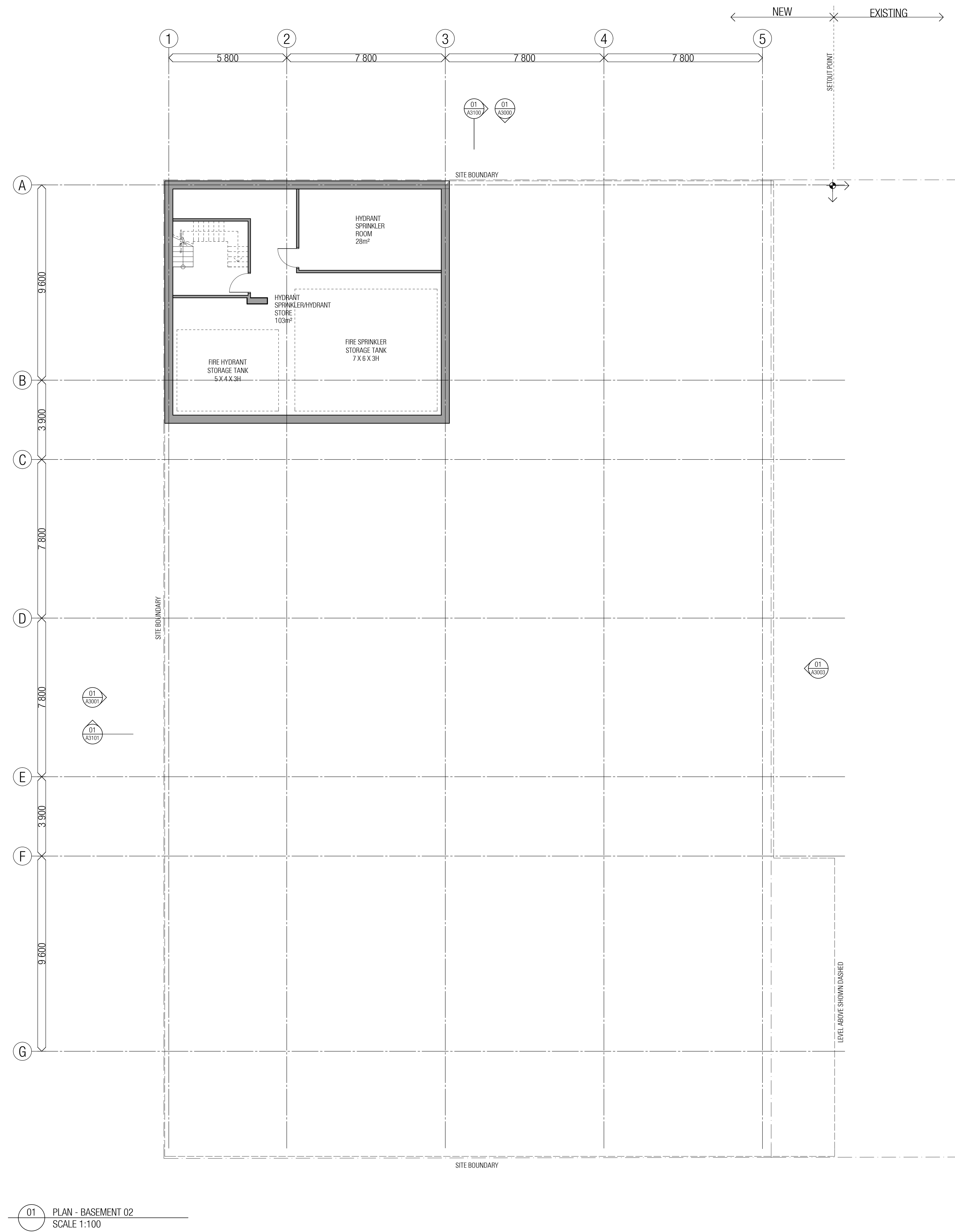
NOTE: ALL EXISTING BUILDING INFORMATION IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. ALL DIMENSIONS AND AREAS ETC. ARE TO BE CONFIRMED ON SITE.

PRELIMINARY



- LEGEND
- NEW PARTITIONS
 - EXISTING PARTITIONS
 - EXTENT OF DEMOLITION
 - EXISTING AREA
- ZONES
- BEDROOMS
 - SUPPORT
 - STAFF
 - PLANT
 - PATIENT / TREATMENT
 - AMENITIES
 - TERRACE
 - CIRCULATION
- NOTE: EXISTING CONDITIONS TO BE UPDATED

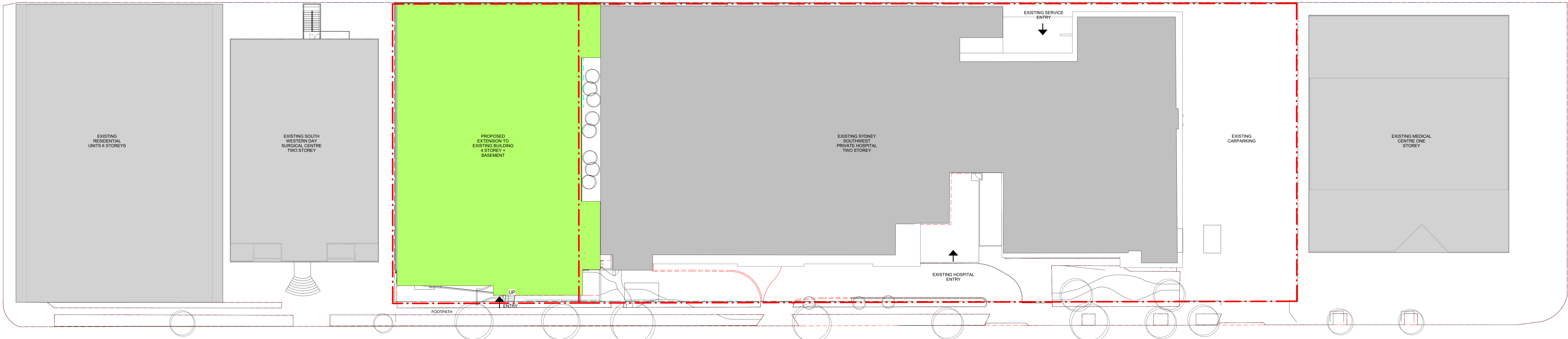
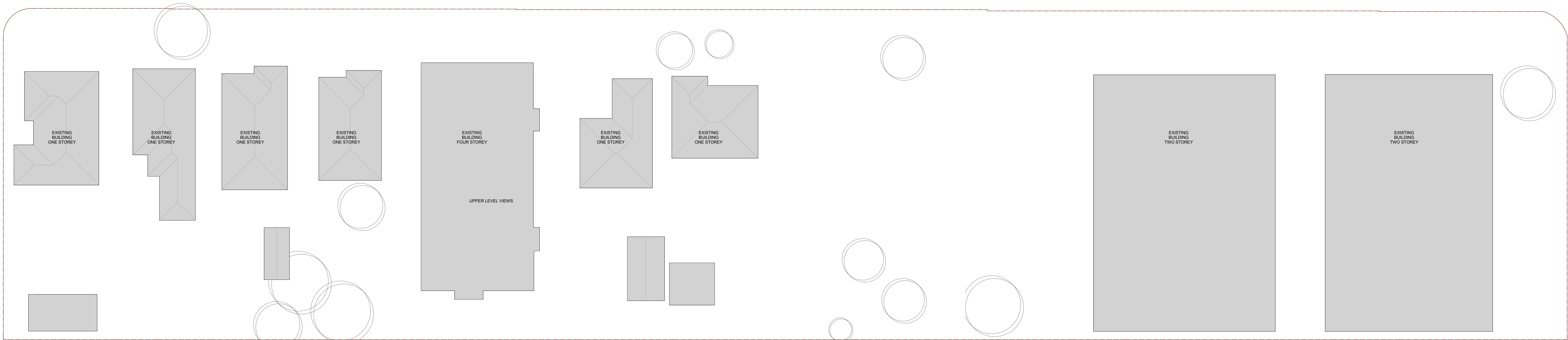
PRELIMINARY



PRELIMINARY

APPENDIX B

S75W MODIFICATION SCHEME



ISSUE	REVISION	DRN	CHK	DATE
A	PRELIMINARY WEEK 11	150111		150111
B	PRELIMINARY WEEK 12	150112		150112
C	PRELIMINARY WEEK 14	150203		150203

CONSULTANTS:

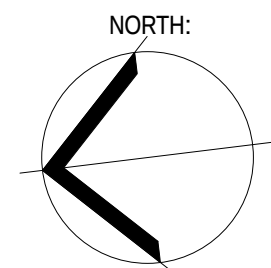


SKAR
ARCHITECTS
150111
150112
150203

REASON FOR ISSUE
TOWN PLANNING

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PROJECT No.:
15_011



PROJECT:
Sydney Southwest Private Hospital
PROJECT ADDRESS:
40 Bigge St, Liverpool NSW
CLIENT:
Healthscope

DRAWING TITLE:
SITE LOCATION PLAN

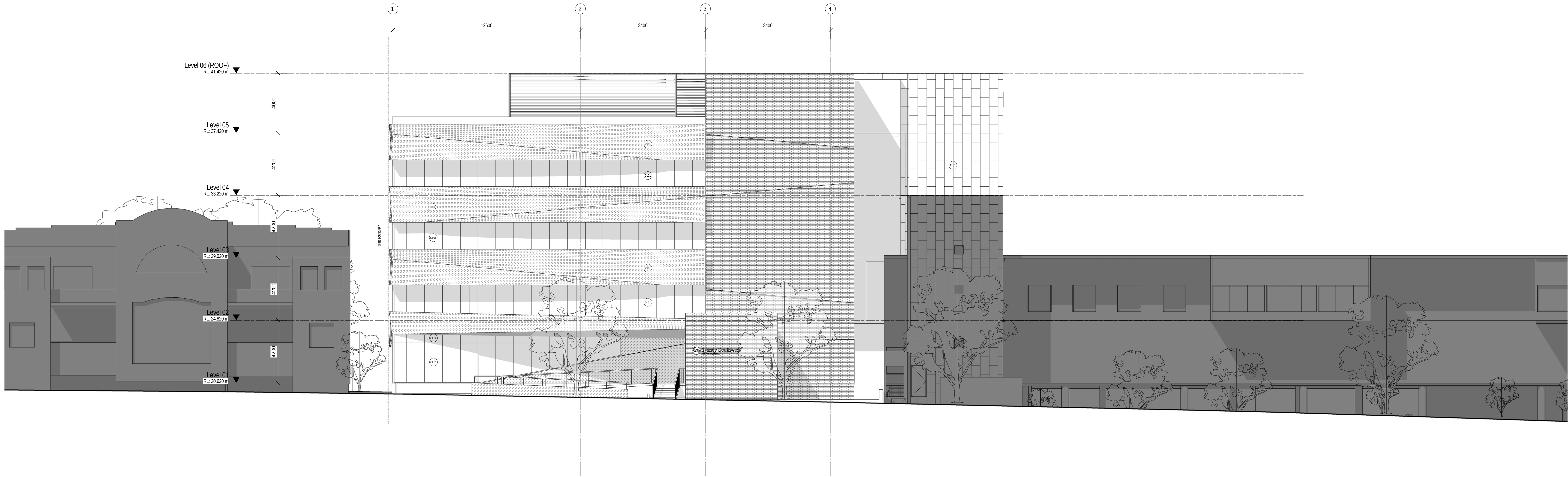
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DRAWING No.:
A1000

PROJECT DATE:
JANUARY 2016

REVISION:
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LEGEND

- GL01 CLEAR GREY GLASS WINDOW
- GL02 OPAQUE GLASS PANEL
- AL01 VITRACORE ZINC
- PS01 PERFORATED ALUMINUM SCREEN
- PC01 PRECAST CONCRETE
- LV01 ACOUSTIC LOUVER SCREEN
- BR01 FACE BRICKWORK

ISSUE	REVISION	DRN	CHK	DATE
A	PRELIMINARY WEEK 11			150111
B	PRELIMINARY WEEK 12			150119
C	PRELIMINARY WEEK 13			150125
D	PRELIMINARY WEEK 14			150201

CONSULTANTS:



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ARCHITECTS
150111
150119
150125
150201

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15_011

PROJECT:
Sydney Southwest Private Hospital

PROJECT ADDRESS:
40 Bigge St, Liverpool NSW

CLIENT:
Healthscope

DRAWING TITLE:
WEST ELEVATION

SCALE:
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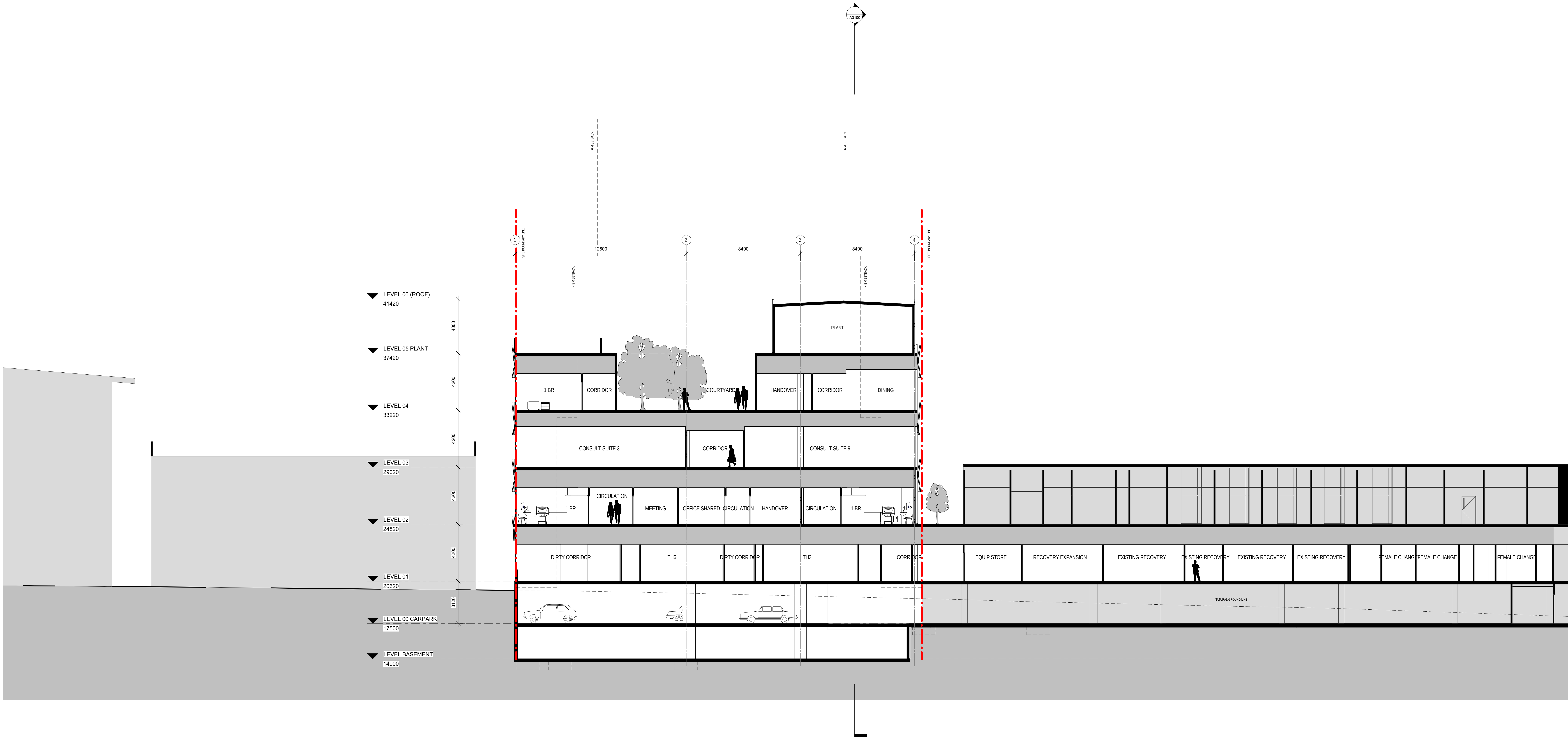
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PROJECT DATE:
JANUARY 2016

REVISION:

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ISSUE	REVISION	DRN	CHK	APP	DATE
A	PRELIMINARY WEEK 11				150111
B	PRELIMINARY WEEK 12				150119
C	PRELIMINARY WEEK 13				150125
D	PRELIMINARY WEEK 13 AMENDMENT				150128
E	PRELIMINARY WEEK 14				150201
F	PRELIMINARY WEEK 14 AMEND				150202
G	PRELIMINARY WEEK 15				150202

CONSULTANTS:



SKAR
ARCHITECTS
150111
150119
150125
150128
150201
150202

REASON FOR ISSUE
APPROVAL IN PRINCIPLE

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PROJECT No.:
15_011

PROJECT:
Sydney Southwest Private Hospital

PROJECT ADDRESS:
40 Bigge St, Liverpool NSW

CLIENT:
Healthscope

DRAWING TITLE:
SECTION 03

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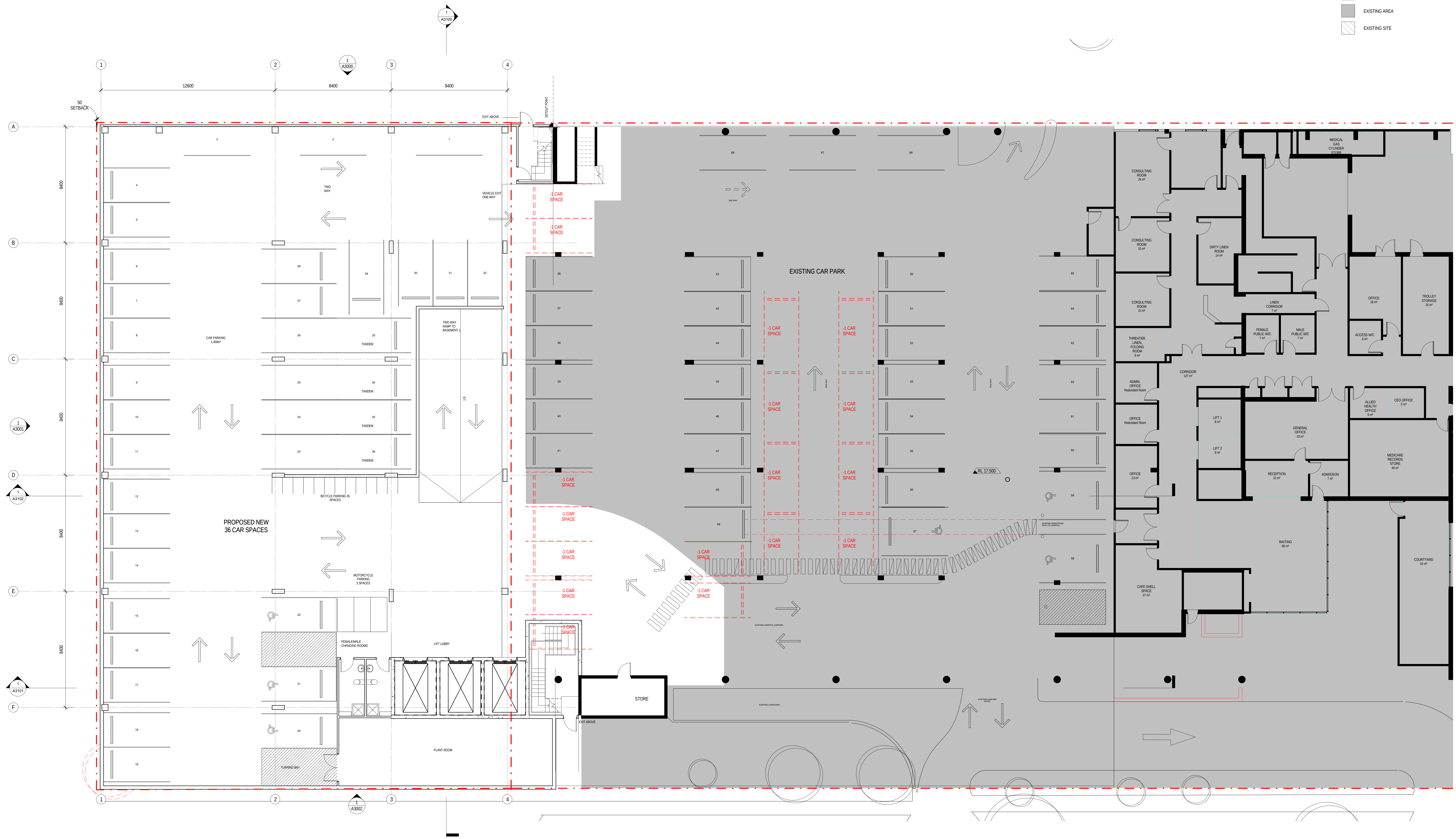
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PROJECT DATE:
JANUARY 2016

REVISION:

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ISSUE	REVISION	DRN	CHK	APP	DATE
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B	PRELIMINARY WEEK 12				150119
C	PRELIMINARY WEEK 13				150125
D	PRELIMINARY WEEK 13 AMENDMENT				150228
E	PRELIMINARY WEEK 14				150201
F	PRELIMINARY WEEK 15				150223

CONSULTANTS:

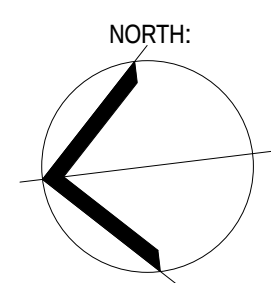


SKAR
ARCHITECTS
150111
150119
150125
150228
150201
150223

REASON FOR ISSUE
TOWN PLANNING

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15_011



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Sydney Southwest Private Hospital
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40 Bigge St, Liverpool NSW
CLIENT:
Healthscope

DRAWING TITLE:
LEVEL 00

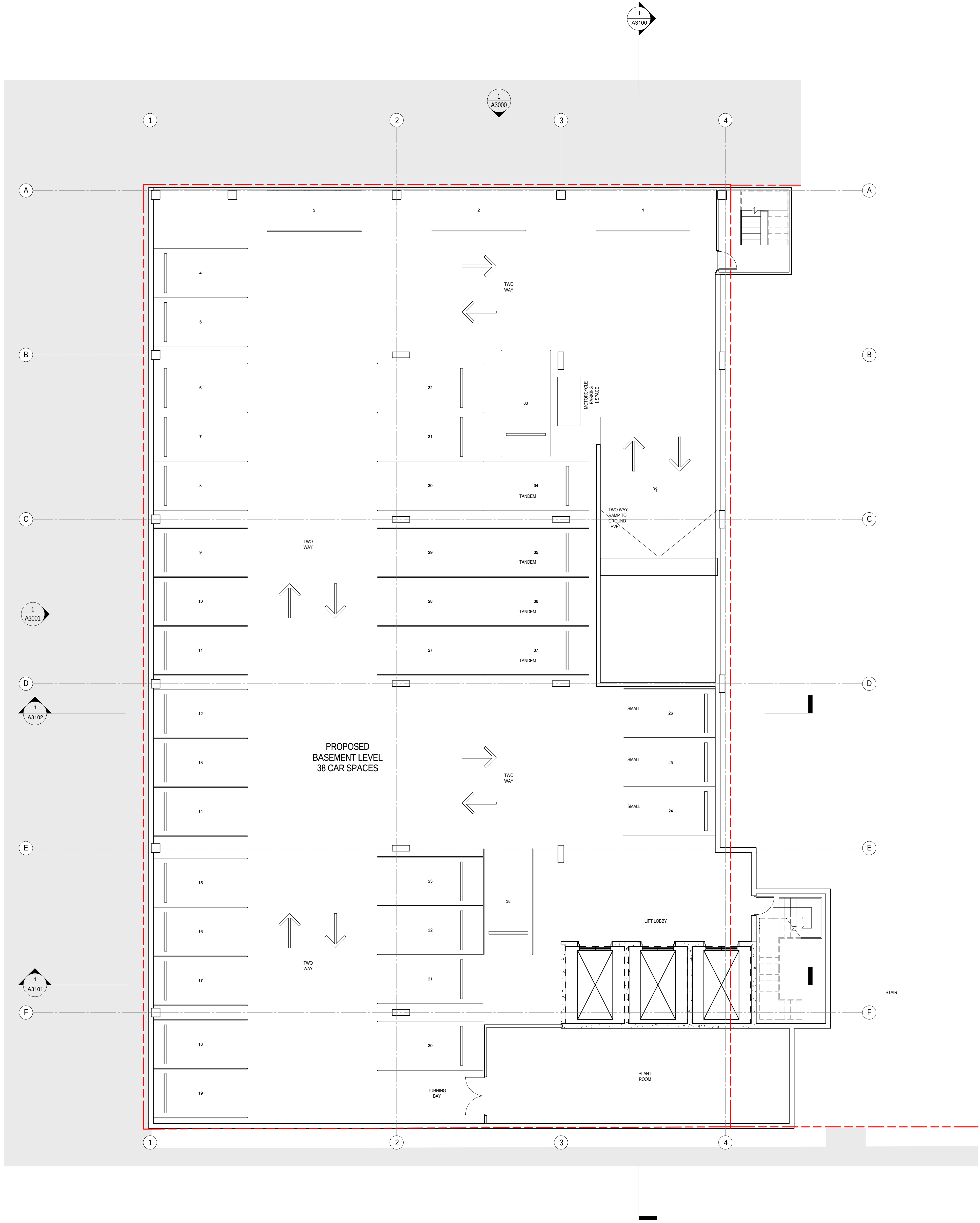
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PROJECT DATE:
JANUARY 2016

DRAWING No.:
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REVISION:
F

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ISSUE	REVISION	DRN	CHK	DATE
A	PRELIMINARY WEEK 15			2015/11

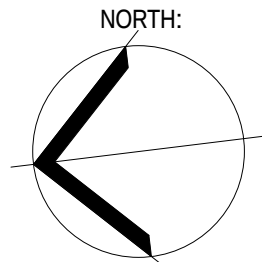
CONSULTANTS:



REASON FOR ISSUE
APPROVAL IN PRINCIPLE

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PROJECT:
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PROJECT ADDRESS:
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CLIENT:
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DRAWING TITLE:
LEVEL BASEMENT

SCALE:
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DRAWING No.:
A2200

PROJECT DATE:
JANUARY 2016

REVISION:
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