

## Liverpool Hospital Redevelopment Stage 2.1



## Preferred Project Report

November 2008

Prepared By LFA (Pacific) Pty Ltd,  
Capital Insight Pty Ltd  
and Bovis Lend Lease

For Department of Planning

On behalf of NSW Health

CAPITAL INSIGHT



Liverpool Hospital Redevelopment Stage 2.1 (MP08\_0036)

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on behalf of

NSWHEALTH

Prepared by

LFA

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| Otto Cserhalmi & Partners Pty Ltd Architects | Heritage Report                     |
| Capital Insight Pty Ltd                      | Staging                             |

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## 1.0 Introduction

This document is a Preferred Project Report prepared on behalf of NSW Health as part of the Concept Plan Application for the Liverpool Hospital Redevelopment Stage 2.1 (MP08\_0036) under Part 3A of the Environmental Planning and Assessment Act 1979.

The information contained within this Preferred Project Report is in response to the a request for further clarification of issues raised by Department of Planning and to submissions lodged during the public exhibition phase by Liverpool City Council, Ministry of Transport and Sydney Water. This Preferred Project Report together with the Project Application and Environmental Assessment and associated appendices A-N lodged with the Department of Planning in July 2008 form the complete application for this project.

The responses set out in this report address the issues raised during the public exhibition phase. Accordingly NSW Health looks forward to the Minister's favourable consideration of the Project Application and this supporting Preferred Project Report.

2.0 Schedule of Issues and Responses

Department of Planning

The Department of Planning’s correspondence is included in Appendix A.

| Issue            |  | Response   |  |                               |
|------------------|--|--|--|-------------------------------|
| Gross Floor Area | Please confirm the GFA of the existing CSB Building and the total GFA of the new building works.   | GFA (m²)   |  |                               |
|                  |  | New Building   |  | Refurbished Existing Building |
|                  |  | New Clinical Services Building   |  | 57,611                        |
|                  |  | Existing Clinical Services Building  |  | 1,485                         |
|                  |  | Total  |  | 23,578                        |
| Staging          | Concerns have been raised regarding the numbering of the staging program (ie. Stage 2.1A, 2.2A, 2.2B etc). As a result, it is requested that a revised staging plan is provided to simplify the numbering system for the staging of development on the site, in order to reduce confusion for the public (ie. Stage 2, 3, 4, etc). Target dates for each of the stages should also be updated. | A revised staging plan (refer fig. 2.01) has been prepared addressing all of the components identified in the approved Concept Plan. The commencement dates for the first 11 stages have been defined. The target dates for Phase 2 of the project are indicative. It is anticipated that the staging plan will be subject to revision and form part of subsequent Project Applications. |  |                               |

Legend

| Stage |  | Date*      | Milestone |
|-------|--|------------|-----------|
| 1     | New Clinical Services Building (CSB)               | June 2008  | 2.1 A     |
| 2     | External Works, Landscaping & Roads                | June 2008  | 2.1 F     |
| 3     | Road and Pedestrian Bridges                        | Jan 2009   | 2.1 G     |
| 4     | Northern Road works to Lachlan Street              | Feb 2009   | N/A       |
| 5     | Engineering Services Building                      | Mar 2009   | 2.1 E     |
| 6     | New Multistorey Carpark Works                      | April 2009 | N/A       |
| 7     | Northern Road Works Lachlan Street to Hume Highway | Oct 2009   | N/A       |
| 8     | New Cancer and Path Pathology Building             | Dec 2009   | 2.1 C     |
| 9     | Extension and Refurbishment of Existing CSB        | Feb 2010   | 2.1 B     |
| 10    | Refurbishment of Existing Cancer Building          | May 2011   | 2.1 D     |
| 11    | Child Care Centre                                  | 2011       | N/A       |
| 12    | Womens Health                                      | 2012       | + 2.2 A   |
| 13    | Pathology  | 2012       | + 2.2 B   |
| 14    | Road Works and infrastructure                      | 2012       | + 2.2 C   |
| 15    | Aged Care and Mental Health                        | 2012       | + 2.2 D   |
| 16    | Extension to Brian Injury Unit ( BIU)              | 2012       | + 2.2 E   |
| 17    | New Research Building                              | 2009       | + N/A     |
| 18    | On Grade Carpark Works                             | 2010       | N/A       |
| 19    | Medi-Hotel Accommodation Building                  | 2010       | ^ N/A     |
| 20    | College Street / Moore Street Upgrade              | 2012       | ^ N/A     |
| 21    | Community Health Centre                            | 2015       | ^ N/A     |

\* Date denotes proposed commencement date for stage  
+ Phase 2 project not yet approved. Indicative commencement date only  
^ Not yet approved, indicative commencement date only

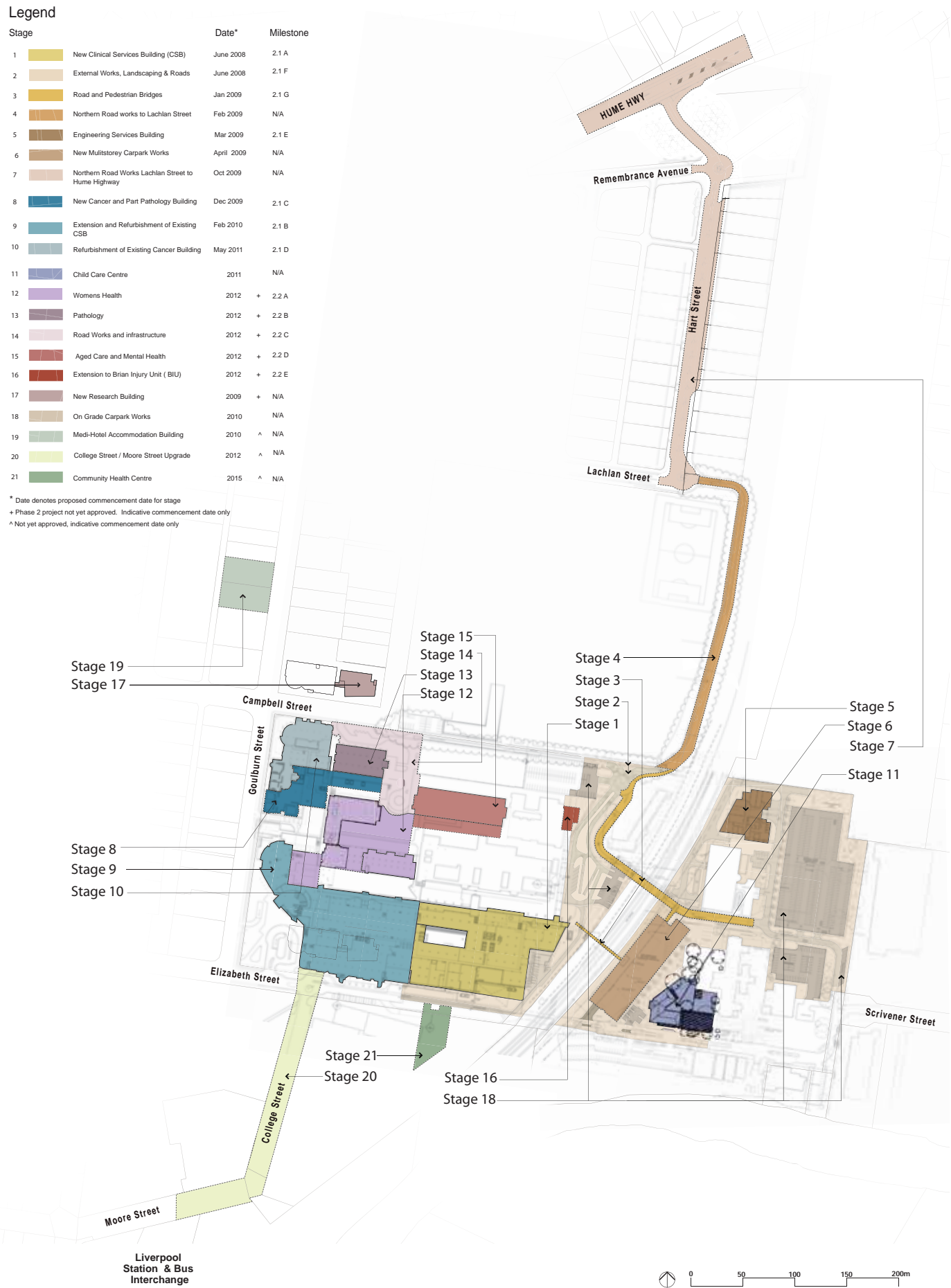


Fig 2.01 - Staging Plan



Ministry of Transport

The Ministry of Transport’s correspondence dated 9 October 2008 is included in Appendix B.

| Issue  | Response  |
|--|---|
| <p><b>Public Transport</b></p> <p><i>While the Ministry has no fundamental objection to the matter proceeding, it is considered that the environmental assessment has not addressed the implications of the proposal for public transport when both the refurbished and new buildings are operational.</i></p> | <p>The need for a significant redevelopment of Liverpool Hospital to meet the needs of the expanding regional population was recognised in the initial Masterplanning work on the Hospital Precinct carried out by Sydney South West Area Health Service. In April 2006 the Minister for Planning determined that Liverpool Hospital redevelopment was a project to which Part 3A of the Environmental Planning and Assessment Act 1979 applied and in December 2006 the Minister declared the project to be a critical infrastructure project.</p> <p>In February 2007 the Concept Plan and the Preferred Project Report, which followed a public exhibition of the project, were approved by the Minister.</p> <p>The scale of the total project has meant that Project Applications for components of the overall Concept Plan have been separately prepared. Such components however fit within the overall framework set out in the Concept Plan report and in the supporting appendices.</p> <p>In the Concept Plan report detailed consideration was addressed to alternative forms of transport and to a traffic management access plan. To facilitate an appreciation of the relevant studies that were undertaken extracts from the approved Concept Plan and Environment Assessment are set out in Appendix C including:</p> <ul style="list-style-type: none"><li>• Alternate forms of transport</li><li>• Traffic Management Access Plan</li><li>• Scale of Investigations</li><li>• Implications for Public Transport Services.</li></ul> <p>It is clearly evident that public transport considerations were carefully assessed as part of the Concept Plan investigations and it is within that framework that the Project Application for the Clinical Services Building Complex has been prepared.</p> <p>It is also noted that the approved Concept Plan includes the following commitments:</p> <p><b>Traffic, Transport and Access</b></p> <ul style="list-style-type: none"><li>• <i>Promote alternate forms of transport including increased use of rail, bus, transitway services as well as car pooling and promoting cycling.</i></li></ul> <p><b>Urban form and Design</b></p> <ul style="list-style-type: none"><li>• <i>Improve the pedestrian, vehicular connectivity of the hospital and its environs together with improved links to the transport interchange including an upgrade to pedestrian links along College Street and Moore Street to maximise safety and security for staff and patients and visitors.</i></li></ul> |

| Issue   | Response   |
|---|--|
| <p><b>On Site Car Parking</b></p> <p><i>As the Department is aware, the Ministry is keen to reduce the provision of onsite parking as an effective measure to encourage greater mode shift to public transport, together with increased walking and cycling. The proposal should demonstrate adherence to a minimalist approach to car parking and should accordingly review the consistency of the proposed basement car park for the new building with this approach. It is suggested that the proponent prepare a workplace travel plan as part of this environmental assessment which will assist in determining an appropriate parking provision for the subject site.</i></p> | <p>In the Concept Plan investigations a detailed assessment of car parking requirements was undertaken. The consultation process with relevant agencies clearly identified that there was a substantial shortfall of car parking spaces within the existing Hospital Campus. Accordingly there was a need to address the existing shortfall of car parking spaces as well as provide sufficient capacity to reflect the significant expansion of Hospital services and facilities.</p> <p>The approved Concept Plan identified the need for a substantial increase from 1,500 to 2,400 car parking spaces. The specific proposals set out in the approved Concept Plan include:</p> <ul style="list-style-type: none"><li>• A basement car park under the core medical zone on the West Campus.</li><li>• A new multi-level car park on the East Campus.</li><li>• A number of small at grade car parking areas related to short stay and service vehicles only.</li><li>• Future expansion of the multi-level car park</li></ul> <p>As noted in the response to Public Transport issues there are particular considerations that need to be taken into account with travel mode objectives associated with the Hospital which are generally not common with other work places.</p> <p>The proposed basement car park under the new Clinical Services Building is consistent with the Concept Plan proposals approved by the Minister.</p> <p>Detailed proposals dealing with the distribution of staff and visitor car parking within the overall site will be addressed in a subsequent Project Application for Infrastructure and Ancillary Hospital Works.</p> |

Sydney Water

Sydney Water’s correspondence dated 20 October 2008 is included in Appendix D.

| Issue  | Response   |
|--|--|
| <p><i>Sydney Water supports the proposal for the Liverpool Hospital Redevelopment - Stage 2 Works. However, Sydney Water objects to the expansion of the childcare centre as part of the Concurrent Works project as indicated~in section 1.2 of the Stage 2 Works proposal. The childcare centre is located on the eastern campus of the Liverpool Hospital within the 400m buffer zone of the Liverpool Sewage Treatment Plant. The expansion of the childcare centre will increase the number of people exposed to odour and is not a compatible land use under Sydney Water’s current Buffer Zone Policy and the Department of Planning’s Circular E3.</i></p> | <p>Sydney Water’s support for the Stage 2.1 works associated with the redevelopment of Liverpool Hospital is noted.</p> <p>The Clinical Services Building Project Application falls outside Sydney Water’s reference to the 400m buffer zone associated with the Liverpool Sewage Treatment Plant. The expansion of the Child Care Centre does not form part of the Clinical Services Building Project Application and the issues raised by Sydney Water will be addressed as part of the Infrastructure and Ancillary Hospital Works Project Application.</p> |



Fig 2.02 - Liverpool Hospital/Liverpool Treatment Plant 400m Buffer Zone



| Issue   | Response   |
|---|--|
| <b>Stormwater, Trade Waste and Sydney Water Servicing</b> | <p>Consultation with Sydney Water has taken place and a Section 73 Application submitted. Sydney Water has responded to the application with a Section 73 Notice of Requirements (see Appendix E).</p> <p>Consultation protocols on stormwater issues are addressed in the following commitments set out in the approved Concept Plan and which apply to the Project Application:</p> <ul style="list-style-type: none"><li><i>The proponent will comply with the requirements of the relevant public authorities in regard to the connection to, relocation and/or adjustment of services affected by the construction of the proposed development will be met.</i></li><li><i>The diversion of the existing services will be carried out in consultation with the relevant authorities and Council and in accordance with necessary requirements.</i></li></ul> <p>The developer charges that have been sought by Sydney Water under the Section 73 Certificate Application are in excess of \$5m. The application of such significant charges to a public health facility are strongly contested by Health Infrastructure based on precedents that have been set in the past by the Minister for Planning (refer Appendix F). The Minister determined that water and sewage development charges were not payable by the NSW Department of Health in relation to the Manning Base Hospital Emergency Unit at Taree. The Minister however noted that direct water connection charges of some \$21,000 had been paid.</p> <p>With the Liverpool Hospital redevelopment project Health Infrastructure is similarly prepared to meet the direct water connection charge but not the excessive developer charges that have been identified by Sydney Water against a development that the Minister declared to be a Critical Infrastructure Project in September 2006.</p> <p>Accordingly Health Infrastructure seeks the Minister's determination that the developer charges that Sydney Water have sought to apply to the project under the Section 73 Certificate process are not payable.</p> |

Liverpool City Council

Liverpool City Council’s correspondence dated is included in Appendix G.

| Issue  | Response   |
|--|--|
| <p><b>Access and Traffic</b></p> <p><i>With regard to the northern access road to be constructed, at construction, vehicles and traffic is to enter and leave the site via the new access road from this when completed. Until such time vehicles are to enter and leave the site in accordance with the Management Plan Figure 5:14 as stipulated in the EA.</i></p> <p><i>Due to the number of schools located in the immediate area of the hospital council is concerned with the amount of traffic during school peak times. It is therefore requested that construction traffic not use the following roads between 8:30am and 9:30am and between 2:30pm and 3:30pm on school days, due to school and pedestrian traffic:</i></p> <ul style="list-style-type: none"><li><i>Forbes St between Campbell street and Lachlan Street,</i></li><li><i>Campbell Street between George Street and Bigge street, and</i></li><li><i>Bigge Street between Campbell Street and Elizabeth Street.</i></li><li></li></ul> <p><i>The EA and supporting documentation does not identify an area for car carparking for workers during the construction stage of the development. Due to the lack of on-street car parking in the immediate and surrounding area, it is suggested that an area be set aside to cater for construction workers vehicles.</i></p> | <p>Bovis Lend Lease has developed ‘Traffic, Parking Management and Vehicle Movement Plan’ as part of ‘Environmental Health and Safety Plan’ submitted in the project application.</p> <p>The vehicle movement plan stipulates vehicle delivery routes and procedures for movement in the vicinity of the site – as illustrated by the attached LHR Delivery Map.</p> <p>Restricting movement in Forbes Street between the hours of 8:30 and 9:30 and between 2:30 and 3:30 would impose significant constraint on the construction process with potential to compromise construction programme and budget.</p> <p>Bovis Lend Lease have consulted with the schools and implemented traffic management measures, including traffic controllers, to minimize the impact of construction traffic.</p> <p>Bulk excavation on the site has been carried out in the past three months and material removed using traffic routes indicated on the LHR Delivery Plan. No incidents or complaints were received in this period.</p> <p>Bovis Lend Lease are not proposing to provide carparking for construction workers. The site is well serviced by public transport; two train stations are in close proximity and regular bus routes service the area. BLL are encouraging subcontractors to use public transport and/or arrange for minibus transport to the site.</p> <p>Limited carparking will be provided on site for service vehicles.</p> |

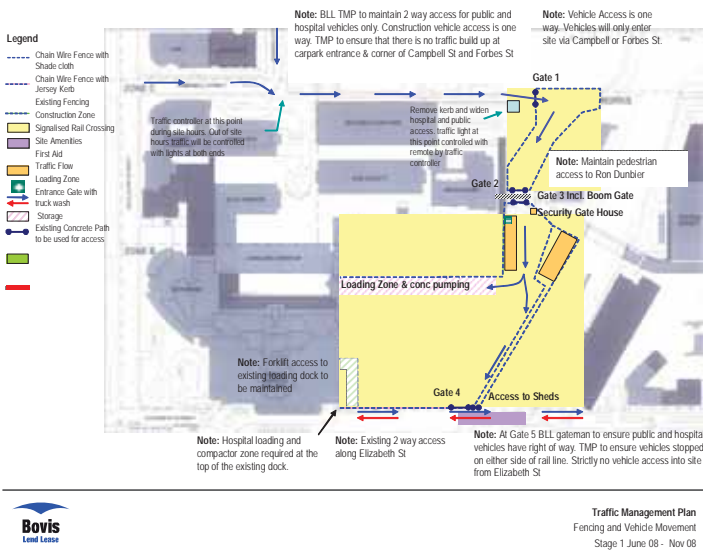
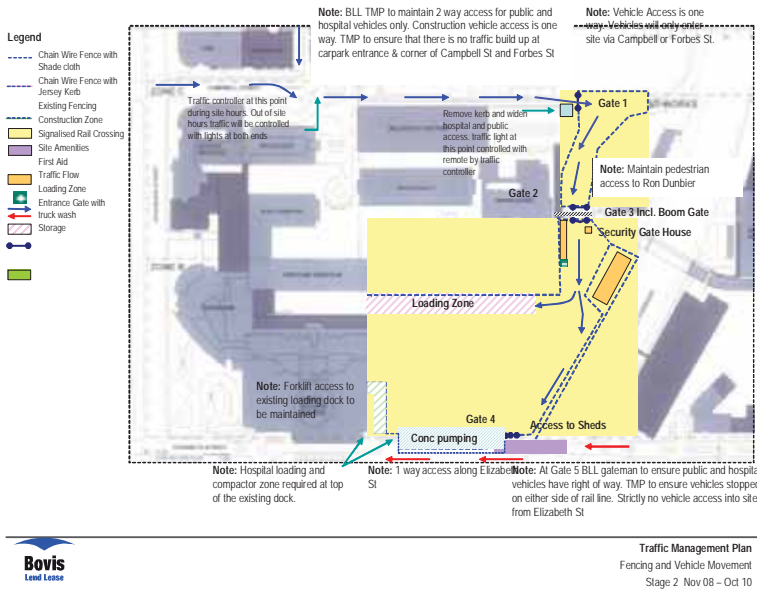


Fig 2.03 - Construction Traffic Management



| Issue  | Response   |
|--|--|
| <p><b>Flooding</b></p> <p><i>The proposed development is affected by the Probable Maximum Flood (PMF) and the design flood level in this case is the PMF level, which is 10.9m AHD. Liverpool Council's Policy does not allow critical services such as hospitals and the like to be located within the flood prone area.</i></p> <p><i>Notwithstanding the above, the following shall be incorporated into the design and construction of the hospital:</i></p> <ul style="list-style-type: none"> <li><i>All habitable areas are above the PMF level,</i></li> <li><i>All structures to have flood compatible building components below the PMF level,</i></li> <li><i>All structures can withstand the forces of floodwater, debris and buoyancy forces up to and including a PMF,</i></li> <li><i>All equipments including mechanical and electrical services are to be installed above the PMF level, and</i></li> <li><i>The evacuation plan is required to be prepared and maintained considering all evacuation needs for this critical service to an area of refuge above the PMF level.</i></li> </ul> | <p>In the Project Application it is noted that a limited area has been set aside in the basement of the new Clinical Services Building for bio-med engineering and administration functions. Access controls including bunding have been designed to ensure that all access points to the basement within the Clinical Services Building are set above the 10.9m AHD level associated with a PMF event.</p> <p>The basement structures have been designed to be flood compatible and to address the forces of flood water, debris and buoyancy up to and including a PMF event. (Refer Liverpool Hospital Redevelopment Stage 2.1 - Appendix L - Structural Design Brief, July 2008).</p> <p>Given the basement level (RL 7.9m) it will not be possible to install all electrical and mechanical services above the PMF level since this would effectively mean that the basement car parking, administration and bio-med engineering functions could not be sustained. It is noted that the basement floor level is set to match the existing basement car park level under the existing Clinical Services Building.</p> <p>The Hospital has made a commitment to ensure that before occupation of the Clinical Services complex occurs that a revised Operational Management Plan will be prepared (see Fig. 5.13 in Liverpool Hospital Redevelopment Stage 2.1 Project Application and Environmental Assessment , July 2008).</p> |
| <p><b>Waste</b></p> <p><i>All waste generated throughout the construction phase shall be disposed to a facility to receive such waste. The Hazardous Materials Report identifies that some of the existing buildings contain hazardous materials such as lead, asbestos and the like. It is recommended that the demolition and removal of these materials be in accordance with Work Cover requirements and relevant Australian Standards.</i></p>  | <p>The procedures associated with the disposal of waste generated throughout the construction phase is fully addressed in Environment Health and Safety Plan Report (Appendix I - Liverpool Hospital Redevelopment Stage 2.1 Project Application and Environmental Assessment , July 2008)</p> <p>Section 17 'Environmental and Other Occupational Health and Safety Specific Management Plans' and Section 18 'Environmental and Other Specific Occupational Health and Safety Management Plans' specifically address the procedures that will be put in place including WorkCover requirements and the relevant Australian Standards.</p>  |



10 October 2008

NSW GOVERNMENT  
Department of Planning

Contact: Michelle Cramsie  
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Our ref: MP 08\_0036  
File: S08/00293

Ms Leone McIntee  
Director  
Urban Planning Outcomes  
PO Box 787  
MATRAVILLE NSW 2037

Dear Ms McIntee,

**MP 08\_0036 Liverpool Hospital Stage 2 Building Works**

The public exhibition of the Environmental Assessment (EA) concluded on 3 September 2008. Please find enclosed copies of the submissions received from Liverpool City Council and the Ministry of Transport.

The following issues have been identified by the Department of Planning:

**Gross Floor Area**

Please confirm the GFA of the existing CSB Building and the total GFA of the new building works.

**Staging Plan**

Concerns have been raised regarding the numbering of the staging program (ie. Stage 2.1A, 2.2A, 2.2B etc). As a result, it is requested that a revised staging plan is provided to simplify the numbering system for the staging of development on the site, in order to reduce confusion for the public (ie. Stage 2, 3, 4, etc). Target dates for each of the stages should also be updated.

You are also advised that to date, no public submissions have been received by the Department.

Should you wish to discuss this letter or issues raised in submissions, please contact Michelle Cramsie on 9228 6534 or by email at [michelle.cramsie@planning.nsw.gov.au](mailto:michelle.cramsie@planning.nsw.gov.au).

Yours sincerely

Michael File  
Director, Strategic Assessments





MINISTRY OF TRANSPORT

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09 OCT 2008

Mr Michael File  
Director  
Strategic Assessments  
NSW Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Michelle Cramsie

Dear Mr File,

**MAJOR PROJECT – LIVERPOOL HOSPITAL REDEVELOPMENT –  
STAGE 2 BUILDING WORKS (MP08\_0036)**

I refer to your letter to the Ministry of Transport dated 29 August 2008 seeking comments on the public exhibition of the Liverpool Hospital redevelopment (Stage 2). The Ministry appreciates this opportunity to provide input to the environmental assessment of this application.

The Ministry has reviewed the documentation submitted by LFA (Pacific) Pty Ltd (July 2008). While the Ministry has no fundamental objection to the matter proceeding, it is considered that the environmental assessment has not addressed the implications of the proposal for public transport when both the refurbished and new buildings are operational.

As the Department is aware, the Ministry is keen to reduce the provision of on-site parking as an effective measure to encourage greater mode shift to public transport, together with increased walking and cycling. The proposal should demonstrate adherence to a minimalist approach to car parking and should accordingly review the consistency of the proposed basement car park for the new building with this approach. It is suggested that the proponent prepare a workplace travel plan as part of this environmental assessment which will assist in determining an appropriate parking provision for the subject site.

The Department is requested to consider and address the above issues in any terms of approval and/or statement of commitments that may be negotiated.

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If you would like to discuss this further, please contact Jose Sevilla Jr on 9268 2833 or email [jose.sevilla@transport.nsw.gov.au](mailto:jose.sevilla@transport.nsw.gov.au).

Yours sincerely,

  
Matthew James  
A/Director, Transport Planning  
9/10/08

DG08/04175

Alternate Forms of Transport

Measures to promote the use of public transport, pedestrian and bicycle links are set out below.

The hospital has and will continue to have particular considerations in relation to this issue. There are considerations in relation to:

- Significant early morning starts and night finishes for staff as well as night/weekend shifts
- The public transport system is reliant on further development particularly into the new south-western sector release areas
- The existing satisfactory mode share for patients and visitors
- The already existing convenient access to rail and bus services.

The measures proposed to maintain and improve public transport usage and mode share will include:

- The development, implementation and maintaining of a meaningful ‘Transport Plan’ for the hospital
- The encouragement of increased ‘car pooling’
- The improved access and amenity of the nearby railway stations
- The improved access and amenity of the bus services.

It is noted that the envisaged substantial residential apartment development within Liverpool CBD will act to increase the ‘walk’ mode share. The site already has links to the pedestrian and bicycle networks. These linkages will be enhanced with the proposed new road link to the Hume Highway where the traffic signal controlled intersection will provide crossing facilities for pedestrians and cyclists. The proposed bridge over the railway corridor will facilitate pedestrian linkage and pedestrian circulation will be a particular feature of the development concept along with the provision of facilities for cyclists.

The proposed bridge links over Campbell Street and Elizabeth Street extension will enhance across campus connectivity. The potential also exists to upgrade the pedestrian link to the public transport interchange along College Street.

Traffic Management Access Plan

The existing Liverpool Hospital is a significant generator of vehicle movements and the estimated traffic generation during the morning and afternoon ‘on-street’ peak periods is as follows:

| AM       | PM       |
|----------|----------|
| 800 vtph | 750 vtph |

vtph = vehicle trips per hour

Staff represent the majority of these movements and the projection is that staff will increase by some 60% as a result of the hospital redevelopment. Some elements of the road system serving Liverpool CBD already operate at levels approaching capacity during the peak periods and there are also proposals to significantly increase other development in the CBD which will increase traffic generation in the centre. Importantly there are no proposals nor immediate opportunities to increase the existing road system’s capacity.

Maintaining the existing mode share for travel by private motor vehicles with the hospital redevelopment will result in a total traffic generation increase of some 72.5% (ie staff, patients, VMO and visitors) a total of 1,380 vtph (AM peak) and 1,237 vtph (PM peak). Such an outcome would be undesirable particularly if the existing site access provisions are retained with the development. Liverpool has good access to both rail and bus services while it is apparent that public parking availability at Liverpool Hospital is limited for patients and visitors. It is also apparent that day/outpatient and visitor movements do not occur to any great extent during the on-street peak traffic periods.

A contemporary TMAP approach to this issue is to establish a ‘travel mode’ goal and to devise the means to encourage/enforce the identified travel mode outcome.

The existing mode split for use of public transport by patients and visitors at Liverpool Hospital is quite satisfactory with ‘car driver’ being 58% for patients and 50% for visitors. A desirable objective of the TMAP would be to achieve a minimum 10% reduction in the mode split of staff for ‘car driver’ which is currently 80%.

The hospital presents some particular considerations in regard to travel mode objectives which are not generally common with other ‘work places’, namely:

- There are a significant proportion of ‘early morning’ starts and night finishes, as well as night/ weekend and split shifts for staff (ie issues of safety and service frequency)
- The public transport infrastructure is yet to be developed into the new south-west sector release areas
- The significant increase in residential apartments in Liverpool CBD will bring about an increase in hospital workers living nearby and walking to work.

The mode split goal of the TMAP for Liverpool Hospital is as follows:

| Mode                            | Staff | Patients | Visitors |
|---------------------------------|-------|----------|----------|
| Car driver                      | 68%   | 55%      | 50%      |
| Car passenger (inc SD/PU, taxi) | 10%   | 20%      | 18%      |
| Train                           | 12%   | 10%      | 20%      |
| Bus                             | 5%    | 10%      | 10%      |
| Walk                            | 5%    | 5%       | 2%       |
| Total                           | 100%  | 100%     | 100%     |

Scale of Investigation

The proposed Liverpool Hospital redevelopment is classified as a ‘medium site’ under the TMAP guidelines indicating a Type 4 assessment (ie not requiring transport network modelling).

Measures which can be enacted to encourage the mode share goal outcome would include:

- Improved access/amenity to the nearby railway stations:
  - Generous footways and pedestrian crossings
  - Good lighting/surveillance
  - Shelter where possible.
- Improved access/amenity to the bus services
  - Good shelters
  - Good lighting/surveillance
  - Increased frequency/capacity services.
- Implementation of a meaningful ‘Transport Plan’
- Encouraging car pooling (potentially with financial incentives).
- Improved provision for pedestrian and cyclist access with bicycle storage facilities.

It is noted that the ongoing increase in development of residential apartments within the CBD will increase the ‘walk’ mode while the potential for a subsidised shuttle bus service to the railway stations is also a possibility.

It is also noted that recommendations of Council’s Parking Study included:

- Extension of period parking restrictions on the CBD road system
- Introduction pay parking (meter or ticket) on the CBD road system.

The study did not specify the extension of these provisions to the streets in the immediate vicinity of the hospital apart from the introduction of 4 hour parking to preclude commuter parking particularly in the north-east sector (Warwick Farm precinct).

However, the introduction of such restrictions will act to reduce the available on-street parking for ‘all day’ commuters and increase the availability of parking for short stay (eg hospital visitors and day/outpatients).

Implications for Public Transport Services

The existing peak arrival and departure patterns of staff, patients and visitors in terms of ‘concurrent movements in 1 hour’ are as follows:

|                           |     |     |       |
|---------------------------|-----|-----|-------|
| Morning (8.00am - 9.00am) |     |     |       |
|                           | IN  | OUT | TOTAL |
| Staff                     | 552 | 168 | 900   |
| Patients/Visitors         | 131 | 17  | 138   |

|                             |     |     |       |
|-----------------------------|-----|-----|-------|
| Afternoon (4.30pm - 5.30pm) |     |     |       |
|                             | IN  | OUT | TOTAL |
| Staff                       | 225 | 450 | 844   |
| Patients/Visitors           | 10  | 120 | 130   |

With the current mode split to train and bus this would translate to the following existing peak passenger numbers:

|                 |       |                   |
|-----------------|-------|-------------------|
| Morning Arrival |       |                   |
|                 | Staff | Patients/Visitors |
| Train           | 47    | 24                |
| Bus             | 15    | 10                |

|                   |       |                   |
|-------------------|-------|-------------------|
| Afternoon Arrival |       |                   |
|                   | Staff | Patients/Visitors |
| Train             | 40    | 22                |
| Bus               | 13    | 9                 |

The projected changed demands consequential to the hospital redevelopment and the TMAP mode split goals are as follows:

|  |          |         |
|--|----------|---------|
| Concurrent 1 hour movements - Morning Arrivals |          |         |
|  | Train    | Bus     |
| Staff  | 113 (47) | 48 (15) |
| Visitors/Patients                              | 41 (24)  | 17 (10) |

|   |         |         |
|---|---------|---------|
| Concurrent 1 hour movements - Afternoon Departure |         |         |
|   | Train   | Bus     |
| Staff   | 96 (40) | 43 (13) |
| Visitors/Patients                                 | 38 (22) | 16 (9)  |

|                 |       |                   |
|-----------------|-------|-------------------|
| Morning Arrival |       |                   |
|                 | Staff | Patients/Visitors |
| Train           | 66    | 17                |
| Bus             | 33    | 7                 |

|                   |       |                   |
|-------------------|-------|-------------------|
| Afternoon Arrival |       |                   |
|                   | Staff | Patients/Visitors |
| Train             | 56    | 16                |
| Bus               | 29    | 7                 |

It is apparent that the existing and proposed bus and rail services will be quite adequate to accommodate these increased demands particularly as the arrival and departure of hospital workers is ‘counter’ to the bulk of commuter movements for train services at Liverpool (ie out in morning and return in evening).

New Link Road

A key aspect of the Concept Plan proposals is the establishment of a new north link road and new connection with the Hume Highway adjacent to Warwick Farm Station.

Consultations have been undertaken with the RTA and Council in relation to the new access road proposals and feedback has been positive.

Potential Environmental Impacts

The environmental impacts associated with the traffic, transport and access proposals are:

- Increased traffic on Hart and Lachlan Streets impacting on the amenity of residents.
- Increased traffic on the periphery of the existing High School leading to potential safety, noise and air quality issues.
- The removal of existing trees and loss of open space at Berryman Reserve associated with the new link to the Hume Highway.
- Loss of open space in Hart Park.

Mitigation Measures

- Rationalisation of existing car parking arrangements to Hart Street and landscape upgrading including tree planting to a new road medium.
- Implementing appropriate fencing treatments to delineate boundaries and ensure safety.
- Providing new pedestrian/cycle link adjacent to the road to improve the safety and amenity for pedestrians.
- The design of Berryman Reserve minimises the loss of trees.
- The new north link road will cater for additional hospital traffic generation and with the management of internal circulation some existing transport traffic will use the new link road this alleviating congestion.
- The proposed design of the new access road has had regard for the residential frontage along Hart Street and will largely be separately to the Hart Street property access road.





20 October 2008

Michael File  
Director, Strategic Assessments  
Department of Planning  
PO Box 39  
SYDNEY NSW 2001

Attention: Michelle Cramsie

Dear Mr File,

**Re: Liverpool Hospital Redevelopment – Stage 2 Works (MP 08\_0036)**

I refer to the Liverpool Hospital Redevelopment – Stage 2 Works (MP 08\_0036) of Goulburn Street, Liverpool. Sydney Water has reviewed the proposal and provides the following comments for the Department's consideration.

Sydney Water supports the proposal for the Liverpool Hospital Redevelopment – Stage 2 Works. However, Sydney Water objects to the expansion of the childcare centre as part of the Concurrent Works project as indicated in section 1.2 of the Stage 2 Works proposal. The childcare centre is located on the eastern campus of the Liverpool Hospital within the 400m buffer zone of the Liverpool Sewage Treatment Plant. The expansion of the childcare centre will increase the number of people exposed to odour and is not a compatible land use under Sydney Water's current Buffer Zone Policy and the Department of Planning's Circular E3.

**Stormwater**

The proposal indicates that the existing in ground stormwater drainage system connecting to Sydney Water's stormwater system will be diverted in consultation with Liverpool Council. Sydney Water requests to be included in the consultation process for this diversion as it may result in substantial catchment modifications, amendments or new physical connections being proposed.

**Trade Waste**

All customers discharging trade waste into Sydney Water's wastewater systems must have written permission from Sydney Water. The trade waste requirements help Sydney Water discharge or reuse wastewater while protecting the environment and meeting regulatory requirements.

Sydney Water will either issue the customer a trade waste permit or enter into a trade waste agreement. A trade waste permit must be obtained before any discharge can be made to the sewer system. The permit is also needed for site remediation purposes. Applications for a trade waste permit can be made to Sydney Water at the Section 73 Certificate application stage. For further information refer to the Sydney Water's website [www.sydneywater.com.au](http://www.sydneywater.com.au).

**Sydney Water Servicing**

The wastewater system passing through the Liverpool Hospital grounds on the western side of the main southern railway has insufficient capacity for the proposed development. An alternate connection point further downstream of the current point of connection is required.

Sydney Water will further assess the impact of future development when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess whether amplification and/or changes are applicable. Sydney Water requests the Department continue to instruct developers to obtain a Section 73 Certificate from Sydney Water.

The developer must fund any adjustments needed to Sydney Water infrastructure as a result any development. The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at [www.sydneywater.com.au](http://www.sydneywater.com.au).

**Future Consultation**

If you have any queries or require further information, please contact Luke Kennington of the Urban Growth Branch on 02 9350 6066 or e-mail [luke.kennington@sydneywater.com.au](mailto:luke.kennington@sydneywater.com.au)

Yours sincerely

**Sharon Davies**  
Manager, Urban Growth Strategy and Procurement



Sydney Water Corporation ABN 49 776 225 038  
115 - 123 Bathurst Street Sydney NSW 2000 Australia PO Box 53 Sydney South NSW 1235 Australia  
Tel 13 20 92 Fax (02) 9350 4466 DX 14 Sydney [www.sydneywater.com.au](http://www.sydneywater.com.au)



2 October 2008

Case Number: 112972

Health Administration Corporation  
c/- Australian Water Project Management Pty Ltd

**NOTICE OF REQUIREMENTS  
for  
SECTION 73 SUBDIVIDER/DEVELOPER COMPLIANCE CERTIFICATE  
(Sydney Water Act 1994, Part 6, Division 9)**

|                                 |  |
|---------------------------------|--|
| <b>Developer:</b>               | <b>Health Administration Corporation</b>   |
| <b>Your reference:</b>          | <b>S0080023</b>  |
| <b>Development:</b>             | <b>Lots 1-3 DP 827031, Lots 1-3 DP 596770, Lot 101 DP 793557, Lot 2 DP 805696, Lot 1 SP 863491, Lot 1 DP 581947, Lot A DP 432628, Lots A &amp; B DP 404723, Lot 1 DP 724026 &amp; Lots 2-13 DP 758620: Liverpool Hospital Elizabeth St Liverpool</b> |
| <b>Development Description:</b> | <b>Refurbishment &amp; expansion of existing buildings. New buildings including a central energy building, child care &amp; multi deck carpark</b>   |
| <b>Council Consent No:</b>      | <b>MP 06_0116 by Department of Planning of 2 February 2007</b>   |
| <b>Your application date:</b>   | <b>27 August 2008</b>  |

Dear Applicant

Sydney Water has assessed your application for a Section 73 Compliance Certificate (the Certificate) for the development shown above. Before your Water Servicing Coordinator (Coordinator) can issue the Certificate to you, you must meet all the requirements set out in the following document called *What You Must Do To Get A Section 73 Certificate*.

**You have until 2 October 2009 to meet those requirements and receive the Certificate. If you have not received the Certificate by then you will have to reapply (and pay another application fee) and Sydney Water will issue you with a new notice.** We may have extra requirements and charges may change in that notice.

The Coordinator will be your point of contact with Sydney Water. They can answer most questions you might have on our developer process and developer charges.

You can also find out about this process by visiting [www.sydneywater.com.au](http://www.sydneywater.com.au) ➤ Building Developing and Plumbing ➤ Developing Your Land.

## What You Must Do To Get A Section 73 Certificate

### Summary

**This is a summary of Sydney Water's requirements. The detailed list begins on the next page.**

You must do all of the following things:

1. Pay a total of \$5,032,122 in charges.

Please note:

- You have to pay these charges directly to Sydney Water and you must have an invoice. Your Coordinator can arrange the invoice;
- **Payment is by bank cheque only** and you can pay at a Sydney Water Customer Service Centre or by post with your invoice; and
- You must tell your Coordinator when you have made that payment.

2. Have your building plans approved and stamped because what you are building may be over or near our pipes and we need to check. Your Coordinator can tell you more about this and help with the approval.

### Other things you need to do:

At the end of this Notice are some other things that you need to do. They are NOT a requirement to be met before the Certificate can issue but may well be a requirement of Sydney Water in the future because of the impact of your development on our assets. You must read them before you go any further.

## DETAILED REQUIREMENTS

### 1. Developer Charges

| Development Servicing Plan (DSP)   | Basis of Calculation  | Charge (\$) for Applicable period (2/10/08-30/06/09) | Charge (\$) for Applicable period (01/07/09-2/10/09) |
|--|---|--|--|
| Liverpool Water DSP Area   | <b>Flow</b><br>576kl @ \$835 per ET = \$465,301 based on Flow rates in paragraph below    | \$465,301  | \$TBA  |
| Liverpool Sewer DSP Area   | <b>Flow</b><br>432kl @ \$4927 per ET = \$4,566,821 based on Flow rates in paragraph below | \$4,566,821  | \$TBA  |
| Reticulation Recovery  | See Note below  | \$Nil<br>See Note below                              | \$TBA<br>See Note below                              |
| <b>DEVELOPER CHARGES TOTAL:</b><br>[OFFICE USE – Invoice Charges total – Developer \$5,032,122 and Upsizing \$Nil] |   | <b>\$5,032,122</b>                                   | <b>\$TBA</b>   |

#### NOTES:

- If payment is made after 1 July 2009, then the charges in column 3 will first need to be adjusted by the CPI figure. This will be done when you get the invoice from your Coordinator and you will need to pay the adjusted amount. (The CPI figure is based on the weighted average of the capital cities CPI for the 12 months to the end of the previous March.)
- Sydney Water advise that Developer Charges are currently being reviewed and new Developer Charges are due to be implemented on 1 July 2009. As a result of the review, some of the charges quoted above may decrease, others may increase and new charges may be introduced. For the latest information on this review you can visit our website [www.sydneywater.com.au](http://www.sydneywater.com.au) > Building and Developing > Developing Your Land. The new developer charges will be applied after they are registered with IPART.  
After 1 July 2009:
  - If the Water/Sewer DSP Area charges have **decreased** you will only have to pay the new lower rate. The lower charges will be applied automatically when you make the payment; or
  - If the Water/Sewer DSP Area charges have **increased and/or new charges have been introduced** then Sydney Water will charge you at the old rate plus CPI increase. After expiry of this notice Sydney Water has to apply the higher and/or new charges.

#### Payment of charges:

- You must pay your DSP charge before you will be given permission to connect your development to Sydney Water's water/sewer systems.**

- You have to pay these charges directly to Sydney Water and you must have an invoice. Your Coordinator can arrange the invoice. **Payment is by bank cheque only and you can pay at a Sydney Water Customer Service Centre or by post with your invoice.** You must tell your Coordinator when you have made that payment.

#### Also:

- DSP charges** are a contribution towards the cost of systems (e.g. pipelines and treatment plants) which will serve your development. Sydney Water has no power to change these costs because they are decided by IPART. If you want more information visit the IPART website [www.IPART.nsw.gov.au](http://www.IPART.nsw.gov.au). If there is a dispute, the cost of arbitration will be shared equally by you and Sydney Water (see *IPART Act 1992, Section 31*).
- The DSP charges in the table are based on your development needing an average day water demand of 576kl.  
If the development generates a greater demand, you may have to pay more in charges. If you are going to sell the development, you have to explain the situation to prospective buyers as part of the requirements of Vendor Disclosure.
- Reticulation Recovery Charges** recover part of the cost of works that have been paid for by Sydney Water or other developers and that benefit your development. This charge is calculated before your points of connection have been determined. If your completed designs show that your development will be connected to other main/s, the Reticulation Recovery charge may be changed and/or you may need to construct other works.

### 2. Stamping and Approval of Your Building Plans

You must have your building plans stamped and approved **before the Certificate can be issued. In any case, building construction work MUST NOT commence until Sydney Water has granted approval.** Approval is needed because construction/building works may affect Sydney Water's assets (e.g. water and sewer mains).

Your Coordinator can tell you about the approval process including:

- Your provision, if required, of a "Services Protection Report" (also known as a "pegout). This is needed to check whether the building and engineering plans show accurately where Sydney Water's assets are located in relation to your proposed building work. Your Coordinator will then either approve the plans or make requirements to protect those assets before approving the plans;
- Possible requirements;
- Costs; and
- Timeframes.

You can also find information about this process (including technical specifications) if you either:

- visit [www.sydneywater.com.au](http://www.sydneywater.com.au) > Building Developing and Plumbing > Building and Renovating. Here you can find Sydney Water's *Guidelines for Building Over/Adjacent to Sydney Water Assets*; or
- call 13 20 92.

#### Notes:

- **The Certificate will not be issued until the plans have been approved and, if required, Sydney Water's assets are altered or deviated;**
- **You can only remove, deviate or replace any of Sydney Water's pipes using temporary pipework if you have written approval from Sydney Water's Development Operations Branch;**
- **You must obtain our written approval before you do any work on Sydney Water's systems. Sydney Water will take action to have work stopped on the site if you do not have that approval. We will apply Section 44 of the *Sydney Water Act 1994*; and**
- **To obtain these approvals, you must engage your current or another authorised Coordinator to make another application for approval (and pay an application fee) and manage the design and construction of the works.** Coordinators will give you a quote or information about costs for services/works, including Sydney Water costs.

For a list of authorised Coordinators, either visit [www.sydneywater.com.au](http://www.sydneywater.com.au) ➤ Building Developing and Plumbing ➤ Developing Your Land or call 13 20 92.

You will need to sign a Major Works Agreement before you can construct the works. Sydney Water will need to see the completed designs for the work before construction and we will require you to lodge a security. The security will be refunded once the work is completed.

#### OTHER THINGS YOU NEED TO DO:

Shown below are other things you need to do that are NOT a requirement for the Certificate. They may well be a requirement of Sydney Water in the future because of the impact of your development on our assets. You must read them before you go any further.

##### (1) Water and sewer information

###### (a) Water:

Your development must have a frontage to a water main that is the right size and can be used for connection.

Sydney Water has assessed your application and found that:

- The existing 150mm CICL water main in Goulburn St will serve the western part of the development. Your development must have its own connection to that water main and a water service and meter.
- The existing private service line connecting to the 150mm CICL water main in Scrivener St will serve the eastern part of the development.

#### Large water service connection

A water main is available to provide your development with a domestic supply. The size of your development means that you will need a connection larger than the standard domestic 20 mm size.

To get approval for your connection, you will need to lodge an application with a Quick Check Agent or at a Sydney Water Customer Centre. You, or your hydraulic consultant, may need to supply the following:

- A plan of the hydraulic layout;
- A list of all the fixtures/fittings within the property;
- A copy of the fireflow pressure inquiry issued by Sydney Water;
- A pump application form (if a pump is required);
- All pump details (if a pump is required).

You will have to pay an application fee.

Sydney Water does not consider whether a water main is adequate for fire fighting purposes for your development. We cannot guarantee that this water supply will meet your Council's fire fighting requirements. The Council and your hydraulic consultant can help.

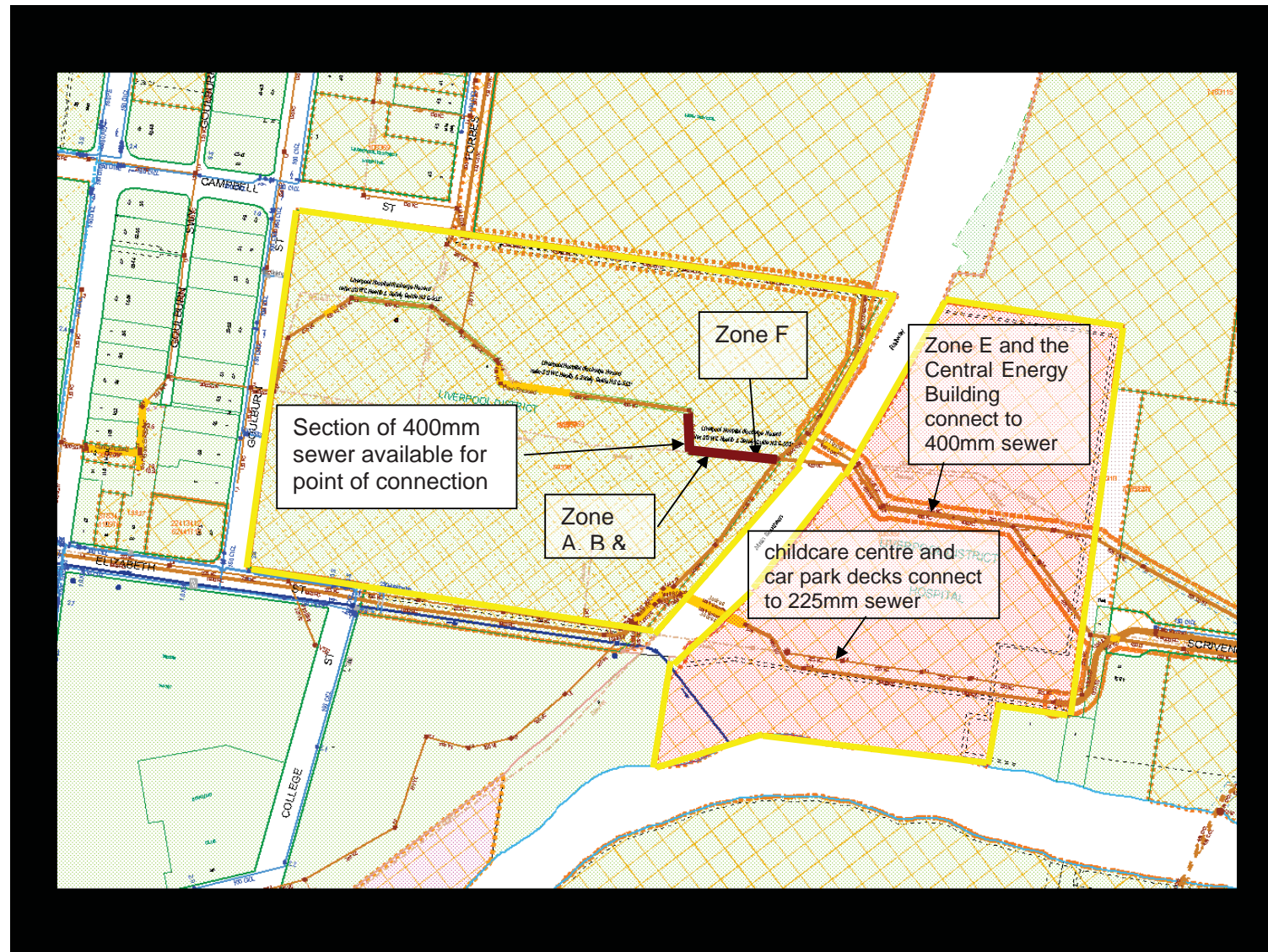
###### (b) Sewer:

Your development must have a sewer main that is the right size and can be used for connection. That sewer must also have a connection point within your development's boundaries.

Sydney Water has assessed your application and found that the 400mm sewer which passes through the site on the western side of the railway has insufficient capacity for the development. Connection points are required further downstream. These points are detailed below and in the diagram following.

- The existing 400mm VC sewer main west of the railway will serve Zones A, B, C & F
- The existing 225mm VC sewer main east of the railway, and south of the childcare centre and parking station will serve these buildings.
- The existing 400mm VC sewer main east of the railway and south of Zone E & the central energy buildings will serve Zone E & the central energy buildings.





## (2) Trade waste and backflow prevention

As a result of this development, the owner of the property must apply for a variation to the existing permission to discharge trade wastewater to the sewerage system **before business activities commence**. For further information please visit the Sydney Water website at, <http://www.sydneywater.com.au/OurSystemsAndOperations/Tradewaste/> or contact a Trade Waste Customer Service Representative on (02) 9551 4620.

Prospective Purchasers should be made aware of the above situation under the requirements of vendor disclosure.

In accordance with Sydney Water's Backflow Prevention Policy, you may be required to install a backflow prevention containment device immediately downstream of each water meter service the property. The device must be installed as a condition of continued use of the water supply. Failure to install and maintain the device may result in disconnection of the water service. A copy of Sydney Water's Backflow Prevention Policy is available on the Sydney Water Website at, <http://www.sydneywater.com.au/BuildingDevelopingandPlumbing/BackflowPrevention>

## (3) Soffit requirements

Please be aware that floor levels must meet Sydney Water's soffit requirements for property connection and drainage.

## (4) Other fees and requirements

The requirements in this Notice relate to your Certificate application only. Sydney Water may be involved with other aspects of your development and there may be other fees or requirements. These include:

- plumbing and drainage inspection costs;
- the installation of backflow prevention devices;
- trade waste requirements;
- large water connections; and
- council fire fighting requirements. (It will help you to know what the fire fighting requirements are for your development as soon as possible. Your hydraulic consultant can help you here.)

END OF NOTICE





NEW SOUTH WALES

The Hon Frank Sartor MP

*Minister for Planning**Minister for Redfern Waterloo**Minister for the Arts*

Mr David Gates  
Director, Assets and Contract Services  
NSW Department of Health  
Locked Mail Bag 961  
NORTH SYDNEY NSW 2059

- 2 JAN 2008

Dear Mr Gates,

I refer to your letter of 8 August 2007 requesting that I determine whether MidCoast Water should impose water and sewerage developer charges on your development at Manning Base Hospital Emergency Unit Taree, pursuant to section 306(4) of the *Water Management Act 2000* (WM Act).

Consequently, a negotiation meeting between representatives from MidCoast Water and the NSW Department of Health was chaired by the Department. However, no agreement for an acceptable resolution was reached.

I have considered the position of each party, in addition to the WM Act and associated Developer Charges Guidelines for Water Supply, Sewerage and Stormwater (the Guidelines) and have today determined that in this instance developer charges are not payable by the NSW Department of Health in relation to this development, noting that direct water connection charges of \$21,313 have been paid and noting the nature of the proposal.

In accordance with section 306(5) of the WM Act my determination is final on this matter.

Should you have any further enquiries about this matter, I have arranged for Ms Izlem Boylu, A/Director Urban Assessments, of the Department Planning, to assist you. She can be contacted on telephone number 9228 6150.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Frank Sartor'.

Frank Sartor

Level 34 Governor Macquarie Tower, 1 Farrer Place, Sydney NSW 2000 Tel: (02) 9228 4700  
Fax: (02) 9228 4711 Email: [office@sartor.minister.nsw.gov.au](mailto:office@sartor.minister.nsw.gov.au)



Our Ref: TRIM 2008/1239  
 Your Ref: MP 08\_0036  
 Contact: Anthony Pizzolato  
 (02) 9821 9246  
 a.pizzolato@liverpool.nsw.gov.au  
 Date: 7 October 2008

Department of Planning  
 Strategic Assessments  
 PO Box 39  
 SYDNEY NSW 2001

Att: Michael File – Director, Strategic Assessment

Dear Mr File,

#### Liverpool Hospital Redevelopment – Stage 2 Building Works

I refer to the application lodged with the Department of Planning for the Liverpool Hospital redevelopment. Thank you for inviting Council to comment on the above mentioned application.

Liverpool City Council embraces the Liverpool Hospital redevelopment into a state of the art facility. Whilst this creates employment opportunities for Liverpool and the surrounding areas; it also reinforces Liverpool's position as a regional city.

In relation to the Environment Assessment (EA) of the abovementioned development, the following concerns are noted for the consideration by the Department:

#### Access / Traffic

With regard to the northern access road to be constructed, all construction vehicles and traffic is to enter and leave the site via the new access road from this when completed. Until such time, vehicles are to enter and leave the site in accordance with the Traffic Management Plan Figure 5:14 as stipulated in the EA.

Due to the number of schools located in the immediate area of the hospital, Council is concerned with the amount of traffic during school peak times. It is therefore requested that construction traffic not use the following roads between 8:30am and 9:30am and between 2:30pm and 3:30pm on school days, due to school and pedestrian traffic

- Forbes St between Campbell Street and Lachlan Street,
- Campbell Street between George Street and Bigge Street, and
- Bigge Street between Campbell Street and Elizabeth Street

The EA and supporting documentation does not identify an area for car parking for workers during the construction stage of the development. Due the lack of on-street car parking in the immediate and surrounding area, it is suggested that an area be set aside to cater for construction workers vehicles.

Administration Centre 1 Hoxton Park Road, Liverpool NSW 2170, DX 5030 Liverpool  
 Customer Service Centre Liverpool City Library, 170 George Street, Liverpool NSW 2170  
 All correspondence to The General Manager, Locked Bag 7064 Liverpool BC NSW 1871 Call Centre 1300 36 2170  
 Fax 9821 9333 Email lcc@liverpool.nsw.gov.au Web www.liverpool.nsw.gov.au TTY 9821 8800 ABN 84 181 182 471

#### Flooding

The proposed development is affected by the Probable Maximum Flood (PMF) and the design flood level in this case is the PMF level, which is 10.9m AHD. Liverpool Council's Policy does not allow critical services such as hospitals and the like to be located within the flood prone area.

Notwithstanding the above, the following shall be incorporated into the design and construction of the hospital:

- All habitable areas are above the PMF level,
- All structures to have flood compatible building components below the PMF level,
- All structures can withstand the forces of floodwater, debris and buoyancy forces up to and including a PMF,
- All equipments including mechanical and electrical services are to be installed above the PMF level, and
- The evacuation plan is required to be prepared and maintained considering all evacuation needs for this critical service to an area of refuge above the PMF level.

#### Waste

All waste generated throughout the construction phase shall be disposed to a facility to receive such waste. The Hazardous Materials Report identifies that some of the existing buildings contain hazardous materials such as lead, asbestos and the like. It is recommended that the demolition and removal of these materials be in accordance with Work Cover requirements and relevant Australian Standards.

In conclusion, provided the issues noted in this letter are addressed, Council does not have any objection to the proposed development. Should you have any further enquiries, please do not hesitate to contact me on 9821 9246.

Yours faithfully

Anthony Pizzolato  
 TEAM LEADER – MAJOR DEVELOPMENT  
 STATUTORY PLANNING

a.pizzolato@liverpool.nsw.gov.au