



NSW GOVERNMENT
Department of Planning

***MAJOR PROJECT ASSESSEMENT:
Liverpool Hospital
Infrastructure & Ancillary Hospital Works
Major Project Application MP 08_0062***

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

March 2009



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1 EXECUTIVE SUMMARY

This is a report on a project application for infrastructure and ancillary hospital works at Liverpool Hospital, pursuant to Part 3A of the Environmental Planning and Assessment Act 1979 ("the Act").

Health Infrastructure (the Proponent) is seeking approval for infrastructure and ancillary hospital works on the Liverpool Hospital site, generally consistent with the approved Concept Plan. The proposal comprises the construction of the following works:

- Multi storey car park containing 800 spaces;
- At grade car parks providing 691 spaces;
- Pedestrian bridge of the rail corridor;
- Vehicular bridge over the rail corridor;
- Extensions to the existing child care centre;
- Engineering services building;
- Internal road works and landscaping;
- External road works comprising the new Northern Link Road, modifications to Hart Street and new Hume Highway intersection;

On 29 September 2006, the previous Minister for Planning declared the Liverpool Hospital redevelopment a Critical Infrastructure project pursuant to Section 75C of the Environmental Planning and Assessment Act, 1979.

On 2 February 2007, the previous Minister for Planning approved a Concept Plan for the redevelopment of the Liverpool Hospital site, including new hospital buildings and associated infrastructure works.

On 18 December 2008, the Minister for Planning approved project application MP 08_0036 for a new Clinical Services Complex and associated works at Liverpool Hospital.

The estimated Capital Investment Value (CIV) of the proposed development is approximately \$48 million.

The project was placed on public exhibition for a period of 31 days from 19 November 2008 until 19 December 2008. The Department received a total of 7 letters from public agencies. No public submissions were received.

Key Issues

Key Issues raised by the public agencies relate to:

- Planning agreements between the proponent and public agencies for rail bridges and external road works;
- Numbers of car parking spaces provided;
- Impacts of construction traffic and noise on nearby schools;
- Intersection design;
- Construction waste management, especially asbestos disposal;
- Flooding impacts on the Child Care Centre and Engineering Services Building;
- Proximity of the Child Care Centre to the Liverpool Sewerage Treatment Plant.

Preferred Project Report

On 13 February 2009, the applicant amended the application via the Preferred Project Report to address issues raised by the Department and submissions. The report provided:

- Updates on planning agreements with government agencies;
- Further information on car parking provision and traffic management ;
- Responses to issues raised by agencies.

Assessment

The Department has assessed the merits of the proposal and is satisfied that the impacts of the proposed development have been addressed via the proponent's Preferred Project Report, the Statement of Commitments and the Department's recommended conditions. Furthermore the proposal adequately addresses the Director General's requirements for the project. On these grounds, the Department is satisfied that the site is suitable for the proposed development and that the project will provide environmental, social and economic benefits to the region. All statutory requirements have been met.

2 BACKGROUND

2.1 Introduction

The Liverpool Hospital site is located at Goulburn Street, Liverpool and is known as Lot 2 DP 596770. It is located within the Liverpool City Local Government Area (LGA), and is wholly owned by the Sydney South West Area Health Service.

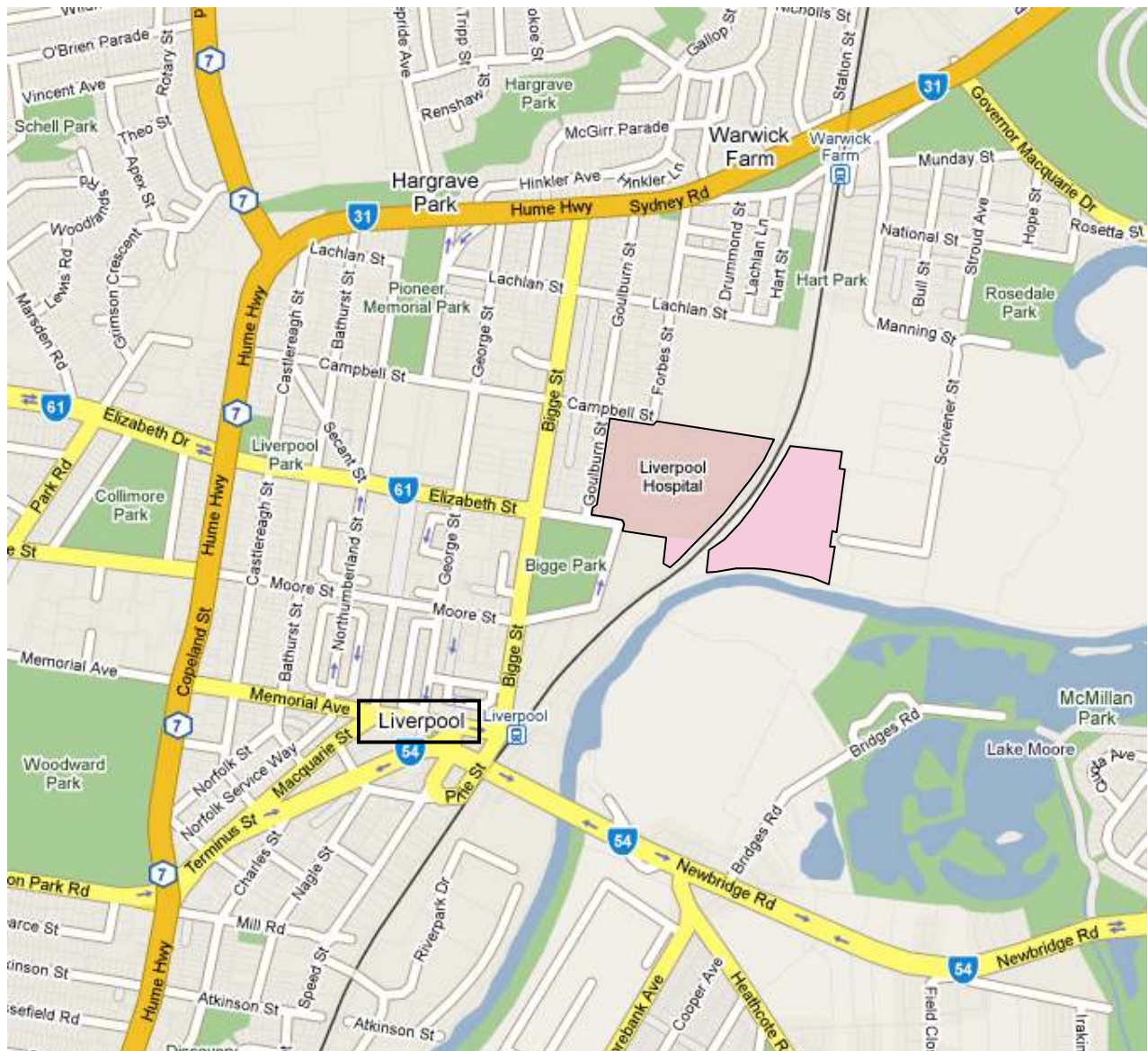


Figure 1 – Location Plan of the Liverpool Hospital site

2.2 Existing Site and Land Use

The site has an area of 15 hectares, with the Great Southern Rail Line corridor dividing the site into a 7 hectare eastern campus and an 8 hectare western campus. Two smaller hospital campuses are located further north in Goulburn Street.

The hospital is part of the Sydney South West Area Health Services and provides a range of health services for the region, which includes Bankstown, Campbelltown, Wingecarribee and Wollondilly Councils, and currently has a population of around 800,000 residents.

The hospital comprises a range of buildings, with the largest being the Clinical Services Building (CSB) which has a height of 6 storeys above ground, as well as basement levels. This building is being expanded to become part of the new Clinical Services Complex approved by the Minister for Planning on 18 December 2008.

The main entrance to the site is at the corner of Elizabeth and Goulburn Streets. A secondary entrance is available from Campbell Street. Elizabeth Street, along the southern side of the CSB is a private road within the hospital site, and provides the only link to the eastern campus via a level rail crossing.

Approximately 1506 car parking spaces are available at the hospital. These spaces are provided in a multistorey car park adjoining Campbell Street, in the basement of the existing CSB Building and at grade parking areas across the site. At grade parking is available on the eastern campus for hospital staff only.

The site has a fall of approximately 2.5m from Goulburn Street to the eastern boundary. Part of the eastern campus is affected by 1:100 year flood and Probable Maximum Flood (PMF) events.

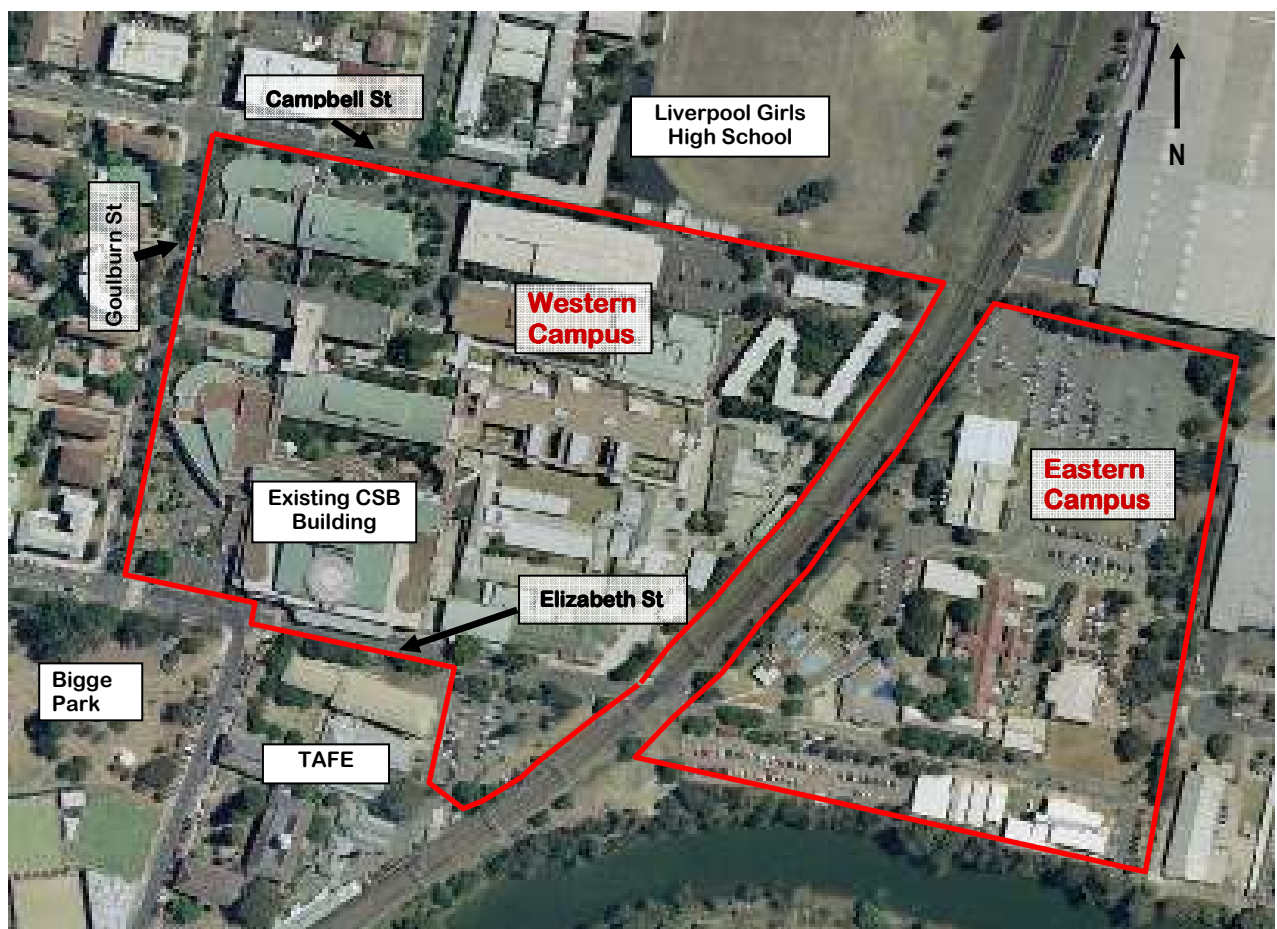


Figure 2. Aerial photograph showing existing facilities on the main hospital site, including the Clinical Services Building (CSB).

2.3 Surrounding Land Uses

The Liverpool Hospital site is located on the eastern fringe of the Liverpool Central Business District, which consists of a number of land uses including commercial, retail, educational, industrial and residential. Liverpool Girls High School adjoins part of the northern boundary, with Liverpool Boys High School further north. Liverpool TAFE and Bigge Park are located to the south, and industrial premises adjoin the eastern campus, with the Liverpool Sewerage Treatment Plant located further east. Residential properties adjoin the western boundary. The Georges River is located to the south of the site.

The site is in close proximity to the Liverpool station transport interchange, on the southern side of Bigge Park.

2.3 Approval History

Concept Plan

On 2 February 2007, the previous Minister for Planning approved a Concept Plan MP 06_0116 for the redevelopment of the site incorporating the following:

- Land use distribution across the site;
- New hospital building footprints and heights between 4 to 8 storeys across the site;
- Expanded research and educational facilities;
- Provision of accommodation for students, nursing and medical staff, and patients relatives;
- Vehicular and pedestrian access and car parking;
- Landscaping;
- Early site preparation works.

The redeveloped hospital will provide an additional 330 beds, and a total of 940 beds (an increase of 64%).

The Traffic, Transport and Parking Assessment Report, which recommended a maximum of 2400 on site parking spaces for the hospital, formed part of the approval, although reports were required to be submitted with future project applications to clarify parking numbers and methods to improve public transport usage.

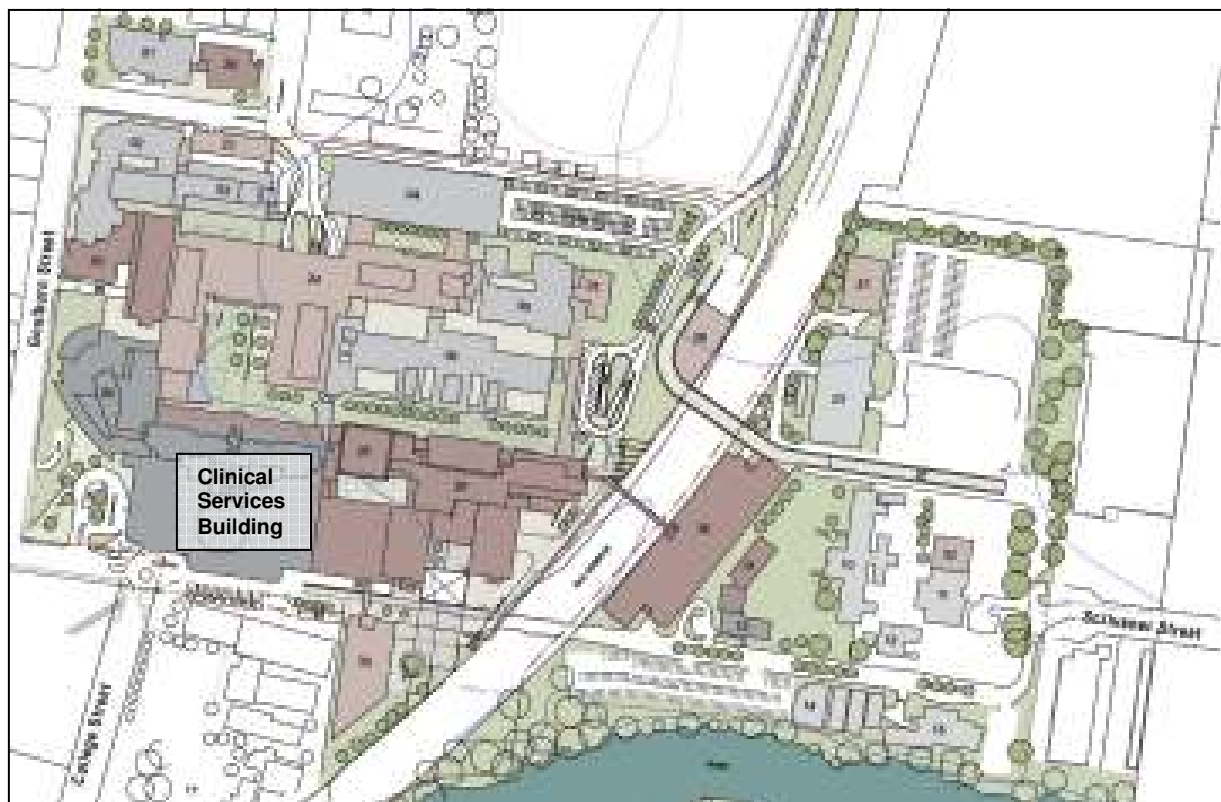


Figure 3. Approved Concept Plan with existing buildings in grey and proposed buildings in brown.

The Concept Plan also approved the Northern Link Road, providing access from the north of the hospital site, along a new road between Liverpool Girls High School and the rail corridor, to a new intersection with Lachlan Street, along a modified Hart Street, to a new intersection with the Hume Highway (Refer to figure 4 for details). These works are to be located on land owned by, or vested in, the Department of Education and Training and Liverpool City Council, with Planning Agreements to be put in place with the proponent and these agencies for the works.



Figure 4. Northern link road to Hume Highway intersection as approved in the Concept Plan.

A Project Application was also simultaneously approved with the Concept Plan for preparation works including:

- Archaeological assessments;
- Demolition of a number of buildings;
- Minor internal and internal works to selected buildings.

The Concept Plan facilitated the redevelopment and expansion of the Liverpool Hospital into South-Western Sydney's major health facility, consistent with the State Infrastructure Strategy. The Hospital is to meet the demand generated by the rapidly expanding regional metropolitan area including residents in the Sydney South West Growth Centre and population growth forecast under the Government's Metropolitan Strategy.

A copy of the Concept Plan approval is located at **Appendix E**. The terms of the approval that relate to this application are:

- Agreements to be reached between the proponent and relevant agencies prior to lodgement of any subsequent Project Application;
- A Staging Plan to be prepared prior to lodgement of any subsequent Project Application;
- Car parking assessment to be with any subsequent Project Application. Details to be addressed included number of spaces to be provided and initiatives to encourage public transport usage.

These issues are discussed in further detail in Section 5 of this report.

Stage 2 Building Works – Clinical Services Complex

On 18 December 2008, the Minister for Planning approved a project application for a new Clinical Services Complex on the hospital site valued at \$258 million, comprising a refurbishment and expansion of the existing Clinical Services Building, new adjoining Clinical Services Building to the east as well as 150 new basement car parking and ancillary stormwater and landscaping works.

The approved Clinical Services Complex is to be 6 storeys in height (plus plant level), with a Gross Floor Area of 82,674m², increasing the GFA of the existing Clinical Services Building by 59,096m². An additional 212 beds will be created as a result, with a total number of beds in the Clinical Services Complex to be 855.

3 PROPOSED DEVELOPMENT

3.1 Project Application Summary

The proponent seeks project approval for infrastructure and ancillary works on the Liverpool Hospital site, generally consistent with the approved Concept Plan. The works consist of the following:

1. Multi storey car park on the eastern campus providing 800 spaces;
2. At grade car parks on the western and eastern campuses providing 691 spaces;
3. Pedestrian bridge over the rail corridor;
4. Vehicle bridge over the rail corridor;
5. Extensions to the child care centre on the eastern campus;
6. Engineering services building on the eastern campus;
7. Internal road works and landscaping; and
8. External road works comprising the new Northern Link Road, modifications to Hart Street and new Hume Highway intersection.

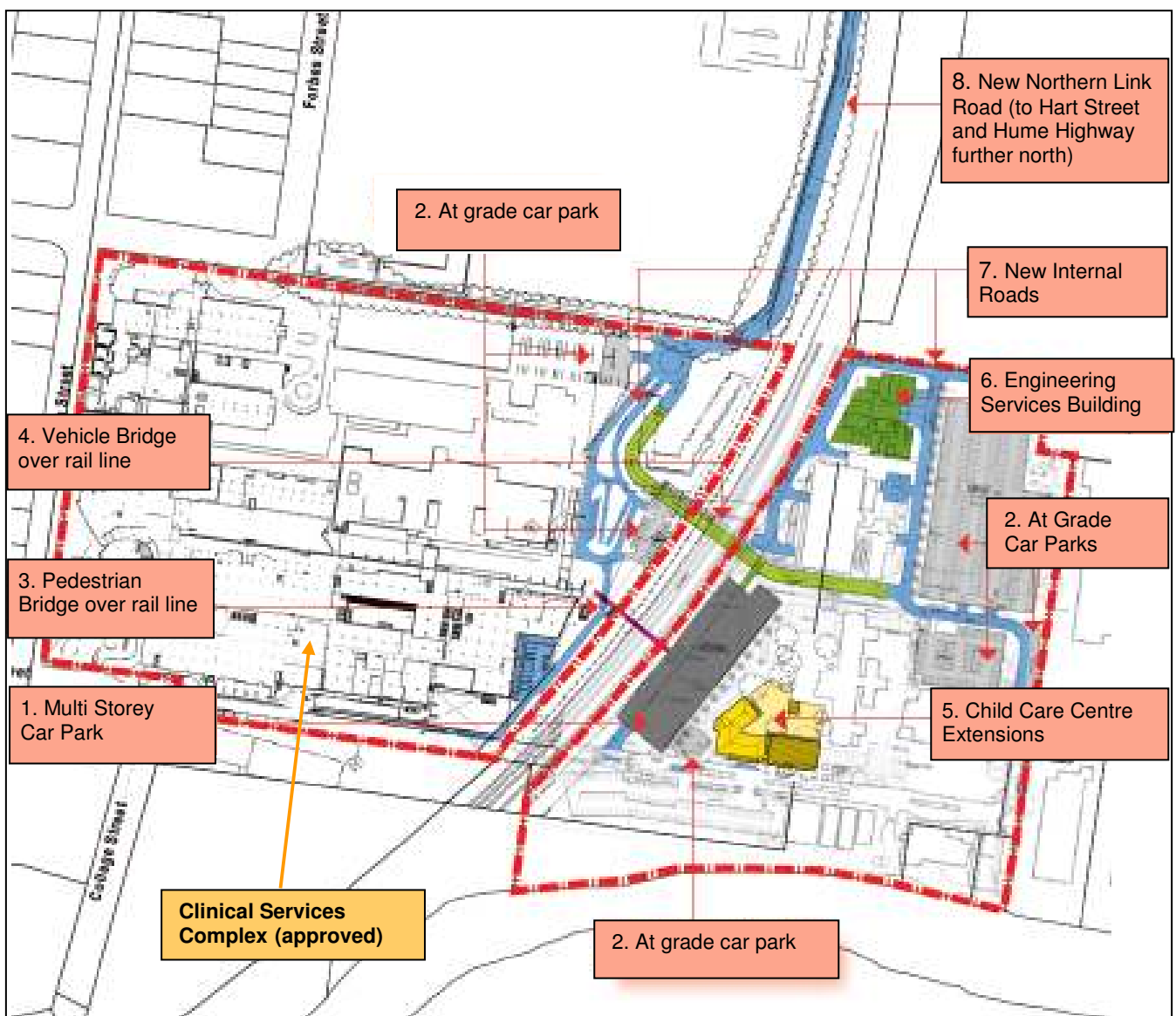


Figure 4. Plan of proposed works

3.2 Development in Detail

Multi Storey Car Park

The proposed multi storey car park is located on the eastern campus adjacent to the rail corridor. The structure is designed to provide 800 car parking spaces over 6 storeys, consistent with the Concept Plan approval, for the use of hospital staff only. Pedestrian access to the western campus will be via the pedestrian bridge. Vehicular access to the car park is obtained from the proposed vehicular rail bridge, from the eastern campus.



Figure 5. Photomontage of the multistorey car park and pedestrian bridge from the south-west

Other Car Parking Areas

In addition to the proposed multi storey car park, at grade parking will be redesigned and provided at various locations on both the eastern and western campuses. Public spaces are proposed to be located on the western campus, with the eastern campus providing parking for staff only. A total of 2930 spaces are proposed on the site, an increase of 884 spaces, with the allocation of these spaces detailed in Table 1 below:

Table 1. Car Parking provision on the Liverpool Hospital site

Western Campus	Car Parking Spaces
Existing Clinical Services Basement	143
New Clinical Services Building basement (approved under MP 08_0036)	150
Existing Campbell Street multi storey car park	606
New and modified at-grade parking areas	137
Eastern Campus	
Existing Campbell Street Annex	40
New multi storey car park	800
Modified at-grade parking	514
Total	2390 (1506 existing)

The total of 2390 spaces includes 27 short stay/drop off spaces, comprising of 10 spaces for the child care centre and 17 spaces for the Clinical Services Complex.

Pedestrian Bridge over the Rail Corridor

The pedestrian bridge is proposed to provide secured access from the multi storey staff car park to the western campus, near the entrance to the new Clinical Services Complex. It will be an enclosed bridge with glass clad sides, and will include a lift to provide disabled access.

Vehicular Bridge over the Rail Corridor

The vehicular bridge is proposed to contain 2 lanes and be open 24 hours a day. It will provide access from the Northern Link Road and western campus to parking areas and hospital facilities on the eastern campus. The bridge has been designed so that all foundations, piers or other elements are outside the rail corridor.

Both bridges will fully span the rail corridor and be subject to a Voluntary Planning Agreement between the proponent and RailCorp, and the Australian Rail Track Corporation and the Transport Infrastructure Development Corporation (as required).

Engineering Services Building

This building is proposed to be located on the eastern campus, to the north of the existing Central Energy Station. The Engineering Services Building is to be single storey, approximately 5.7m in height. The facility will provide a range of engineering facilities for the operation of the hospital, and storage associated with hospital maintenance activities.

Extension to the Child Care Centre

The application proposes to modify and extend the existing Child Care Centre on the eastern campus, to satisfy increased demand by hospital staff resulting from the hospital redevelopment. The existing single storey building is proposed to be extended to the east and north over existing car parking areas, and will not exceed the existing roof height. The centre will increase its capacity from 52 to 88 places (59%), for age groups ranging from birth to 6 years. The floor area of the centre will increase from 573 m² to 1,097m² (52%). Staff car parking will be relocated to the multi storey car park, with 10 short stay/drop off spaces provided on the western side of the centre.

Internal Road Works

A number of internal roads will be constructed linking the new northern entrance of the site to the car parking areas, vehicular bridge and new ambulatory entrance on the eastern side of the Clinical Services Complex.

External Road Works

The Northern Link Road will be a private road from the new northern entrance of the hospital, adjoining the rail reserve and Liverpool Girls High School, to a new roundabout at the intersection of Lachlan and Hart Streets. The road will provide easier access to the hospital from the Hume Highway, especially for ambulances.

Hart Street will be redesigned with a landscaped centre median and 45 degree angle parking on the eastern side to provide additional parking for rail commuters and hospital employees. The existing bicycle path will be modified. Hart Street will be extended further north through Berryman Reserve, providing a new signalled intersection with the Hume Highway.

Landscaping

A variety of hard and soft landscaping is proposed to complement the infrastructure works proposed in this application, as well as existing and proposed hospital buildings on the site. Landscaping works include the establishment of footpaths around the hospital buildings, planting of mature trees and shrubs, lighting, bollards and retaining walls, massed low shrub planting in courtyards and parking areas, and street planting in the Hart Street median and either side of this street.

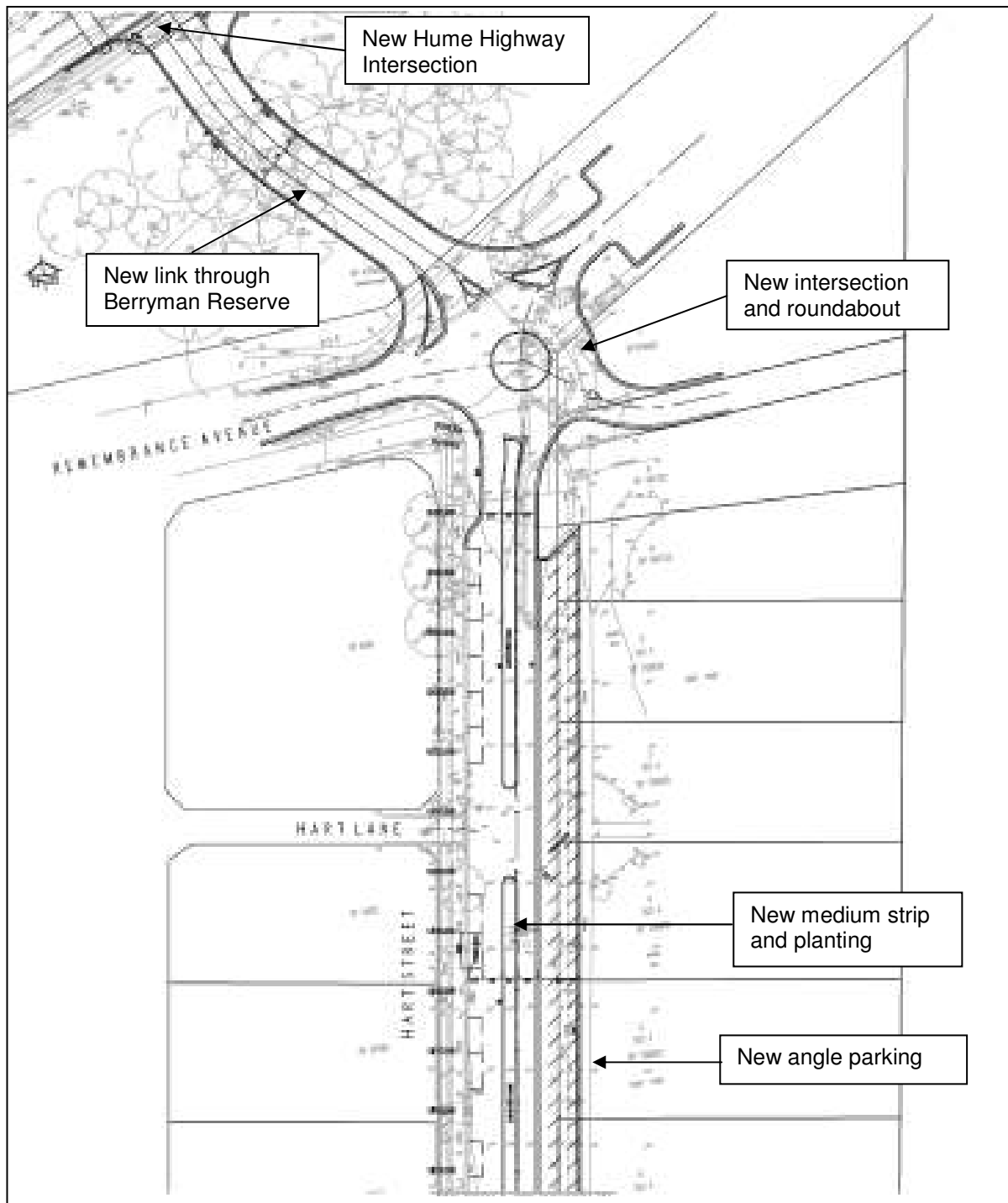


Figure 6. Detail of new works to Hart Street and Intersection with the Hume Highway

4 STATUTORY CONTEXT

4.1 MAJOR PROJECT DECLARATION

The proposal is a Major Project under Part 3A of the Act, and is classified as Critical Infrastructure, as the site is listed in Clause 3, Schedule 5 of the Major Project SEPP Liverpool Hospital Redevelopment Site. On 28 February 2008, the proposal was declared a Major Project.

On 29 September 2006, the Minister formed the opinion pursuant to clause 6A of the Major Projects SEPP that the redevelopment of the Liverpool Hospital site meets the description of development in Item 3 of Schedule 5 to the Major Projects SEPP. In doing so the Minister declared the proposal to be a critical infrastructure project pursuant to Section 75C of the EP&A Act.

4.2 PERMISSIBILITY

The site is zoned SP2 Infrastructure (Health Services and Educational Establishments) pursuant to the *Liverpool Local Environmental Plan 2008*. The proposed development is permissible on the site, although the critical infrastructure declaration exempts the Minister from considering these provisions.

4.3 DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRS)

On 28 March 2008, the Director General issued environmental assessment requirements (DGRs) pursuant to Section 75F of the EP & A Act. The key issues to be addressed in the DGRs issued related to:

- Compliance with the Concept Plan approval and Liverpool DCP 30 – Liverpool City Centre urban design guidelines
- Transport, traffic and access
- Urban form and design
- Multi storey car park
- Child care centre
- Amenity impacts on neighbouring properties
- Construction and operational impacts
- Stormwater drainage and flooding
- Services
- Draft Statement of Commitments

These issues were adequately addressed in the proponent's Environmental Assessment and subsequent documentation to enable a thorough assessment of the proposal and identification of appropriate mitigation measures through recommended conditions of approval.

4.4 OBJECTS OF THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

The objects of any statute provide an overarching framework that informs the purpose and intent of the legislation and gives guidance to its operation. The Minister's consideration and determination of a project application under Part 3A must be informed by the relevant provisions of the Act, consistent with the backdrops of the objects of the Act.

The objects of the Act in section 5 are as follows:

- (a) to encourage:
 - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,
 - (ii) the promotion and co-ordination of the orderly and economic use and development of land,
 - (iii) the protection, provision and co-ordination of communication and utility services,
 - (iv) the provision of land for public purposes,
 - (v) the provision and co-ordination of community services and facilities, and

- (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and
- (vii) ecologically sustainable development, and
- (viii) the provision and maintenance of affordable housing, and
- (b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and
- (c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

Of particular relevance to the assessment of the subject application is consideration of the Objects under section 5(a). Relevantly, the Objects stipulated under section 5(a) (i), (ii), (iii), (iv), and (v) (vii) are significant factors in forming the determination of the application. The project does not raise significant issues with regards to (vi) and (viii).

The Department has considered the Objects of the Act, in the assessment of the Concept Plan application. The balancing of the project in relation to the Objects is provided in Section 5.

4.5 ESD PRINCIPLES

The Protection of the Environment Administration Act 1991 provides six accepted ESD principles:

- (a) decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the integration principle);
- (b) if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the precautionary principle);
- (c) the principle of inter-generational equity - that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the inter-generational principle);
- (d) the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making (the biodiversity principle); and
- (e) improved valuation, pricing and incentive mechanisms should be promoted (the valuation principle).

The Department has considered the project application for subdivision in relation to the ESD principles and has made the following conclusions:

1. Integration Principle - The proposed development facilitates the development approved in the Concept Plan, creating improved hospital facilities and services for the south-west Sydney region. Staging of the development has been addressed through the proponent's Statement of Commitments and the recommended conditions of approval.

2. Precautionary Principle –Issues of threatened or vulnerable species, populations, communities or significant habitats were addressed at Concept Plan stage, with the site identified as having low level of environmental sensitivity. Conditions of approval are recommended to mitigate any potential significant impact on the environment arising from the development.

3. Climate Change – Part of the hospital site is subject to flooding, with the child care extension and engineering services building on land currently below the Probable Maximum Flood and 1:100 year Average Recurrence Interval Flood levels. The floor levels of both buildings have been designed above the PMF with 500mm freeboard in accordance with Council's policy.

4. Inter-Generational Principle –The infrastructure and ancillary works will facilitate the redevelopment of the site and operation of the new hospital and will provide benefits for current and future generations.

5. Biodiversity Principle – Issues of ecology and biodiversity were addressed in the approved Concept Plan, with little vegetation on the site, and therefore negligible impacts upon biological diversity or ecological integrity. Construction impacts will be managed through the recommended conditions, minimising any impacts to the Georges River.

6. Valuation Principle – The project application will facilitate improved hospital facilities in an existing urban area that is expected to experience high levels of population growth. The hospital will continue to be a large employer in the region and assist in the economic and social development of the Liverpool CBD.

The proponent is committed to ESD principles which are detailed in the Environmental Assessment, including maximising use of natural light and ventilation, use of thermal massing and thermal insulation, minimisation of water usage and waste sorting facilities.

4.6 SECTION 75I(2) OF THE ACT & CLAUSE 8B OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 75I(2) of the Act provides that the Director-General's report is to address a number of requirements in the Director General Report. These matters and the Department's response are set out as follows:

Section 75I(2) criteria	Response
Copy of the proponent's environmental assessment and any preferred project report	The Proponent's EA and Preferred Project Report are located on the assessment file.
Any advice provided by public authorities on the project	Copies of the submissions provided by public authorities on the project for the Minister's consideration are discussed in Section 6 and Appendix C of this report.
Copy of any report of a panel constituted under Section 75G in respect of the project	No statutory independent hearing and assessment panel was undertaken in respect of this project.
Copy of or reference to the provisions of any State Environmental Planning Policy that substantially govern the carrying out of the project	A brief assessment of each relevant State Environmental Planning Policies that substantially governs the carrying out of the project is provided in Appendix D of this report
Except in the case of a critical infrastructure project – a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division	Although this project is a critical infrastructure projects, EPIs that would be relevant to this application are discussed in Appendix D of this report.
Any environmental assessment undertaken by the Director General or other matter the Director General considers appropriate.	The environmental assessment of the project is this report in its entirety. All environmental impacts associated with this proposal have been assessed within this report.
A statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.	The EA and subsequent submissions by the proponent forms the basis for consideration of the environmental impacts associated with the development. The Department is satisfied that the project complies with the environmental assessment requirements.
Clause 8B criteria	Response
An assessment of the environmental impact of the project	An assessment of the environmental impact of the proposal is discussed in sections 4 and 5 of this report.
Any aspect of the public interest that the Director-General considers relevant to the project	The public interest is discussed in section 5 of this report.
The suitability of the site for the project	The site is considered suitable for the proposed development, based on the approved Concept Plan.

Copies of submissions received by the Director-General in connection with public consultation under section 75H or a summary of the issues raised in those submissions.	A summary of the issues raised in the submissions is provided in section 5 and Appendix C of this report.
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Clause 8B of the Regulation sets out the matters which the Director General must present in his report for environmental assessment and Ministerial consideration. It states that the Director General's report is to include an assessment of the environmental impact of the project, any aspect of the public interest that the Director General considers relevant to the project, the suitability of the site for the project and copies of public submissions received by the Director General. These issues are discussed in this report.

4.6 ENVIRONMENTAL PLANNING INSTRUMENTS

Appendix D sets out the relevant consideration of legislation (including other Acts) and Environmental Planning Instruments (EPIs) as required under Part 3A of the Act. The EPIs relevant to this application are:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 55 (Remediation of Land) (SEPP 55).

5 ASSESSMENT OF ENVIRONMENTAL IMPACTS

Key issues considered in the Department's assessment of the Environmental Assessment include:

- Compliance with the approved Concept Plan;
- Car parking provision;
- Construction hours and traffic;
- Noise and dust impacts on Liverpool Girls High School;
- Construction waste management;
- Flooding;
- Proximity Child Care Centre to the Liverpool Sewerage Treatment Plant;
- Statement of Commitments;
- Public interest.

5.1 LIVERPOOL HOSPITAL CONCEPT PLAN APPROVAL

There are two minor inconsistencies between the approved Concept Plan and the submitted project plan, relating to the location of the new Engineering Services Building and the deletion of road widening works along the hospital's northern boundary.

Engineering Services Building

In the Concept Plan, the indicative location of this building was on the western campus adjacent to the rail line. The current application proposes to relocate this building to the approved location of the Central Energy Expansion on the eastern campus, north of the existing central energy plant. This location became available as the project approval MP 08_0036 relocated the Central Energy Expansion within the new Clinical Services building. The proposed relocation of the Engineering Services Building to the new site is considered to be acceptable.

Deletion of Road Widening Works

The Concept Plan approved road widening works along the northern boundary of the hospital adjoining Liverpool Girls High School, providing improved vehicular access to Forbes and Campbell Streets. The proponent has advised that due to difficulties in the design of these works, which would have been in the grounds of Liverpool Girls High School, these works are longer proposed. The traffic generated by the redevelopment can be accommodated by the existing access roads and the proposed new northern link road, thus the impact is not considered to be significant.

5.2 TERMS OF THE CONCEPT PLAN

The proposed development is generally consistent with the Concept Plan approval, which is attached at **Appendix E**. The terms of the approved Concept Plan that are relevant to the Infrastructure and Ancillary works application are discussed below.

Planning Agreements

The approval states the following:

"The planning agreements shall be prepared and executed prior to the lodgement of any subsequent project or development application (excluding the excavation works and structural works up to ground level), or as otherwise determined by the Director General."

A number of the proposed works are to be constructed on land not owned by NSW Health. The details of land ownership, and works proposed on these lands are detailed in Table 2 below:

Table 2: Land Ownership

Owner/Vested owner	Land	Works
Liverpool Council	Hart Street Berryman reserve Lachlan Street	Northern Link Road and Hart Street modifications
Department of Education and Training	Part of Liverpool Girls High School	Northern Link Road
RailCorp	Main southern railway corridor easement	Vehicle and Pedestrian Bridges
RTA	Part of Hume Highway	Hume Highway Intersection

The details of the planning agreements (or other agreements) between NSW Health and the other land owners are as follows:

Liverpool Council

Documentation provided by the proponent in the PPR confirms that Council has agreed to the proposed road works in the parcels of land owned by Council, however the detailed works will need final approval by Council's engineers. The two parties have agreed that a Development Agreement will be put in place prior to commencement of work for Health Infrastructure to undertake the proposed road works

Department of Education and Training (DET)

The proponent has advised that agreements have been reached with DET, who support the proposal to acquire a small parcel of land in the south east corner of Liverpool Girls High School for the proposed road works. The parties are currently working at finalising the survey work and appropriate property transfer documents, papers and certificates to complete the transaction.

RailCorp

The proponent has advised that the latest version of the Planning Agreement, provided in Appendix D of the PPR, has been agreed to by RailCorp, however the proponent states that RailCorp is still preparing a Deed to be signed by Health Infrastructure before the commencement of construction of the bridges, which will include maintenance agreements. Further agreements by Australian Rail Track Corporation and Transport Infrastructure Development Corporation are still to be finalised, but have indicated they will agree to the proposal.

Conditions have been recommended requiring the various agreements to be finalised before the associated works are commenced.

RTA

The RTA has not required a Planning Agreement however made recommendations including design requirements for the proposed roads and intersections. The proponent has advised in the PPR that they are generally supportive of these requirements, however further discussions involving Council are recommended to address the design of the intersection of Hart Street and Remembrance Drive. The Department supports this approach, and has recommended a condition accordingly.

It is noted that Planning Agreements are specifically defined in section 95F of the EP&A Act, and involves a consent authority. Therefore conditions have been reworded to require legally binding agreements between the proponent and the agencies.

Staging

The approval states the following:

"Prior to the lodgement of any subsequent project or development application the Proponent shall develop and implement a Staging Program to outline implementation of this concept approval and all related project approvals."

The Program shall include, but not necessarily be limited to:

- (a) provision of uses, services and facilities;*
- (b) gross floor area;*
- (c) car parking;*
- (d) likely assessment and approval procedures; and*
- (e) likely timing of each of the stages. “*

A revised Staging plan was submitted with the project application MP 06_0036, which include the works proposed in the current application. The details are considered to be satisfactory.

Noise and Vibration

The approval states the following:

“Noise and Vibration Impact Statement(s) (NVIC) are to be prepared for construction stages, major construction activity and construction compound and submitted with the application for assessment. The NVIS(s) must be prepared by a recognised acoustic consultant and address proposed construction and operational impacts to ensure there are no significant impact on adjoining land uses and no adverse impacts within the hospital from external sources, particularly rail.”

An acoustic report was prepared by Acoustic Logic (Appendix R of the EA) to address this requirement. A Noise and Vibration Management Plan (Construction) is included as Section 18.8 of the Environmental Health and Safety Plan (Appendix Q of the EA). The Statement of Commitments also details the methods to be used to address noise and vibration. This issue is considered to be satisfactorily addressed.

Car parking

Compliance with the terms of the Concept approval, as well as concerns raised by other government agencies regarding car parking provision is discussed separately in section 5.3 below.

5.3 CAR PARKING

The Concept Plan approval states the following:

“Car parking assessments(s) are to be prepared for each Project Application under Part 3A or Development Application, excluding the construction compound and submitted with the application for assessment. The assessment(s) is to include but not be limited to:

- (i) Proposed operational quantum and location of north on-site and on-street car parking spaces for staff, patients, and visitors,*
- (ii) Proposed operational quantum and location of car parking for people with disabilities having regard to AS 1428;*
- (iii) Details of any initiatives to reduce modal split and/or promote usage of public transport that would reduce car parking rates; and*
- (iv) Provision of temporary car parking requirements for construction workers.”*

The Traffic, Transport and Parking Assessment provided in the Concept Pan application included detailed parking assessment and demand studies that would result from the hospital redevelopment. It included a Transport Management and Access Plan (TMAP), seeking to change the modal split of transport used staff at the hospital, reducing the number of private car drivers from 80% to 68%. A subsequent increase in usage of public transport, car pooling and walking was envisaged. The report concluded that the existing 1506 spaces provided by the hospital should be increased to a total of 2400 spaces.

Car Parking Provision

The proponent advised that the current application is consistent with the findings of the Traffic, Transport and Parking Assessment, and therefore a further traffic study is not needed. The application proposes 2390 parking spaces, allocated as follows:

	Public	Staff	Visiting Medical Officer	Area Health Service	Short Stay/Drop Off	Total
Existing	276	1,120	20	90	-	1506
Proposed	498	1,700	30	135	27	2390

The proposed car parking spaces are to serve the Clinical Services Complex (already approved) and other works approved in the Concept Plan that will be subject to future applications such as the Aged Care and Mental Health Facility. The proponent advised that additional parking spaces will be proposed when the application for the Cancer Care Centre is lodged, however the overall number of parking spaces on the site will not exceed 2400 spaces.

Providing most of the car parking for the redeveloped hospital as part of this current application, as opposed to breaking it up with each application for individual buildings, is supported by the Department. This is based on commitments by the State government to continue funding the redevelopment of Liverpool Hospital over the next 4 years, as detailed in the 2008-9 to 2017-18 State Infrastructure Strategy. This is especially important as by 2016, the Sydney South West Area Health Service have predicted that the population in this catchment will be the biggest in NSW, increasing by 18% to 1.52 million by 2016.

On Street Car Parking

On street car parking for staff and visitors is currently limited, by competition with other users, and Council timed parking. Parking limits of 2 hours existing in Elizabeth, Goulburn and Campbell Street near the hospital. The application proposes to reduce the amount of on street parking by providing adequate on site car parking.

Disabled Parking

In the document Supplementary Car Parking Data, the proponent stated that disabled parking will form a proportion of the car parking spaces to comply with relevant Australian Standards and the BCA. This is considered to be satisfactory.

Reduction of Modal Split/Promotion of Public Transport

The Ministry of Transport (MoT) raised concerns that the 2390 car parking spaces is excessive and unsustainable and does not sufficiently encourage greater public transport use.

The traffic report submitted with the Concept Plan application concluded that a total of 2400 parking spaces would be required to meet the demand from the new development. This figure was derived from a number of factors, including significantly early morning starts for staff as well as night and weekend shifts, and availability of public transport links. The Concept Plan approved this traffic report, and did not require a reduction in the recommended number of spaces. However, additional car parking assessments were required to be submitted with future applications to address ways to reduce car parking by encouraging the use of public transport, and this has been addressed (such as the required Work Place Travel Plan in the Clinical Services Complex approval).

The proponent for the current application maintains that the projected number of staff, public visitors, and visiting medical staff, and therefore resultant traffic demand, is consistent with the Concept Plan, and the recommendations in the that report have been adopted into the current project application.

The traffic report sought a reduction in the use of private vehicles by staff from 80% to 68%, which represents a significant modal shift to public transport for this part of Sydney. The Concept Plan predicted an increase of 1790 full time equivalent staff (including at least 800 additional staff in the approved Clinical Services Complex), although only an additional 730 staff car parking spaces are being provided in this current application.

The TMAP prepared for the Concept Plan application planned to reduce the percentage of staff using private vehicles by implementing measures such as the following:

- The introduction of a Work Place Travel Plan. This was a condition in project approval MP 08_0036 to promote alternative forms of transport including increased use of rail bus, transit services, car pooling and cycling to reduce the dependence of private vehicles by staff of the hospital. These have also been incorporated into the Statement of Commitments for the project.
- Upgrading of access links between the hospital, bus and rail modes, which will form part of a subsequent project application (as detailed in the approved staging plan for the hospital redevelopment).

Further reductions in the use of private vehicles by staff are limited by the public transport options in the region. The Sydney South West Draft Regional Strategy acknowledges that the Sydney South West subregion has the highest proportion of private vehicle trips in Sydney, reflecting the more dispersed development (especially in the Wollondilly LGA) and lack of access to the CityRail network in the southern and western areas of the subregion, which are also facing capacity problems. Sydney Buses are not provided in much of the region, reducing the availability of integrated ticketing options. Less public transport services are provided outside of normal peak times, with few services between 11pm and 5am to serve the 24 hour operation of the hospital. Visitors to the hospital are also likely to be restricted in using public transport due to medical conditions.

There could also be an increase in the number of staff that could walk to work in the future as a result of the increased residential dwellings that could be developed in the Liverpool CBD as a result of the Liverpool LEP 2008. Therefore, the proposed number of spaces, as well as other measures to encourage alternative forms of transport, are considered to be satisfactory.

Car Parking for Construction Workers

Council requested a location for car parking for workers vehicles be provided as no on site car parking spaces are proposed. This issue was also raised in the consideration of project application MP 08_0036 for the Clinical Services Complex. The developer has committed to encouraging subcontractors to use public transport and/or arrange minibus transport to the site, and therefore it is not considered necessary to provide additional parking for construction workers.

5.4 EXTERNAL ROAD WORKS

The RTA advised that it does not support the inclusion of a roundabout at the intersection of remembrance Drive and Hart Street, preferring a priority, four way controlled (eg with Give Way signs) intersection, providing traffic along Hart Street with priority.

No concerns are raised by the Department regarding this change, and supports the position of the proponent to hold further discussions with Council and the RTA. A condition of approval has been recommended for the final design to be approved by the RTA.

5.5 CONSTRUCTION HOURS

Construction hours are proposed as follows:

Days	Approved (Concept Plan)	Proposed Hours	Department's Recommended hours
Mondays to Fridays	7:00am to 6:00pm	6:00am to 6:00pm	7:00am to 7:00pm
Saturdays	8:00am to 1:00pm	6:00am to 3:00pm	8:00am to 5:00pm
Sundays and Public Holidays	No work	No work	No work

The proposed additional hours of construction each day are supported as it will ensure the project is completed earlier, however to minimise any potential amenity impacts, and be consistent with the approved hours in the

project approval for the Clinical Services Complex, it is recommended that construction commence at later times each day. A condition has been recommended accordingly.

The proponent has advised that available hours for construction of certain works, in particular works over the rail corridor or the Hume Highway, are likely to be restricted by the authorities responsible for these lands i.e. Railcorp and RTA. It is likely that works may only be able to occur at night, which is not uncommon for track work or road maintenance work, to reduce any conflicts with usage patterns of the highway and rail network. Therefore it is recommended that a condition be included for the Department to be advised of any work required by authorities to occur outside of the approved construction hours.

5.6 CONSTRUCTION TRAFFIC

Concerns were raised by Council regarding traffic management during the construction phase of the development. Council requested that construction traffic should not use sections of Forbes, Campbell and Bigge Streets during school peak times of 8:30am – 9:30am and 2:30pm – 3:30pm due to potential conflicts with school and pedestrian traffic.

This issue was also addressed in the project application MP 08-0036 for the Clinical Services Building. The proponent stated in the PPR that limiting construction traffic on roads, in particular Forbes Street, during the hours proposed by Council would constrain construction timeframes and increase the cost of the hospital development. The proponent has stated they have consulted with the schools will implement traffic management measures as contained in the Traffic, Parking Management and Vehicle Movement Plan within Appendix I of the EA. Measures proposed include limiting the speed of construction delivery vehicles to 40km/hour on Forbes and Bigge Streets, and avoiding local roads. The Neighbourhood Participation Management Plan also details public consultation proposed that will be undertaken to advise the local community of the construction works. A condition has been recommended to ensure the public consultation includes schools in the vicinity of the site. This issue is considered to be satisfactorily addressed.

5.7 NOISE AND DUST IMPACTS ON LIVERPOOL GIRLS HIGH SCHOOL

The Department of Education and Training (DET) raised concerns about the impacts of the development on the school, in particular from noise and dust on those students in demountable classrooms from the Milestone 6 area on the site adjoining the school.

In response to the DET's concerns, the proponent states that all construction work shall comply with the NSW EPA Environmental Noise Manual. This will be achieved through the construction of a sealed, 2.4m timber fence along part of the site adjoining the school so that noise levels within the nearest classroom of Liverpool Girls High School shall be no more than 48dB(A) to comply with the requirements of the NSW EPA Environmental Noise Control Manual. This is considered to be satisfactory.

Conditions have been recommended to ensure that construction impacts do not impact significantly on the school.

5.8 CONSTRUCTION WASTE MANAGEMENT

Concerns were raised by DECC regarding potential hazardous waste, including asbestos. DECC provided conditions dealing with asbestos, which will be included in the recommended conditions of approval. It is noted that demolition works were granted in the Concept Plan approval as early site works.

5.9 FLOODING

Liverpool Council advised that the proposed development is affected by the Probably Maximum Flood level (10.9m AHD), and the maximum 1:100 year AEP flood level (8.8m AHD). The Council identified the Engineering Services Building and the Child Care Centre as being affected by flooding (PMF) on the site.

Council was of the opinion that as these two buildings are not critical services, the finished floor levels did not need to be above the PMF of 10.9m AHD. However, Council recommended that finished floor levels be above 9.3m AHD, (1%AEP flood level plus 0.5m freeboard) to comply with their policy, an evacuation plan be prepared, and the development be consistent with any relevant flood evacuation strategy or similar plan.

The floor level of the Child Care Centre is RL 10.14, and the floor level of the Engineering Services Building is 9.65m, complying with Council's recommendation. The proponent has also recommended additional measures such as evacuation plans and management issues such as storage of material above the floor level. The proposal is considered to be satisfactory in this regard. The proposed floor levels are considerably higher than the 1:100 year flood level, and therefore impacts from climate change are not considered to be significant.

5.10 PROXIMITY OF THE CHILD CARE CENTRE TO THE SEWERAGE TREATMENT PLANT

Sydney Water objected to the expansion of the child care centre on the basis that it is within the 400m buffer zone of the Liverpool Sewerage Treatment Plant (STP). Concerns were raised that it would increase the number of people exposed to odour and would not be a compatible land use under the Department of Planning's Circular E3 and Sydney Water's current Buffer Zone Policy.

The existing child care centre is located approximately 350m west of the STP property boundary, with the proposed extension to be 30m closer to this boundary. All buildings and STP facilities, other than a small part of an enclosed building on the north-western portion of the STP site are located more than 400m from the proposed expanded child care centre.

The Department's circular primarily refers to the inclusion of buffer zone areas in Local Environmental Plans. The Liverpool LEP 2008, and the previous LEP, do not contain any STP buffer zones. There are also a number of industrial and hospital facilities that are located closer to the STP than the Child Care Centre. The Child Care Centre will be important for providing child care services for the redeveloped hospital, and providing a totally new centre elsewhere, when the expanded centre will be generally more than 400m from the STP facilities, is not considered to be necessary and will add significant costs to the project. The proposed expansion of the Child Care Centre is therefore considered to be acceptable.

5.11 STATEMENT OF COMMITMENTS

The Draft Statement of Commitments were submitted with the application and a copy is located at **Appendix B**. The key issues identified are:

- All work to comply with Australian Standard AS 2436:1981 Guide to Noise Control on Construction, Maintenance and Demolition Sites;
- Continued liaison with stakeholders and the local community;
- Other relevant commitments that were agreed in the Concept Plan approval including demolition, construction, traffic and access, heritage, services, acoustic and vibration, and vegetation.

The Statement of Commitments is considered to be reasonable for this application.

5.12 PUBLIC INTEREST

The public interest can be satisfied on the basis that the proposed infrastructure and ancillary works will facilitate the provision of a greater range of hospital services and meet the needs of the growing population of south-western Sydney.

6 CONSULTATION AND ISSUES RAISED

6.1 PUBLIC EXHIBITION DETAILS

The EA was publically exhibited from 19 November 2008 until 19 December 2008 for a period of 31 days and was published in the Liverpool Leader and Sydney Morning Herald. Copies of the EA were made available on the Department of Planning's website, and at Liverpool City Council offices and the Department of Planning's offices in Sydney during the exhibition period.

6.2 AGENCY SUBMISSIONS

The Department received 7 submissions from Government agencies and Council in response to the public exhibition of the project. A fifth letter, from Sydney Water, was submitted during the public exhibition of the project application for the Clinical Services Building, however as it relates to the current application, it is being considered with the other 6 submissions. The following issues were raised:

Agency	Issues Raised
Liverpool City Council	<ul style="list-style-type: none"> Construction traffic should use the northern access road when it is completed. Construction traffic should not use certain roads between 8:30am and 9:30am and 2:30pm and 3:30 pm on school days, due to school and pedestrian traffic. Flood management measures should be put in place for the Engineering Services Building and Child care Centre. Compliance with all relevant standards for food preparation in the Child Care Centre.
RailCorp	<ul style="list-style-type: none"> Planning Agreements for the bridges over the rail line are not finalised.
RTA	<ul style="list-style-type: none"> Further approvals are required from RTA for a number of road works. Design of roads and intersections to meet relevant standards. Provision of bicycle storage facilities and amenities. Details of changes to stormwater drainage to be submitted and approved by Council.
Ministry of Transport	<ul style="list-style-type: none"> Excessive number of car parking spaces provided. Inadequate measures to promote public transports.
Department of Education and Training	<ul style="list-style-type: none"> Fencing between the northern link road and the schools. Construction impacts on the schools including noise and dust.
Department of Environment and Climate Change	<ul style="list-style-type: none"> Asbestos waste will be generated, and a condition recommended.
Sydney Water	<ul style="list-style-type: none"> Expansion of Child Care Centre not supported as it is within the Sewerage Treatment Buffer Zone

A summary of the response to these issues is located at **Appendix C**, as well as a discussion of the major issues in sections 5 and 6 of this report.

6.3 PUBLIC SUBMISSIONS

No submissions were received from public regarding the proposed development.

7 CONCLUSION

The Department has assessed the EA and considered the submissions in response to the proposal. The key issues relating to the proposed development are compliance with the Concept Plan approval, car parking provision, construction hours and traffic, noise and dust impacts, construction waste management and flooding.

The Department has considered these issues and a number of conditions are recommended to ensure the satisfactory addressing of these issues.

On these grounds, the Department considers the site to be suitable for the proposed development and that the proposal is in the public interest as the hospital development will provide a greater range of hospital services and meet the needs of the growing population of south-western Sydney. Consequently, the Department recommends that proposed infrastructure and ancillary hospital works be approved, subject to conditions.

8 RECOMMENDATION

It is recommended that the Minister:

- (A) **consider** the findings and recommendations of this report; and
- (B) **approve** the proposal under section 75J(1) of the NSW *Environmental Planning and Assessment Act, 1979*, subject to conditions, and **sign** the Determination of the Major Project (**Tag A**).

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APPENDIX A. RECOMMENDED CONDITIONS OF CONSENT

APPENDIX B. STATEMENT OF COMMITMENTS

APPENDIX C. RESPONSE TO SUBMISSIONS

APPENDIX D. ENVIRONMENTAL PLANNING INSTRUMENTS

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Part 3A of the Environmental Planning and Assessment Act 1979 (the Act)

On 1 August 2005, Part 3A was introduced to the Environmental Planning and Assessment Act 1979 (EP&A Act). Part 3A and its accompanying Regulations and Guidelines (the latter yet to be gazetted), contains a new assessment and determination framework for major projects.

The Director General as delegate of the Minister has formed the opinion that the development to which this application relates is a project for the purposes of Part 3A of the Act. The project application to which this Environmental Assessment report relates has therefore been lodged pursuant to Section 75E of the Act, for approval to carry out a project as defined in Part 3A of the Act.

STATE ENVIRONMENTAL PLANNING POLICIES

State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP)

The Major Projects SEPP outlines the types of development declared a project for the purposes of Part 3A of the Act.

For the purposes of the Major Projects SEPP certain forms of development may be considered a Major Project if the Minister (or his delegate) forms the opinion that the development meets criteria within it.

On 29 September 2006, the Minister formed the opinion pursuant to clause 6A of the Major Projects SEPP that the redevelopment of the Liverpool Hospital site meets the description of development in Item 3 of Schedule 5 to the Major Projects SEPP. In doing so the Minister declared the proposal to be a critical infrastructure project pursuant to Section 75C of the EP&A Act.

State Environmental Planning Policy (Infrastructure) 2007

SEPP 11 applied to the Project Application at the time of its lodgement. The SEPP was repealed by SEPP (Infrastructure) 2007 when it became operational on 1st January 2008. The SEPP (Infrastructure) does not, however, apply to the application as it is subject to its Savings provision (Cl.11 (1)(b)).

Notwithstanding this, the development proposal was referred to the RTA on 17 December 2008 for comment. The RTA made a submission and made a number of recommendations including design of works to relevant standards and provision of bicycle parking. These were addressed by the proponent in the PPR, as well as the assessment report. The issues are considered to be satisfactorily addressed, subject to conditions of approval.

State Environmental Planning Policy No. 55 (Remediation of Land) (SEPP 55)

SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying that certain considerations be made by the consent authority when determining development applications in general, and where relevant, land has been appropriately remediated.

Contamination was addressed in the Concept Plan and early works project approval. Appendix Q of the EA for this application addresses contamination management including removal and remediation. A condition has also been recommended specifically addressing asbestos waste. The issue is considered to be satisfactorily addressed, subject to conditions of approval.

APPENDIX E. CONCEPT PLAN APPROVAL

APPENDIX F. COPY OF EA AND PPR
