

Liverpool Hospital Redevelopment - Stage 2

Infrastructure and Ancillary Hospital Works



Preferred Project Report Addendum

Prepared By LFA (Pacific) Pty Ltd
and
Capital Insight Pty Ltd
For Department of Planning
On behalf of NSW Health

March 2009



CAPITAL INSIGHT

Feasibility & Planning • Project Strategy • Delivery



Liverpool Hospital Redevelopment
Stage 2 Infrastructure and Ancillary Hospital Works
(MP08_0062)

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Addendum
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NSW HEALTH

Prepared by



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Capital Insight Pty Ltd	Project Director - Procurement Staging
Bovis Lend Lease	Managing Contractor Structural Design Brief - Engineering Services Building
LFA (Pacific) Pty Ltd	Child Care Facility Landscaping
Rice Daubney	Multi storey car park Engineering Services Building Pedestrian Bridge
Acoustic Logic Consultancy	Acoustics and Vibration
Archaeological & Heritage Management Solutions Pty Ltd	Draft Historical Archaeological Assessment, Research Design and Excavation Methodology
C & M Consulting Engineers	Civil Engineering Brief - Engineering Services Building
Connell Wagner Pty Ltd	Vehicular and Pedestrian Bridges
EIS (a division of Jeffery & Katauskas Pty Ltd)	Environmental Services
EMS Solutions Pty Ltd	Hazardous Materials Report
Jeffery & Katauskas Pty Ltd	Geotechnical Engineering
Leighton Irwin Pty Ltd	Multi Storey Car Park - Technical Specification
Otto Cserhalmi & Partners Pty Ltd Architects	Heritage
Parking Consultants International	Car Park Survey
Sinclair Knight Merz Pty Ltd	Services/ESD
Taylor Thomson Whitting (NSW) Pty Ltd	Road Works
Transport and Traffic Planning Associates	Traffic

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1.0 Introduction

This document is a Preferred Project Report Addendum prepared on behalf of NSW Health as part of the Project Plan Application for the Liverpool Hospital Redevelopment Stage 2 Infrastructure and Ancillary Works (MP08_0062) under Part 3A of the Environmental Planning and Assessment Act 1979.

The information contained within this Addendum to the Preferred Project Report is in response to the a request for advice from the Department of Planning on issues raised in a late submission lodged by Sydney Regional Development Advisory Committee (SRDAC) following the exhibition of the Project Application and Environmental Assessment.

This Addendum to the Preferred Project Report, together with the Preferred Project Report (February 2009) and Project Application and Environmental Assessment and associated appendices A-R lodged with the Department of Planning in October 2008, form the complete application for this project.

Accordingly NSW Health looks forward to the Minister's favourable consideration of the Project Application and this supporting Preferred Project Report.

Sydney Regional Development Advisory Committee

The Sydney Regional Development Advisory Committee correspondence dated 23 February 2009 is included in Appendix A.

Issue	Response
1. Agreement to the proposed new road extension through Berryman Park Reserve is to be obtained from Liverpool City Council and the Remembrance Driveway Committee (C/- RTA Level 2 Centennial Plaza).	Refer to Preferred Project Plan Appendix B - Voluntary Planning Agreement - Liverpool City Council.
2. Subject to agreement from Liverpool City Council and the Remembrance Driveway Committee for the proposed new road extension through Berryman Reserve the RTA requires the closure of Remembrance Avenue at its intersection with Hume Highway. The intersection and existing traffic signals are to be modified to form a T intersection with Manix Parade.	Detailed traffic modelling data was submitted to the RTA indicating that operational performance with the proposed intersection between Hart Street and the Hume Highway would be negatively impacted. Accordingly it was recommended that the Hart Street intersection with the Hume Highway be constructed and that the existing Remembrance Avenue intersection with the Hume Highway be monitored for a 6-12 month period. With the benefit of observed performance of both intersections it would then be possible to make an informed decision about the closure of Remembrance Avenue with the Hume Highway as suggested by SRDAC.
<p>3. The proposed new intersection at Hume Highway and extension of Hart Street shall be designed to meet RTA's requirements and endorsed by a suitably qualified Chartered Engineer (ie who is registered with the Institute of Engineers, Australia). The design requirements shall generally be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. Certified copies of the civil design plans are to be submitted to the RTA for consideration and approval prior to the commencement of road works.</p> <p>The new intersection is to provide:</p> <ul style="list-style-type: none"> i) a left turn slip lane in accordance with current RTA Road Design Guidelines for westbound traffic turning from Hume Highway into the new road extension from Hart Street. ii) a right turn lane of at least 100 metres length on Hume Highway for eastbound traffic turning into the new road extension from Hart Street. <p>RTA fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p> <p>The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) may need to be executed prior to the RTA's assessment of the detailed civil design plans.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
4. A Design Road Safety Audit is to be undertaken for the proposed new intersection of Hume Highway and Hart Street extension and submitted to the RTA for approval. The audit is to be carried out by an independent Level 3 Accredited Road Safety Auditor. The audit is to provide specific comment on the merging of traffic either side of the proposed new intersection.	Noted.
5. The provision of the deceleration lane may require land to be dedicated as public road, which shall be at no cost to the RTA and Council.	Noted.

Issue	Response
<p>6. The intersection of Remembrance Avenue and Hart Street is to be redesigned to provide a four-way, priority controlled, intersection. Priority is to be given to through traffic on Hart Street and the new road extension. In this regard it will be necessary to relocate/redirect the fifth access road from the commuter car park away from the four-way intersection.</p>	<p>The proposed design set out in the Project Plan Application - Appendix C has been based on detailed discussions with Liverpool City Council officers who have endorsed the proposed roundabout at the intersection of Remembrance Avenue and Hart Street. Council Officers attended the meeting with RTA held on 19 August 2008 to review the details of the proposed intersection.</p> <p>It is recommended that this issue be addressed by a condition which requires an agreement to be reached between RTA, Council and the applicant to ensure that the interests and operational requirements of all parties can be equitably resolved.</p> <p>It is noted that there is a substantial area of car parking associated with the Warwick Farm Station and that a 4-way priority controlled intersection which favours north-south movement might significantly impact on access and egress to the Warwick Station car park areas.</p>
<p>7. A signage and line marking management plan is to be developed, in consultation with Council's Local Traffic Committee, to provide clear and easy access to and from the hospital site. Advice and approval is to be sought for signs on or adjacent to, any classified roads from the RTA' Guidance and Delineation Leader (telephone 8849 2960).</p>	<p>Noted.</p>
<p>8. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.</p>	<p>Noted.</p>
<p>9. The proposed layout of the car parking areas including loading bays, sight distance requirements, aisle widths, ramp grades, turn paths, driveway widths and parking bay dimensions are to be in accordance with AS 2890.1 - 2004 and AS 2890.0 - 2002.</p>	<p>All new car parking areas, site distance requirements, aisle widths, ramp grades, turn paths, driveway widths and parking dimensions will be designed in accordance with AS 2890.1 - 2004 and AS 2890.0 - 2002.</p>
<p>10. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as maneuverability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.</p>	<p>The design of all new roads will be in accordance with AUSTROADS. It is noted that the design criteria for vehicles accessing the rail bridge is limited to an 8.8m service track given that the bridge over the railway alignment is only designed to provide for light vehicles.</p> <p>Provision has been made for articulated vehicles to access the Engineering Building.</p>
<p>11. The provision of suitable bicycle storage facilities including showers and change rooms.</p>	<p>Provision has been made for bicycle parking in relation to the hospital redevelopment at appropriate locations with appropriate access to showers and change rooms.</p>

Issue	Response
<p>12. Post development stormwater discharge from the subject site into the RTA drainage system is not to exceed the pre-development discharge.</p> <p>Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Council for approval, prior to the commencement of any works.</p> <p>Details should be forwarded to:</p> <p>The Sydney Asset Management Roads and Traffic Authority PO Box 973 Parramatta CBD 2124</p>	<p>Noted.</p>
<p>A plan checking fee will be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.</p>	<p>Noted.</p>
<p>13. The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy license during construction.</p>	<p>Noted.</p>
<p>14. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control is to be submitted to Council, for approval, prior to the issue of a Construction Certificate.</p>	<p>This issue has been raised by Council and addressed in the Preferred Project Report (February 2008) page 4.</p> <p>The response set out in the Preferred Project Report was as follows:</p> <p><i>'Bovis Lend Lease developed a 'Traffic, Parking Management and Vehicle Movement Plan' as part of the 'Environmental Health and Safety Plan' submitted for the now approved Stage 2.1 Project Application for the new Clinical Services Building and refurbishment of the existing Clinical Services Building.'</i></p> <p><i>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.</i></p> <p><i>There are no restrictions on traffic access on streets associated with schools as part of the approved Clinical Services Building Project Application.</i></p> <p><i>Bovis Lend Lease will have responsibility for the construction of a major part of the proposed Infrastructure and Ancillary Works including roadworks and the Engineering Services Building.</i></p> <p><i>Restricting movement in Forbes Street, Campbell Street and Bigge Street between the hours of 8:30am and 9:30am and between 2:30pm and 3:30pm for Infrastructure and Ancillary Works would impose significant constraints on the construction process, potentially compromise the construction program and budget and will create confusion between the approved access conditions for the Clinical Services Building works and the proposed Infrastructure and Ancillary Works.'</i></p> <p><i>It is recommended that the access conditions associated with the Infrastructure and Ancillary works mirror those associated with the approved Clinical Services Building works.</i></p> <p><i>Bovis Lend Lease will continue to consult with the schools and implemented traffic management measures, including traffic controllers, to minimize the impact of construction traffic.'</i></p>

Issue	Response
<p>In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the Department of Planning's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.</p>	<p>Noted.</p>

RDC 08M1303Vol 2

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Strategic Assessments
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Michelle Cramsie

PROPOSED LIVERPOOL HOSPITAL REDEVELOPMENT – INFRASTRUCTURE AND ANCILLARY HOSPITAL WORKS (MP 08_0062).

Dear Sir/Madam,

I refer to the Department's letter of 17 November 2008 (Ref: MP 08_0062), concerning the above mentioned Development Application referral to the Roads and Traffic Authority (RTA) for comment in accordance with Part 3A of the Environmental Planning and Assessment Act, 1979 and Clause 104 - Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 28 January 2009.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. Agreement to the proposed new road extension through Berryman Park Reserve is to be obtained from Liverpool City Council and the Remembrance Driveway Committee (C/- RTA Level 2 Centennial Plaza).
2. Subject to agreement from Liverpool City Council and the Remembrance Driveway Committee for the proposed new road extension through Berryman Reserve the RTA requires the closure of Remembrance Avenue at its intersection with Hume Highway. The intersection and existing traffic signals are to be modified to form a T intersection with Manix Parade.
3. The proposed new intersection at Hume Highway and extension of Hart Street shall be designed to meet RTA's requirements and endorsed by a suitably qualified Chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia). The design requirements shall generally be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. Certified copies of the civil design plans are to be submitted to the RTA for consideration and approval prior to the commencement of road works.

The new intersection is to provide:

- i) a left turn slip lane in accordance with current RTA Road Design Guidelines for westbound traffic turning from Hume Highway into the new road extension from Hart Street
- ii) a right turn lane of at least 100 metres length on Hume Highway for eastbound traffic turning into the new road extension from Hart Street.

Roads and Traffic Authority
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27-31 Argyle Street,
Parramatta NSW 2150

PO Box 973 Parramatta CBD NSW 2124
DX 28555 Parramatta

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(2)

RTA fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) may need to be executed prior to the RTA's assessment of the detailed civil design plans.

4. A Design Road Safety Audit is to be undertaken for the proposed new intersection of Hume Highway and Hart Street extension and submitted to the RTA for approval. The audit is to be carried out by an independent Level 3 Accredited Road Safety Auditor. The audit is to provide specific comment on the merging of traffic either side of the proposed new intersection.
5. The provision of the deceleration lane may require land to be dedicated as public road, which shall be at no cost to the RTA and Council.
6. The intersection of Remembrance Avenue and Hart Street is to be redesigned to provide a four-way, priority controlled, intersection. Priority is to be given to through traffic on Hart Street and the new road extension. In this regard it will be necessary to relocate/redirect the fifth access road from the commuter car park away from the four-way intersection.
7. A signage and line marking management plan is to be developed, in consultation with Council's Local Traffic Committee, to provide clear and easy access to and from the hospital site. Advice and approval is to be sought for signs on or adjacent to, any classified roads from the RTA's Guidance and Delineation Leader (telephone 8849 2960).
8. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
9. The proposed layout of the car parking areas including loading bays, sight distance requirements, aisle widths, ramp grades, turn paths, driveway widths and parking bay dimensions are to be in accordance with AS 2890.1 – 2004 and AS 2890.0 – 2002.
10. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
11. The provision of suitable bicycle storage facilities including showers and change rooms.
12. Post development stormwater discharge from the subject site into the RTA drainage system is not to exceed the pre-development discharge.

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Council for approval, prior to the commencement of any works.

Details should be forwarded to:

The Sydney Asset Management
Roads and Traffic Authority
PO Box 973 Parramatta CBD 2124

(3)

A plan checking fee will be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

13. The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy license during construction.

14. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control is to be submitted to Council, for approval, prior to the issue of a Construction Certificate.

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the Department of Planning's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Garry Kennedy, on telephone 8849 2029.

Yours sincerely



Doug Moore
A/Chairman, Sydney Regional Development Advisory Committee

23 February 2009