



# Planning

## LIVERPOOL HOSPITAL – Infrastructure & Ancillary Hospital Works

MP 08\_0062 MOD 1

Modification of Minister's Approval under section 75W  
of the *Environmental Planning and Assessment Act*  
1979

December 2010



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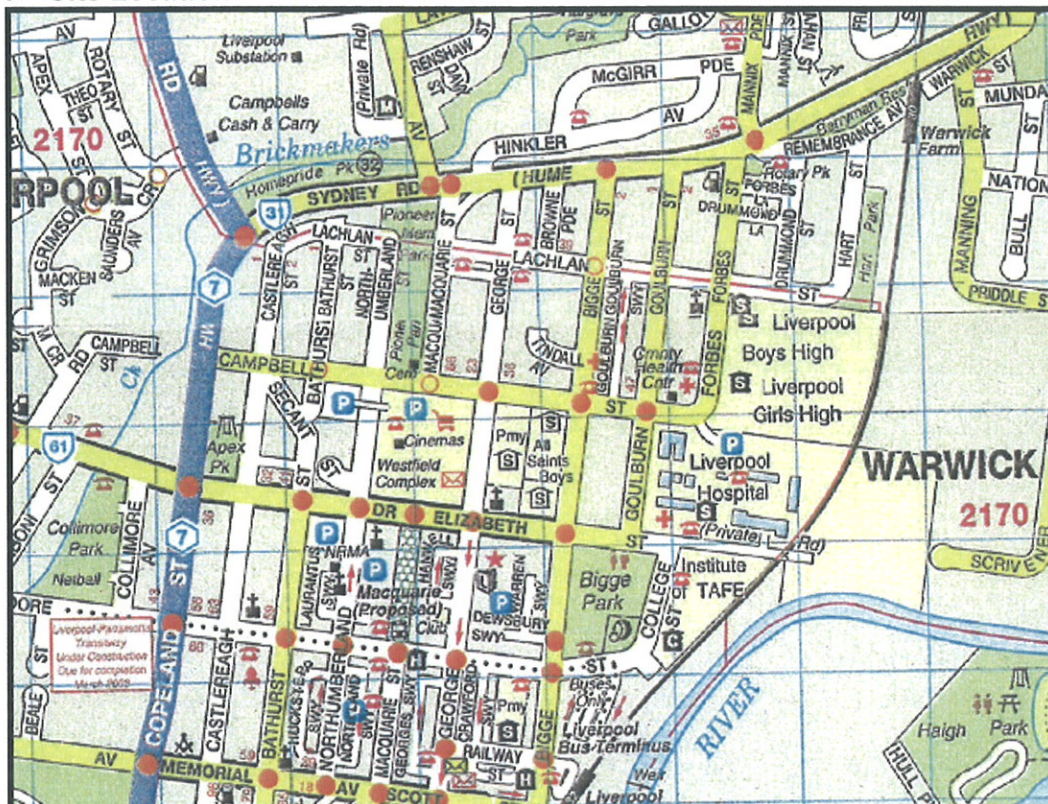
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# 1. INTRODUCTION

This is a report on an application to modify the project application approval (MP 08\_0062) for infrastructure and ancillary works at Liverpool Hospital.

The Liverpool Hospital site is located at Goulburn Street, Liverpool (refer **Figure 1**). It is located on the eastern fringe of the Liverpool Central Business District. 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, an industrial premises adjoins the eastern campus, with the Liverpool Sewerage Treatment Plant located further east. Residential properties adjoin the western boundary and the Georges River is located to the south.

**Figure 1 – Site Location**



The area subject to this modification is however located to the north of the site near to the Hume Highway and forms part of the external road works identified in the approved Concept Plan (see below).

## 1.1 Planning Approvals

On 29 September 2006, the then 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 then Minister of 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 then Minister of Planning approved Project Application MP 08\_0036 for a new Clinical Services Complex and associated works at Liverpool Hospital.



On 15 April 2009, the then Minister for Planning approved Project Application MP 08\_0062 for Liverpool Hospital Infrastructure and Ancillary Works comprising:

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

Condition B3 of this approval specifically referred to the Hart Street and Hume Highway intersection works. In particular, the condition identified the following requirements:

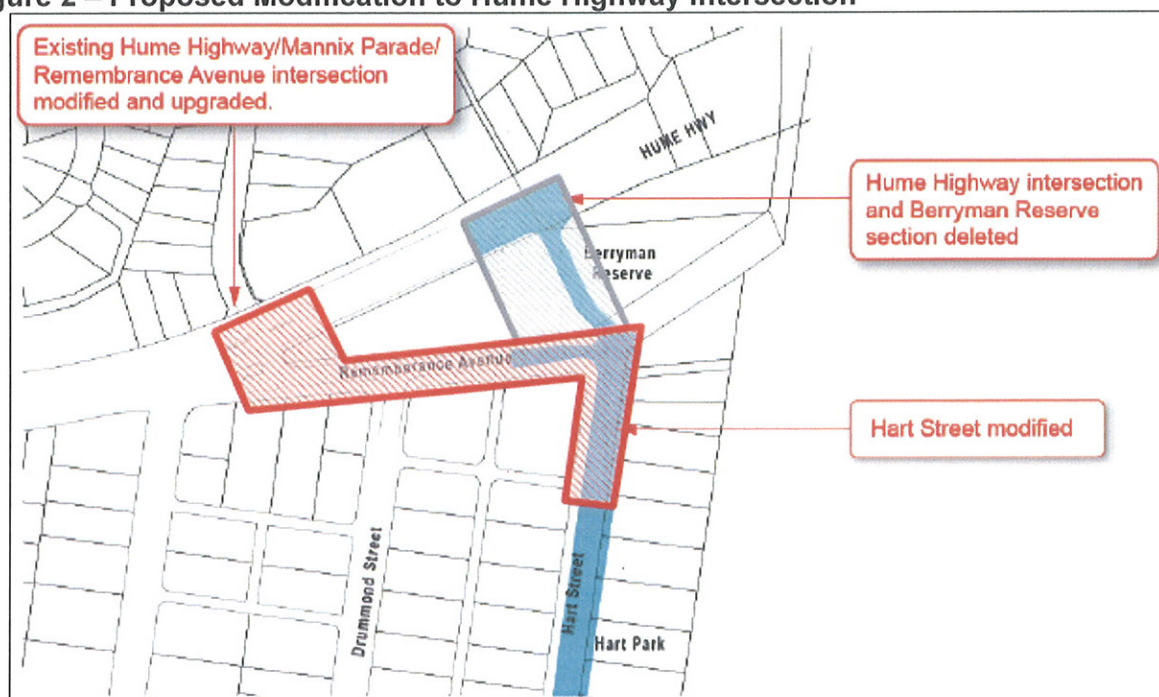
- The design and construction of road and infrastructure works from Hart Street to the proposed Hume Highway intersection must comply with the RTA's requirements;
- The proposed road extension through Berryman Park Reserve to be agreed by Council and endorsed by the RTA;
- The design of the upgrade of the intersection of Hart Street and Remembrance Drive to address traffic flow along these streets to be agreed to by Council and RTA for approval prior to the commencement of these works.

## 2. PROPOSED MODIFICATION

The modification subject to this application solely relates to the external road works comprising the new Northern Link Road, modifications to Hart Street and new Hume Highway intersection.

This modification request seeks approval to amend the proposed development of the Hart Street extension through Berryman Reserve and the new intersection with the Hume Highway by rerouting Hart Street traffic via Remembrance Avenue to the existing Hume Highway/Mannix Parade/Remembrance Avenue intersection and carrying out upgrading works to that intersection, as can be seen in **Figure 2** below.

**Figure 2 – Proposed Modification to Hume Highway Intersection**



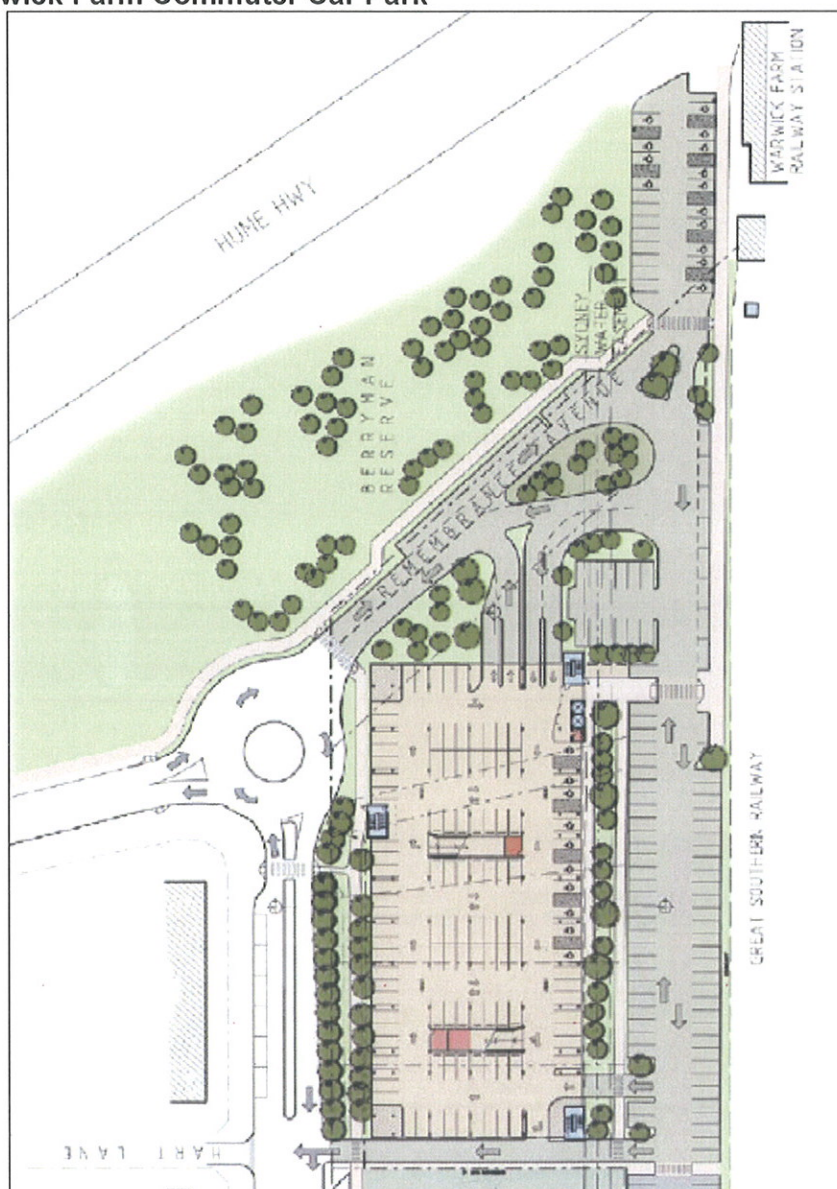
Pursuant to Condition B3, the proponent has been in discussions with the RTA and Liverpool Council with particular attention being given to issues of concern related to the intrusion of Hart Street into Berryman Reserve, the removal of trees in Berryman Reserve and the location of the proposed new Hume Highway intersection close to the crest of the railway overpass.

In response to these concerns the proponent agreed to pursue an alternative access arrangement which would utilise the existing Hume Highway/Mannix Parade/Remembrance Avenue intersection to access Hart Street and the redeveloped Liverpool Hospital.

In addition, the impact of the Warwick Farm Commuter Car Park, a 500 space car park currently under construction west of Warwick Farm Station (refer **Figure 3**), on the proposed road works has also been taken into consideration. This has the following implications:

- it will impact on the angled street parking north of Hart Lane;
- the approved roundabout design at the intersection of Hart Street and Remembrance Drive will need to be modified;
- a new pedestrian crossing south of the new roundabout at Hart Street and Remembrance drive will be required; and
- minor modification to the landscape design will be required.

**Figure 3 – Warwick Farm Commuter Car Park**





Consultation with the RTA and Liverpool Council has subsequently taken place to consider these matters leading to the preparation of revised documentation submitted to support this modification request.

### **3. STATUTORY CONTEXT**

#### **3.1 MODIFICATION OF A MINISTER'S APPROVAL**

Section 75W(2) of the EP&A Act provides that a proponent may request the Minister to modify the approval of a project. The Minister's approval is not required if the project as modified will be consistent with the original approval. As the application seeks to make changes to the original approval the modification requires approval.

#### **3.2 ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRs)**

Section 75W(3) of the EP&A Act provides the Director General with scope to issue environmental assessment requirements (DGRs) that must be addressed with respect to the proposed modification. As the modification largely relates to additional information required pursuant to a planning condition the Department considered it unnecessary to re-issue DGR's.

#### **3.3 CONSULTATION AND EXHIBITION**

While section 75W of the EP&A Act does not require a modification application to be publicly exhibited, the application was placed on the Department's website in accordance with section 75X(2)(f) of the EP&A Act and clause 8G of the Environmental Planning and Assessment Regulation 2000. The application was also referred to Liverpool City Council and the RTA on 1 November 2010.

Liverpool City Council responded on 25 November 2010, making no comment on the proposed modification.

The RTA responded on 15 November 2010, commenting that Appendix C of the modification report did not illustrate the road name of each approach and that there was no heavy vehicle percentage used in the model. They requested that an electronic copy of the revised SIDRA model of the intersection should be submitted to them for review and approval. These comments were forwarded to the proponent on 16 November 2010. They in turn responded on 26 November 2010 copying the electronic file to the RTA as requested.

The RTA responded further on 9 December 2010 stating that they would not fully support the layout of the proposed modified intersection as illustrated in Figure 4 of the submitted documentation (shown as **Figure 4** in this report). In particular, they sought the following amendments:

- Double diamond overlap phasing shall be provided for all right turn movements at the intersection of Hume Highway, Remembrance Parade and Mannix Parade;
- The stop line at Hume Highway east approach shall be rectified to allow for the provision of a pedestrian crossing on the eastern leg of the intersection; and
- Two right turn lanes and one share left/through lane shall be provided on the Remembrance Parade approach to the intersection.

The RTA confirmed however that they did not object to the approval of the application provided that these issues were addressed at the detailed design stage. The proponent has confirmed that they are willing to accept this as a condition of approval.

## 4. CONSIDERATION OF PROPOSED MODIFICATIONS

The proposed modifications are considered below.

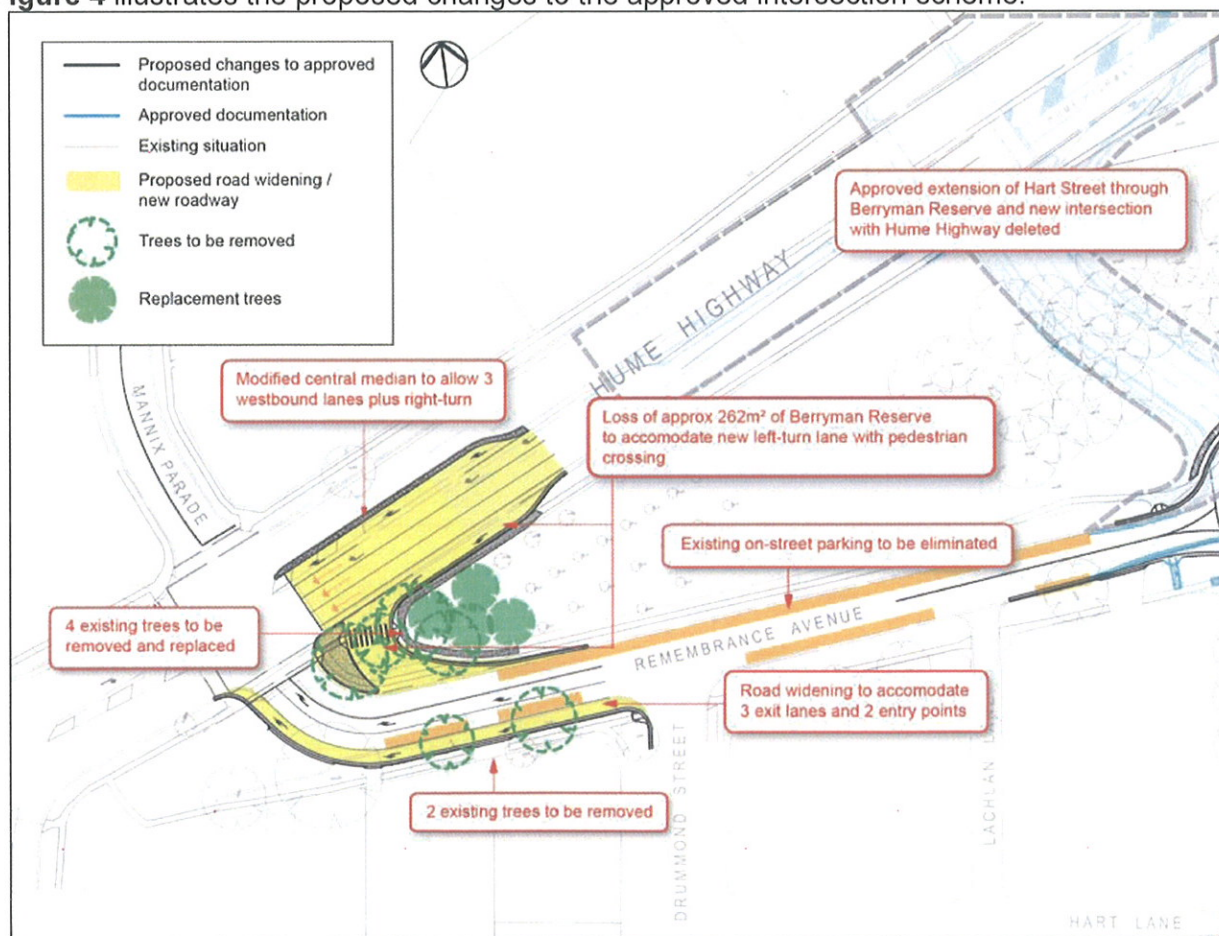
### 4.1 Hume Highway Intersection / Remembrance Avenue

The Hume Highway intersection at Remembrance Drive and Mannix Parade is to be upgraded to facilitate the additional traffic generated by the redeveloped Liverpool Hospital.

The approved infrastructure works included the extension of Hart Street from a new roundabout at Remembrance Avenue through Berryman Reserve, connecting to a new signalised T-intersection at Hume Highway. An alternative access arrangement is proposed which will utilise the existing intersection at Hume Highway and Mannix Parade to gain access to Hart Street via Remembrance Avenue. The Hume Highway/Mannix Parade intersection upgrade will involve:

- Provision of a new left-turn lane for vehicles westbound from Hume Highway to Remembrance Avenue. This will incorporate a new pedestrian crossing and refuge island to meet the signalised pedestrian crossings. The western extremity of Berryman Reserve will be modified, including footpaths and landscaping, to accommodate the new lane and associated crossings.
- Reconfiguration of the Hume Highway central median strip to make way for an additional west bound lane. The right-turning lane will replace approximately 50m of the inner eastbound lane.

Figure 4 illustrates the proposed changes to the approved intersection scheme.



Remembrance Avenue will be widened in the section west of Drummond Street to form 3 exit lanes (left turn, right turn and direct) and two entry lanes (including the new westbound left-turn

from Hume Highway) at the intersection. This will involve reducing the existing footpath width on the southern side of Remembrance Avenue between Drummond Street and Hume Highway, as well as the elimination of existing on-street parking. Residential driveways, landscaping and the pram ramp at Drummond Street will be modified accordingly.

These proposed changes were agreed in principle by the RTA, who are the responsible Road Authority for the intersection, following a meeting with the proponent on 11 May 2010. This was confirmed in writing by the RTA on 4 June 2010.

Traffic and Planning Associates prepared a traffic assessment which identified the implications of the revised traffic arrangements on the Hume Highway intersections of Remembrance Avenue/Mannix Parade and Bigge Street and also considered the impact of traffic resulting from the new Warwick Farm Station Commuter Car Park. This is included as an appendix to the modification submission and has been reviewed by the RTA. Whilst this traffic modelling indicates that there will be some minor localised traffic impacts, considering the mitigation measures proposed in the modification, these impacts are acceptable to the RTA.

The continuity of the existing pedestrian and cycle routes will be maintained and accommodated in the proposed road landscape works. There will be some localised effects, however these will result in little overall change to the existing levels of service.

The removal of the existing on-street parking spaces on Remembrance Avenue will be offset by the new commuter car park.

The modification to the western extremity of Berryman Reserve to accommodate the new left turn lane will result in a small reduction of open space and loss of four trees. The trees will be replaced. A further two trees will be lost on the southern side of Remembrance Avenue. Whilst the new road works will have a limited impact at the junction in terms of loss of trees and open space, this is seen as minor in comparison to the equivalent loss in the approved scheme. This would have resulted in even greater loss of open space and a number of mature trees, as well as breaking the integrity of this section of the Remembrance Driveway.

## **4.2 New Roundabout at Remembrance Avenue and Hart Street**

It is proposed that the approved five-way roundabout at Remembrance Avenue and Hart Street be revised to a three-way roundabout, reflecting the proposed deletion of the Hart Street extension north through Berryman Reserve as well as the new access arrangement for the Warwick Farm Station Commuter Car Park.

A new pedestrian crossing is also proposed south of the roundabout to provide pedestrian access to the car park. This will require modifications to the approved kerb and footpath alignments and to the central median on Hart Street to provide for the pedestrian crossing.

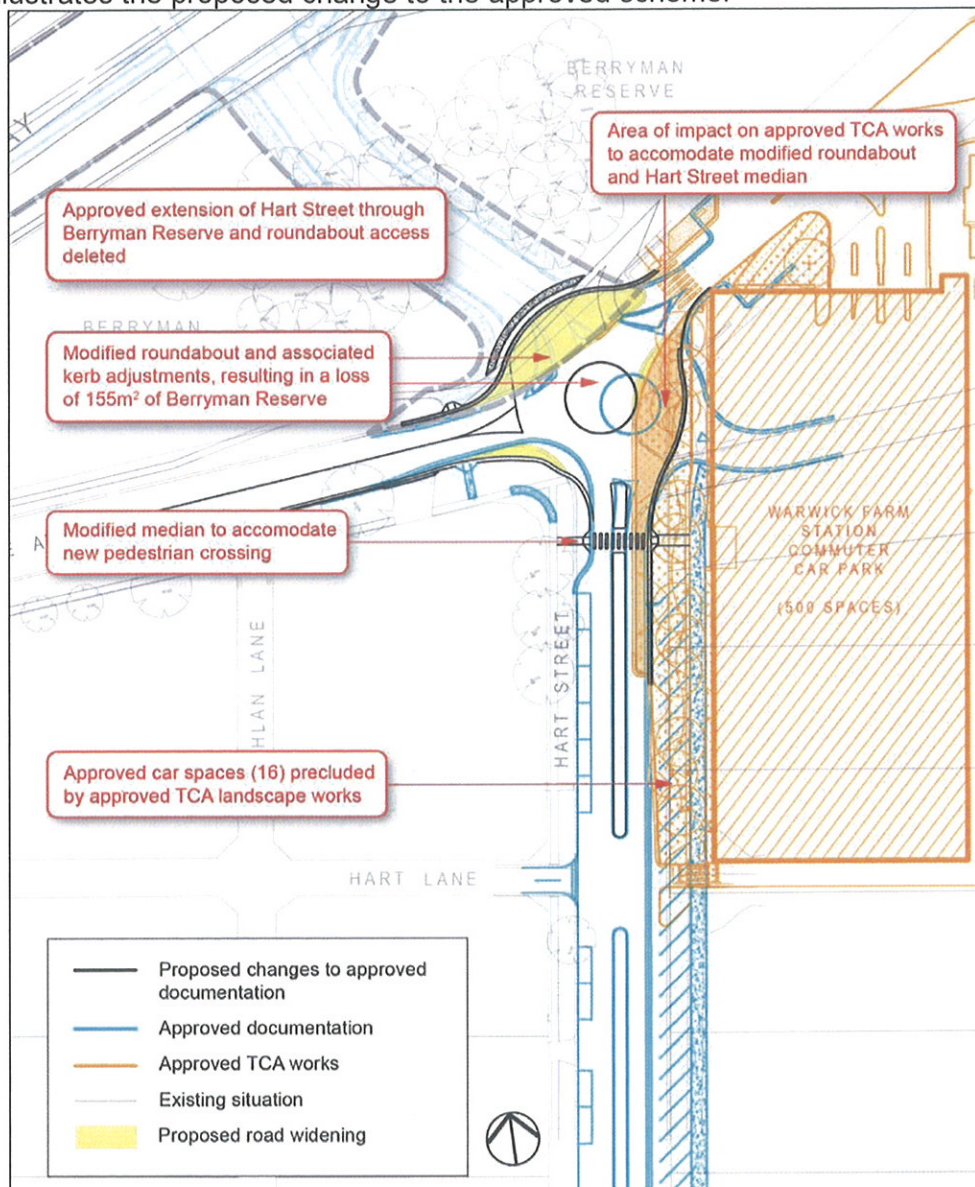
Safe pedestrian access across Hart Street to the multi-deck car park and train station beyond via the new pedestrian crossing in Hart Street is seen to be an improvement over the approved scheme.

Whilst there will be a reduction of 16 car parking bays on the eastern side of Hart Street, this will be more than offset by provision in the new commuter car park.

The modified intersection arrangements at Hart Street/Remembrance Avenue will result in a small loss of open space. However this is considered minor compared to the impact on Berryman Reserve at this point in the approved scheme, where a new road through the reserve would result in the loss of a number of mature trees. The proposed modification is seen as an improvement over the approved scheme.



Figure 5 illustrates the proposed change to the approved scheme.



## 5. CONCLUSION

The Department considers that the modification is appropriate. It will not result in any significant additional environmental impacts and will be beneficial in terms of its impact on the Berryman Reserve and in traffic circulation and road access in this location. As such, the modification is supported.

## 6. DELEGATION

Under the Instrument of Delegation dated 25 January 2010, the Minister delegated his functions under section 75W of the EP&A Act to the Director, Government Land and Social Projects, where there are fewer than 10 public submissions in the nature of objections in respect of the modification request. As there were no public submissions, the Director, Government Land and Social Projects can determine the modification.

## 7. RECOMMENDATION

It is recommended that the Director, as delegate of the Minister for Planning:

- (a) **Consider** the findings and recommendations of this report; and
- (b) **Approve** the modification, under section 75W of the *Environmental Planning and Assessment Act 1979*; and
- (c) **Sign** the attached Instrument of Modification Approval (**TAG A**).



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22/12/10



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24/12/10