

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Megan Fu

Dear Mr Madam/ Sir,

**New Request for Advice – Liverpool Hospital Multi-storey Carpark
(SSD-10388) (Liverpool City)**

Thank you for your correspondence via Major Projects Planning Portal (ref: PAE-3344) dated 25 May 2020 requesting Transport for NSW to provide advice regarding the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

It should be noted that Sydney Trains comments and recommended conditions are also included.

The supporting documentation provided in support of the proposed development application has been reviewed, and comments and recommendations on the following matter are provided:

- Further consideration to the accessible car parking spaces provided;
- Need for an updated Construction Traffic and Pedestrian Management Plan; and
- Sydney Train requirements.

Detail on the above matters is provided in **TAB A**.

Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



7/7/2020

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/04482

TAB A – TfNSW Comments – SSD 10388 EIS Liverpool Hospital Multi-storey Carpark

Car Parking

Comment

The 33 accessible car parking spaces in the traffic report is calculated based on the Liverpool DCP requirement and the capacity of the new car park. This does not cater for the overall demand of accessible parking spaces across the whole hospital.

Recommendation

It is requested that the applicant review the needs for accessible parking across the whole site and if appropriate explore opportunities increase the number of accessible parking spaces in the new car park.

Construction Traffic and Pedestrian Management

Comment

It is noted the applicant submitted a Preliminary Construction Management Plan as part of the supporting documentation. However, it is also noted that the new multi-storey car park is located on the existing CP2 with the provision of 597 spaces. These parking spaces will not be available during the construction of the new car park. The previous parking survey indicated peak occupancy of 98% in CP2. The impact of this parking demand has not been assessed in the CTPMP and no method is given how this parking demand will be managed. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a detailed Construction Traffic and Pedestrian Management Plan (CTPMP). The CTPMP is to assess how existing parking demand will be managed during construction, detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTPMP should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.

Sydney Trains

Comments

Due to the proximity of development being immediately adjacent to and within 25m of the Rail Corridor, RailCorp assets and land, there is a potential impact on the safe and efficient operation of the Sydney Trains services and integrity of the assets. Sydney Trains has considered that the development impacts can be managed by imposing conditions of consent (should the development be approved) as outlined below.

NOTE: Where a condition states prior to the issue of Construction Certificate, if there is no CC required for these works, these conditions can be amended to “prior to commencement of works”.

Recommendations

1. Prior to the issuing of a Construction Certificate or prior to any commencement of works, whichever occurs first, the Applicant/Developer shall prepare and provide to Sydney Trains for review, comment and written endorsement the following final version items in compliance with relevant ASA Standards (<https://www.transport.nsw.gov.au/industry/asset-standards-authority>):

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1. Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducted on the site closest to the rail corridor.
 2. Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements.
 3. Cross sectional drawings showing the rail corridor, sub soil profile, proposed excavation and structural design of sub ground support adjacent to the rail corridor. All measurements are to be verified by a Registered Surveyor.
 4. Detailed Survey Plan showing the relationship of the proposed development with respect to Sydney Trains easement and rail corridor.
2. No work is permitted within the rail corridor (including land and airspace), or any easements which benefit Sydney Trains/RailCorp, at any time, unless the prior approval of, or an Agreement with, Sydney Trains/RailCorp has been obtained by the Applicant/Developer.
 3. No rock anchors, rock bolts, ground anchors or rock ties, piles, foundations, rock pillars, transfer structures, basement walls, slabs, columns, beams, cut rock faces, are to be installed into RailCorp/Sydney Trains property or easements.
 4. The Applicant/Developer shall not at any stage block rail related use and rail corridor access gate, to ensure continuous provision for easy and ongoing 24/7 access by rail vehicles, plant and equipment to support maintenance and emergency activities. Prior to the commencement of works the Applicant/Developer shall consult with Sydney Trains to obtain written endorsement/agreement to ensure access is maintained.
 5. The Applicant/Developer must submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements.
 6. There is a need to ensure that the roots and foliage of trees being planted beside the rail corridor do not have an impact on the rail corridor or rail operations. Prior to the issue of a Construction Certificate, the Applicant/Developer shall provide to Sydney Trains for review, comment and written endorsement a final landscaping and planting plan demonstrating measures to ensure compliance with this condition must be prepared to the satisfaction of Sydney Trains.
 7. Sydney Trains advises there is a 33kV High Voltage Aerial Transmission Line in near proximity to the proposed works. All works within 6 metres of the nearest transmission line conductor must comply with:
 - ISSC 20 – Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure.
 - The Safe Approach Distances (SADs) in the Sydney Trains Document titled “SMS-06-GD-0268 – Working Around Electrical Equipment”.

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- “WorkCover Code of Practice – Work near Overhead Power Lines (The Code)”
 - All Landscaping shall be in accordance with the Sydney Trains High Voltage Powerline Tree Management Plan.
8. If required, the Applicant/Developer shall undertake a Services Search / Dial Before You Dig search to establish the existence and location of any rail services. Persons performing the Services Search / Dial Before You Dig search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant/Developer must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site.
 9. The Applicant/Developer must ensure that all drainage from the development is adequately disposed of and managed and not allowed to be discharged into the railway corridor unless prior written approval has been obtained from Sydney Trains.
 10. During all stages of the development the Applicant/Developer must take extreme care to prevent any form of pollution entering the railway corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.
 11. Excess soil is not allowed to enter, be spread or stockpiled within the rail corridor (and its easements) and must be adequately managed/disposed of.
 12. The Applicant/Developer is to ensure that the development incorporates appropriate anti-graffiti measures, to the satisfaction of Sydney Trains.
 13. Appropriate fencing must be in place along the rail corridor to prevent unauthorised access to the rail corridor during construction works. Details of the type of fencing and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.
 14. The development shall have appropriate fencing fit for the future usage of the development site to prevent unauthorised access to the rail corridor by future occupants of the development. Prior to the issuing of an Occupation Certificate the Applicant shall liaise with Sydney Trains regarding the adequacy of any existing fencing along the rail corridor boundary or design and construction of new fencing. Details of the type of new fencing to be installed and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.