

13 October 2014

The Secretary  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attn: Peter McManus [peter.mcmanus@planning.nsw.gov.au](mailto:peter.mcmanus@planning.nsw.gov.au)

Dear Peter

### Amendment in accordance with s96 (1A) to SSD 6107 Parkes Hospital

In July this year the Department of Planning and Environment issued approval for the Parkes Hospital development. Since that time a number of minor amendments have become necessary to address changes to the detailed design. The proposed amendments are described below and shown on the attached drawings.

### Additional Tree Removal

The removal of additional trees is required for construction of road and car parking pavements. The following trees to be removed are on Drawing 4828-RD-AR-DWG-PM-0600 issue 6 attached. There are five (5) trees to be removed in total and are described in the table below.

Tree #	Bot. Name	Common Name	Reason	Condition
191	Eucalyptus melliodora	Yellowbox	Located within the proposed carpark	Severe Dieback
200	Eucalyptus melliodora	Yellowbox	Located within work zone for roadway	Multistem inclusions
201	Eucalyptus melliodora	Yellowbox	Located within work zone for roadway	Occluded bark
288	Eucalyptus melliodora	Yellowbox	Located within the proposed carpark	Attacked by Borer
NA	Pinus sp		Located within the proposed carpark	Not known

In addition to these trees, a group of approximately 50 trees, identified as being primarily White Cypress Pine in the attached arborists report are required to be removed to accommodate the helicopter flight path. The aviation consultants – Lambert & Rehbein – have advised:

*The flight paths are highly constrained by the rising terrain to the south and the east and their location has been determined to ensure that the required obstacle-free criteria for the flight path protection are achieved within the confines of the site. In addition, it may well be necessary for vegetation in the adjacent site to be removed in order for the aviation safety requirements for helicopters to be achieved.*

*Because of the rising ground to the south it is not possible to retain trees within the flight path whilst meeting the minimum requirements for the approach and departure surfaces in accordance with NSW Ministry of Health guidelines. If these guidelines are not met then it is likely to jeopardise the acceptability of the HLS from an operational safety perspective and may mean that the helicopter operators refuse to use it*

#### **Additional parking**

Additional parking spaces have been added near the entrance to the Hospital to address user concerns with the previous carpark configuration. The spaces, which are designated for use by disabled persons and persons with limited mobility have been located near the entrance to limit the travel distance between the carpark and the entrance to the Hospital. The current approved design incorporates 143 parking spaces and the proposed amendment will involve an additional 7 bring the total car park numbers to 150.

#### **Relocation of Pedestrian Link and Cycleway**

Parkes Shire Council is constructing a cycleway and pedestrian link from the site to the town centre. Council's path will cross the proposed southern distributor approximately 130m west of the Hospital access road to avoid merging lanes to the intersection of the southern distributor and hospital access road, and southern distributor and Newell Highway. The proposed pedestrian link and cycleway has been relocated to coordinate with the location of Council's cycleway.

#### **Helipad Access**

The access to the helipad has been reconfigured to simplify access between the Emergency Department, Ambulance Bay and the Helipad. This was done as a result of requirements of Ambulance NSW.

#### **Assessment**

All of the above amendments are considered to be minor. While the tree clearing proposed appears extensive, the trees to be removed are not significant and there are no impacts on any endangered flora or fauna. The trees are not mature enough to contain hollows and do not provide a significant forage resource.

The location of the helipad on the site is constrained by the topography and while other locations were considered this current one is the only one that is operationally acceptable.

Additional trees can be planted to mitigate the visual impacts of the clearing.



The provision of additional parking and the realignment of the pedestrian, cycleway and helipad access are very minor and have no environmental impacts. Indeed they will provide improved access to and within the site.

Plans are attached which show the proposed amendments along with a copy of the arborists report. Please advise if any further documentation or commentary is required.

Yours sincerely,

A handwritten signature in black ink, appearing to read "AS-".

**Sam Sangster**  
Chief Executive