

WILLOWTREE PLANNING



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PLANNING PROPOSAL REPORT:

Amendment to Liverpool Local Environmental Plan
2008 for Additional Building Height/Floor Space Ratio

61-71 Goulburn Street, Liverpool
SP 18729, Lot 8 Section 41 DP 758620, Lot 20 DP 1113807, Lot 1
DP 25642, Lot 2 DP 610334 and Lot 1 DP 610334

—
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PLANNING PROPOSAL

Amendment to Liverpool Local Environmental Plan 2008 to Increase Height and FSR Standards
61-71 Goulburn Street, Liverpool (SP 18729, Lot 8 Section 41 DP 758620, Lot 20 DP 1113807, Lot 1 DP 25642, Lot 2 DP 610334 and Lot 1 DP 610334)

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3	Urban Design Report	Hatch RobertsDay
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PART A INTRODUCTION

1.1 OVERVIEW

This Planning Proposal has been prepared by Willowtree Planning Pty Ltd on behalf of Sacco Building Group, and seeks to amend *Liverpool Local Environmental Plan 2008* (LLEP2008) to include additional building height and floor space ratio (FSR) on the site. The land subject to this Planning Proposal is described as 61-71 Goulburn Street, Liverpool (SP 18729, Lot 8 Section 41 DP 758620, Lot 20 DP 1113807, Lot 1 DP 25642, Lot 2 DP 610334 and Lot 1 DP 610334).

The Proposal intends to facilitate the future development of the site for Liverpool Private Hospital. Building heights up to 79m and a 6.9:1 FSR are required to support the creation of a private hospital including a comprehensive suite of inpatient and outpatient services, comprising radiology, oncology, chemotherapy, occupation therapy and general medical wards. Retail uses will be incorporated on ground level and on-site carparking will be provided over four basement levels. A pedestrian bridge link will also be provided to provide pedestrian connection to the Liverpool Public Hospital.

The mix of land uses sought to be incorporated within the site are already permitted with consent in the B4 Mixed Use zone pursuant to *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP). Accordingly, no change of zone or additional permitted uses are required to facilitate the envisaged private hospital.

To demonstrate the potential for the site as a health services facility, an Urban Design Report has been prepared by Hatch RobertsDay (**Appendix 2**). The concept design has been informed by detailed site analysis and consideration of the surrounding context in order to provide an optimal development outcome that capitalises on the strategic potential of the land, uplifts the surrounding public domain and provides a high level of amenity.

A summary of the key planning metrics for the concept scheme is provided below and is further detailed in the Urban Design Report:

Table 1 Preliminary Design Option	
Planning Metric	Development Particular
Building height	Up to 79m (20 storeys with four basement levels)
Floor space ratio (FSR)	6.9:1
Gross floor area (GFA)	32,280m ²

The proposed amendments to LLEP2008 are considered appropriate for the following reasons:

- The proposed LLEP2008 amendment would enable the future development of the site for a multi-storey private hospital with retail use, carparking and a pedestrian bridge link connecting to the Liverpool Public Hospital. Whilst the envisaged range of uses are already permitted with consent in the B4 Mixed Use zone, additional building height and FSR are required to support the viability of creating the state-of-the-art health services facility on the site.
- Given the site's strategic location within the Liverpool Collaboration Area and Liverpool Innovation Precinct and its proximity to public transport network (including Liverpool train station and bus services), it is ideally located in accordance with the principles of transit-oriented development (TOD). Therefore, the site provides valuable opportunity to contribute to a sustainable, transit-oriented community providing a high standard of health care services.



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- In response to the site's strategic location, the Proposal has been designed to mark the gateway to the Liverpool Collaboration Area and Liverpool Innovation Precinct.
- The Proposal is consistent with the state, regional and local strategic plans. Specifically, the Proposal is consistent with the Greater Sydney Region Plan, the Western City District Plan, Local Strategic Planning Statement and Land Use Analysis and Precinct Strategy, particularly as they relate to providing health, education, research and innovation precincts, coordinating land uses with transport and other infrastructure, and stimulating employment growth in designated strategic centres/corridors.
- Consistent with strategic policy for health, education and innovation precincts, the Proposal would create health facilities, new jobs, local services and an activated public domain, combining to expand the existing Liverpool health and education precinct.
- In accordance with the Greater Sydney Region Plan and District Plan's vision for Liverpool, the Liverpool Collaboration Area and the 30-minute city, the development of the site would see additional employment opportunities within close proximity to public transport network, services and the major infrastructure investment committed for the region in association with the Liverpool health and education precinct.
- The proposed LEP amendment aligns with the relevant Section 9.1 Ministerial Directions including as they relate to business zones and the integration of land use and transport.
- The Proposal is consistent with the aims of LLEP2008 as it seeks to facilitate the sustainable development and use of land for health services facilities to meet the needs of local and regional populations, promote growth and reinforce the role of Liverpool.
- The future provision of health services facilities is wholly consistent with the B4 zone objectives as it provides a mixture of compatible land uses and provides employment opportunities in close proximity to public transport and road infrastructure. It is noteworthy that the envisaged health services development is already permissible pursuant to LLEP2008, with no change of zone or additional permitted use required.
- The Proposal will not result in any land use conflict but rather will complement and support the range of existing and future land uses and development types in immediate proximity of the site.
- The Proposal will not exhibit any adverse environmental impact. Rather the Proposal will enable the provision of a new private hospital in a highly accessible location that is serviced by existing and planned infrastructure. Additionally, the proposed hospital will contribute to the Liverpool health and education precinct by offering high quality private hospital services for the community.
- The Proposal would provide the opportunity to more effectively relate to the public domain through active commercial frontages at street level and a pedestrian over-street bridge providing connection to the Liverpool Public Hospital.
- The site's redevelopment would create opportunities for development designed in accordance with the principles of Environmentally Sustainable Development (ESD), improved public domain, whilst maintaining the amenity of the surrounding residential properties as well as sunlight access for Bigge Park as a key public space in the locality.

The subject site is therefore considered suitable for higher density development for the purpose of a new private hospital, which the proposed amendment to LLEP2008 would enable. Accordingly, it is requested that the Planning Proposal is supported.

The Planning Proposal is structured in accordance with the following:

- **Part A** Land to Which the Planning Proposal Applies



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- **Part B** Objectives or Intended Outcomes
- **Part C** Explanation of Provisions
- **Part D** Justification for Proposed LEP
- **Part E** Community Consultation
- **Part F** Conclusion



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PART B LAND TO WHICH THIS PLANNING PROPOSAL APPLIES

2.1 SITE DESCRIPTION AND EXISTING DEVELOPMENT

The subject site is identified as 61-71 Goulburn Street, Liverpool, and consists of six (6) lots legally described as follows:

Table 2 Site Identification	
Street Address	Legal Description
61 Goulburn Street	SP 18729
63 Goulburn Street	Lot 8 Section 41 DP 758620
	Lot 20 DP 1113807
	Lot 1 DP 25642
67-69 Goulburn Street	Lot 2 DP 610334
71 Goulburn Street	Lot 1 DP 610334

The site exhibits a total area of 4,674m² with a frontage to Goulburn Street to the east. Nos. 61 and 63 also exhibit secondary frontages to Goulburn Serviceway, which terminates in a cul-de-sac adjacent to No.63.

To the north the site adjoins a five (5) storey residential flat building; to the east Liverpool Hospital (public) is situated on the opposite side of Goulburn Street; to the south the site is adjoined by a four (4) storey residential flat building; and to the west the site adjoins multiple 3-4 storey residential flat buildings and a single-storey former shop (understood to be currently vacant).

In its existing state, the site comprises of three (3) residential flat buildings each consisting of four (4) storeys, a single storey dwelling house and a double storey detached garage structure. The residential flat buildings include grassed areas and hedges adjacent to the street frontage and concrete car parking areas to the rear. The setting of the detached buildings includes lawn and scattered trees and shrubs. Vehicular access to all the existing buildings on the site is facilitated from Goulburn Street via a total of four (4) driveway crossings.

The adjoining public domain includes a concrete footpath, restricted car parking on both sides of Goulburn Street, and two (2) lanes of traffic (one (1) lane per direction).

The site is shown in **Figure 1** and **Figure 2** below. Existing site development is demonstrated in **Figures 3-5**, and other development along Goulburn Street in the immediate vicinity of the site is shown in **Figures 6-8**.



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Figure 1 Existing Site Development (Nearmap 2021)

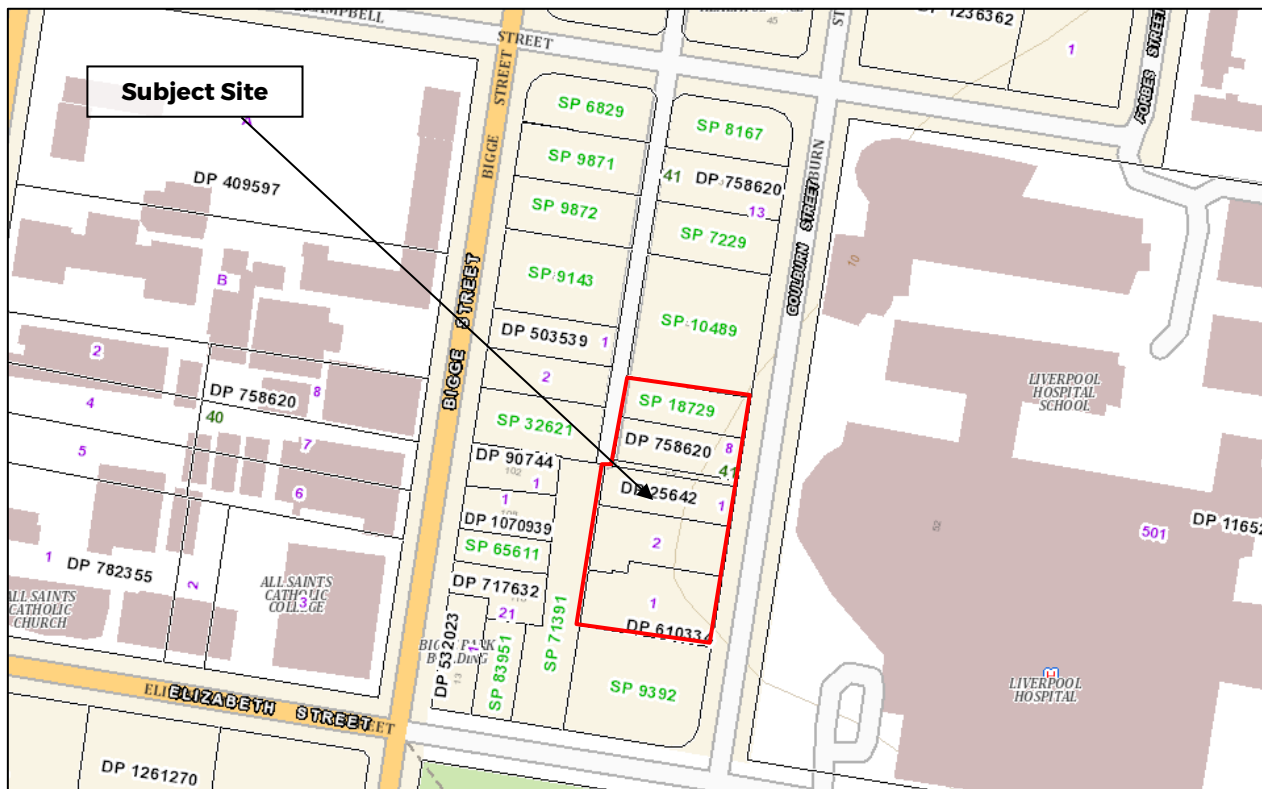


Figure 2 Cadastral Map (SIX Maps 2021)



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Figure 3 Existing Site Development- 61 Goulburn Street (Google Maps 2020)



Figure 4 Existing Site Development- 63-71 Goulburn Street (Google Maps 2020)

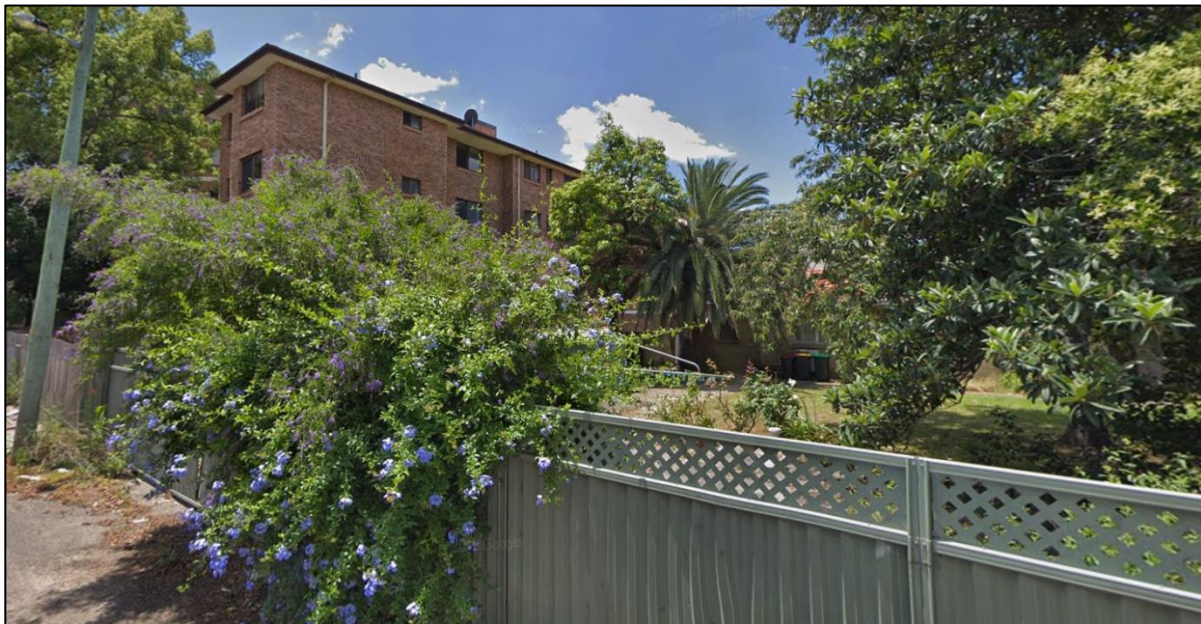


Figure 5 Existing Site Development- Goulburn Service Way (Google Maps 2020)

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Figure 6 Existing Development Opposite Site- Liverpool Hospital (Google Maps 2020)



Figure 7 Existing Development Opposite Site- Liverpool Hospital (Google Maps 2020)

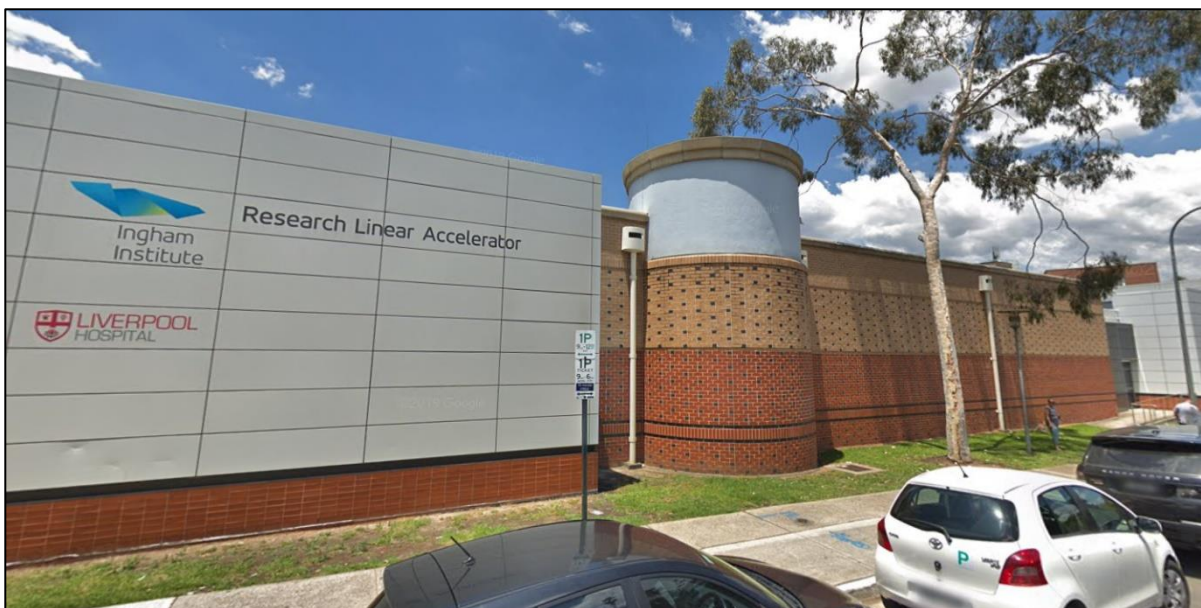


Figure 8 Existing Development Opposite Site- Liverpool Hospital (Google Maps 2020)



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2.2 LOCAL AND REGIONAL CONTEXT

The subject site is located in the suburb of Liverpool, within Liverpool Local Government Area (LGA).

The immediate site context exhibits a mixed use character, incorporating residential flat buildings (typically 3-5 storeys), hospitals, schools and public open space. Retail and commercial premises are situated further to the south and west, including within the city centre and Westfield.

Specifically, the surrounding context includes the following:

- North: residential flat buildings, medical suites, Ingham Institute, Sydney South West Private Hospital, Liverpool Girls High School, Liverpool Boys High School.
- East: Liverpool Hospital (public).
- South: Bigge Park, Liverpool TAFE, University of Wollongong south-western campus, Liverpool city centre, Liverpool train station.
- West: All Saints Catholic Primary School, College and Church, Westfield shopping centre.

The site is accessible by public transport with bus stops along Elizabeth Street in close proximity to the site providing connections to Liverpool station, Burwood, Holsworthy and Fairfield. Liverpool train station is located approximately 550m walk from the site.

The local context is shown in **Figure 9**.



Figure 9 Site Context Map (Hatch RobertsDay 2021)



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2.3 PLANNING CONTEXT

2.3.1 Environmental Planning and Assessment Act 1979

A Planning Proposal must have consideration of the objectives of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The objectives are as follows:

- (a) *to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) *to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) *to promote the orderly and economic use and development of land,*
- (d) *to promote the delivery and maintenance of affordable housing,*
- (e) *to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) *to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) *to promote good design and amenity of the built environment,*
- (h) *to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) *to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) *to provide increased opportunity for community participation in environmental planning and assessment.*

This submission is consistent with, and has considered, the objects of the Act, which have been addressed in the various sections of this report and summarised as follows:

- The site is not identified in proximity of any area of biodiversity and accordingly the Proposal would not exhibit any adverse impact on the natural environment or other resources. Rather the Proposal relates to a site that has been historically developed and forms part of an established urban area.
- The Proposal would create opportunities for ecologically sustainable development that achieves economic, environmental and social objectives.
- The Proposal would facilitate the orderly and economic use and development of land by enabling health services development in direct proximity of major public transport infrastructure and an established health and education precinct.
- The Proposal would support surrounding communities by providing additional health services facilities and commercial uses to accommodate current and projected growth in highly accessible locations.
- The subject site exhibits a low level of potential for Aboriginal cultural heritage or historical archaeological material and therefore presents significant opportunity for redevelopment.
- By supporting the future development of the site, the Proposal generates opportunity for the creation of a health-focused education, research and technology hub that delivers high quality design and high levels of amenity.

2.3.2 Liverpool Local Environmental Plan 2008

The site is subject to the provisions of LLEP2008. The aims of LLEP2008 are:



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- (1) *This Plan aims to make local environmental planning provisions for land in Liverpool in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act.*
- (2) *The particular aims of this Plan are as follows—*
 - (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,*
 - (a) to encourage a range of housing, employment, recreation and services to meet the needs of existing and future residents of Liverpool,***
 - (b) to foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work, study and visit,*
 - (c) to provide community and recreation facilities, maintain suitable amenity and offer a variety of quality lifestyle opportunities to a diverse population,*
 - (d) to strengthen the regional position of the Liverpool city centre as the service and employment centre for Sydney's south west region,*
 - (e) to concentrate intensive land uses and trip-generating activities in locations most accessible to public transport and centres,*
 - (f) to promote the efficient and equitable provision of public services, infrastructure and amenities,***
 - (g) to conserve, protect and enhance the environmental and cultural heritage of Liverpool,*
 - (h) to protect, connect, maintain and enhance the natural environment in Liverpool, and promote ecologically sustainable development which takes into account the environmental constraints of the land,*
 - (i) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bush fires, by managing development in sensitive areas,*
 - (j) to promote a high standard of urban design that responds appropriately to the desired future character of areas,*
 - (k) to improve public access along waterways and vegetated corridors while ensuring the natural environmental values of riparian and bushland corridors and the habitat they provide are protected and enhanced,*
 - (l) to improve public transport accessibility, and facilitate the increased use of public transport, cycling and pedestrian activity,*
 - (m) to enhance the amenity and positive characteristics of established residential areas,*
 - (n) to ensure the agricultural production potential of rural land and prevent its fragmentation,*
 - (o) to encourage development opportunities for business and industry so as to deliver local and regional employment growth.*

The Proposal is consistent with the aims of LLEP2008 as it seeks to facilitate the sustainable development and use of land for health care services to meet the needs of local and regional populations, promote growth and reinforce the role of Liverpool.

Relevant zoning and development standards are summarised in the subsequent sections.

Zoning and Permissibility

The site is zoned *B4 Mixed Use* pursuant to LLEP2008 (**Figure 10**).

The objectives of the B4 zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*



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- To allow for residential and other accommodation in the Liverpool city centre, while maintaining active retail, business or other non-residential uses at street level.
- To facilitate a high standard of urban design, convenient urban living and exceptional public amenity.

The future provision of a health services facility with retail uses, is consistent with the B4 zone objectives as it provides a mixture of compatible land uses in a highly accessible location close to Liverpool train station and the established Liverpool health and education precinct. The Proposal will also deliver high standards of urban design and exceptional public amenity.

Within the B4 zone the following are permissible without consent:

Home-based child care; Home occupations

Within the B4 zone the following are permissible with consent:

*Amusement centres; Artisan food and drink industries; Boarding houses; Car parks; Centre-based child care facilities; **Commercial premises**; Community facilities; Depots; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; High technology industries; Home businesses; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Shop top housing; Signage; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals; Water recreation structures*

Within the B4 zone the following are prohibited:

*Pond-based aquaculture; **Any other development not specified in item 2 or 3***

Pursuant to LLEP2008, the proposed development constitutes a 'health services facility', which is defined as:

a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following—

- (a) a medical centre,*
- (b) community health service facilities,*
- (c) health consulting rooms,*
- (d) patient transport facilities, including helipads and ambulance facilities,*
- (e) **hospital.***

Further, a 'hospital' is defined as:

a building or place used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, psychiatric care or care for people with disabilities, or counselling services provided by health care professionals) to people admitted as in-patients (whether or not out-patients are also cared for or treated there), and includes ancillary facilities for (or that consist of) any of the following—

- (a) day surgery, day procedures or health consulting rooms,*
- (b) accommodation for nurses or other health care workers,*



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- (c) accommodation for persons receiving health care or for their visitors,
- (d) shops, kiosks, restaurants or cafes or take away food and drink premises,
- (e) patient transport facilities, including helipads, ambulance facilities and car parking,
- (f) educational purposes or any other health-related use,
- (g) research purposes (whether or not carried out by hospital staff or health care workers or for commercial purposes),
- (h) chapels,
- (i) hospices,
- (j) mortuaries.

Pursuant to LLEP2008, the development of a 'health services facility' is prohibited within the B4 zone. Notwithstanding, as demonstrated in **Section 2.3.3**, given that the site is located within the B4 zone as a prescribed zone, permissibility of the Proposal for the purpose of a health services facility is established under the Transport and Infrastructure SEPP.

Accordingly, the proposed health services facility is permitted with consent pursuant to Section 2.60(l) of the Transport and Infrastructure SEPP. Additionally, the proposed retail uses on ground level is permitted with consent as 'commercial premises' under LLEP2008.

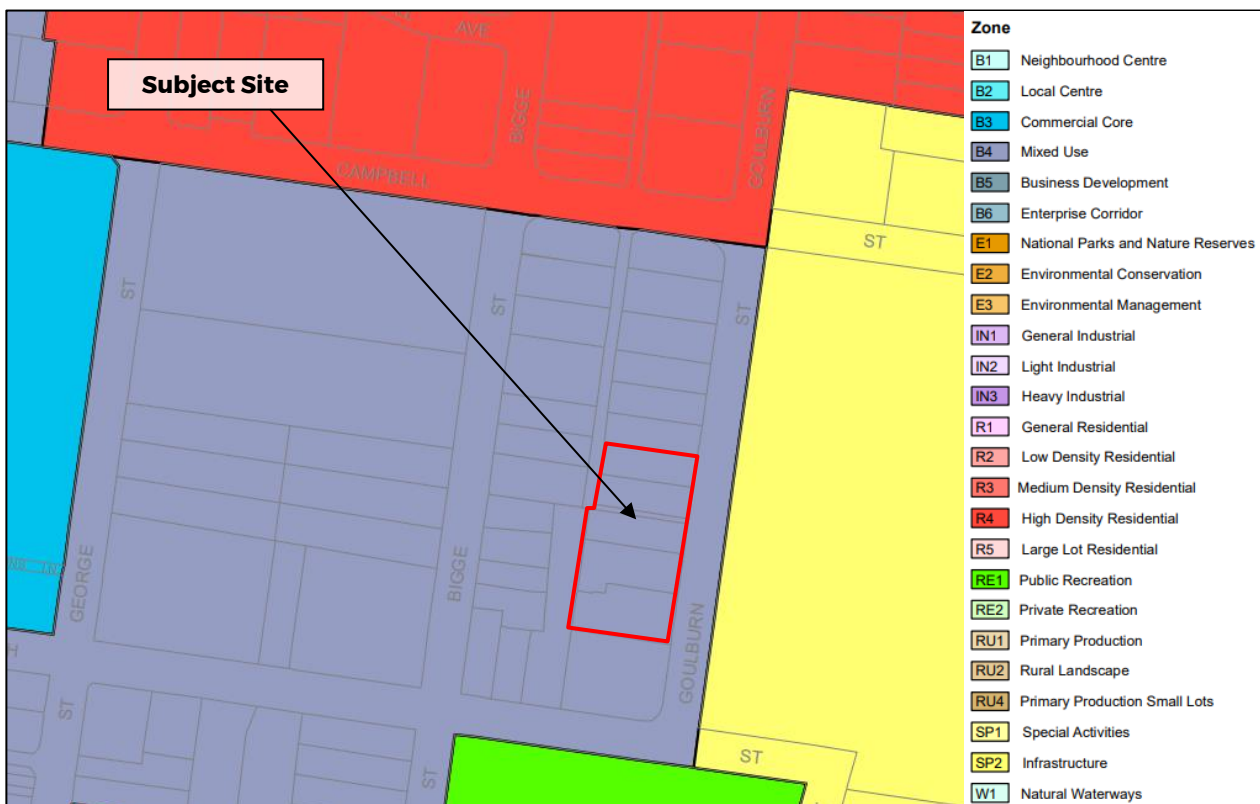


Figure 10 Zoning Map (NSW Legislation 2018)

Development Standards

The development standards and other relevant LEP provisions applicable to the site are summarised in **Table 3** below.

Table 3 LLEP2008 Development Standards	
LLEP2008 Clause	Standard Applicable to Site
Clause 4.1 Minimum lot size	The site is subject to a minimum lot size of 2,000m ² pursuant to the LLEP2008 as illustrated in Figure 11 below. No change to the



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Table 3 LLEP2008 Development Standards	
LLEP2008 Clause	Standard Applicable to Site
	minimum lot size control is required to support the proposed hospital.
Clause 4.3 Height of building	The site is subject to a maximum building height of 35m pursuant LLEP2008 as illustrated in Figure 12 below. In order to promote the efficient and sustainable use of land, it is proposed to amend the Height of Buildings development standard to 79m. This is further discussed in Part D .
Clause 4.4 Floor space ratio (FSR)	<p>Pursuant to Clause 4.4, the site is subject to a base FSR of 2.5:1, increasing to 3.5:1 under subclause (2C) given the site is zoned B4 in the Liverpool City Centre and the site area exceeds 2,500m² (refer to Figure 13).</p> <p>Notwithstanding, to support the orderly and economic development of land, it is proposed to amend the FSR development standard. This is further discussed in Part D.</p>
Clause 5.1 Relevant acquisition authority	The site is not subject to any land reservations under Clause 5.1.
Clause 5.10 Heritage conservation	As illustrated in Figure 14 , the southern portion of the site is within Bigge Park conservation area. As such, a Preliminary Aboriginal Cultural Heritage and Historical Archaeological Advice has been included as part of the Planning Proposal and is further discussed in Section 5.3.2 .
Clause 5.21 Flood planning	The site is not identified as a flood planning area. Notwithstanding, a Flood Impact Assessment (Appendix 5) has been prepared and is further discussed in Section 5.3.2 .
Clause 7.1 Objectives for development in Liverpool city centre	<p>Clause 7.1 establishes the following objectives for development in Liverpool City Centre:</p> <ul style="list-style-type: none"> (a) to preserve the existing street layout and reinforce the street character through consistent building alignments, (b) to allow sunlight to reach buildings and areas of high pedestrian activity, (c) to reduce the potential for pedestrian and traffic conflicts on the Hume Highway, (d) to improve the quality of public spaces in the city centre, (e) to reinforce Liverpool railway station and interchange as a major passenger transport facility, including by the visual enhancement of the surrounding environment and the development of a public plaza at the station entry, (f) to enhance the natural river foreshore and places of heritage significance, (g) to provide direct, convenient and safe pedestrian links between the city centre (west of the rail line) and the Georges River foreshore. <p>These objectives would be considered in detail as part of a future application. An Urban Design Report has been prepared by Hatch RobertsDay to provide a design analysis and justification for the Proposal. Details of the Urban Design Report are further discussed in Section 5.3.2.</p>
Clause 7.2 Sun access in Liverpool city centre	<p>Clause 7.2 imposes additional height limits to protect solar access within Liverpool City Centre. The subject site is not however specified for the purpose of Clause 7.2.</p> <p>Notwithstanding, the Proposal has been designed to minimise overshadowing impacts on Bigge Park and the surrounding</p>



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Table 3 LLEP2008 Development Standards	
LLEP2008 Clause	Standard Applicable to Site
	residential properties. Further details of the sun access associated with the Proposal are discussed in Section 5.3.2 .
Clause 7.3 Car parking in Liverpool city centre	<p>Pursuant to Clause 7.3, new development in Liverpool City Centre (including on B4 zoned land) is required to provide car parking as per the following minimum rates:</p> <ul style="list-style-type: none"> (a) 1 space/200m² ground floor GFA; and (b) 1 space/100m² retail GFA in any other part of the building; and (c) 1 space/150m² other GFA in any other part of the building. <p>Based on the requirements of Clause 7.3, the Proposal would require a total of 211 car parking spaces. The Proposal would provide a total of 327 car parking spaces and hence is compliant with the car parking requirement under Clause 7.3.</p>
Clause 7.4 Building separation in Liverpool city centre	<p>Clause 7.4 requires the following building separation on B4 zoned land:</p> <ul style="list-style-type: none"> (a) 12m for parts of buildings between 25m and 45m above ground level (finished); and (b) 28m for parts of buildings 45m or more above ground level (finished). <p>Building separation for the Proposal is shown in the Architectural Plans at Appendix 1. In particular, the Proposal will provide adequate separation distance from the surrounding properties in accordance with Clause 7.4 of LLEP2008. It is noted that the Proposal will provide a maximum of 9m upper level setback from the northern boundary, an upper level setback of 11.7m to 14.5m from the western boundary and a maximum of 9m upper level setback from the Goulburn Street boundary. Given that the residential properties to the west and north are generally one to four storeys in height, the proposed separation distances are considered to be adequate to maintain the visual privacy of the surrounding residential properties.</p>
Clause 7.5 Design excellence in Liverpool city centre	Clause 7.5 requires that new development in Liverpool City Centre exhibits design excellence. The detailed criteria for design excellence would be considered as part of a future application.
Clause 7.6 Environmentally Significant Land	The site is not identified as environmentally significant land and hence further consideration is not required in this regard.
Clause 7.7 Acid Sulfate Soils	The site is identified to contain Class 5 acid sulfate soils. Any geotechnical testing required with respect to acid sulfate soils would be carried out prior to physical works occurring on the site. A Preliminary Site Investigation (Appendix 10) has been prepared by ERM Consulting and a Preliminary Geotechnical Assessment has been prepared by Douglas Partners and are further discussed in Section 5.3.2 .
Clause 7.14 Minimum Building Street Frontage	<p>Pursuant to Clause 7.14, any building on land in the B4 Mixed Use zone is required to have at least one street frontage to a public street (excluding service lanes) of at least 24m.</p> <p>The site exhibits a frontage of approximately 95m to Goulburn Street and hence is compliant with Clause 7.14.</p>
Clause 7.16 Ground Floor Development in Zones B1, B2 and B4	Pursuant to Clause 7.16(4), the ground floor of the building must be used for the purposes of business premises or retail premises, and must have at least one entrance and one other door/window on the front of the building facing a street other than a service lane.



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Table 3 LLEP2008 Development Standards	
LLEP2008 Clause	Standard Applicable to Site
	The Proposal will provide retail premises on ground level and an entrance and another door/window on the front of the building facing Goulburn Street.
Clause 7.17 Airspace Operations	<p>Prior to consent being granted for a controlled activity within the meaning Part 12, Division 4 of the <i>Airports Act 1996</i>, approval must first be obtained.</p> <p>The site is not identified as being within an identified airspace pursuant to the <i>Airports Act 1996</i>.</p>
Clause 7.17A Hospital Helicopter Air Space	<p>In accordance with the Helicopter OIS Contours, the site would be applicable to a maximum building height of 42.71 AHD.</p> <p>A DA for development under, or that intrudes into, hospital helicopter airspace, must be referred to the chief executive of the relevant local health district. The development must not present a hazard to helicopters using hospital helicopter airspace.</p> <p>Notwithstanding this clause, as outlined in Section 2.3.5 of this report, it is understood that a Council-led Planning Proposal has been recommended to update the helicopter flight paths. This would make allowance for additional height on the subject site. It is noted that future development application for the proposed development will be referred to the South West Sydney Local Health District for assessment.</p>



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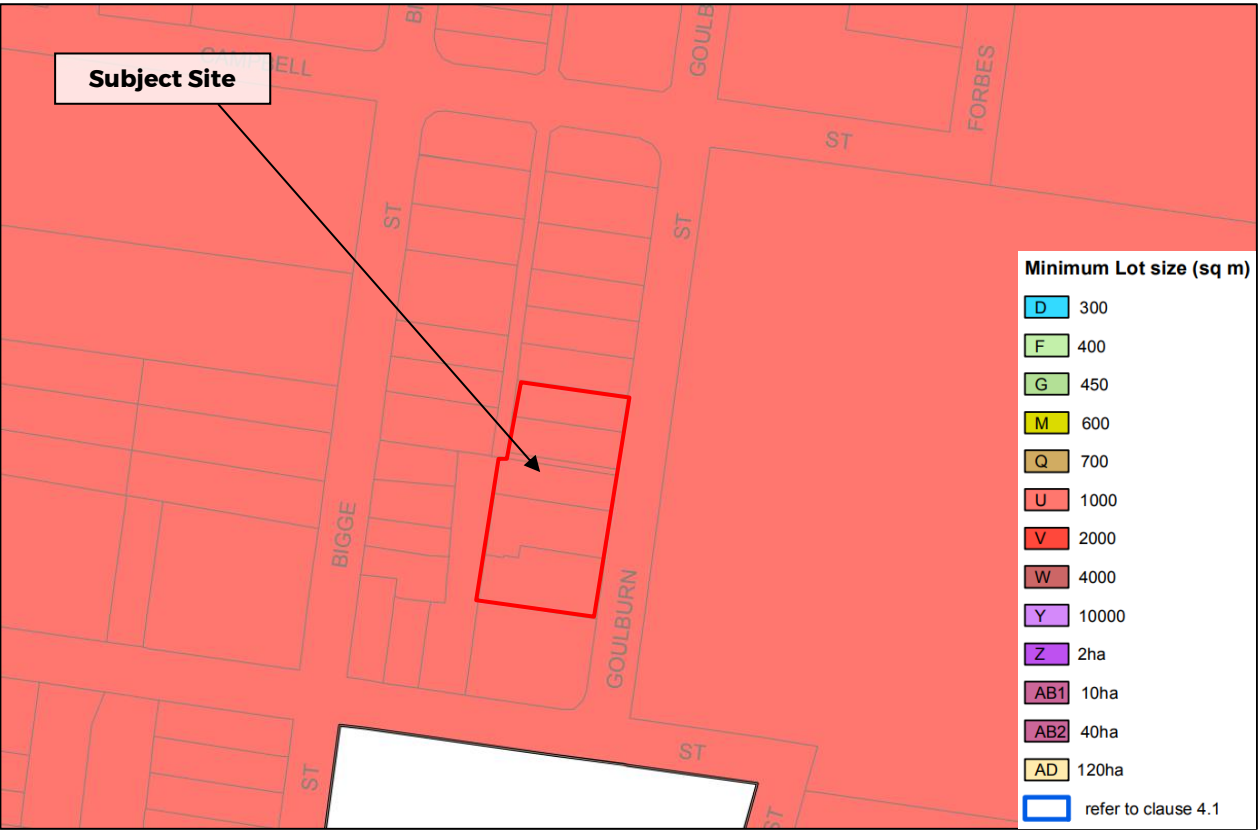


Figure 11 Minimum Lot Size Map (NSW Legislation 2021)



Figure 12 Building Height Map (NSW Legislation 2021)



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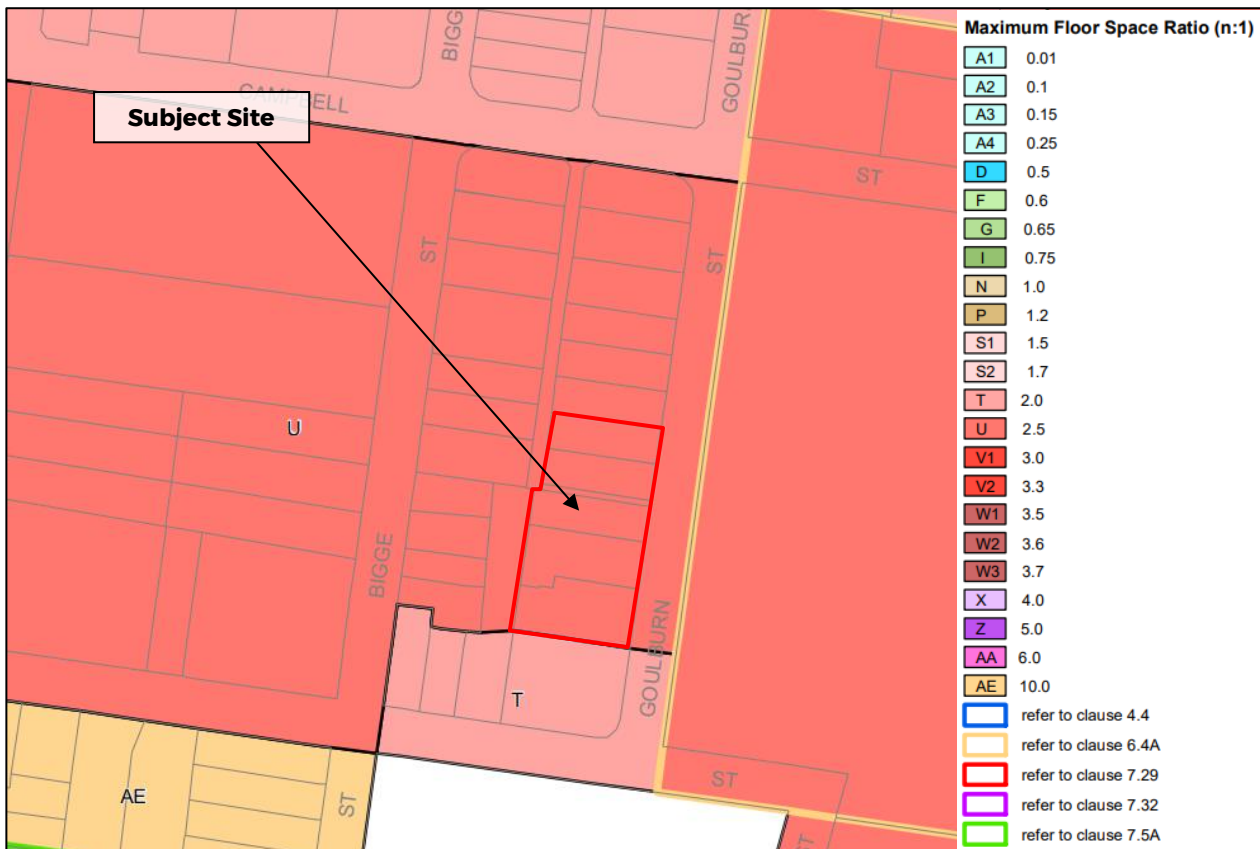


Figure 13 Floor Space Ratio Map (NSW Legislation 2021)



Figure 14 Heritage Map (NSW Legislation 2021)



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2.3.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

The Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State. Part 2.2 Division 10 of the Transport and Infrastructure SEPP relates to Health Services Facilities, meaning:

health services facility means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:

- (a) a medical centre,
- (b) community health service facilities,
- (c) health consulting rooms,
- (d) patient transport facilities, including helipads and ambulance facilities,
- (e) hospital.

Pursuant to Section 2.60(1) of the Transport and Infrastructure SEPP, development for the purpose of Health Services Facilities may be carried out by any person with consent on land in a Prescribed Zone. The B4 zone is a Prescribed Zone for the purpose of Division 10, and therefore development for health services facilities is permitted with consent on the site.

2.3.4 Draft Environmental Planning Instruments

There are no draft Environmental Planning Instruments applicable to the proposed development on the subject site.

2.3.5 Council-led Planning Proposal to Amend Helicopter Flight Paths

It is understood that a Council-led Planning Proposal has been recommended to update the LLEP2008 Key Sites Map (as referenced in Clause 7.17A of LLEP2008 which relates to hospital helicopter airspace).

The amendments would respond to the realignment of Liverpool Hospital's helicopter flight paths for their main hospital landing site.

It is noted that Gateway Determination was granted by the former Department of Planning, Industry and Environment (DPIE) on 17 August 2021 to make amendments to the helicopter flight paths to clearly identify the height plane/contours in order to indicate the height restrictions on the properties under the proposed flight path. The Planning Proposal was exhibited between 1 October 2021 and 31 October 2021. It is understood that the LEP is currently under preparation by Council.

2.3.6 Recent Approvals on Surrounding Sites

Major projects approvals for the surrounding context relate to Liverpool Hospital and Sydney South West Private Hospital.

The following applications have been approved in relation to Liverpool Hospital:

- SSD-10388 – construction and operation of a seven (7) level carpark at Liverpool Hospital, including multi-level and at-grade carparks with 1,097 car parking and 55 motorcycle parking spaces, demolition works, remediation works, road connections and landscaping.



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- SSD-10389 – construction and operation of the Integrated Services Building and refurbishment works, including new eight (8) storey building, tree removal, demolition, remediation, road, landscaping, utility works, and skybridge over Campbell St.
- MP 06-0116 – project and concept plan approvals for hospital expansion (new eight (8) storey core hospital building, >330 additional beds and 890 additional parking spaces), expanded research and educational facilities, provision of accommodation for students and nursing and medical staff, and accommodation for patient's relatives.
- MP 08-0036 – new clinical services complex.
- MP 08-0062 – infrastructure and ancillary hospital works.
- MP 10-0055 – Ingham Health Research Project.
- MP 10-0056 – Liverpool Cancer, Pathology and Clinical Training Project.

The following applications have been approved in relation to Sydney South West Private Hospital:

- MP 10-0091 – hospital extension including four (4) levels, 4,414m² gross floor area (GFA), operating theatres, inpatient bedrooms, a mental health unit, medical consulting rooms, ancillary and support rooms, and one (1) level of car parking.
- Four (4) modifications to MP 10-0091 have subsequently been approved, including for 640m² additional floor space, an additional level of parking, other internal and external alterations, staged construction, and stratum subdivision to allow the separation (and sale) of medical suites from the core hospital.

Based on the NSW Government LEPs Online system, the following Planning Proposals have been approved in relation to Liverpool Hospital:

- PP_2016_LPOOL_006_00 was approved on 21 November 2016 to provide a legislative mechanism requiring the consent authority to consider the impacts of proposed development in Liverpool on the Liverpool Hospital emergency helicopter flightpath.
- PP_2015_LPOOL_003_00 was approved on 24 September 2015 for rezoning of Liverpool City Centre Commercial Core from B3 Commercial Core to B4 Mixed Use and to permit exceeding existing planning controls at the Liverpool Hospital Campus site (10,000 dwellings/22,000 jobs).

These approved Planning Proposals are reflected in the current version of *Liverpool Local Environmental Plan 2008* (LLEP2008) (including maps).

2.3.7 Liverpool Development Control Plan 2008

Liverpool Development Control Plan 2008 (LDCP2008) applies to land within the Liverpool LGA and complements LLEP2008 by providing more detailed controls to guide development. The aims of LDCP2008 are:

- a) *To provide more detailed provisions for regulating the carrying out of development.*
- b) *To protect and improve the natural environment in the City of Liverpool.*
- c) *To protect and improve the amenity of the City of Liverpool.*
- d) *To protect personal safety and to minimise the risk of damage to areas subject to environmental hazards, particularly flooding.*
- e) *To promote a high standard of urban and environmental design.*
- f) *To conserve, protect and enhance the environmental heritage of the City of Liverpool.*
- g) *To encourage a diversity of housing to meet the needs of the residents of the City of Liverpool.*
- h) *To facilitate development that is environmentally sustainable.*

Future development on the site would consider the objectives and provisions of LDCP2008.



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2.4 DEVELOPMENT HISTORY OF THE SITE

Based on review of Council's DA Tracker, there are no recent DAs relating to the subject site.

With respect to the current proposal, the Secretary's Environmental Assessment Requirements (SEARs) for SSD 10430 were issued on 06 April 2020. A Biodiversity Development Assessment Report (BDAR) Waiver was issued on 17 April 2020. Notwithstanding, it is noted that the SEARs issued will expire on 6 April 2022 and a new industry-specific SEARs will be reapplied following the lapse of the current SEARs.

Given the Capital Investment Value (CIV), the project would exceed the threshold identified in Schedule 1, Section 14 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the future development of the site would be subject to a State Significant Development Application (SSDA).

2.5 PRE-LODGEEMENT MEETING LIVERPOOL CITY COUNCIL

A Pre-Lodgement Meeting was held with Liverpool City Council on 30 May 2021, at which time the intended amendment to building height and FSR development standards were discussed.

Subsequent to the meeting, Council issued a letter dated 30 June 2021 identifying the requirements for the lodgement of a formal Planning Proposal. The following table summarises those issues which were identified by Council and summarises the means of address.

A documentation checklist was also issued by Council, and all items requesting have been included within this Planning Proposal report and its appendices.

Table 4 Summary of Matters Identified by Liverpool City Council	
Matter Identified by Council	Comment
<u>Overshadowing</u> <i>While Council appreciates changes to the proposed built form following the SEARs request that lessen impact on surrounding residential properties, the revised proposal as set out in the provided Strategic Positioning Paper appears to adversely overshadow Bigge Park. This park is of strategic importance in an area with an historic undersupply of open space.</i> <i>A revised planning proposal request must provide shadow diagrams that detail the full extent of overshadowing of Bigge Park and include each hour between 9am-3pm on 21 June.</i> <i>Overshadowing controls do not apply to the subject site, as current height controls would effectively protect Bigge Park from overshadowing. However, overshadowing controls apply to the adjoining site at 73 Goulburn Street as well as at 9, 11 and 13 Elizabeth Street. It is Council's expectation that a planning proposal request considers the intent of these controls, ie, a revised proposal should ensure that development</i>	<p>A Shadow Analysis has been prepared in the Architectural Plans (Appendix 1) and Urban Design Report (Appendix 3).</p> <p>As demonstrated in the Shadow Diagrams in the Architectural Plans and Urban Design Report, the Proposal would result in minimal additional shadow cast on Bigge Park between 9am and 12pm on 21 June.</p> <p>It is noted that in the worst case scenario, the Proposal overshadows 3.51% of Bigge Park on winter solstice. On an annual scale, the Shadow Analysis demonstrates that the Proposal has no overshadowing impact on Bigge Park between late August and mid-April.</p> <p>Further, it is noted that the existing residential flat building at 73 Goulburn Street to the south of the site will receive a minimum of 3.5 hours of solar access during winter solstice, which will continue to provide adequate solar access for the adjoining residential property.</p> <p>Overall, the Proposal is not anticipated to result in adverse overshadowing impacts and will preserve adequate solar access for Bigge Park and the existing residential property to the south.</p>



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<p><i>will not cast additional shadow on Bigge Park to that cast by the maximum permissible envelopes at 73 Goulburn Street and 9, 11 and 13 Elizabeth Street.</i></p>	
<p><u>Heritage</u></p> <p><i>The southern portion of the site is part of the Bigge Park Conservation Area. A purpose of the Conservation Area is to minimise the visual impact on Bigge Park as well as surrounding significant buildings. The proposed development should be designed to minimise overshadowing on Bigge Park, as noted above.</i></p> <p><i>Consideration should also be given to the presence of a potential convict drain beneath the subject site. An archaeological investigation may be required and it is preferred where possible for the drain to be integrated into the future architectural design.</i></p>	<p>As demonstrated above, the proposed development has been designed to prevent excessive overshadowing and will provide adequate solar access for Bigge Park.</p> <p>As addressed in the Historic Impact Assessment (Appendix 8), the inclusion of the site in the conservation area is not related to any particular heritage value which the site encapsulates. Instead, one of the key values noted for the conservation area is the preservation of the grid alignment, which is discussed on the assessment of each significance criteria for the conservation area on the State Heritage Inventory (SHI) listing. While the curtilage of the conservation area will be slightly reduced, the conservation area will be able to retain its heritage significance and will not be impacted by the new construction. A new curtilage for the conservation area set to the south of the site would not affect the heritage values for which the conservation area is intended to protect.</p> <p>In accordance with the Preliminary Aboriginal Cultural Heritage and Historical Archaeological Advice (Appendix 8), while there is evidence from the 1867 Crown plan of a brick drain running through the property, the route of the drain was subsequently subsumed into the alignment of a later underground sewer main, construction of which is likely to have removed all evidence of the earlier drain.</p> <p>While the alignment of the former brick drain is considered to hold archaeological potential and require further investigation, the results of historical research and the site inspection undertaken as part of the archaeological assessment has demonstrated that the excavation of the sewer main is likely to have removed any such archaeological potential.</p>
<p><u>Surrounding residential amenity and development</u></p> <p><i>An increase in FSR and building height has the potential to reduce the privacy and sun access of adjacent existing residential properties. These impacts will need to be addressed and potential</i></p>	<p>It is noted that the Proposal has been designed to preserve the privacy and sun access of the adjacent existing residential properties.</p> <p>In particular, the Proposal will provide adequate separation distance from the surrounding properties in accordance with Clause 7.4 of</p>



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<p><i>solutions or mitigation measures detailed within the proposal.</i></p> <p><i>It is Council's expectation that documentation will be provided that models potential development of surrounding properties and considers amenity impacts to avoid sterilising development allowable under existing controls.</i></p> <p><i>There is also considerable new development occurring in proximity to the site, particularly the redevelopment of the Liverpool Hospital site. The planning proposal request should use the latest plans for the hospital and respond to that built form.</i></p>	<p>LLEP2008. It is noted that the Proposal will provide a maximum of 9m upper level setback from the northern boundary, an upper level setback of 11.7m to 14.5m from the western boundary and a maximum of 9m upper level setback from the Goulburn Street boundary. Given that the residential properties to the west and north are generally one to four storeys in height, the proposed separation distances are considered to be adequate to maintain the visual privacy of the surrounding residential properties.</p> <p>Additionally, as demonstrated in the Shadow Diagrams, the residential properties to the south will receive 3.5 to 4.5 hours of solar access between 9am and 12pm on 21 June.</p> <p>The Proposal has been designed to incorporate podium articulation to enable a sensible transition to the residential properties to the north and south. The proposed built form is also designed to step down to the southern side to minimise overshadowing impacts to the adjoining property to the south and Bigge Park.</p> <p>The Proposal is sympathetic to the redevelopment of the Liverpool Hospital. Specifically, a pedestrian bridge link is proposed to provide pedestrian connection between the Proposal and the public hospital. Natural materials will be incorporated to the design of the bridge link to blend in with the lush character of the streetscape.</p>
<p><u>Feasibility and scale</u></p> <p><i>The uplift being sought is significant for the area and requires further justification. Council expects that a market needs analysis would be provided as part of a planning proposal request that provides a robust justification for the uplift sought. An urban design study, social impact assessment and economic impact assessment should also be provided.</i></p>	<p>A Market Needs Analysis, Urban Design Report, Socio-Economic Impact Assessment have been prepared and are provided at Appendices 12, 3 and 13.</p> <p>Details of the abovementioned reports are further discussed in Section 5.3.2.</p>
<p><u>Drainage</u></p> <p><i>The site includes a drainage reserve at Lot 20 DP 1113807. Council requires a hydraulic study for the subject site, as noted in the terms of the easement, to ensure there is no impedance to the flow of water caused by any structure. An engineered solution may be considered by Council.</i></p>	<p>A Water Sensitive Urban Design and Stormwater Report has been prepared by Henry & Hymas and is provided at Appendix 5.</p> <p>While the proposed building encroaches the existing stormwater easement, it is proposed to relocate the stormwater easement to the northern boundary and to ensure all structures (including the basement levels) are kept clear of the</p>



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	<p>easement. As such, overland flow from the catchment is redirected around the proposed building footprint.</p> <p>The proposed easement will have an increased 525mm diameter stormwater pipe to ensure no loss of pipe capacity and a 3m wide vegetated swale over in order to ensure the overland flows can be directed through the site without impacting on the proposed or neighbouring buildings.</p>
<p><u>Traffic</u></p> <p><i>A traffic impact assessment will need to be provided as part of the planning proposal. While much of the information will be required as part of an SSD application, traffic and parking will still need to be addressed at a sufficient level of detail for a planning proposal to progress. As the site is in a constrained area, a traffic impact assessment is required that addresses parking provision, vehicular/pedestrian access arrangements, traffic generation, and the impacts/implications on the surrounding road network, including necessary road upgrades and intersection treatments. The TIA should include:</i></p> <ul style="list-style-type: none">▪ <i>Traffic impact analysis for the adjoining local road network including Sidra Traffic Modelling;</i>▪ <i>Pre- and post-development parking demand and turnover survey;</i>▪ <i>Public transport and active transport provision;</i>▪ <i>Detailed plans for the proposed parking, access driveway, including gradient,</i>▪ <i>vertical clearances, swept path analysis, line markings and signposting; and</i>▪ <i>Provision for service and emergency vehicles, including ambulances, is to be specified.</i>	<p>A Transport Assessment has been prepared by Ason Group and is provided in Appendix 4. Details of the Transport Assessment are further discussed in Section 5.3.2 of this report.</p>
<p><u>Zoning</u></p> <p><i>Council will need to be satisfied that an increase in development potential will not result in unintended consequences, such as a development application for a use other than a private hospital and its associated ancillary uses. The planning proposal should therefore be structured to allow for an increase in development potential only for the purposes of a private hospital and associated ancillary uses. It is Council's view that this would best be achieved as an additional local provision.</i></p>	<p>It is noted that the proposed land uses involve hospital and commercial use. As demonstrated in Section 2.3.3, health services facility is permitted with consent within the B4 Mixed Use zone as a prescribed zone pursuant to Section 2.60(1) of the Transport and Infrastructure SEPP.</p> <p>Further, as demonstrated in Section 2.3.2, commercial premises are permitted with consent within the B4 zone under LLEP2008.</p>



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	Given that both uses are permitted with consent, it is considered that an additional local provision or additional permitted use is not required.
<p><u>Merit assessment</u></p> <p><i>As you would be aware, the Department of Planning, Industry and Environment (DPIE) has provided guidance to proponents and Councils as to how to make a merit assessment of a proposed rezoning. To meet the requirements of these guidelines, the rezoning request must satisfy the strategic and site merit tests as follows:</i></p> <p><i>A planning proposal request must demonstrate both strategic and site merit, to progress to a Gateway determination.</i></p> <p><i>Please note that any planning proposal request to rezone the subject site would also be required to address all relevant State Environmental Planning Policies and s9.1 Ministerial Directions.</i></p>	<p>The subject Planning Proposal request is considered to have significant strategic and site merit. This is further discussed in Part E.</p> <p>As demonstrated in Part E, the Planning Proposal request is consistent with all State Environmental Planning Policies and Section 9.1 Ministerial Directions in the EP&A Act.</p>

2.6 RESPONSE TO COUNCIL'S REQUEST FOR FURTHER INFORMATION

A Request for Further Information (RFI) was issued by Council on 3 March 2022 in relation to the subject Planning Proposal as part of the initial assessment. In particular, the matters raised by Council are responded to in **Table 5** below.

Table 5 Response to Matters Raised by Council	
Matter Identified by Council	Comment
Heritage	
<p>The proposal falls within the Bigge Park Heritage Conservation Area.</p> <p>The aims of the Liverpool Local Environmental Plan 2008 include: <i>(g) to conserve, protect and enhance the environmental and cultural heritage of Liverpool.</i></p> <p>Section 5.10 Heritage Conservation of the LEP includes the following objectives:</p> <ul style="list-style-type: none"><i>a) to conserve the environmental heritage of Liverpool;</i><i>b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views.</i> <p>Section 7.1 Objectives for development in the Liverpool city centre includes: <i>(f) to enhance the</i></p>	<p>The Historical Impact Statement has been provided to address the Bigge Park Heritage Conservation Area. Further details on the heritage conservation area are provided in Section 5.3.2 of this report.</p>



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<p>natural river foreshore and places of heritage significance.</p> <p>Ministerial Direction 2.3 requires that a planning proposal must contain provisions that facilitate the conservation of:</p> <p>a) <i>items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area</i></p> <p>In meeting the provisions of the LEP and Ministerial Direction, the planning proposal report acknowledges that part of the site is within the Bigge Park Heritage Conservation Area and references a provided <i>Preliminary Aboriginal Cultural Heritage and Historical Archaeological Advice</i> as support. However, the provided advice makes no reference to the Bigge Park Heritage Conservation Area.</p> <p>Council requests that the advice be updated to indicate how the proposed development impacts upon the Bigge Park Heritage Conservation Area.</p> <p>As indicated in Council's pre-planning advice, the purpose of the Bigge Park Heritage Conservation Area is to minimise visual impact on Bigge Park and surrounding significant buildings. Council notes that the provided visual impact assessment indicates there are moderate and moderate-high visual impacts associated with the planned development as viewed from Bigge Park.</p> <p>Please note that prior to any development within the Conservation Area or alteration to any building, structure or landscape feature, a Statement of Heritage Impact should be prepared to assess the impact of such proposal on the significance of the Conservation Area.</p>	
Market needs analysis for consulting space	
<p>The planning proposal indicates a significant amount of space for consulting and education suites. This is listed in the report and attachments as 17,100m² GFA, 15,048m² GLA and either 9,520m² or 9,390m² NLA (this amount should be clarified and the building efficiency ratio justified).</p>	<p>The Planning Proposal report and the Market Needs Analysis (Appendix 12) have been updated to indicate 12,540m² of consulting and education space for the development.</p> <p>As demonstrated in the updated Market Needs Analysis, market need is evident through</p>



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<p>While a market needs analysis is provided with the planning proposal request, stronger supporting evidence for this demand is necessary, particularly given the negative impacts of the scale of development on the surrounding area, including Bigge Park. This should consider impacts and demand related to the Liverpool City Centre and surrounds, rather than justification based on calculations of employment growth across the entire Local Health District, which encompasses land outside of the Sydney metropolitan area.</p> <p>The analysis indicates that the provided floor space amounts to only 1% of healthcare and education space demand across the study area, but also notes that the development would enable existing allied health services to relocate to the development so that older space could be refurbished and repurposed. This does not suggest there is significant additional demand for additional space within the Liverpool City Centre specifically. The effects of the development on existing ancillary health space in the Liverpool City Centre should be clarified.</p> <p>It is recommended that a more comprehensive local study and support letters from Liverpool Public Hospital/South West Sydney Local Health District (SWSLHD) and ancillary service providers are included as part of the proposal to substantiate the volume of consulting and education floor space being proposed. Note that Council has also sought comment from SWSLHD on this matter.</p>	<p>substantial operator interest in the project. It is understood that discussions are underway with a major private health operator who is seeking to occupy 15 floors of the project, representing over three-quarters of the project. It is noted that the remaining consulting and education suites (around 4,560m²) will be ancillary in nature to accommodate services and operators who wish to co-locate with the primary health operator and leverage the location and amenity benefits of the project with a key health precinct.</p> <p>Local Health District is considered the appropriate region to analyse given the context of the project and its location next to Liverpool Hospital and as part of the Liverpool health cluster, which is one of the primary health precincts within the South Western Sydney Local Health District (SWSLHD).</p> <p>Comments regarding relocation of existing health services have been removed. In addition, Section 6.3 of the Market Needs Analysis has been updated to clarify that the floorspace to be delivered as part of the proposed development represents approximately 3% of total forecast health care requirements in the study area over the coming 15 years. When educational floorspace requirements are factored in, the development represents about 1.6% of the combined health care and education floor space requirements only over the 2021-2036 period. Further details of the Market Needs Analysis are discussed in Section 5.3.3.</p> <p>Impacts arising from the proposed development are outlined in the Socio-Economic Impact Assessment (Appendix 13) prepared by Hill PDA. Particularly, while overshadowing of nearby properties and Bigge Park is identified as one of the negative impacts, the stepped form of the building has been determined through detailed shadow and solar access modelling for the building and site as demonstrated in Section 5.3.2.</p>
Overshadowing	
<p>Council's pre-planning advice indicated that the development should not cast additional shadow on Bigge Park, such that it is consistent with sun access controls that apply to the site immediately to the south. The provided Urban Design Report indicates that up to 7.34% of the site is overshadowed at 10am on 21 June, and at least 3% is overshadowed between 10am-1pm on 21 June. This is not considered insignificant. Allowing the proposed development to overshadow Bigge Park while restricting the site to the south from casting similar levels of shadow on Bigge Park is inequitable, and inconsistent with the intention of <i>Section 7.2 Sun access in Liverpool city centre</i>.</p>	<p>The design of the proposed development has been revised to reduce the building to 20 storeys, with 11 storeys of consulting suites and 8 storeys for the operation of the hospital. As demonstrated in the updated Urban Design Report (Appendix 3), the revised design would overshadow up to only 3.51% of Bigge Park at 10am on winter solstice.</p> <p>The analysis also demonstrates that the proposal has no overshadowing impact on Bigge Park between late August and mid-April (refer to Figures 15 and 16).</p> <p>It is noted that the extent of overshadowing has been significantly reduced under the revised scheme due to the reduction in building height. As</p>



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<p>While Council appreciates that the proposal has minimised overshadowing within the context of maximising development within the proposed controls, Council has requested that controls be developed such that overshadowing does not occur.</p> <p>When taken in the context of insufficient justification for the quantum of consulting and education space proposed and the potential impact on the Bigge Park Heritage Conservation Area, Council is of the view that the height and scale proposed on the site has not been sufficiently justified. It is recommended that the scale of development is reconsidered such that overshadowing of Bigge Park does not occur.</p>	<p>such, the proposed development is not considered to result in excessive overshadowing and is therefore consistent with the objective of Clause 7.2. Further details are provided in the Architectural Plans at Appendix 1.</p> <p>Further, as demonstrated in the Historic Impact Assessment (Appendix 8), the inclusion of the site in the conservation area is not related to any particular heritage value which the site encapsulates. While the curtilage of the conservation area will be slightly reduced, the conservation area will be able to retain its heritage significance and will not be impacted by the new construction. A new curtilage for the conservation area set to the south of the site would not affect the heritage values for which the conservation area is intended to protect.</p> <p>Therefore, the proposed development is not considered to result in unacceptable impacts on the significance of the heritage conservation area.</p>
Traffic assessment	
<p>The traffic assessment is based upon the private hospital component of the development (up to 155 beds). However, the assessment does not seem to consider additional traffic generated by the health and consulting suites, which accounts for close to half of the building footprint. The traffic assessment indicates that ancillary services such as retail and health consulting facilities would be provided for in-patients associated with hospital beds. This assessment is questioned when close to half of the building is consulting and education suites and an accompanying socio-economic impact assessment indicates there will be 579 jobs associated with the suites (separate to the 465 jobs associated with the hospital beds).</p> <p>The traffic assessment should be revised to consider and include traffic generation and parking from the 9,390m² of NLA proposed for consulting and education space, or further evidence provided that links the total proposed amount of health consulting and education space with the proposed hospital beds. Any transport infrastructure upgrades and associated funding mechanisms should be addressed.</p> <p>The traffic assessment report is to address cumulative traffic impacts from the proposed development and other planned developments in the surrounding area on the road network and intersections. It is noted that the cumulative traffic</p>	<p>As addressed previously, the proposed development has been revised to reduce the height of the building to 20 storeys. It is anticipated that a designated operator will occupy 15 levels of the development, with the remaining consulting/education space of around 4,560m² being ancillary in nature to accommodate services and operators who wish to co-locate with the primary health operator and capitalise on the location and amenity of the project within a key health precinct.</p> <p>The Socio-economic Impact Assessment (Appendix 13) has been updated to reference the updated job numbers based on the revised design, being 426 jobs for the hospital and 232 jobs for the speculative professional suites/consulting rooms. Further details are provided in Section 5.3.3 of this report.</p> <p>Details of the traffic generation assessment and Goulburn Street closure are addressed in Section 5.3.2.</p> <p>In relation to swept path analysis, it is noted that the 8.8m Medium Rigid Vehicle (MRV) is the largest intended design vehicle accessing the proposed hospital. Further details are provided in the Transport Assessment in Appendix 4.</p>



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<p>impacts have been carried out based on an assumption that the section of Campbell Street east is to be closed. The proposed road closure has not been approved by Council. Hence, an additional traffic impact assessment scenario is to be carried out for the Goulburn Street/Campbell Street intersection in its current intersection configuration. The report is to be updated with the revised SIDRA modelling analysis.</p> <p>Swept path analysis should undertaken for vehicles expected on site including 12.5m trucks.</p>	
Planning controls	
<p>Council's pre-planning advice indicated concern that increasing the HOB and FSR of the site could enable development unrelated to a private hospital, such as a residential apartment building. Thus Council indicated in its pre-planning advice that there may need to be additional local provisions restricting an increase in HOB and FSR to development for the purposes of health services facilities. This may be dealt with post-Gateway, however it should be noted that Council must be satisfied that development will occur in line with the current proposal.</p> <p>The report should acknowledge that additional provisions may be necessary to satisfy Council that development will only be for the purposes of a hospital and ancillary uses. Council welcomes proposed amendments to achieve this end.</p>	<p>It is noted that the proposed development relates to a private hospital and will not be used for other purposes.</p> <p>It is understood that additional provisions may be added to restrict the proposed increase in building height and FSR for the purposes of health services facility only.</p>
Helicopter flight path	
<p>The site is impacted by the Liverpool Hospital helicopter flight path.</p> <p>Under the current LEP, the site enters into the helicopter flight path for Liverpool Hospital. LEP Section 7.17A Hospital helicopter space states:</p> <p><i>Development consent must not be granted to development under, or that intrudes into, hospital helicopter airspace unless the consent authority—</i></p> <ul style="list-style-type: none"><i>(a) refers the application for development consent to the chief executive of the relevant local health district, and</i><i>(b) considers any submission to the consent authority by the chief executive made within 21 days of the referral, and</i><i>(c) is satisfied the development does not present a hazard to helicopters using hospital helicopter airspace.</i>	<p>Based on our phone discussion with Council's Senior Strategic Planner, ongoing discussions are held between Council and the Local Health District.</p> <p>It is understood that the planning proposal for realignment of Liverpool Hospital helicopter flight path (PP-2021-4887) is currently in finalisation stage. Future development applications will also be referred to the Local Health District in accordance with Clause 7.17A of LLEP2008.</p>



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<p>Council is progressing a planning proposal to amend the Key Sites Map to reflect an updated helicopter flight path, which reorients the path further north. However, under the revised control, which has been approved by the SWSLHD and relevant agency stakeholders, the Key Sites Map flight path control still impacts upon the northern part of the site.</p> <p>The Local Health District has indicated to Council that they need additional time to assess the impacts of the development on the realigned helicopter flight path. While the control relates to development consent, Council believes impacts of the proposed development on helicopter services should be sought now, and in-principle support gained from relevant health authorities prior to Gateway. Any correspondence with relevant authorities should be included in the report.</p>	
Local Planning Panel meeting	
<p>A local planning panel (LPP) meeting is scheduled for 28 March 2022 regarding the planning proposal, however given that Council is still awaiting advice from SWSLHD and considering the above unresolved issues, it may need to postpone the LPP meeting.</p> <p>Please organise a response to these matters at your earliest convenience to ensure Council can seek LPP advice as soon as possible.</p>	<p>Noted.</p>



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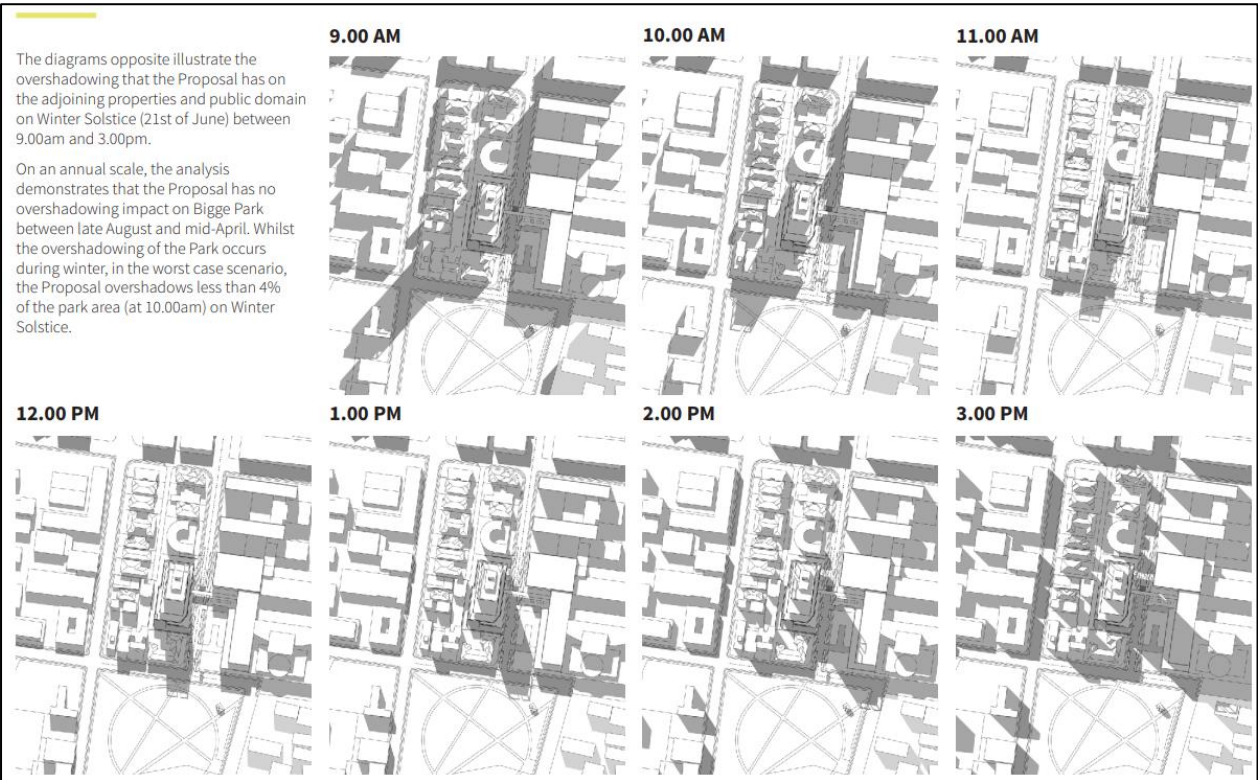


Figure 15 Shadow Diagrams (Hatch RobertsDay 2022)

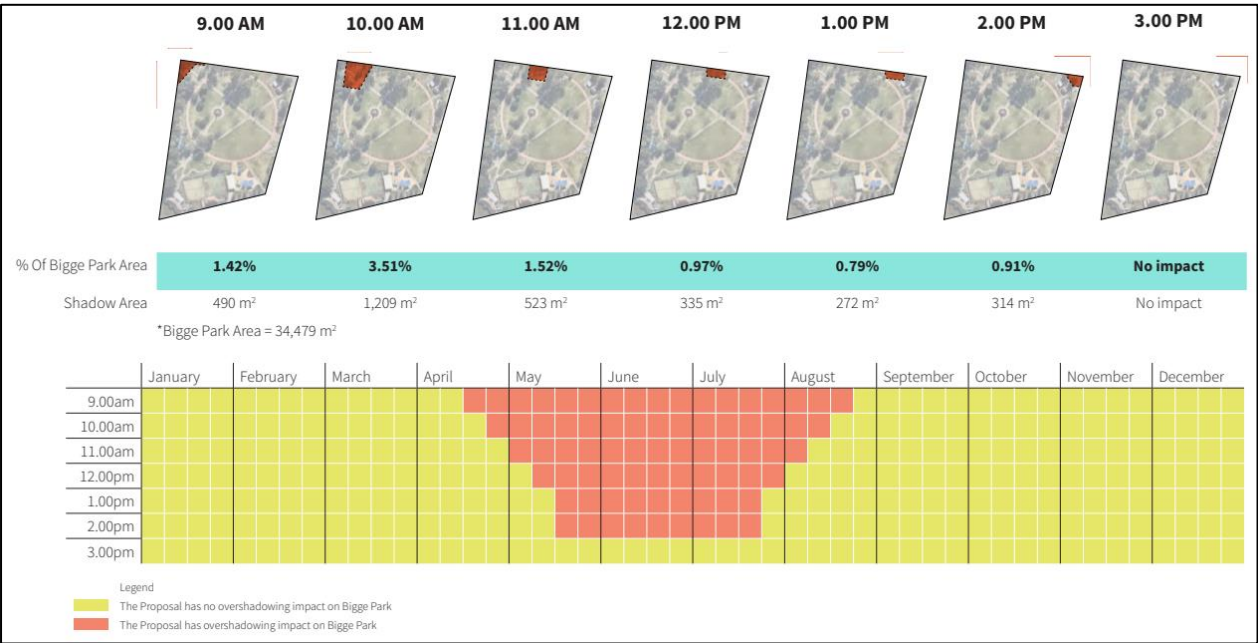


Figure 16 Shadow Analysis (Hatch RobertsDay 2022)

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PART C OBJECTIVES OR INTENDED OUTCOMES

3.1 OBJECTIVES AND INTENDED OUTCOMES

The key objective of the proposed LEP amendment is to enable an appropriate height and density of development for a new hospital on the site. This intended outcome would be achieved with respect to the following secondary objectives:

- Deliver a new private hospital on the site to support the health needs of the surrounding communities.
- Integrate a comprehensive suite of specialist and general medical services in a single location to promote the efficient delivery of essential health services.
- Ensure adequate capacity to accommodate the forecast demand for private hospital services in the local area.
- Complement the existing public hospital and other nearby health services facilities by augmenting the capacity and service-offering of the local health district.
- Contribute to the creation of a health and education precinct for Liverpool. This would promote the attraction of the best doctors and nurses, and would enable the delivery of the highest quality of healthcare for the community.
- Support the creation of additional, and more diverse, jobs with multiplier effects for the local and regional economy.
- Integrate with the range of land uses and built form densities in the surrounding area.
- Promote the productive and sustainable use of land through appropriate development typologies and scales.
- Augment the amenity and economic function of the subject site without compromising neighbouring amenity or the ongoing operations of surrounding land uses.
- Activate the public domain through active ground floor uses (including retail), landscaping, urban design and architecture.

It is acknowledged the future development of the site would be subject to separate approval under an SSDA.



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PART D EXPLANATION OF PROVISIONS

4.1 OVERVIEW

It is proposed to amend LLEP2008 to allow for additional building height and FSR to support the delivery of a health services facility, being Liverpool Private Hospital, on the site. Additionally, it is proposed include a new additional local provision for the subject site to restrict the increase in building height and FSR to development for the purposes of health services facilities only.

Given that health services facility and commercial premises and a wide range of other uses are already permitted on the site in accordance with the current B4 Mixed Use zone, no change of zone or additional permitted use will be required to facilitate the intended future private hospital development.

4.2 AMENDMENT TO LLEP2008 HEIGHT OF BUILDINGS

The above-listed objectives (**Section 3.1**) may be achieved through the amendment of Clause 4.3 Height of Buildings to allow additional building height on the site.

Pursuant to Clause 4.3 of LLEP2008 the site is currently subject to a 35m maximum building height, which is considered insufficient to support the envisaged private hospital.

The concept design exhibits a building height of 79m (20 storeys), and it is proposed to amend the LLEP2008 standard accordingly.

The existing objectives of Clause 4.3 would not be altered by the Proposal but rather would be achieved by the amendment as summarised in the following table.

Table 6 LLEP2008 Height of Buildings Objectives (Clause 4.3)	
Objective of Clause 4.3 (Building Height)	Comment Based on Proposal
(a) <i>to establish the maximum height limit in which buildings can be designed and floor space can be achieved,</i>	The future Planning Proposal would seek to establish a building height standard that would facilitate the appropriate development of the site for the new Liverpool Private Hospital. The proposed height and FSR standards would complement each other to allow the appropriate scale and density of development to be achieved.
(b) <i>to permit building heights that encourage high quality urban form,</i>	The proposed building height would support high quality development that, subject to more detailed architectural design at the DA stage, would exhibit design excellence. The high quality built form that would be facilitated on the site, would complement the urban form and fabric of the surrounding Liverpool City Centre.
(c) <i>to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,</i>	The proposed building height would respect the amenity of neighbouring properties and the surrounding public domain, including with respect to exposure to the sky and sunlight. In particular, this would be achieved through generous setbacks and additional upper level building separation above the podium. View from Sun and shadow diagrams are included in Appendix 1 .



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Table 6 LLEP2008 Height of Buildings Objectives (Clause 4.3)	
Objective of Clause 4.3 (Building Height)	Comment Based on Proposal
(d) to nominate heights that will provide an appropriate transition in built form and land use intensity.	The proposed building height would integrate with the variety of urban forms and densities in the immediate area, including both higher and lower developments in the Liverpool City Centre. An appropriate transition to the immediately adjoining residential apartments, has been achieved through generous setbacks and upper level building separation in conjunction with the stepped design of the built form.

The required extent of the LEP amendment for additional building height is shown in **Figure 17**.



Figure 17 Proposed Amendment to LLEP2008 Building Height Map (NSW Legislation 2021)

4.3 AMENDMENT TO LLEP2008 FLOOR SPACE RATIO

The above-listed objectives (**Section 3.1**) may be achieved through the amendment of Clause 4.4 Floor Space Ratio to allow additional GFA on the site.

Pursuant to Clause 4.4 of LLEP2008 the site is currently subject to a 3.5:1 FSR, which is considered insufficient to support the envisaged private hospital.

The GFA incorporated within the proposed development would result in an FSR of 6.9:1 over the site, and therefore the maximum FSR would need to be amended.

The existing objectives of Clause 4.4 would not be altered by the Proposal but rather would be achieved by the amendment as summarised in the following table.



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Table 7 LLEP2008 FSR Objectives (Clause 4.4)	
Objective of Clause 4.4 (FSR)	Comment Based on Proposal
(a) <i>to establish standards for the maximum development density and intensity of land use, taking into account the availability of infrastructure and the generation of vehicle and pedestrian traffic,</i>	<p>The proposed development with an FSR of 6.9:1 is considered to represent a density and intensity of development and land use that is commensurate with the capacity of the site and surrounding area.</p> <p>The Proposal would deliver important social infrastructure to support the health care needs of the local community, and therefore would perform a key role in delivering the infrastructure needed in conjunction with population growth, additional housing and new jobs.</p> <p>The site is serviced by existing vehicle and pedestrian infrastructure, which is considered to be sufficient to accommodate the demand generated by the new hospital. A detailed traffic assessment would be provided as part of the future application.</p>
(b) <i>to control building density and bulk in relation to the site area in order to achieve the desired future character for different locations,</i>	<p>The bulk and density of the proposed development is considered to be in-proportion to the site.</p> <p>The appearance of the bulk and scale of the future development would be moderated through front and rear setbacks, additional upper-level side setbacks above the podium, a stepped building form, landscaping, façade articulation and architectural design features.</p> <p>Overall, the proposed building envelope, massing and design (as will be further developed as part of the future application) would positively contribute to the visual character of the site and surrounds.</p> <p>On this note, the desired future character of the site has been considered in the context of the LEP designation of Liverpool City Centre, the zoning of all surrounding land for mixed use development or health/education infrastructure, and the growing health and education precinct in Liverpool.</p>
(c) <i>to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,</i>	<p>The proposed development would maintain a reasonable level of amenity for adjoining sites and the public domain, including with respect to solar access (as shown in the Solar Eye and Shadow Diagrams within Appendix 1), privacy, views and visual impacts.</p> <p>With respect to the public domain, the Proposal would create opportunities to activate the street</p>



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Table 7 LLEP2008 FSR Objectives (Clause 4.4)	
Objective of Clause 4.4 (FSR)	Comment Based on Proposal
	and site at ground level through new retail uses, landscaping, urban design and architecture.
<i>(d) to maintain an appropriate visual relationship between new development and the existing character of areas or locations that are not undergoing, and are not likely to undergo, a substantial transformation,</i>	<p>The subject site is situated within Liverpool City Centre and in immediate proximity to major health and education facilities (including Liverpool Hospital (public) directly opposite). All surrounding land is zoned for mixed use development or infrastructure.</p> <p>On this basis, it is considered reasonable to anticipate that the character of the surrounding context would continue to include hospitals, research institutes, other health services, schools and tertiary education establishments. Where low-mid rise residential buildings currently exist, it is anticipated that a transformation to higher density mixed use development may result in accordance with the current LEP zoning and standards.</p> <p>The proposed new hospital would therefore integrate with the variety of health and education infrastructure, in terms of land use and built form density (noting in particular that the public hospital is already subject of more flexible development controls). The height and scale of the proposed hospital is also considered to generally reflect the anticipated future mixed use development within Liverpool City Centre.</p> <p>Notwithstanding the anticipated future redevelopment of neighbouring residential sites for new mixed use development, the concept built form has been designed having consideration to the existing built form on adjoining sites. This is demonstrated in the Concept Plans at Appendix 1.</p> <p>Accordingly, the proposed development (including the additional FSR) would integrate with both the existing and anticipated future characters of the surrounding context.</p>
<i>(e) to provide an appropriate correlation between the size of a site and the extent of any development on that site,</i>	<p>The proposed density of the development is considered appropriate, including with regard to the size of the site.</p> <p>The future high density development would be balanced with street level landscaping, generous setbacks and additional building separation above the podium. The proposed building would</p>



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Table 7 LLEP2008 FSR Objectives (Clause 4.4)	
Objective of Clause 4.4 (FSR)	Comment Based on Proposal
	therefore also appropriately relate to neighbouring sites and the public domain.
(f) <i>to facilitate design excellence in the Liverpool city centre by ensuring the extent of floor space in building envelopes leaves generous space for the articulation and modulation of design.</i>	<p>The proposed building would be architecturally designed and would include façade articulation and modulation. The future application would consider the design excellence criteria of LLEP2008 in detail to demonstrate that the proposed building exhibits design excellence.</p> <p>Allowance for architectural design features has been considered in the requested 6.9:1 FSR.</p>

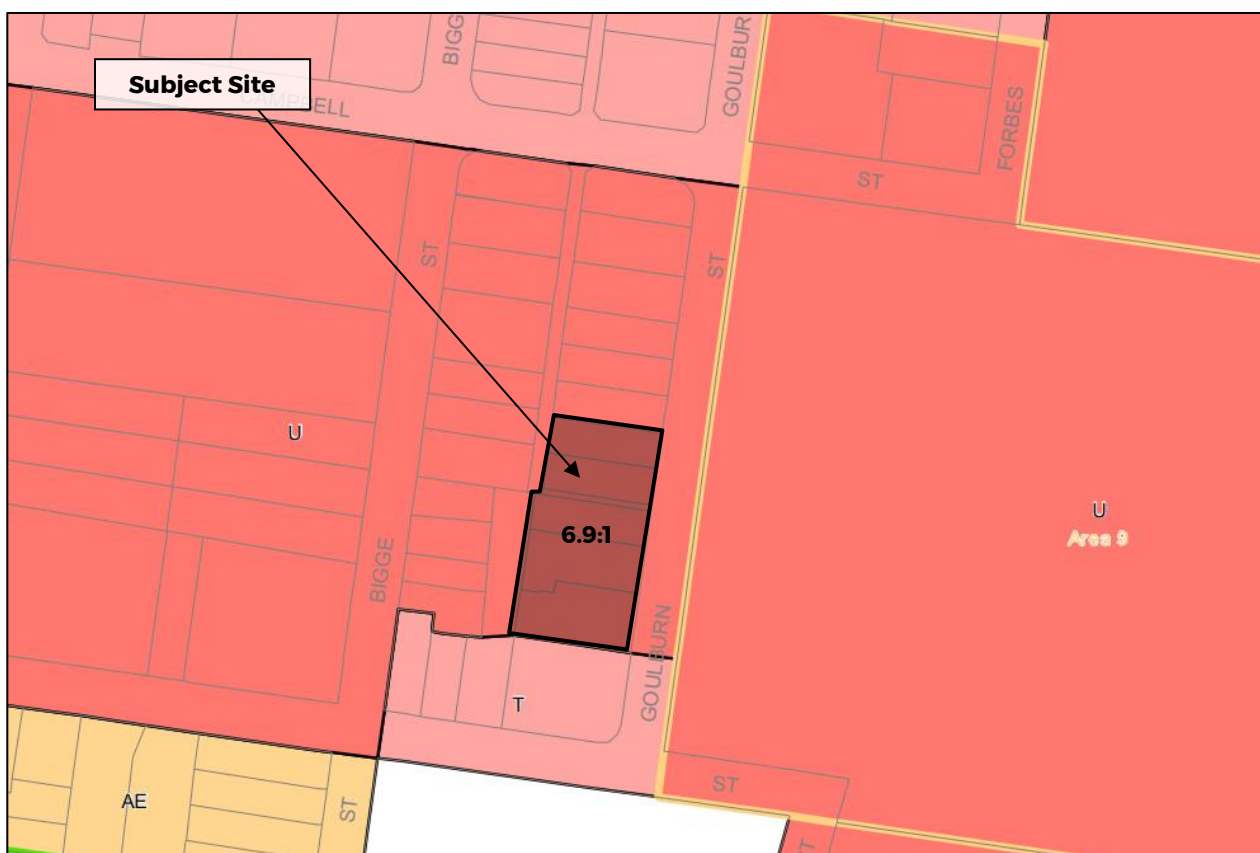


Figure 18 Proposed Amendment to LLEP2008 FSR Map (NSW Legislation 2021)

4.4 ADDITIONAL LOCAL PROVISIONS

In response to Council's Pre-Planning Proposal meeting notes dated 30 June 2021 regarding use of the site, it is proposed to introduce an additional local provision to restrict the increase in building height and FSR to development for the purposes of health services facility and its associated ancillary uses only. It is recommended that the following wording is incorporated in the proposed additional local provision:



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7.4x Development at 61-71 Goulburn Street, Liverpool

- (1) *This clause applies to 61-71 Goulburn Street, being SP 18729, Lot 8 Section 41 DP 758620, Lot 20 DP 1113807, Lot 1 DP 25642, Lot 2 DP 610334 and Lot 1 DP 610334.*
- (2) *Development consent must not be granted to the erection of a building on land described in subclause (1) with building height shown on the Height of Buildings Map [as amended] and floor space ratio shown on the Floor Space Ratio Map [as amended], unless the consent authority is satisfied that the building is used for the purposes of health services facility and its associated ancillary uses only.*

4.5 CONCEPTUAL BUILT FORM

The concept design has been informed by a detailed site analysis and consideration of the surrounding context in order to provide an optimal outcome that capitalises on the strategic potential of the land and provides a high level of amenity. The concept design of the proposed private hospital is illustrated in **Figures 19-21** below.



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Figure 19 Concept design viewed from Goulburn Street (Hatch RobertsDay 2021)



Figure 20 Concept design viewed from Bigge Park (Hatch RobertsDay 2021)



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Figure 21 Concept design viewed from Goulburn Street near Elizabeth Street (Hatch RobertsDay 2021)

A Visual Impact Assessment Report has been prepared by Hatch RobertsDay (**Appendix 7**).

4.6 VOLUNTARY PLANNING AGREEMENT

There is no Voluntary Planning Agreement proposed to be executed for the LLEP2008 amendment.

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PART E JUSTIFICATION FOR PROPOSED LEP AMENDMENT

5.1 NEED FOR THE PLANNING PROPOSAL

The DPE document *A Guide to Preparing Planning Proposals* includes the following questions in describing the need for the Planning Proposal.

5.1.1 Is the planning proposal a result of any strategic study or report?

The proposed amendment to LLEP2008 for additional building height and FSR to support a private hospital, aligns with a number of states, regional and local strategic studies and reports including:

5.1.1.1 NSW State priorities

Eighteen (18) state priorities are being actioned by the NSW Government to *make this state of ours even better*. The priorities have been categorised under the following headings:

- Strong budget and economy
- Building infrastructure
- Protecting the vulnerable
- Better services
- Safer communities

The proposed future provision of a private hospital development on the site would achieve a number of priorities, as outlined below.

Encouraging Business Investment

The Government seeks to attract and grow business, create jobs and enhance prosperity.

The Planning Proposal seeks to provide a new private hospital adjacent to the Liverpool Public Hospital situated within the Liverpool health precinct. The proposed private hospital will contribute to the provision of health services facilities and increase the supply of health care services in the Liverpool LGA. Through the provision of new affiliated private health services, the Proposal would create business investment opportunities whilst supporting the existing health precinct by delivering complementary new social infrastructure and health services within the designated Liverpool Innovation Precinct as identified in the Precinct Strategy. Ultimately, the Proposal would provide vital health facilities that would stimulate employment growth and would contribute to the role of Liverpool as a world class health and education precinct.

Improving Road Travel Reliability

As part of improving the overall efficiency and reliability of the state's transport network, the government has prioritised encouraging commuters to use public transport and to undertake off-peak travel more often. Combined with building extra road capacity, this would enable business and the community to move around the city with greater ease, reducing travel times, boosting productivity and reducing business costs.

The site is highly accessible by public transport with bus services along Goulburn, Elizabeth and Bigge Streets in close proximity to the site, providing connection to Liverpool Station and the surrounding suburbs. The closest train station is Liverpool Station, which is located approximately 550m walk from the site. Further, the site affords linkages with the established local and regional road network, including Hume Highway, Cumberland Highway, M5 South Western Motorway and the Westlink M7, providing connection



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to the surrounding suburbs and the wider region. The provision of a new private hospital capitalises on the proximity to public transport infrastructure in the vicinity, and thus will promote the use of public transport to travel to and from the proposed hospital. Further, as stipulated in the Transport Assessment (**Appendix 4**), SIDRA analysis of the key intersections taking into consideration of the traffic generation associated with the Proposal confirms that the key intersections will continue to perform well, with no adverse impacts on the surrounding road network.

Better Services

The State Priorities aim to cut waiting times on planned surgeries. The proposed Liverpool Private Hospital will cater for the increasing demand for health services in the area and facilitate the co-location of infrastructure, by providing a new private hospital adjacent to the established public hospital, other health services, education establishments, commercial premises and residential communities, situated within or surrounding the Liverpool health and education precinct and Liverpool CBD.

By supporting infrastructure provision and job creation within a highly accessible location, the Proposal would support the projected population and housing growth in the area and enhance the liveability of the community.

5.1.1.2 Directions for a Greater Sydney

Directions for a Greater Sydney outlines a set of common guiding principles that will help navigate the future of Greater Sydney and ensure it is a great place to live, for us and future generations.

The ten (10) key directions include:

- *A city supported by infrastructure*
- *A city for people*
- *Housing the city*
- *A city of great places*
- *Jobs and skills for the city*
- *A well-connected city*
- *A city in its landscape*
- *An efficient city*
- *A resilient city*
- *A collaborative city*

In accordance with these directions, the future private hospital (to be facilitated through the additional height and FSR proposed under this Planning Proposal) would provide a new health services facility in an established area that is serviced by established and future infrastructure, including Liverpool Station, bus services and the Liverpool health and education precinct.

The proposed private hospital would generate new employment opportunities and further augment the amenity of the site and immediate neighbourhood, and align with the key role of Liverpool as a hub for health, education and innovation.

Growth would therefore be aligned with existing and planned infrastructure, ensuring the new community would be supported by all infrastructure and services required to facilitate liveability, productivity and sustainability. In this regard, by co-locating the proposed private hospital with the established public hospital, other health services, education establishments and surrounding transport infrastructure in proximity to residential communities, the proposed development on the site would contribute to the realisation of the '30-minute city'.



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Through providing jobs and health care services within the Liverpool Innovation Precinct which is supported by public transport and other key infrastructure, the Proposal would facilitate the delivery of a world-class health, education and innovation precinct in the Liverpool LGA.

5.1.1.3 Greater Sydney Region Plan

The *Greater Sydney Region Plan- A Metropolis of Three Cities* (the Region Plan) outlines a vision for Sydney to 2056, defined by three (3) cities; the Western Parkland City, the Central River City and the Eastern Harbour City. The Region Plan seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through infrastructure investment and coordinated transport and land use planning.

The 10 directions underpinning the Region Plan emphasise infrastructure delivery, increasing housing choice, creating walkable neighbourhoods and 'great places to live', supporting economic growth and promoting environmental sustainability. Overall, the Region Plan aims to accommodate an additional 725,000 dwellings and 817,000 new jobs.

For the purpose of the Region Plan, Liverpool is identified as a metropolitan centre, collaboration area, and health and education precinct (**Figures 22** and **23**). Together with the other centres forming the metropolitan cluster for the Western Parkland City, Liverpool is recognised as performing a key role in providing the jobs, services and economic activity to support the surrounding growing communities. As shown in **Figure 23**, the subject site is situated in immediate proximity to Liverpool's health precinct, education precinct and CBD.

Further to the above, health, education and innovation precincts are recognised for their role in driving and supporting international competitiveness, with substantial economic growth associated with the progression along the maturity pathway to 'innovation districts'. With respect to health care specifically, the Region Plan identifies the need for integration across all services to create a connected health system that is adaptive and evolving to meet changing needs and promote efficient and effective delivery of services to the community.

The proposed private hospital within the existing Liverpool centre would promote its growth and, in particular, would support the progression of Liverpool's health and education precinct. Overall, the enhanced healthcare offering, improved service delivery and significant job creation, would promote the objectives of the Region Plan.



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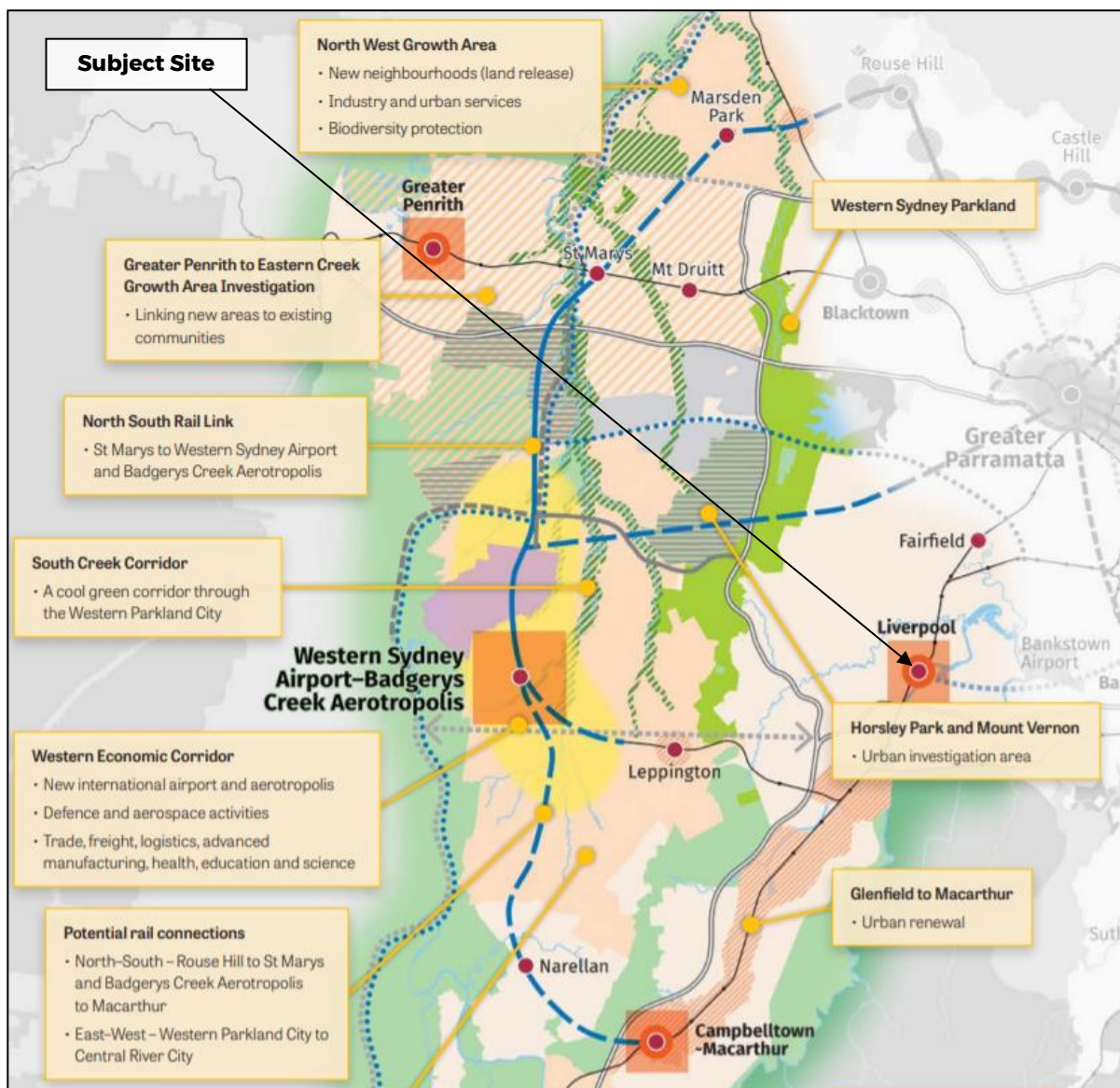


Figure 22 Greater Sydney Region Plan (Greater Sydney Commission 2020)



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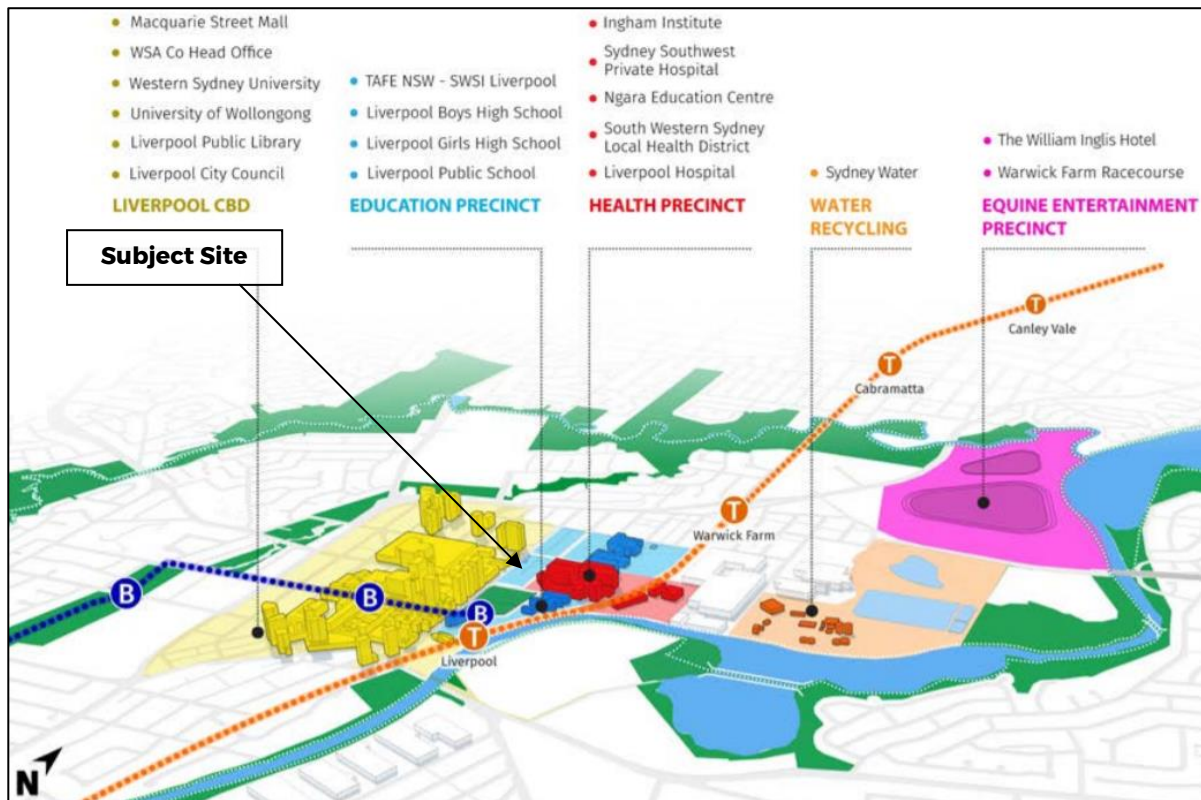


Figure 23 Greater Sydney Region Plan - Liverpool (GSC 2020)

5.1.1.4 Western City District Plan

The Western City District Plan has been designed to provide a 'bridge' between regional and local level planning, and assist in the implementation of strategic envisioning.

Liverpool is situated in the Western City District (**Figure 24**), which is envisioned to benefit from unprecedented city-scale infrastructure investments (including the aerotropolis), quicker and easier access to a wider range of jobs, housing types and activities, enhanced lifestyle opportunities and improved environmental assets.

Overall, 464,450 additional people and 184,500 dwelling are projected for the Western City district by 2036, and 36,000-39,000 jobs are targeted for Liverpool by 2036.

The District Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability. The priorities and actions relevant to Liverpool and the proposed development are discussed as follows.

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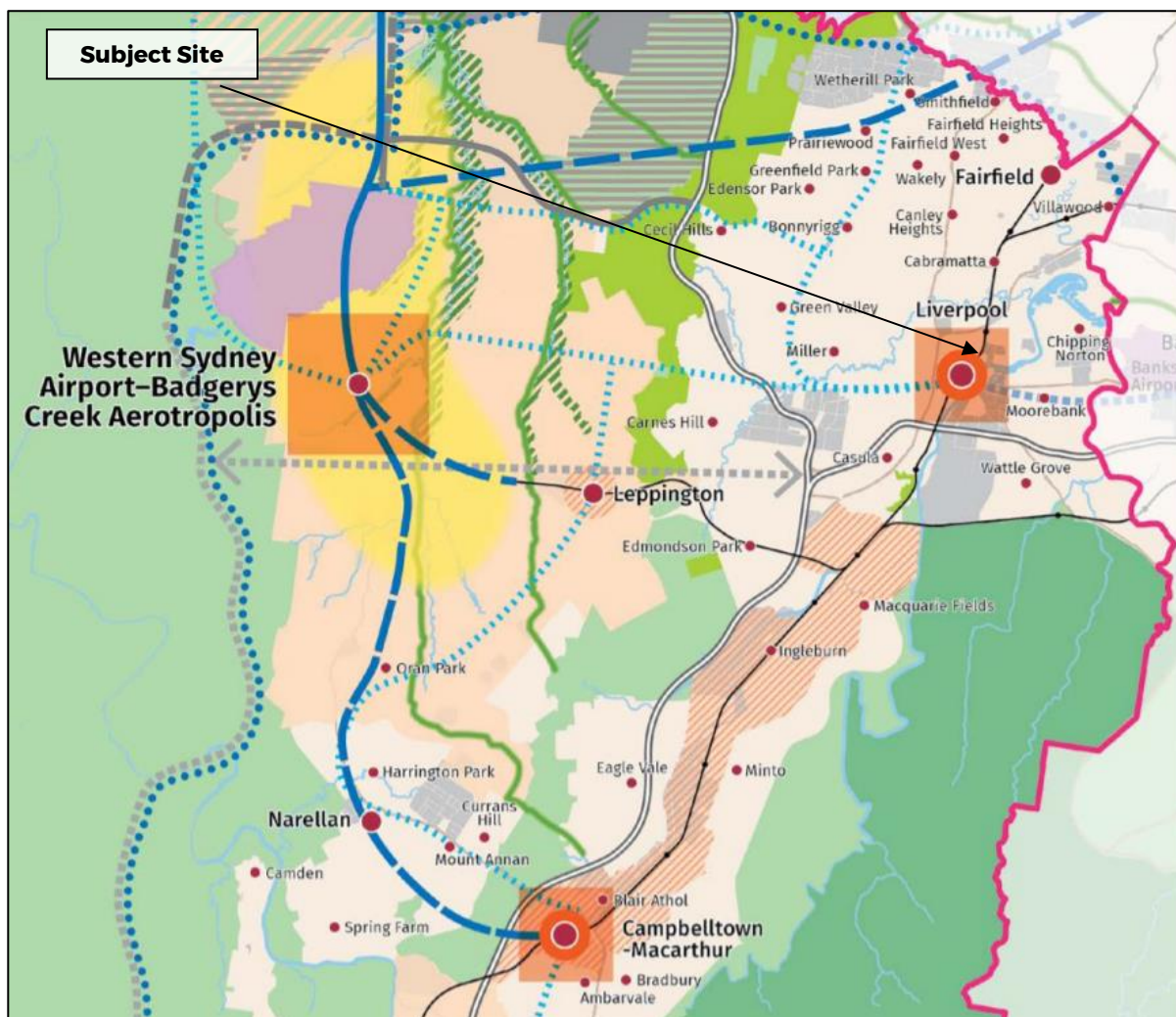


Figure 24 Western City District Structure Plan (GSC 2020)

Infrastructure and Collaboration

Additional infrastructure and services are required to support Sydney's growth, and in turn infrastructure investment will contribute to the shape and connectivity of Greater Sydney. Planning for infrastructure requires coordination across all levels of government, industry and the community. Planning decisions need to support new infrastructure in each city, including cultural, education, health, community and water infrastructure, to fairly balance population growth with infrastructure investment.

In addition, Liverpool is identified as a Collaboration Area, including the CBD, the health and education precinct and nearby residential and industrial land areas. It considers the Warwick Farm Precinct, the Moorebank Intermodal Terminal, and the draft Georges River Masterplan.

Reflecting the identified need for infrastructure investment to balance population growth (Planning Priority W1) and the intentions for Collaboration Areas (Planning Priority W2), the Proposal would provide key social infrastructure (health services) in a designated health, education and innovation precinct in immediate proximity to growing residential catchments and Liverpool CBD. In accordance with Action 3, the Proposal would therefore support the alignment of forecast growth with infrastructure.



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Liveability Priorities

The District Plan emphasises the importance of coordinating growth and new housing with the infrastructure and services that communities need, to create well-designed, liveable places.

Planning Priority W3 seeks to provide services and social infrastructure to meet people's changing needs. The 30-minute city aspiration will guide decision-making on locations for new jobs and housing and the prioritisation of transport, health, schools and social infrastructure investments. This will facilitate the co-location of infrastructure in metropolitan and strategic centres and more direct and convenient public transport to these places, so that people can access services and jobs.

Delivering on these Liveability Priorities and social infrastructure needs, the Proposal would provide new health facilities, co-located with the established public hospital, other health services, educational establishments, commercial premises and residential communities, situated within or surrounding Liverpool health, education and innovation precinct and Liverpool CBD (which together form a metropolitan centre).

By dually supporting service-provision and job-creation within a highly accessible location, the Proposal would perform a key role in complementing the population and housing growth in the surrounding areas and underpinning the liveability of these communities.

Productivity Priorities

The Productivity Priorities of the District Plan establish a vision of a '30 minute city' where people can access jobs and services in their nearest metropolitan or strategic centre. Pursuant to Planning Priorities W9 and W11, Liverpool is identified as part of a cluster of four (4) centres which are to deliver the metropolitan functions of providing concentrations of higher order jobs and a wide range of goods and services. The potential to grow these locations will be enhanced by investment and activities in health and education.

The growth of health and education precincts will diversify job opportunities, facilitate jobs closer to home, and strengthen the international competitiveness of the economy, particularly in innovation. Currently, Liverpool's health and education precinct is identified at 'precinct stage' and requires a tailored response to progress along the maturity pathway to an 'innovation district'. Evolution along the maturity pathway is associated with substantial increases in economic productivity.

Further, Liverpool CBD, health and education precinct, nearby residential and industrial land areas, the Warwick Farm Precinct, the under-construction Moorebank Intermodal Terminal, and potentially the draft Georges River Masterplan, are included within the Collaboration Area. As shown in **Figure 25**, this includes the subject site.

The proposed new private hospital would promote the growth and evolution of the health and education precinct, and would support job creation and service provision within Liverpool metropolitan centre and collaboration area. The Proposal would therefore be key in realizing the vision for a productive and innovative city.



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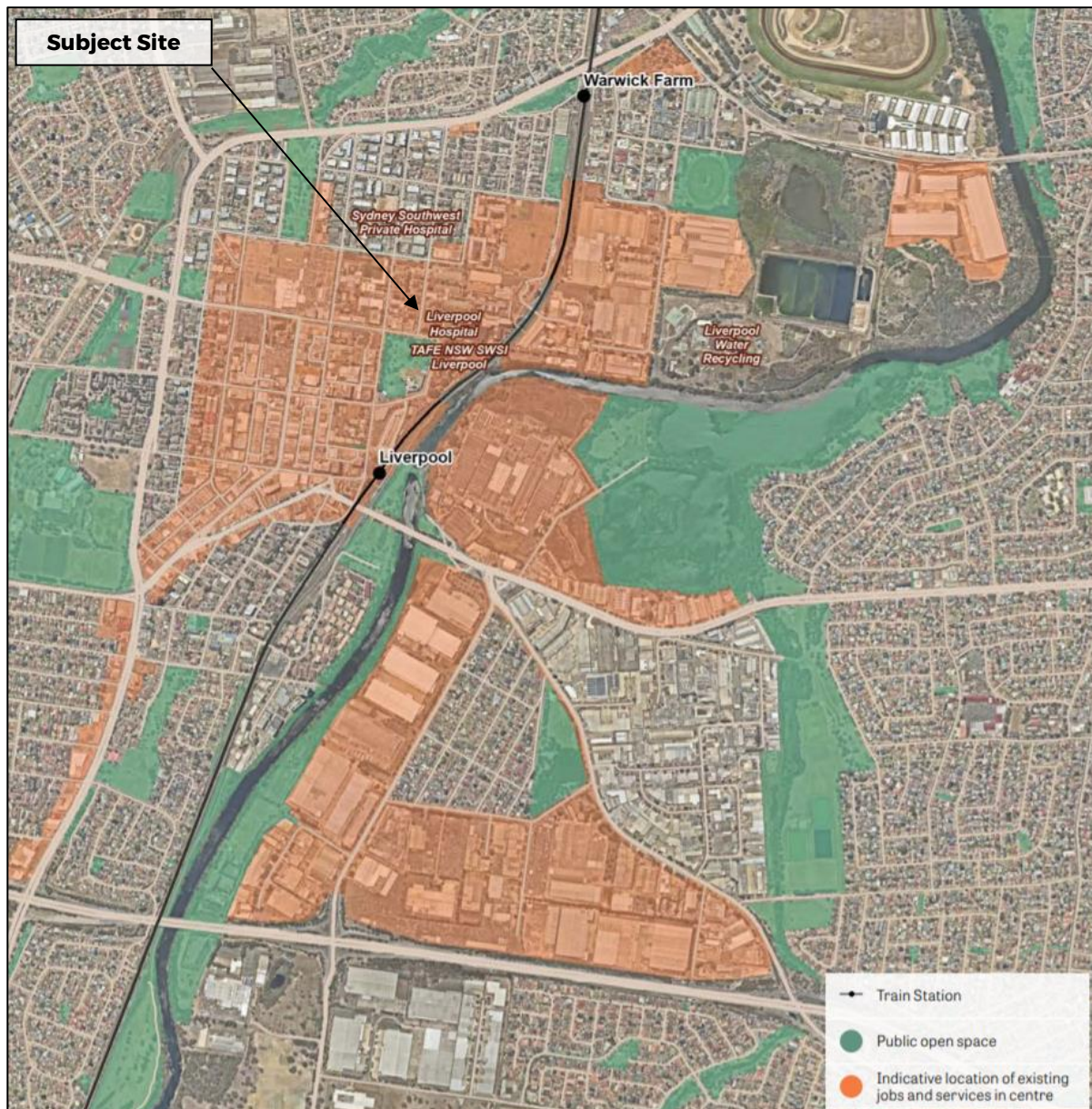


Figure 25 Western City District Liverpool Metropolitan Centre (GSC 2020)

Sustainability Priorities

As well as growing, landscapes, waterways and biodiversity should be protected and enhanced and efficiency and resilience promoted. Sustainability also requires the protection of open spaces and building design that promotes energy and water efficiency.

The redevelopment of the site for a higher density of health services would augment the efficiency with which land is used through the densification and co-location of complementary facilities within a designated metropolitan centre and health and education cluster. The redevelopment of land that has been historically developed would promote the creation of a better quality environment built on the principles of sustainability.



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5.1.1.5 Local Strategic Planning Statement

The *Local Strategic Planning Statement* (LSPS) establishes Liverpool City Council's strategic planning vision for the next 20 years, listing priorities for connectivity, productivity, liveability and sustainability. The 2040 vision for Liverpool sees a vibrant, community-focused, connected, sustainable and diverse city that harnesses health, research, education, innovation and growth opportunities.

In total, the LSPS forecasts growth in the order of 10,000-20,000 new homes and 10,000-20,000 new jobs in Liverpool City Centre alone. Council is committed to supporting this growth by ensuring the necessary infrastructure is in place.

Delivering on this vision, the Proposal would provide new health services to complement the growth opportunities already being experienced and anticipated into the future. In addition to delivering major new social infrastructure, the proposed private hospital would generate significant employment opportunities, thereby offering a major contribution to attaining the job targets established by the LSPS.

As shown in the LSPS structure plan (**Figure 26**), the subject site forms part of Liverpool City Centre, being identified within its commercial core/mixed use area. The health and education precinct immediately adjoins the site to the east. As further detailed in **Section 5.1.1.6** of this report below, the site is also included *within* the Innovation Precinct.

As such, the site is ideally located for higher density development that would integrate with the health, education and innovation precinct. The LSPS describes the Innovation Precinct as providing 'high-value health, education and research jobs for local residents and skilled workers from across Sydney'; a role which would be further enhanced through the introduction of a private hospital.

Further, Planning Priority 10 of the LSPS aims to reinforce Liverpool's position as a health leader and help it to develop a world-class health, education, research and innovation precinct based around Liverpool Hospital. Council is committed to leading development of the Liverpool Innovation Precinct to cater for the significant growth in health and knowledge workers expected in the next 20 years, and see it become a global leader in collaboration for health, education and research. To achieve this, Council is committed to ensuring land use planning supports the operation and growth of the precinct for all in the health, education and innovation ecosystem.

The proposed private hospital would be key to achieving Priority 10 and realizing Liverpool as a global leader in health and innovation. The additional building height and FSR requested as part of the Proposal, reflect the amendment to planning controls that Council has already acknowledged in the LSPS as being important to supporting the operation and growth of the precinct. The Proposal would therefore reflect and deliver on, the priorities of the LSPS.



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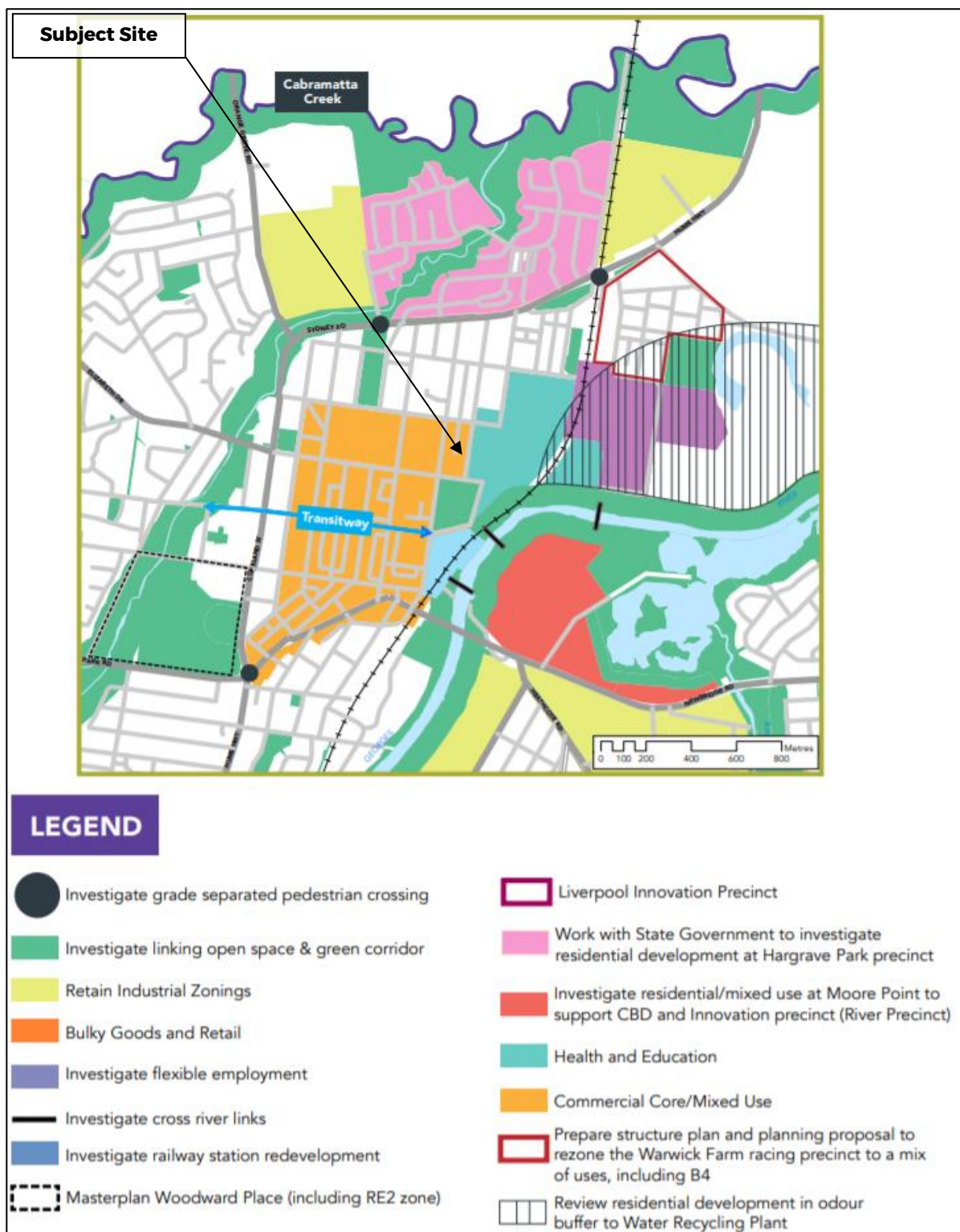


Figure 26 Structure Plan (LSPS 2020)

5.1.1.6 Land Use Analysis and Precinct Strategy

Reimagining Innovation in Health, Education and Research- Land Use Analysis and Precinct Strategy ('the Precinct Strategy') was officially launched by the NSW Minister for Planning on 28 October 2019.



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As shown in the extract below (**Figure 27**), the subject site is situated *within* the Liverpool Collaboration Area and Liverpool Innovation Precinct, and directly adjoins the Liverpool Health & Academic Precinct.

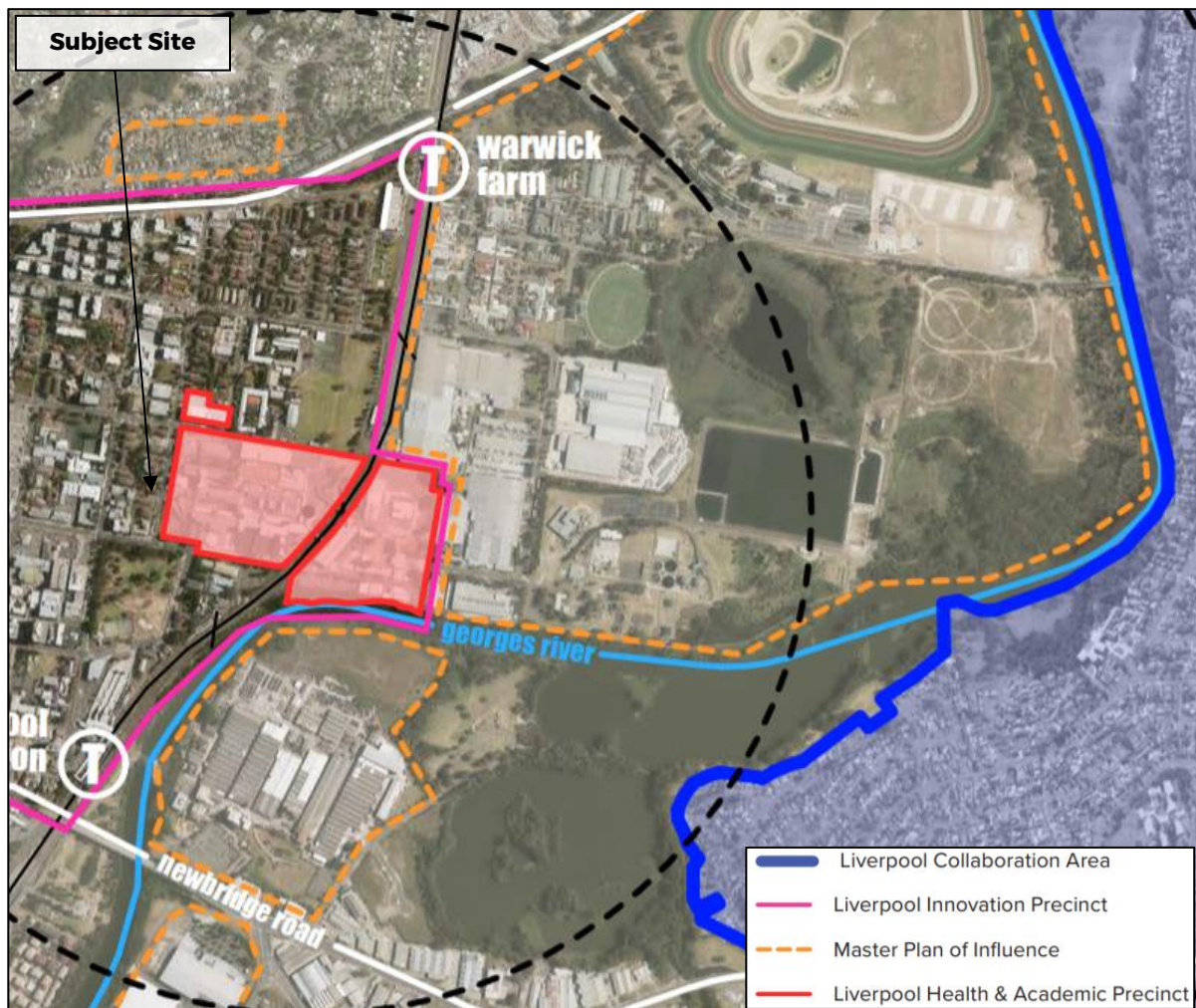


Figure 27 Precincts and Areas (Land Use Analysis and Precinct Strategy 2020)

Figure 28 demonstrates that the site is surrounded by existing anchors and key opportunities, but in its current state is described as a 'strategic barrier between social infrastructure and Liverpool CBD with the opportunity to repurpose for complementary uses'.

The proposed private hospital on the subject site would therefore bridge the current barrier between the health and education facilities to the east and west, by delivering complementary new social infrastructure and health services within the designated Innovation Precinct. This is considered to represent a strategic use of land that has been nominated for repurposing to realise new opportunities.

This is further supported by the extract from the Precinct Strategy shown in **Figure 29**, which identifies the site within an area for future affiliated private health and commercial growth. The development of a new private hospital on the site would directly contribute to the growth in affiliated private health services promoted by the Precinct Strategy.



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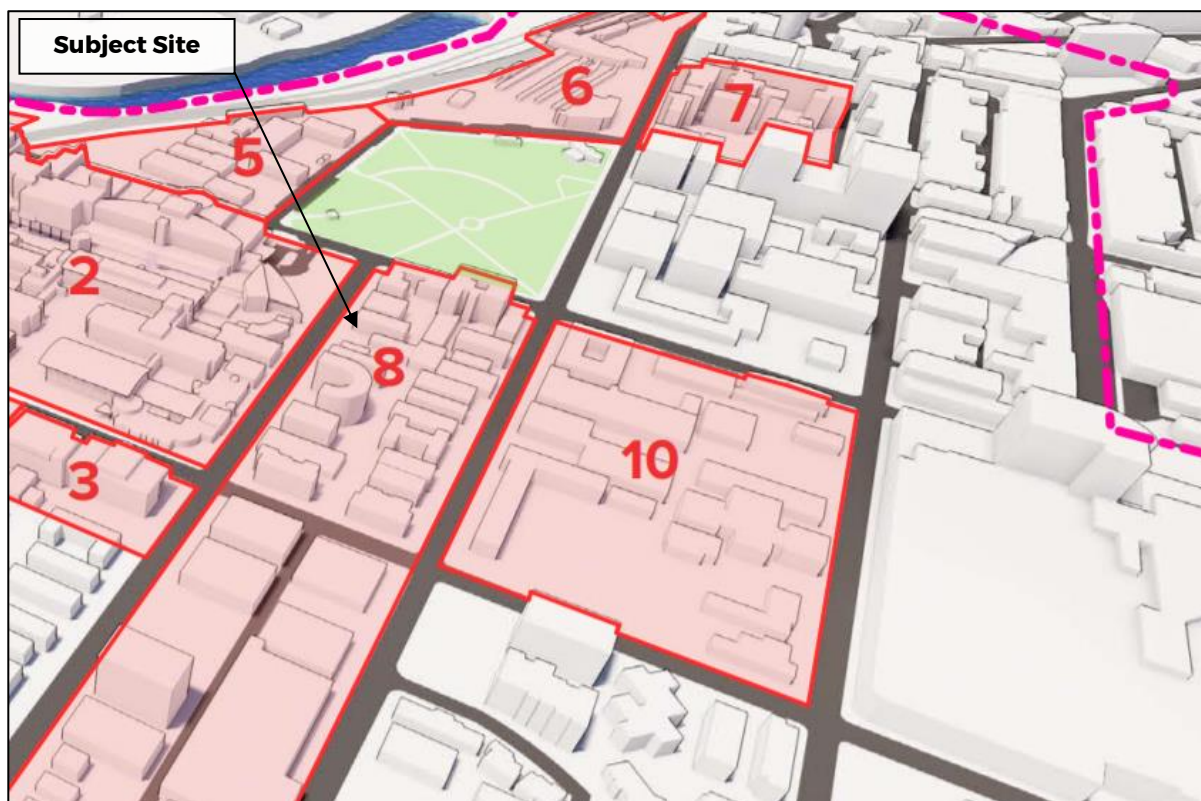


Figure 28 Site Opportunities (Land Use Analysis and Precinct Strategy 2020)

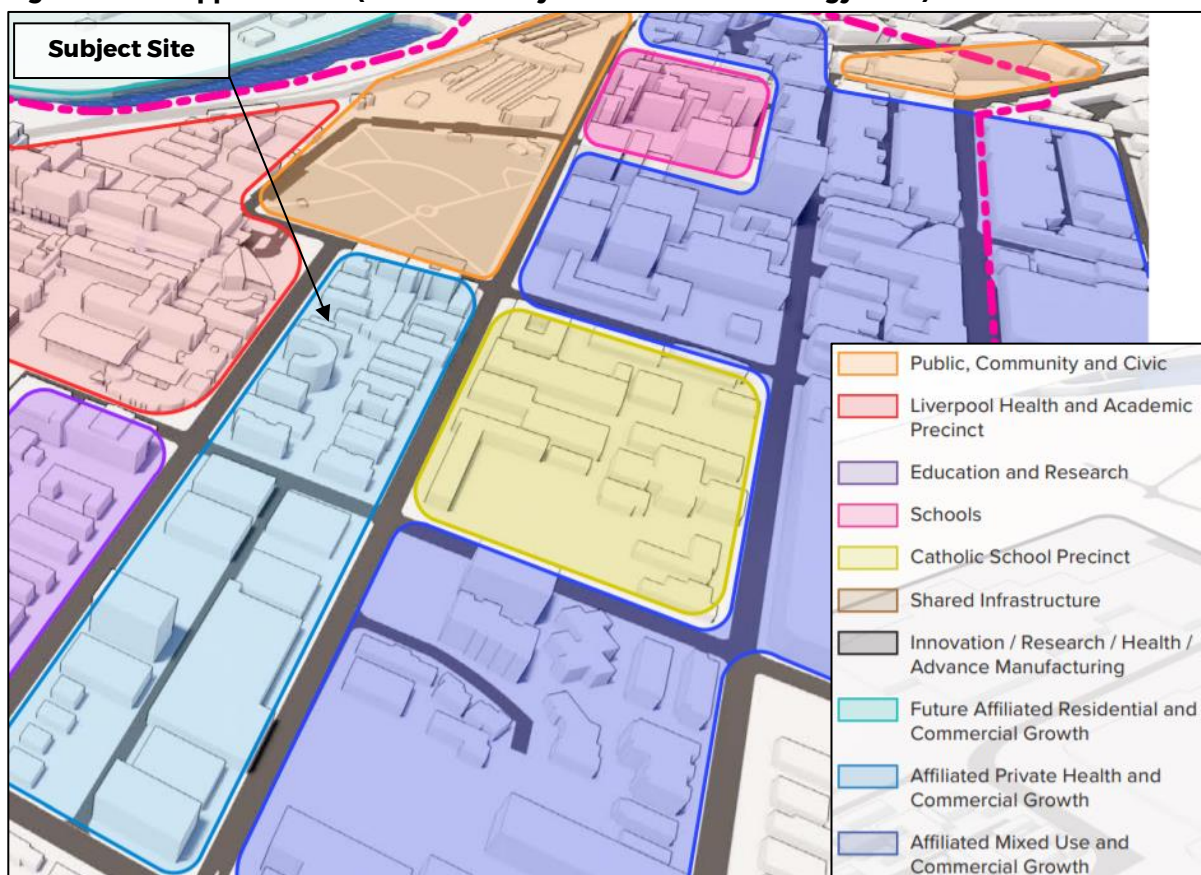


Figure 29 Collaboration Areas (Land Use Analysis and Precinct Strategy 2020)



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In the final plan for the Precinct Strategy (**Figure 30**), the opportunity to accommodate demand for a new private hospital is however concentrated on the expansion of the existing Sydney South West Private Hospital or the existing TAFE. The subject site in contrast is shown for affiliated residential and commercial growth.

It is however assumed that this designation has primarily considered land ownership and associated barriers to the large-scale development requirements of a private hospital.

The Proposal subject of this report however provides a solution to the barriers that may otherwise have compromised the potential of the subject site to be strategically developed for a purpose that would maximise its contribution to the Innovation Precinct.

Further, the subject site is considered to offer locational advantages compared to alternative sites, given it *directly* adjoins the public hospital and could be developed with a bridge link to directly connect the public and private hospitals. This is considered to offer the best opportunities for enhancing and growing the health, education and innovation precinct.



Figure 30 Precinct Strategy (Land Use Analysis and Precinct Strategy 2020)



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5.1.2 Is the planning proposal the best means of achieving the objectives or intended outcomes or is there a better way?

It is considered that Planning Proposal is the best means of achieving the objectives stipulated in **Section 3.1** of this report.

The site is zoned for mixed use development, however current LLEP2008 height and FSR controls unjustifiably restrict the density of development that may be provided on the site.

The proposed height and FSR controls would enable the creation of a purpose-built private hospital adjacent to the established health precinct, education establishments and public transport infrastructure, on land within the designated Liverpool Innovation Precinct. The proposed new private hospital would provide additional employment opportunities both during construction and operation. By providing additional health services facilities in an accessible location, the Proposal would assist in catering for the growing need for health care services.

Therefore, an amendment to LLEP2008 is required to permit the intended future provision of a new health services facility at the site.

5.1.3 Is there a net community benefit?

Net community benefit has been assessed in accordance with relevant guidelines and as outlined in the following table.

Table 8 Net community benefit		
Criteria	Y/N	Proposal
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The Proposal is consistent with the key elements of NSW State Priorities, Directions for a Greater Sydney, the Greater Sydney Region Plan and the Western City District Plan, as discussed above. Similarly, the Proposal responds to the objectives for the Liverpool LSPS and the Precinct Strategy.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Y	The SITE is identified within the Liverpool Collaboration Area, Liverpool Innovation Precinct and directly adjoins the Liverpool Health and Academic Precinct, for the purposes of the Western City District Plan, Liverpool LSPS and Precinct Strategy. Consistent with the strategic policy for collaboration areas, and Liverpool specifically, the Proposal would generating opportunities for new jobs and health care services, ultimately creating a world-class health, education, research and innovation precinct in the Liverpool City Centre.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	N	Land to the north, south and west is similarly zoned for mixed use development and predominantly comprises residential flat buildings. Land to the east is zoned for health services and educational facilities. The site is identified to be designated land for future affiliated private health and commercial growth under the Precinct Strategy.



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		<p>The provision of additional height and FSR solely relates to the creation of a new health services facility adjacent to the existing Liverpool Public Hospital which is located within the Liverpool health, education and innovation precinct.</p> <p>Overall, the additional height and FSR proposed for the site respond to key strategic policies guiding future development in Liverpool, which establish the future vision of a collaboration area with world-class health services facilities and educational establishments and efficiently using strategically-located land.</p> <p>Therefore, it is considered that the impetus for change has already been established, prior to the preparation of this Planning Proposal.</p>
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	<p>The area surrounding the site is not known to have been subject to any spot rezonings.</p>
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	<p>While the site comprises existing residential flat buildings, it does not currently generate any employment. The Proposal for a new private hospital would facilitate an employment generating activity and increase the offering of jobs on site.</p> <p>The Proposal with additional height and floorspace will stimulate the economic development of Liverpool by creating employment opportunities close to the health and education precinct, public transport infrastructure and residential communities. The proposed hospital will support the local and regional economy by increasing employment floor space and generate job opportunities during the construction, operation and maintenance stages.</p> <p>The proposed hospital also capitalises on the location of the site within the B4 Mixed Use zone which promotes employment generating land uses in accessible locations.</p> <p>The Proposal would therefore facilitate permanent job creation within the Liverpool Innovation Precinct.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	Y	<p>While the Proposal involves the demolition of the existing residential flat buildings on site, the proposed hospital would not impact on the provision of residential and mixed use development in the surrounding B4 Mixed Use zoned land.</p> <p>Further, a Council-led Planning Proposal (PP-2020-1606) was approved in 2015 to rezone over 30 hectares of land within the Liverpool City Centre from B3 Commercial Core and B4 Mixed Use for mixed use including residential development, which would allow for higher density residential</p>



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		<p>development within the strategic centre of Liverpool. The rezoning was forecasted to deliver 10,000 dwellings in the Liverpool City Centre.</p> <p>The Proposal will not compromise the development of the surrounding B4 Mixed Use zoned land for housing. Rather, the proposed hospital would contribute to the provision of health services facilities and accommodate the emerging demand for high quality health care services in Liverpool.</p>
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?	Y	<p>In accordance with the Transport Assessment prepared by Ason Group (Appendix 4), the surrounding road network is anticipated to continue to perform well with a Level of Service 'A' reported in all scenarios and peak hour periods, including with the development traffic at opening and following a 10-year horizon. Notably, the changes in performance due to the increase in traffic from the development are relatively minor and is therefore not expected to result in material impacts to the adjacent road network.</p> <p>The site is currently well serviced by public transport infrastructure with the Liverpool Railway Station located approximately 450m walking distance from the site as well as a wide selection of bus stops within 400m of the site. Existing active transport infrastructure in the vicinity includes pedestrian footpaths, pedestrian crossings and cycleways.</p> <p>Upgrades to the pedestrian infrastructure and connections to missing cycle links are also identified in Council's <i>Liverpool City Centre Public Domain Master Plan</i>.</p> <p>Of relevance, the Proposal will provide an at-grade pedestrian crossing and a bridge link to activate the Goulburn Street frontage and facilitate pedestrian connection to the adjacent Liverpool Public Hospital.</p>
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	Y	<p>The site is situated in immediate proximity of established residential population catchments as well as employment-generating areas. The provision of a new private hospital would reduce the need for the local residential population and workforce to travel to access their health needs.</p> <p>Further, the site is located in close proximity to public transport infrastructure including the Liverpool Railway Station and bus stops, which will promote the use of public and active transport modes for patients and staff, and reduce reliance on private vehicles. Therefore, the Proposal would assist in reduced road congestion, reduced pollution, reduced expenditure related to car travel and create a higher level of amenity for residents and workers.</p>



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Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	Y	<p>Major Government investment on the redevelopment of the Liverpool Public Hospital and a new education and research hub will provide expanded clinical services and public spaces integrated with research and teaching for the Liverpool health and education precinct.</p> <p>The Proposal will complement the growth of the Liverpool health and education precinct by contributing to the supply of health services infrastructure in the Liverpool City Centre. The additional height and FSR proposed for the hospital will contribute to the provision of health services facilities and create additional employment floorspace, which will provide high-value health, education and research jobs for local residents and skilled workers, ultimately delivering a world-class health, education and innovation precinct.</p>
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	<p>The Proposal would not impact on land that the Government has identified a need to protect or that is environmentally constrained. It is noted that the site is identified to contain biodiversity values under the <i>Biodiversity Conservation Act 2016</i> or Environmentally Significant Land under LLEP2008.</p> <p>The site is not identified as flood prone land or flood planning area under LLEP2008. As demonstrated in the Water Sensitive Urban Design and Stormwater Report prepared by Henry & Hymas (Appendix 5), the results of the flood modelling indicates that the overland flows from the upstream catchment can be completely contained within the stormwater easement on site.</p>
Will the LEP be compatible/complementary with surrounding adjoining land uses? What is the impact on the amenity in the location and wider community? Will the public domain improve?	Y	<p>The proposed hospital would be highly compatible with the surrounding land uses. The Proposal is located adjacent to the existing Liverpool Public Hospital which is located within the Liverpool health and education precinct. The proposed private hospital is considered to support the growth of the Liverpool health, education and innovation precinct.</p> <p>While the site adjoins existing residential development to the north, west and south, it is noted that the Proposal has been designed to provide adequate separation distances to the surrounding residential properties to preserve the visual amenity of the residents.</p> <p>The site is strategically located in an accessible location in close proximity to public transport infrastructure and residential communities, which will stimulate the use of public and active transport modes to travel to and from the site.</p> <p>The Proposal will result in significant improvement to the public domain along Goulburn Street by providing an at-grade pedestrian crossing and a pedestrian bridge link connecting the Liverpool Public Hospital. The proposed</p>



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		pedestrian connections will activate the Goulburn Street frontage and enhance the public amenity.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Y	The Proposal has been designed to provide 353m ² of retail space on ground level to maximise active street frontages along Goulburn Street. The provision of retail premises would provide opportunities for job creation and new economic activity, and improve the experience of patients, staff and visitors by co-locating high quality green space and seating areas on the ground plane.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N	Whilst a stand-alone proposal in that it is for a spot rezoning, the site forms part of the Liverpool Collaboration Area and Innovation Precinct, and adjoins the Liverpool health, education and innovation precinct. The Proposal would support the important role and function of these strategic precincts, which are designated as foci for growth and renewal.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	Y	<p>The Proposal would deliver a state-of-the-art, purpose-built private hospital which would create employment opportunities and increase the supply of health care services in Liverpool, supporting the local and regional populations and economies.</p> <p>Given the benefits arising from the Proposal for the local and wider resident population, temporary visitors of the Health and Education Precinct, local workforce, and health and education sectors, it is considered to be completely in the public interest with no adverse impacts anticipated.</p> <p>Were the Proposal not to proceed at this time, the site would forego its opportunity to contribute to the provision of affiliated private health facilities as identified in the Precinct Strategy and the desired growth of the precinct, and would fail to respond to the Government's major investment in the Liverpool Health and Academic Precinct which includes the redevelopment of the Liverpool Public Hospital.</p>

5.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

5.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or subregional strategy (including the Sydney Metropolitan Plan and exhibited draft strategies)?

As previously discussed in **Section 5.1**, the Planning Proposal is consistent with NSW State Priorities, Directions for a Greater Sydney, Greater Sydney Region Plan, the Western City District Plan, Liverpool LSPS and the Precinct Strategy.

5.2.2 Is the planning proposal consistent with the local council's community strategic plan or other local strategic plan?

5.2.2.1 Community Strategic Plan – Our Home, Liverpool 2027



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The *Community Strategic Plan - Our Home, Liverpool 2027* (CSP) is a 10 year plan that defines the vision and priorities of the community, underpinned by four (4) directions; Creating Connection, Leading through Collaboration, Generating Opportunity and Strengthening and Protecting our Environment.

As part of 'generating opportunity', the CSP commits to attracting economic growth and generating employment opportunities. Delivering on these aims, the proposed private hospital would represent a major investment in Liverpool, would support significant job creation in a variety of fields, and would deliver services locally.

5.2.3 Is the planning proposal consistent with applicable state environmental planning policies?

The Proposal is consistent with the relevant State Environmental Planning Policies (SEPPs), as outlined in **Table 9**.

Table 9 State environmental planning policies	
Policy	Details
<i>State Environmental Planning Policy No 1 - Development Standards</i> (SEPP 1)	The Planning Proposal will not contain provisions that contradict or hinder the application of the SEPP.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP)	The site has been historically developed for residential purposes and therefore is not considered to be contaminated. Nonetheless, appropriate investigations will be carried out as required at the SSDA stage.
<i>State Environmental Planning Policy (Industry and Employment) 2021</i> (Industry and Employment SEPP)	Any signage associated with future commercial premises on the site would be assessed in accordance with the Industry and Employment SEPP.
<i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i> (Codes SEPP)	The relevant approval pathway for future development would be determined in light of the relevant LEP and Exempt and Complying Development Codes.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP)	<p>The Transport and Infrastructure SEPP provides for certain proposals, known as Traffic Generating Development, to be referred to Transport for NSW (TfNSW) for concurrence.</p> <p>Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where the size or capacity satisfies certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.</p> <p>Details of the development of the site would be confirmed at the DA stage ensuing the gazettal of the new LEP. Any requirement for the referral of the application to TfNSW would be confirmed at this stage.</p> <p>Additionally, Part 2.2 Division 10 of Transport and Infrastructure SEPP relates to Health Services Facilities, which by definition includes hospitals.</p> <p>Pursuant to Section 2.60(1) of the Transport and Infrastructure SEPP, development for the purposes of Health Services Facilities may be carried out by any person with consent on land in a</p>



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Prescribed Zone. The B4 zone is a Prescribed Zone for the purpose of Division 10, and therefore the proposed private hospital is permitted with consent on the site.

5.2.4 Is the planning proposal consistent with the applicable ministerial directions (Section 9.1 Directions)?

The Planning Proposal has been assessed against the Section 9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined in **Table 10**.

Table 10 Section 9.1 Ministerial directions		
Direction		Comment
1. Employment and Resources		
1.1	Business and Industrial Zones	The Proposal is located within the B4 Mixed Use zone. The proposed hospital would encourage employment growth in an accessible location in close proximity to public transport infrastructure, the Liverpool health and education precinct and the residential communities, which contribute to the '30-minute city' aspiration. The proposed additional height and floor space would increase employment floor space in the B4 Mixed Use zone and support the viability of the Liverpool City Centre. The anticipated employment growth associated with the proposed hospital is consistent with the strategic policies applicable to the site.
1.2	Rural Zones	Not applicable.
1.3	Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4	Oyster Aquaculture	Not applicable.
1.5	Rural Lands	Not applicable.
2. Environment and Heritage		
2.1	Environment Protection Zones	Not applicable.
2.2	Coastal Management	Not applicable.
2.3	Heritage Conservation	The southern portion of the site is identified to be located within the Bigge Park Conservation Area of local significance under LLEP2008. In accordance with the Preliminary Archaeological Advice prepared by Austral Archaeology (Appendix 8), there is low potential for Aboriginal cultural heritage to be present within the site.



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		<p>While no further investigations or assessment is required concerning Aboriginal cultural heritage and historical archaeological material within the site, all works would be ceased immediately where Aboriginal archaeological material or historical archaeological relics are encountered during works. Heritage NSW and/or the relevant Aboriginal stakeholders would be contacted and consulted in accordance with the <i>National Parks and Wildlife Act 1974</i> and the <i>Heritage Act 1977</i>.</p> <p>Further, as demonstrated in the Historic Impact Assessment (Appendix 8), the inclusion of the site in the conservation area is not related to any particular heritage value which the site encapsulates. While the curtilage of the conservation area will be slightly reduced, the conservation area will be able to retain its heritage significance and will not be impacted by the new construction. A new curtilage for the conservation area set to the south of the site would not affect the heritage values for which the conservation area is intended to protect.</p>
2.4	Recreation Vehicle Areas	Not applicable.
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6	Remediation of Contaminated Land	A Preliminary Site Investigation (PSI) (Appendix 10) has been undertaken by Environmental Resources Management Australia (ERM) to assess the potential liabilities associated with site contamination. The findings of the PSI indicates the risk to current onsite human health is generally low. However, where there is a planned change of land use or planned intrusive/construction works, a detailed site investigation of soil and ground water conditions should be undertaken to assess the contamination status of the site and inform potential requirements/costs associated with waste disposal during development.
3. Housing, Infrastructure and Urban Development		
3.1	Residential Zones	Not applicable.
3.2	Caravan Park and Manufactured Home Estates	Not applicable.
3.3	Home Occupations (Revoked 9 November 2020)	Not applicable.
3.4	Integrating Land Use and Transport	The site is located in proximity to public transport infrastructure, including the Liverpool Railway Station and bus stops in the surrounding area. The site is also highly walkable and cyclable, owing to the proximity of transit hubs, the health and education precinct, established city centre and the residential communities.



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	The proposed new health services facility on the site would therefore promote the use of public and active transport modes for future patients, staff and visitors.
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The site is identified to contain Class 5 acid sulfate soils. As demonstrated in the Preliminary Geotechnical Assessment (Appendix 9) prepared by Douglas Partners, reference to the Acid Sulfate Soil Risk Map published by the Department of Land and Water Conservation indicated that the site is in an area of extremely low probability of occurrence of acid sulfate soil conditions. Any geotechnical testing required with respect to acid sulfate soils would be carried out prior to physical works occurring on the site. The Proposal would be undertaken in accordance with the <i>Acid Sulfate Soils Manual</i> .
4.2 Mine Subsidence and Unstable Land	The site is not known to be affected by mine subsidence.
4.3 Flooding	The site is not identified as flood prone land or flood planning area on LLEP2008's Flood Planning Area Map.
4.4 Planning for Bushfire Protection	The site is not identified as bushfire prone in the NSW Rural Fire Service (RFS) map.
5. Regional Planning	
5.1 Implementation of Regional Strategies (Revoked 17 October 2017)	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.



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5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	Not applicable.
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable.
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable.
5.8 Second Sydney Airport: Badgerys Creek (Revoked 20 August 2018)	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	Not applicable.
5.11 Development of Aboriginal Land Council land	<p>The Proposal is consistent with the Greater Sydney Region Plan as demonstrated in Section 5.1.1.3.</p> <p>The site is not identified on the Land Application Map of the Planning Systems SEPP.</p>
6. Local Plan Making	
6.1 Approval and Referral Requirements	Not applicable.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	No site-specific change of zoning or additional permitted uses are required to support the future development of the site. The proposed LEP amendment relates to development standard already applicable to the site and would not introduce any additional development standards.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney (Revoked 9 November 2020)	Not applicable.



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7.2 Implementation of Great Macarthur Land Release Investigation (Revoked 28 November 2019)	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of the Western Sydney Aerotropolis Plan	<p>The site is located within 30km of the Western Sydney Airport and hence this Direction applies pursuant to Section 4.3 of the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>.</p> <p>The Proposal is consistent with the Western Sydney Aerotropolis Plan as it will promote employment and world-class innovation in an accessible location.</p>
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.
7.11 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable.
7.12 Implementation of Greater Macarthur 2040	Not applicable.



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7.13 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable.
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5.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

5.3.1 Is there any likelihood that critical habitat of threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is located in an established urban area and has been historically developed for the purpose of residential flat buildings. As such the state of the site and its surrounds is highly disturbed with limited existing vegetation. The Proposal would therefore not affect any critical habitats, populations or ecological communities.

5.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Design, Appearance and Public Domain

- An Urban Design Report has been prepared by Hatch RobertsDay and is provided at **Appendix 3**. Based on detailed site analysis and modelling, it is demonstrated that the proposed building height and FSR are highly appropriate for the site.
- The concept design has been informed by a detailed site analysis and consideration of the surrounding context in order to provide an optimal outcome that capitalises on the strategic potential of the land and provides a high level of amenity.
- The Proposal provides a considerate and context-responsive built form that responds to the broader context of Liverpool City Centre and the future transformation of the area through the following interventions:
 - Incorporation of podium articulation to improve pedestrian experience on street level
 - Provision of a setback between the podium and the tower (minimum 3m) to mitigate wind impacts on the pedestrian environment and streetscape
 - Provide materiality and articulation that is high quality and contributes to the feeling of safety and wellbeing
 - Incorporation of tower geometry, materials and shading devices to create interest
 - Incorporation of natural materials that blend in with the lush character of the street for the bridge link
 - Stepped down building form from southern side to minimise overshadowing impacts to adjoining sites and Bigge Park
- The Proposal has also been designed to improve the experience of patients, staff and visitors by providing a high quality green space with seating areas and rest spaces on ground level, co-located with retail, food, beverage and amenities.
- The ground plane of the proposed hospital is considered to activate the Goulburn Street frontage by incorporating retail premises and a public open space, which facilitate engagement with the public realm and enhance the visual interest of the streetscape.
- The Proposal would provide the opportunity to more effectively relate to the public domain through the provision of a publicly accessible green space, active ground floor uses, a pedestrian bridge link and high quality architectural design. Ultimately, this would contribute to a more attractive streetscape and vibrant street life. **Figures 29-31** below illustrate the concept design of the ground plane and public open space.



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Figure 31 Proposed public open space on ground level (Hatch RobertsDay 2021)



Figure 32 Proposed public open space with landscaping (Hatch RobertsDay 2021)



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Figure 33 Active uses on ground level (Hatch RobertsDay 2021)

- Landscaping across the site would significantly enhance the amenity of the site, contribute to the fine grain and human scale of the streetscape, increase the urban tree canopy and positively contribute to microclimate, biodiversity and habitat. As demonstrated in the Landscape Plans (**Appendix 6**) prepared by Distinctive Living Design, the proposed landscape design involves ground floor planting, planters and landscape screening along the western boundary. Deep soil landscaping will also be provided along the Goulburn Street frontage with proposed street tree planting. Seating areas with furniture and planting beds will also integrate with the public domain along Goulburn Street to create a welcoming public open space and enhance the amenity of the public realm. Further details of the proposed landscape design are provided in the Landscape Plans.

Solar Access

- In relation to overshadowing, a detailed Shadow Analysis is provided in the Architectural Plans and Urban Design Report. Shadow Diagrams that detail the full extent of overshadowing of Bigge Park by each hour between 9am to 3pm on 21 June have been prepared by Hatch RobertsDay and are provided in the Urban Design Report.
- As demonstrated in the Shadow Analysis, the Proposal would result in minimal additional shadow cast on Bigge Park between 9am and 3pm during winter solstice. Particularly, in the worst case scenario, the Proposal would overshadow 3.51% of the Bigge Park area at 10am on 21 June. Notwithstanding, it should be noted that the additional shadow cast on Bigge Park at 9am and between 11am to 3pm range from 0% to 1.52% of the park area only. Further, it is noted that the Proposal has no overshadowing impact on Bigge Park between late August and mid-April.
- In addition, the existing residential flat building at 73 Goulburn Street directly south of the site will also receive 3.5 hours of sunlight access on Level 1 and 4.5 hours of sunlight access on Levels 2 and 3. The residential units to the south will continue to receive adequate sunlight, which preserves the amenity of the residential properties. Importantly, this is in excess of the minimum solar access requirements of two hours of sunlight between 9am-3pm at mid-winter under the Apartment Design Guide (ADG). The existing residential properties to the west and south west of the site will also continue to receive a minimum of three hours access to sunlight during winter solstice. It is



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noted that the Proposal will result in no additional shadow cast on 21 December on the surrounding residential properties or Bigge Park.

- Overall, the proposed design recognises the significance of Bigge Park as a key public open space in the Liverpool City Centre and the importance to preserve the amenity of the surrounding residential properties. It is demonstrated that the Proposal has been designed to minimise overshadowing impacts on Bigge Park and the surrounding residential properties. The architectural design of the proposed hospital has been articulated to provide adequate separation distance from the surrounding properties and create a built form that gradually steps down to the southern side in order to minimise overshadowing impacts to the adjoining properties and Bigge Park. Therefore, the Proposal has been designed to optimise solar access for Bigge Park and the adjoining residential properties and is not anticipated to cause excessive overshadowing impacts.

Visual Impact

- A Visual Impact Assessment Report has been prepared by Hatch RobertsDay and is provided at **Appendix 7**.
- The key vantage points for the purpose of visual impact assessment have been determined through identification of visual catchment and visibility of the site, as well as focus on the areas that are more likely to be affected by the Proposal. The key vantage points include:
 1. Bigge St at Liverpool Transport Interchange
 2. Bigge Park (Centre of the Park / Playground Area)
 3. Bigge Park / Elizabeth St- looking into Goulburn St
 4. Goulburn St - looking South
 5. TAFE on College St
 6. Elizabeth St Corridor / Westfield Entrance
 7. Bigge St / Elizabeth St Intersection
 8. Lighthorse Bridge
 9. Goulburn St / Lachlan St - looking south (distant view)
 10. Bigge St / All Saints College - looking south
- It is concluded that the significance of impact on the landscape is moderate. This is mostly due to the scale of the Proposal and its location in proximity to strategic locations within the Liverpool City Centre such as Bigge Park, Bigge Street and Liverpool Hospital.
- The Proposal forms a visible new element and a relatively dominant feature of the overall scene in most of the vantage points. As a result, the magnitude of the Proposal is considered high to moderate in the current context. However it is anticipated that Liverpool City Centre and the health precinct will undergo a future transformation and that increase in built form height and density is to be expected in proximity to the site. As a result, the magnitude of the Proposal is likely to be reduced once it is presented within the context of the future increase of height and density.
- The Proposal is consistent and compatible with the future planned character of Liverpool as a strategic centre and a strategic health hub. The Proposal contributes to the evolving character of the area from a residential neighbourhood to a health hub. The strategic location of the site in proximity to the envisaged Liverpool City Centre core is appropriate to create a tower as an iconic feature of the Liverpool Health Precinct.
- It is anticipated that the surrounding lands around the Private Hospital will accommodate health allied services and over time transform to an increased density area that supports the Precinct. Therefore, there will be less visual contrast between the Proposal and the surrounding setting compared to the existing low density scenario.
- There already exists a presence of landscape detractors in all vantage points including existing structures and buildings, utility poles etc. which will reduce the visual prominence of the Proposal. Existing vegetation and mature trees partially screen the Proposal and reduce the visual impact.



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- The Proposal does not reduce the quality of the scenes by delivering high design quality. The use of facade treatment and colour selection also reduce the bulk impact.
- A number of key measures have been incorporated to mitigate the potential visual impacts:
 - Retaining dense vegetation and established trees surrounding the site for screening
 - Additional landscaping on podium level and well located screen planting to reduce the visual impact
 - Use of native planting to reinforce the character of the existing vegetation and achieving alignment with Liverpool Public Domain Plan
 - Use of facade treatment, articulation and colour selection to blend with the landscape and reduce the height and bulk impact

Traffic and Parking

- A Transport Assessment has been prepared by Ason Group and is provided at **Appendix 4**.
- The site is well serviced by public transport infrastructure with the existing key rail and bus services in proximity to the site. In particular, the Liverpool Railway Station is located approximately 450m walking distance to the south of the site, which provides train services to Sydney CBD, Parramatta and other regional centres. The site is also well serviced by a wide selection of bus stops within 400m of the site with the Liverpool Bus Interchange also located just outside 400m to the south of the site.
- The site is well served by a well-connected pedestrian network, including covered footpaths, signalised pedestrian crossings, zebra crossings and refuge island in the surrounding area. A mixture of cycle routes is also provided within the Liverpool LGA. A number of cycle routes which pass through the Liverpool City Centre are identified in the Liverpool City Council Bike Plan, which has been designed to connect the city centre with surrounding suburban areas and shopping centres.
- In relation to carparking, given that the *Liverpool Development Control Plan 2008* (LDGP2008) does not provide carparking rates for hospitals, the carparking rate for private hospital developments under the *RMS Guide to Traffic Generating Development 2002* (RMS Guide) has been adopted for the Proposal. Further, the carparking requirements under Clause 7.3 of LLEP2008 have also been considered as part of the Proposal.
- The number of carparking spaces required is calculated based on the maximum number of beds at full capacity, being 155 beds in accordance with the RMS Guide. The number of parking spaces under the RMS Guide and LLEP2008 is demonstrated in **Table 11** and **12** respectively.

Table 11 RMS Guide Car Parking Requirements			
Land Use	Yield	Rate	Requirement
Private Hospital	155 beds	-26.52 + 1.18B, Where B is the number of beds	156
Retail	265m ² GLFA	6.1 car spaces per 100m ² GLFA	16
Consulting suites	5,130m ² GLFA	9 car spaces per 100m ² GLFA	46
Total			219

Note: Gross Leasable Floor Area (GLFA) = 75% of GFA as per RMS Guide

Table 12 LLEP2008 Car Parking Requirements			
Land Use	Yield	Rate	Requirement
Private Hospital	2,900m ² GFA	1 space/200m ² ground floor GFA	15



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	29,380m ² GFA	1 space/150m ² non-ground floor GFA	196
Total			211

The Proposal has an indicative provision of a total of 327 car parking spaces across three basement levels, which suggests that it is more than capable of satisfying the car parking demand in accordance with both the RMS Guide and LLEP2008. In accordance with LDGP2008, the Proposal is required to provide 8 accessible carparking spaces based on the minimum carparking requirement under LLEP2008 (10 spaces if based on actual provision). The Proposal will provide accessible parking to meet the minimum required provisions, located adjacent to the lift cores.

- While the number of staff is unknown at this stage, the Proposal is capable of satisfying the bicycle parking requirement under LDGP2008. The provision of bicycle parking facilities will be highlighted as part of any future travel demand initiatives such as a Green Travel Plan.
- Detailed design of any on-site loading areas shall be scope for future development applications. Notwithstanding, a loading area is envisaged for Basement 1.
- For the purpose of the traffic generation assessment, it has been assumed that 2023 will be opening year for the hospital. In turn, the 10-year horizon in 2033, will be at such a time when the Proposal has a capacity of 155 beds. Traffic generation for the speculative consulting suites has been determined on a first principles basis. The following assumptions have been adopted for this calculation, with the more conservative parameters adopted where relevant:
 - Number of speculative consulting suites = 132 (22 rooms x 6 levels)
 - Average consultation time = 30 minutes (based on average 30-45 range, as advised by Team 2 Architects)
 - Average room utilisation = 50% (based on average 30-50% utilisation, as advised by Team 2)
 - Scale operation based on number of beds on opening (i.e. assume 58% of maximum operation upon opening, and 100% of maximum operation when Hospital is at full capacity)
- The traffic generation associated with the proposed development is demonstrated in **Table 13** below.

Table 13 Proposed Development Traffic Generation		
Year	No. of beds	Trip Generation
2023	90	225
2033	155	403

- Given that Liverpool City Centre is currently undergoing significant redevelopment, with several projects in the vicinity have been approved, it is necessary to appropriately consider the traffic generated by those developments. A review of the *New Liverpool Public School – Transport and Accessibility Assessment* and *Liverpool Health and Academic Precinct Transport and Accessibility Assessment* both prepared by GTA Consultants was undertaken to extract the additional traffic volumes redistributed to the surrounding road network, including consideration of the Campbell Street closure. It is understood that Campbell Street, between Forbes Street and Goulburn Street, will be closed to vehicular traffic as part of the Liverpool Health and Academic Precinct redevelopment.
- **Table 14** presents the performance for the 2023 year – Future Project Case with the traffic generated by the Proposal, as well as other development traffic from the surrounding area.

Table 14 2023 Intersection Performance with Development					
Intersection	Peak Hour	Delay (Sec)	Degree of Saturation (DOS)	Queue (m)	Level of Service (LOS)
Goulburn Street x Campbell Street	AM Peak	14	0.14	20	A
	PM Peak	12	0.12	16	A



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Goulburn Street x Elizabeth Street	AM Peak	5	0.25	8	A
	PM Peak	5	0.37	14	A

- Table 15 presents the performance of the 2033 year - Horizon Project Case with the traffic generated by the Proposal, as well as other development traffic from the surrounding area.

Table 15 2033 Intersection Performance with Development					
Intersection	Peak Hour	Delay (Sec)	Degree of Saturation (DOS)	Queue (m)	Level of Service (LOS)
Goulburn Street x Campbell Street	AM Peak	11	0.31	48	A
	PM Peak	8	0.26	38	A
Goulburn Street x Elizabeth Street	AM Peak	6	0.29	9	A
	PM Peak	6	0.46	21	A

- As demonstrated in Table 14 and 15, the SIDRA analysis indicates that the surrounding road network is anticipated to continue to perform well with a LOS of 'A' reported in all scenarios and peak hour periods, including with the development traffic at opening and following a 10-year horizon. Notably, the changes in performance due to the increase in traffic from the development are relatively minor and is therefore not expected to result in material impacts to the adjacent road network.
- Vehicular access is proposed to be provided from Goulburn Street via three separate access points as follows:
 - Access 1: Main access to the basement car park and on-site service area
 - Access 2: Provides access to the porte-cochere along the main frontage of the site for passenger drop-off/pick-up activities and ambulance/patient transfer movements
 - Egress 3: Provides egress from the porte-cochere along the main frontage of the site

The proposed access locations from Goulburn Street are illustrated in Figure 34 below.

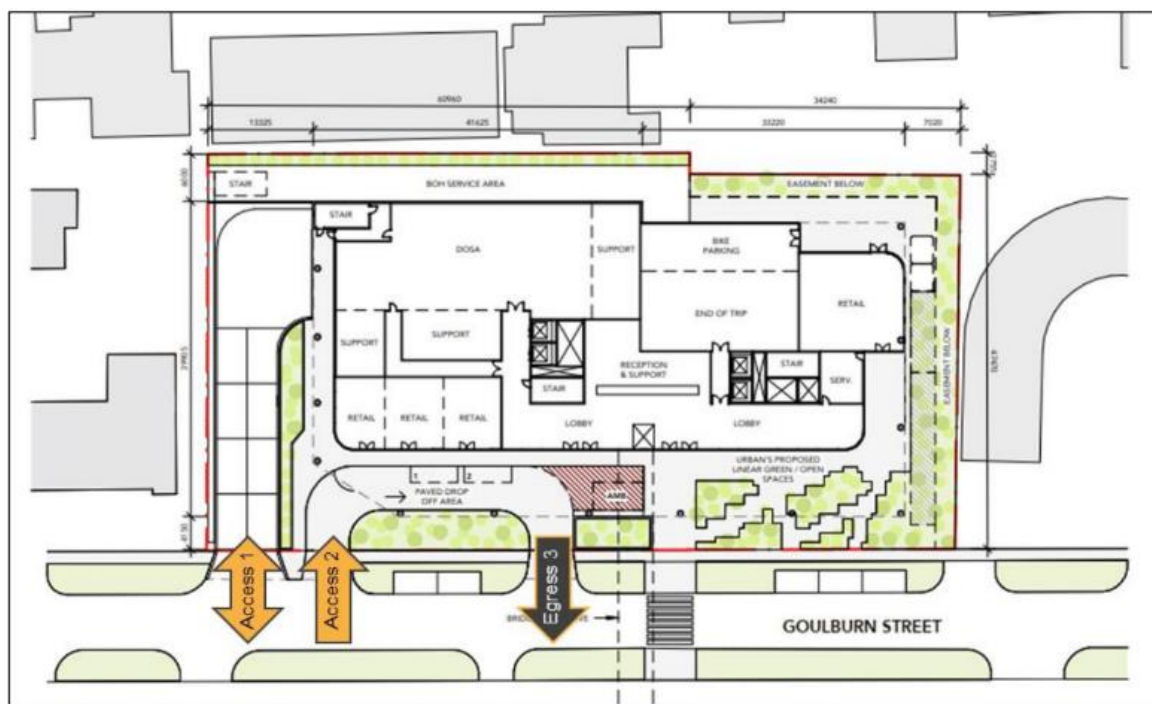


Figure 34 Proposed Vehicle Access Locations (Ason Group 2021)



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- Site access, carpark and loading areas would be designed to comply with the relevant Australian Standards, NSW Ambulance and Council controls. With respect to design vehicles, the following vehicles have been considered for the swept path analysis having regard for the operational requirements of the hospital, noting that the 8.8m MRV is the largest intended design vehicle:
 - 8.8m Medium Rigid Vehicle (MRV)
 - B99 Vehicle
 - B85 Vehicle

Swept path analysis of the Architectural Plans have been undertaken with the abovementioned vehicles and associated design commentary is provided in the swept path assessment in Appendix A within the Transport Assessment.

- In light of the above, the Planning Proposal is considered supportable on transport planning grounds and is not expected to result in any adverse impacts on the surrounding transport network.

Civil Engineering and Infrastructure

- A Water Sensitive Urban Design (WSUD) and Stormwater Report has been prepared by Henry & Hymas and is provided at **Appendix 5**.
- There is an existing stormwater easement through the centre of the existing site, conveying both piped and overland upstream flows through the site. The proposed building encroaches on this existing easement, therefore it is proposed to relocate the stormwater easement to the northern boundary and to ensure all structures (including the basement levels) are kept clear of the easement. As such, overland flow from the upstream catchment which currently discharges overland through the site will be redirected around the proposed building footprint.
- The proposed easement will have an increased 525mm diameter stormwater pipe to ensure no loss of pipe capacity and a 3m wide vegetated swale over in order to ensure the overland flows can be directed through the site without impacting on the proposed or neighbouring buildings. The proposed stormwater system and relocation of easement are illustrated in **Figure 35** below.

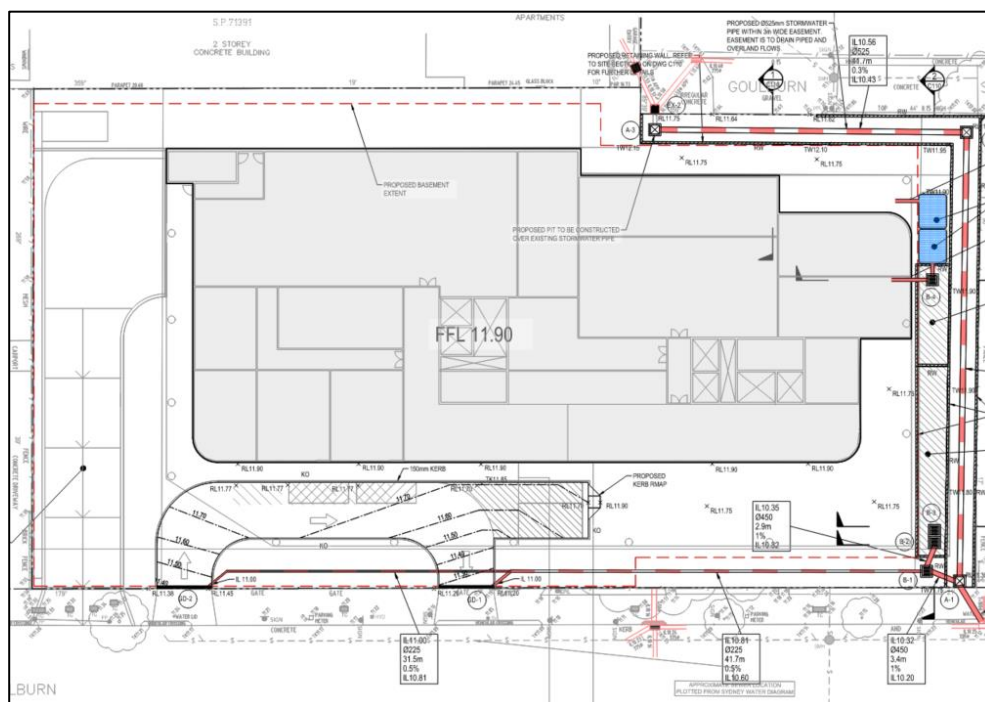


Figure 35 Proposed Stormwater System and Relocation of Easement (Henry & Hymas 2021)



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- To provide effective freeboard to the finished floor level of the health care facility (set at Finished Floor Level (FFL) 11.90), retaining walls are proposed within the stormwater easement, with a top of wall level set a minimum 300mm above the top water surface level, as calculated in HECRAS. This ensure that the design is compliant with Council's freeboard requirements (300mm freeboard to habitable floor levels for overland flow). As illustrated in **Figure 36**, overland flow from in a 100-year storm is contained within the stormwater easement and as a result the risk of flood damage to the proposed health care facility is minimised.

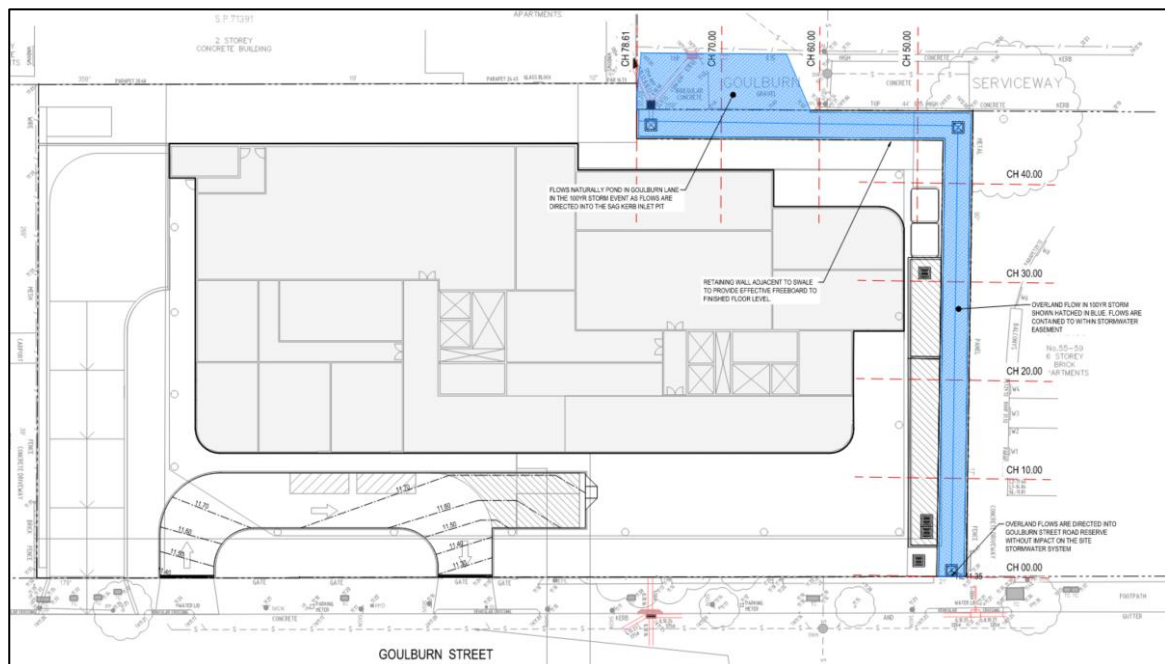


Figure 36 Stormwater overflow contained in 1 in 100 year storm (Henry & Hymas 2021)

- A post-developed HEC-RAS model has been generated in order to ascertain the post-developed flood levels and to ensure that the development can accommodate the flows through the site without increasing the flood level within neighbouring properties. The flood extent in the post-developed condition is illustrated in **Figure 36** and drawing C121 within the Civil Engineering Plans at **Appendix 5**. **Table 16** below provides a summary of the 100-year post flood levels at each chainage.

Table 16 HEC-RAS 100 year post-developed flood levels	
Chainage (m)	POST-developed 100 year WSL
78.61	11.75
70	11.71
60	11.67
50	11.63
40	11.59
30	11.56
20	11.52
10	11.49
00	11.43

The results summarised in **Table 16** have been used to ensure that the required freeboard of 300mm can be provided to protect the proposed building. The top of wall levels for the retaining structure within the easement has been set at a minimum of 300mm above the calculated 100-year water surface level, providing an effective freeboard to the building. The HEC-RAS modelling also shows that the overland flows from the upstream catchment can be completely contained



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- In relation to stormwater quantity, the implementation of the proposed health care facility will result in an increased impervious surface area including surfaces such as the drop off bay and roof. As a result an increase in peak stormwater flows will be noticeable during storm events as lesser amounts of stormwater are being absorbed into the ground. Therefore it is appropriate that an on-site detention (OSD) system is introduced to manage this increase runoff, in accordance with Liverpool Council Standards. As demonstrated in the DRAINS modelling results, the post-developed flows have been reduced to below the calculated pre-developed values through the Proposal of a 50m² above ground basin and dual orifice outlet system (360mm diameter orifice for the minor events, and 300x100mm orifice for the major events). Further details of the proposed OSD system are provided in the Civil Engineering Plans.
- The design of the stormwater easement has also been considered within the DRAINS modelling. The existing 450mm diameter stormwater pipe has been upsized to a 525mm pipe to ensure no loss of capacity. The DRAINS model shows that in the 100 year ARI storm event, the pipe has an increased capacity in the post-developed scenario from 0.214m³/s (pre-developed) to 0.236m³/s (post-developed).
- A MUSIC model has been undertaken in order to design the stormwater quality system. A combination of ocean guard pit baskets, a rainwater tank and a bio-retention basin have been proposed. The results from the MUSIC model have been summarised in **Table 17** and **Figure 37** below.

Pollutant	Pre-Developed Pollutant loads (kg/year)	Post-Developed Pollutant loads (kg/year)	Target Reduction	Pollutant Reduction
Phosphorus	0.979	0.262	65%	73.2%
Nitrogen	6.14	3.25	45%	47.0%
Suspended Solids	499	40.2	85%	91.9%

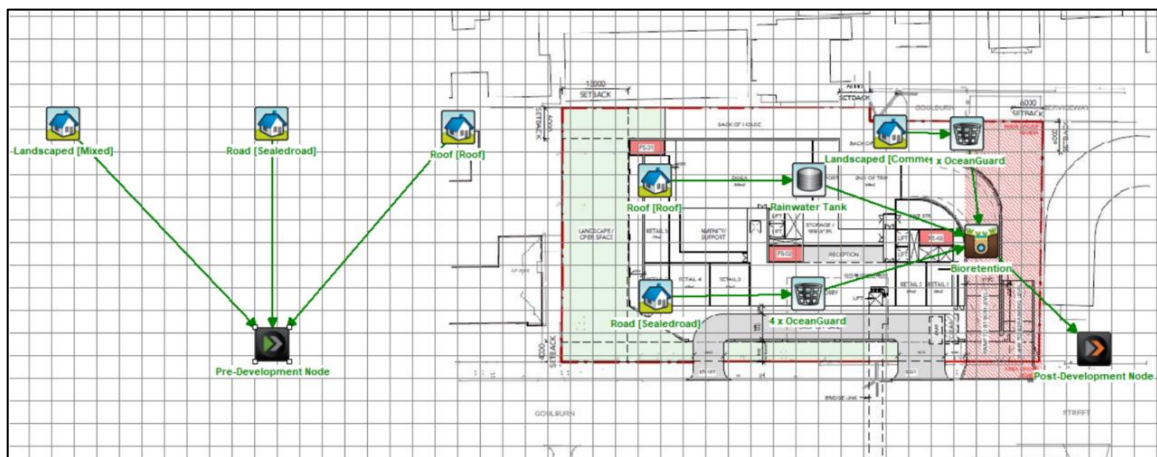


Figure 37 MUSIC Modelling Water Quality (Henry & Hymas 2021)

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- In accordance with LDCP2008 water quality standards, measures including the bio-retention system have been implemented such that stormwater pollutants such as Nitrogen, Phosphorus and Suspended Solids have been reduced by more than 45%, 64% and 85% respectively. Further, the proposed stormwater system has satisfied all Council OSD requirements as demonstrated within the WSUD and Stormwater Report. Therefore, it is evident that the proposed design is in accordance with Council's standards as well as engineering best practice principles.

Heritage

- A Preliminary Aboriginal Cultural Heritage and Historical Archaeological Advice and a Historical Impact Statement (**Appendix 8**) have been prepared by Austral Archaeology to determine whether any Aboriginal cultural material or historical archaeological material is likely to be present within the study area, and to assess the potential impact from the development on the significance of any heritage values that may be identified.
- The study area contains no recorded Aboriginal sites, no objects were identified during the site inspection, and the study area does not contain landform features which indicate a high likelihood for the presence of unrecorded Aboriginal cultural material, based on:
 - Distance from a known water source
 - Lack of landforms such as elevated flats and ridgelines, which could be used for continued occupation or transitional movement
 - Known history of 20th century disturbance within the study area

It is therefore considered that there is low potential for Aboriginal cultural heritage to be present within the study area and no further heritage investigations area required in this regard.

- The background research identified that the only known historical development within the study area consisted of the drain running east-west through the central part of the study area. The survey noted that the easement which now contains the drain has been heavily disturbed by the construction of a modern, below ground sewer main. As such, it is likely that the construction of this sewer will have destroyed or removed the historic drain, removing all archaeological potential in the area. Other parts of the site varied from high to moderate levels of disturbance relating to the post-1950s development of the site, and even areas which are currently grassed did not display any evidence of historical archaeological material.
- The site is also partially located within the "Bigge Park Conservation Area" (Item No. C01) of local significance, as well as the following heritage items:
 - Bigge Park (Item No. 82);
 - Cast-iron letterbox (Item No. 79);
 - Liverpool College (TAFE) site, including Blocks A-G, chimneystack, fences, gatehouses and archaeological features (formerly Liverpool Hospital and Benevolent Asylum) (Item No. 80); and
 - Plan of Town of Liverpool (early town centre layout – Hoddle 1827) (Item No. 89).
- The proposed development will cause minimal impact to heritage values associated with the surrounding heritage items, as the proposed development will not encroach within the boundaries of these items. While the proposed works are within the Bigge Park Conservation Area, the proposed works will not occur in a part of the conservation area which is relevant to its significance.
- Specifically, the inclusion of the site within the conservation area is not related to any particular heritage values which the site encapsulates. Instead, one of the key values noted for the conservation area is the preservation of the grid alignment. The proposed development will not affect the grid layout, and will not directly impact on any of the heritage items associated with the conservation area. As such, while the curtilage of the conservation area will be slightly reduced, the conservation area will be able to retain its heritage significance and will not be impacted by the new construction. A new curtilage for the conservation area set to the south of the site would not affect the heritage values for which the conservation area is intended to protect.



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- Based on the findings of the advice, it is recommended by Austral Archaeology that no further investigations or assessment is required concerning Aboriginal cultural heritage or historical archaeological material within the study area. All works would be ceased immediately where Aboriginal archaeological material or historical archaeological relics are encountered during works. Heritage NSW and/or the relevant Aboriginal stakeholders would be contacted and consulted in accordance with the *National Parks and Wildlife Act 1974* and the *Heritage Act 1977*.

Contamination and Geotech

- A Preliminary Site Investigation (PSI) (**Appendix 10**) was prepared by ERM to refine the current understanding of the site and assess the potential liabilities associated with site contamination.
- Based on the information reviewed as part of the PSI, ERM considers there may be a potential risk to human health / ecological receptors due to the following potentially complete pollutant linkages identified at the site:
 - Potential uncontrolled fill materials associated with historical demolition/filling activities or construction of building structures;
 - Potential impacted surface materials resulting from degradation of hazardous materials within onsite building structures; and
 - Potential for groundwater impact from current/historical chemical/fuel storage at adjacent commercial/industrial buildings located within close proximity to the site.
- While the risk to current onsite human health is generally considered to be low, where there is planned change of land use or planned intrusive/construction works, a detailed site investigation (DSI) of soil and groundwater conditions should be undertaken to assess the contamination status of the site and inform potential requirements/costs associated with waste disposal during development.
- A Preliminary Geotechnical Assessment has been prepared by Douglas Partners and is provided at **Appendix 9**.
- Based on the proposed four level basement, it is likely that excavation to depths in excess of 12m or 15m is required. Excavation of the upper soil layers should be readily achieved using conventional earthmoving equipment, such as tracked excavators. It is anticipated that excavations will extend into the underlying bedrock and will likely require rock breaking, ripping, diamond sawing or grinding assistance.
- The preliminary geotechnical assessment undertaken has indicated that the site will likely comprise fill and natural clays overlying bedrock which is considered suitable for the proposed development. Comments have been provided on excavation methodology and support, site classification, foundation options and geotechnical limitations relevant to the site.

Noise and Vibration

- A Noise and Vibration Impact Assessment has been prepared by E-Lab Consulting and is provided at **Appendix 11**.
- **Figure 38** presents the project intrusiveness and project amenity noise levels for each period, and each receiver catchment, as well as the resultant project noise trigger levels (PNTLs) that shall be applied for any assessment of impacts of mechanical plant and equipment noise on the surrounding receiver catchments.



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RECEIVER CATCHMENT	RECEIVER TYPE	TIME OF DAY	PROJECT INTRUSIVENESS NOISE LEVEL - $L_{Aeq,15min}$ dB(A)	PROJECT AMENITY NOISE LEVEL - $L_{Aeq,15min}$ dB(A)	SLEEP DISTURBANCE NOISE LEVEL - dB(A)	PROJECT NOISE TRIGGER LEVEL - $L_{Aeq,15min}$ dB(A)
RC1, RC2 and RC3	Residential	Day	44	53	N/A	44
		Evening	43	43	N/A	43
		Night	41	38	40 $L_{Aeq,15min}$ 52 L_{AFmax}	38
RC4	Hospital Ward	Noisiest 1-hour	N/A	33 Internal 48 External	N/A	33 Internal 48 External

Figure 38 Project noise trigger levels (PNTL) to be applied to each surrounding receiver catchment (E-Lab Consulting 2021)

- It is proposed that all carparking, loading dock and waste collection will be situated underground, through basement level 1 to 4. As such, it can be reasonably expected that the use of the carparking, loading dock and waste collection services will not have noise impact on the nearest noise sensitive receivers and noise level criteria under the NSW EPA Noise Policy for Industry (NPI) 2017 will be met.
- At this stage of the development, mechanical plant and equipment selections have not been made. During the design development stage of the project, the mitigation measures outlined in Section 11.3 of the Noise and Vibration Assessment should be considered when preparing the mechanical services to design to ensure compliance with the external noise emissions criteria established under the NPI.
- In relation to traffic noise generation, Goulburn Street is likely to be the most affected street in terms of traffic noise due to the proximity of the development to nearby residential receivers as well as the street being the proposed entry way to the carpark and loading dock. **Figure 39** below compares the estimated existing noise levels with the estimated noise levels expected from an increase in vehicle movements associated with the proposed development.

YEAR	PERIOD	TOTAL TRAFFIC VOLUME WITHOUT DEVELOPMENT (VEHICLES/HOUR)	TOTAL TRAFFIC VOLUME WITH DEVELOPMENT (VEHICLES/HOUR)	PREDICTED INCREASE IN TRAFFIC NOISE, dB(A)
2023	AM Peak	625	697	0.5
	PM Peak	554	626	0.5
2033	AM Peak	648	782	0.8
	PM Peak	578	712	0.9

Figure 39 Predicted increase in traffic noise levels (AM/PM peak hours) along Goulburn Street (E-Lab Consulting 2021)

As demonstrated in **Figure 39**, the predicted increase in peak traffic noise due to the development is 0.5 to 0.9dB(A), which is within the limits given in the Road Noise Policy criteria. Therefore, it is



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understood that the traffic generated by the proposed development will not have an adverse impact on the existing residents.

- An assessment on the exposure to helicopter noise from Liverpool Hospital has been undertaken. 3D acoustic modelling for external faced noise levels from a helicopter was conducted. The acoustic modelling was undertaken considering no specific meteorological characteristics such as dominant wind direction and speed or temperature therefore it was considered under neutral conditions.
- The previous (in red) and new (in purple) helicopter flight path are presented in **Figure 40** below. A mid-point between the inner and outer purple line has been adopted in this assessment to determine an average maximum noise level exposure.

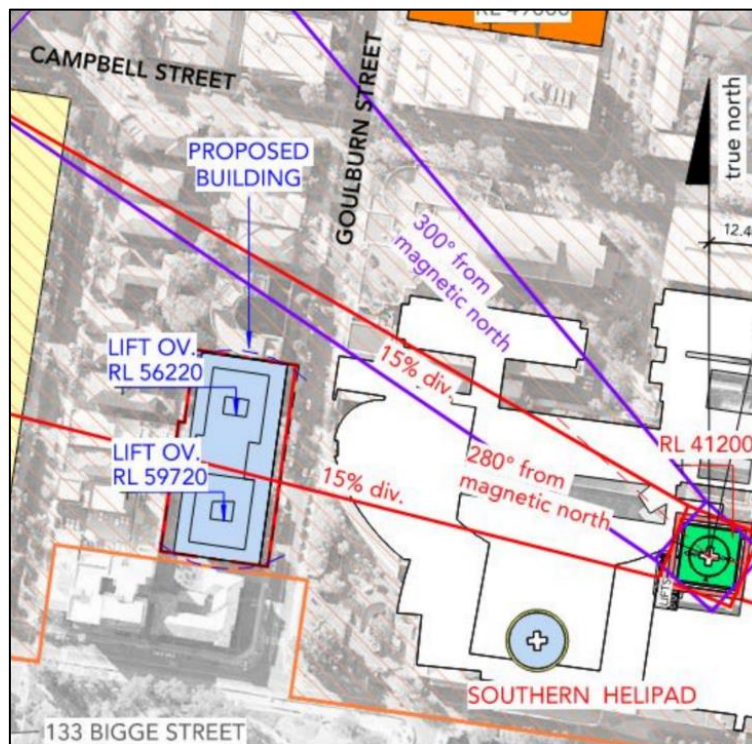


Figure 40 Airspace plan for helicopter flight path (E-Lab Consulting 2021)

The façade noise levels have been predicted based on a SoundPlan model that has been calibrated to the sound power levels provided in **Table 18** below.

Table 18 Helicopter sound power level and spectrum								
Noise source	Sound Power Level (DB)							
	63Hz	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
AW139	139	136	135	132	131	125	118	113

Mitigation measures outlined within the Noise and Vibration Assessment are to be considered when designing façade construction to ensure compliance with NSW Health ESG internal noise level.

- A construction noise and vibration assessment has been undertaken to assess the noise impact from the construction works during the early works (demolition and dismantling), civil works (excavation, retention and foundation) and structural works (construction, façade, finishes and services) stages. The predicted noise levels are presented within the Noise and Vibration Assessment and have been assessed to the construction noise criteria established in the Interim Construction Noise Guideline. Noise contour maps produced by the three-dimensional noise propagation modelling are provided in Appendix B of the Noise and Vibration Assessment.



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- Based on the findings of the acoustic assessment, it is noted that the proposed development is compliant with the relevant noise and vibration criteria and it is expected to comply with the applicable regulations with regards to noise and vibration.

5.3.3 How has the planning proposal adequately addressed social and economic effects?

The social and economic effects of the Proposal have been considered within the Socio-economic Impact Assessment (**Appendix 13**) prepared by Hill PDA.

Economic Impact

- The Proposal will have a direct impact on construction output as well as indirectly stimulating other industries which assist in production and cater to increased consumption. The proposed construction would directly contribute around \$92 million to the local economy. Including the multiplier impacts, a total of \$391 million would be contributed to the Sydney's gross regional product (GRP) (measured in 2021 dollars).
- In relation to construction, based on the estimated construction cost of around \$282 million, 722 on-site job years would be directly generated by the proposed development. It is noted that one job year equals one full-time job for one year.
- In relation to economic impact post construction, the proposed development would support permanent employment post-construction through the operation of the hospital. It is understood that of the 11 levels of consulting rooms, the designated operator is likely to occupy five levels as part of hospital operations. **Table 19** below provides an estimate of the number of jobs that would be supported on site.

Table 19 Employment from development				
Land Use	Employment Density*	No.	Units	Jobs
General Retail	1/28m ²	353	m ²	13
Hospital	2.75/1 bed	155	beds	426
Speculative Professional suites/Consulting rooms*	1/26m ²	6,020	m ²	232
Total				670

Sources: ABS Retail Survey 1998-99, Sydney City Employment & Floorspace Survey 2017, Northern Beaches Hospital and HillPDA Research

* Assumed efficiency (GLA/GFA) of 88%

Based on **Table 19**, the proposed development is estimated to accommodate 670 jobs on site. The marginal increase is 670 jobs given that there are no jobs currently on site.

However, due to the 24 hours operation of the hospital the number of workers at any one time will be lower than 670. During normal business hours or at peak times the number of jobs on site is likely to be between 400 and 500.

- It is forecasted that the marginal gross value added (GVA) post construction to be around \$92 million each year (measured in 2021 dollars). It is noted that investment decision of a hospital demonstrates businesses belief in the commercial prospects of the region, which can in turn stimulate and attract further investment. The direct investment in the subject site would support a wide range of economic multipliers which would further support investment in surrounding industries. It would also raise the profile of Liverpool to potential investors.

Social impacts

- The additional provision of health care facilities will be significantly beneficial to meeting current and future needs in the area. The location adjacent to the existing health precinct is likely to lead



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to significant agglomeration benefits, as well as some alleviation for pressure on public health facilities.

- The Proposal will contribute significant economic benefits to the area, adding to the local and regional economies both during construction (\$391 million GVA and 2,761 total job years) and operation (\$92 million GVA and 670 jobs).
- The Proposal improves provision of passive open space near to and within the site and includes publicly accessible ground floor plazas, with associated landscaping and planting.
- A series of mitigation measures can also be implemented to help maximise social benefits and minimise negative impacts to the community, which would mitigate the potential negative impacts and produce an overall social benefit.

Market Needs Analysis

- A Market Needs Analysis (**Appendix 12**) has been prepared by Ethos Urban to confirm the need for the proposed development in this location, through assessing the supply and demand drivers for the development.

Demand Considerations

- There is strong population growth in the study area, including significant ageing of residents aged 65 years and over. This ageing population will increase demand pressures on the health system, particularly as elderly cohorts require greater and more frequent health care by comparison to younger age groups. The number of hospital admission are forecast to increase, with an additional +224,460 admissions estimated between 2021 and 2036.
- Demand for consulting and ancillary health services will continue to grow in response to an ageing population, rising workforce and growing number of hospitals beds in the study area. The proposed development will provide up to 12,540m² of consulting and education GFA that will enable health providers to occupy a modern facility within a central and key location for health and education.
- An assessment of forecast floorspace requirements show that over +1,000,000m² of additional health care floorspace and some +836,500m² of new education space will be required in the study area between 2021-2036 to accommodate the projected workforce across the health and education industries. In the context of the proposed development, the floorspace to be delivered represent approximately 2% of total forecast health care requirements in the study area over the coming 15 years.
- It is understood that discussions with operators are underway, and that there is significant operator interest in occupying 15 of the 19 levels of the proposed development. As such, the remaining consulting/education space of around 4,560m² would be ancillary to the primary operator, and represent a small provision of space that would be quickly absorbed and well supported in the market, given the destination appeal and critical mass of health uses and services located within the development and the broader Liverpool health precinct. Tenants and operators would be attracted to the space as a contemporary offering that is co-located with key private health services and in the health of the Liverpool health precinct, one of the primary and largest health destinations serving the South Western Sydney LHD.

Supply Considerations

- There is currently a total of 2,383 hospital beds located in the study area, and just 15.0% are private hospital beds. A review of development proposals shows there are currently 1,301 beds proposed in the study area. Of note, all proposals are located beyond 10km of the subject site, indicating a market gap in Liverpool.



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- At the current provision of beds, there are 2.2 hospital beds per 1,000 people in the study area. This is well below the national average of 3.9 beds per 1,000 people. This represents a current supply gap of up to -1,810 beds, with this gap forecast to increase to -2,053 beds by 2036. Accordingly, the proposed 149 beds will help alleviate an undersupply of beds in the study area.

Market Need

- Market need is evident through substantial operator interest in the project. It is understood that advanced discussions are underway with a major private health operator who is seeking to occupy 15 floors of the project. This would represent over three-quarters of the project, and highlights the fact that remaining consulting and educational suites (of around 4,560m²) will be ancillary in nature to accommodate services and operators who wish to co-locate with the primary health operator and leverage the location and amenity benefits of the project within a key health precinct. The ancillary consulting space represents a small provision of floorspace that will be available to better serve the health and education needs of the broader community and align with expectations of Liverpool as a key health (and education) precinct.
- A review of case studies including newly developed and proposed private hospital and other health facilities, shows that a key model of private hospitals is the provision of consulting suites and spaces for practitioners to provide non-clinical care to patients and the ability to provide educational space, research and training services. This facilitates the creation of health and medical clusters and hubs, which appeal to a wide range of occupiers, providers and patient needs.
- There is increasing demand for co-located hospitals in integrated settings, including public and private hospitals, as well as educational facilities. It is not unique for major educational institutions to be located within proximity to health facilities in order to access benefits such as knowledge and resource sharing, and teaching facilities for medical and health students.
- The proposed uses and floor area of the development will enable a range of health and education providers to establish within Liverpool. The space will be highly beneficial for medical professionals, researchers, patients and students. Importantly, these spaces are highly flexible, and can change over time to respond to market demand in the health and education sectors and will support an increasing workforce and student population in the health industry as it continues to grow.
- Many of the existing ancillary health services in Liverpool are within substandard buildings and need modern facilities that are in line with current and future industry expectations and standards that enable them to deliver high quality patient care and health experiences.
- There is an opportunity for collaboration with university institutions and medical research facilities such as University of New South Wales (UNSW), Western Sydney University (WSU) and the Ingham Institute at the subject site, particularly through the delivery of flexible consulting space that may be able to offer research and training spaces.
- The site suitability and demand for a private hospital in this area is reinforced by the strong interest in the project from a recognised major hospital operator.
- The proposed composition of the development including 155 beds and 12,540m² of consulting and education GFA is supportable, particularly in light of an ageing population, under supply of beds, high forecast admission rates, and growing healthcare and education workforce in the Study Area.
- The project will complement rather than compete with existing health services located across the LHD as well as within the nearby Liverpool City Centre by adding to the health facilities and supporting the evolution of the Liverpool health precinct as a key destination. The project will add to amenity and the attraction of the overall precinct, with the increased visitation and profile directly benefiting existing local operators and specialists. The health network relies on ancillary operators and uses to provide vital services and functions for the community, the local health services and facilities that are positioned outside of the major hospital clusters will continue to serve specialist functions or cater to the needs of the immediate local population, with the proposed facility to serve a higher order role and function in line with Liverpool's status in the health network.



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Accordingly, the Planning Proposal has adequately considered social, economic and market needs factors.

5.4 STATE AND COMMONWEALTH INTERESTS

5.4.1 Is there adequate public infrastructure for the planning proposal?

The site serviced by existing infrastructure that is capable of servicing the proposed private hospital. In particular, the site is highly accessible by public transport infrastructure including the Liverpool Railway Station and the surrounding bus stops and the established local and regional road network, including Hume Highway, Cumberland Highway, M5 South Western Motorway and the Westlink M7, providing connection to the surrounding suburbs and the wider region.

Distribution and analysis of the surrounding road network further to the additional of the anticipated traffic generation has been undertaken with further SIDRA analysis, which confirms they key intersections will continue to perform well, with no adverse impacts on the surrounding road network.

5.4.2 What are the views of state and commonwealth public authorities consulted in accordance with gateway determination?

It is anticipated that Council, as the planning authority, will consult the relevant public authorities during the assessment of the Planning Proposal in accordance with legislative requirements and contemporary planning practice.



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PART F COMMUNITY CONSULTATION

Schedule 1 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal would be required to be publicly exhibited for 28 days in accordance with the requirements of DPE guidelines '*A guide to preparing local environmental plans*'.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Liverpool City Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.



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PART G CONCLUSION

The proposed amendment to LLEP2008 to include additional building height and FSR would facilitate future development of the Liverpool Private Hospital at the site. The proposed health services facility is consistent with the B4 Mixed Use zoning of the site. The increased density of the proposed development sought to be provided reflects the zone objectives as well as key strategic policies.

In summary, the proposed LLEP2008 amendment for additional building height, and FSR is appropriate for following reasons:

- The proposed LLEP2008 amendment would enable the future development of the site for the purposes of a health services facility, adjacent to the existing Liverpool Public Hospital, which is located within the Liverpool health, education and innovation precinct.
- Additional building height and FSR are required to support the viability of creating a micro health and education hub on the site to complement the wider Liverpool Innovation Precinct and Collaboration Area.
- Given the site's strategic location in proximity to the Liverpool Health and Academic Precinct, Innovation Precinct, Collaboration Area, public transport infrastructure (Liverpool railway stations and buses), jobs and services and residential communities, it provides valuable opportunity to create a state-of-the-art, purpose-built health and education micro hub.
- In response to the strategic position of the site, the Proposal has also been designed to bridge the current barrier between the health and education facilities to the east and west, by delivering complementary new social infrastructure and health services within the designated Innovation Precinct. The development of a new private hospital would directly contribute to the growth in affiliated private health services promoted by the Precinct Strategy.
- Consistent with the strategic policy for collaboration areas, health and education precincts and Liverpool specifically, the Proposal would create opportunities for health and education facilities, new jobs, local services and an activated public domain, combining to revitalise strategically-located land in proximity of public transport network.
- Overall, the Proposal is consistent with state, regional and local strategic planning framework. As described throughout this report, the Proposal is specifically consistent with the NSW State Priorities, Directions for a Greater Sydney, Greater Sydney Region Plan, Western City District Plan, Liverpool LSPS and the Precinct Strategy.
- In accordance with the Western City District Plan, the site is identified to be located within the Liverpool Collaboration Area, which identifies the need for infrastructure investment to balance population growth. The proposed hospital would provide key health services facility in a designated health, education and innovation in immediate growing residential catchments and Liverpool CBD.
- A key priority of the Liverpool LSPS is to develop a world-class health, education, research and innovation precinct based around Liverpool Hospital. The proposed private hospital would be key to achieve this priority and realising Liverpool as a global leader in health and innovation. The additional height and FSR requested as part of the Proposal are essential to support the operation and growth of the precinct and ultimately deliver on the priorities of the LSPS.
- The site is identified to be located within an area for future affiliated private health and commercial growth under the Precinct Strategy. The development of a new private hospital would directly contribute to the growth in affiliated private health services promoted by the Precinct Strategy. The Proposal has capitalised on proximity to the Liverpool Public Hospital by providing a bridge link to directly connect the public and private hospitals. This approach is considered to offer the best opportunities for enhancing and growing the health, education and innovation precinct.



PLANNING PROPOSAL

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61-71 Goulburn Street, Liverpool (SP 18729, Lot 8 Section 41 DP 758620, Lot 20 DP 1113807, Lot 1 DP 25642,
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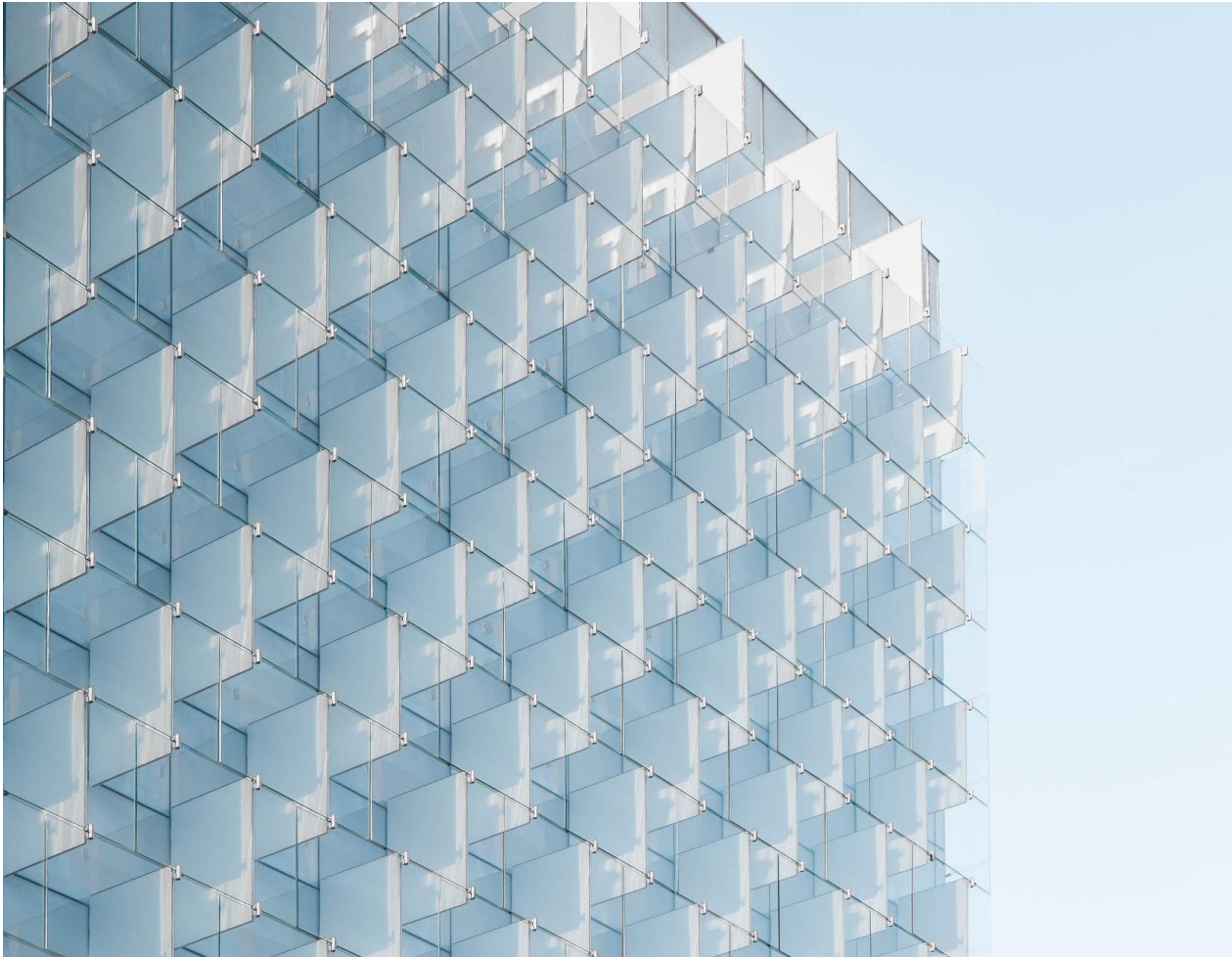
- The proposed LEP amendment aligns with the relevant Section 9.1 Ministerial Directions including as they relate to business zones and the integration of land use and transport.
- The Proposal is consistent with the aims of LLEP2008 as it supports the creation of additional, and more diverse jobs with multiplier effects for the local and regional economy, as well as promote the productive and sustainable use of land through approach development typologies and scales.
- The future provision of health services facility is consistent with the B4 Mixed Use zone objectives as seeks to facilitate the development of a health services facility along with activated street frontages provided with retail premises and a public open space. The proposed development also incorporates a high standard of urban design and exceptional public amenity. Importantly, the proposed health services facility is permitted with consent pursuant to the ISEPP, and hence no rezoning or additional permitted use is required.
- The Proposal will not result in any land use conflict but rather will complement and support the range of existing and future land uses and development types in immediate proximity of the site.
- The Proposal will not exhibit any adverse environmental impact. Rather, the Proposal will facilitate the delivery of a new private hospital adjacent to the Liverpool health, education and innovation precinct, that is highly accessible and well serviced by existing and planned infrastructure. The proposed development would create opportunities for development designed in accordance with the principles of ecologically sustainable development (ESD).
- It is considered that the future development of the Liverpool Private Hospital would be a significant contribution to the economic output of the Liverpool health, education and innovation precinct and Greater Sydney through the construction and operation of the facility.

It is therefore recommended that the Planning Proposal is approved by Liverpool City Council and that the necessary steps are pursued to enable it to proceed to Gateway Determination under Section 3.34 of the EP&A Act.



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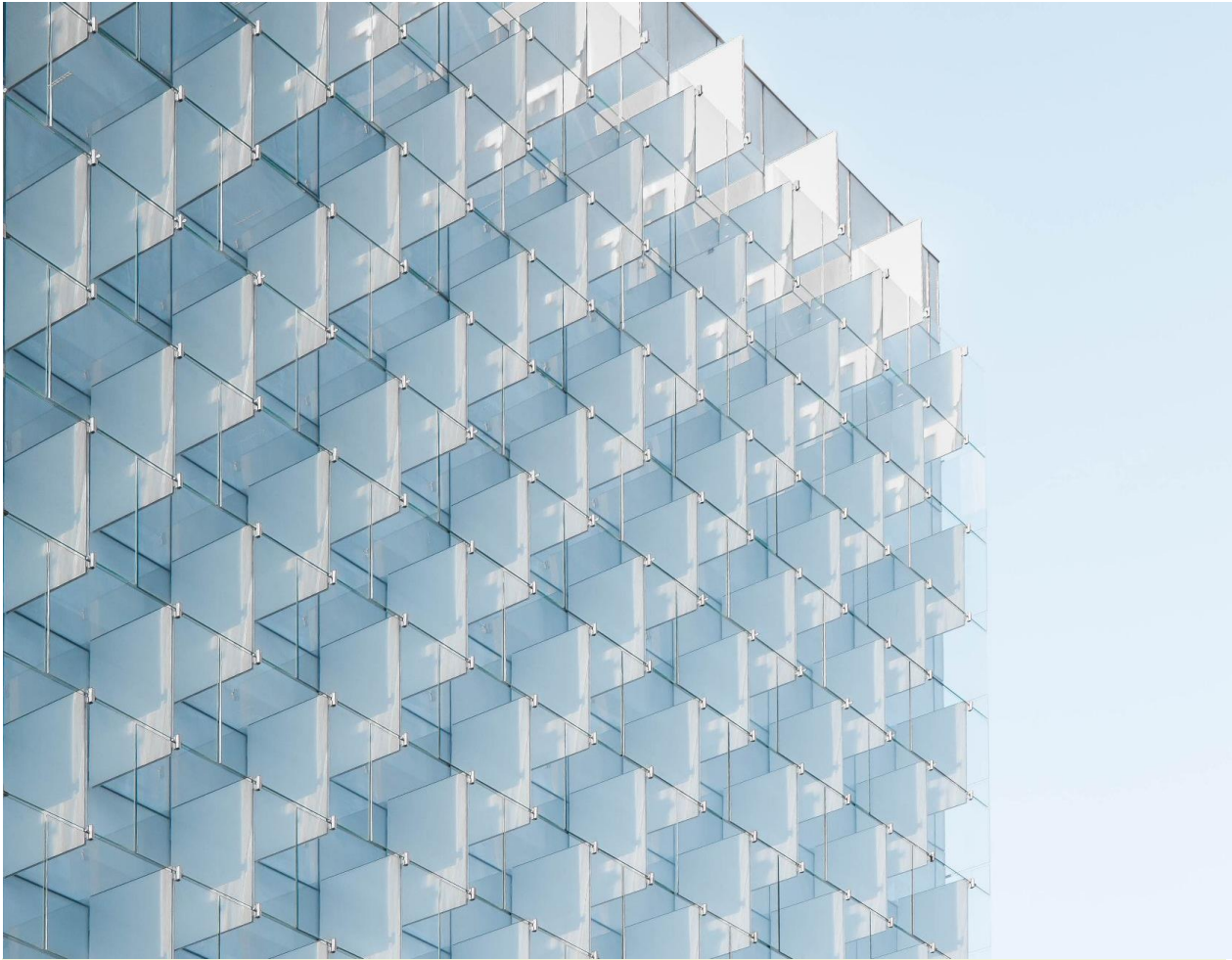


APPENDIX 1 Architectural Plans



PLANNING PROPOSAL

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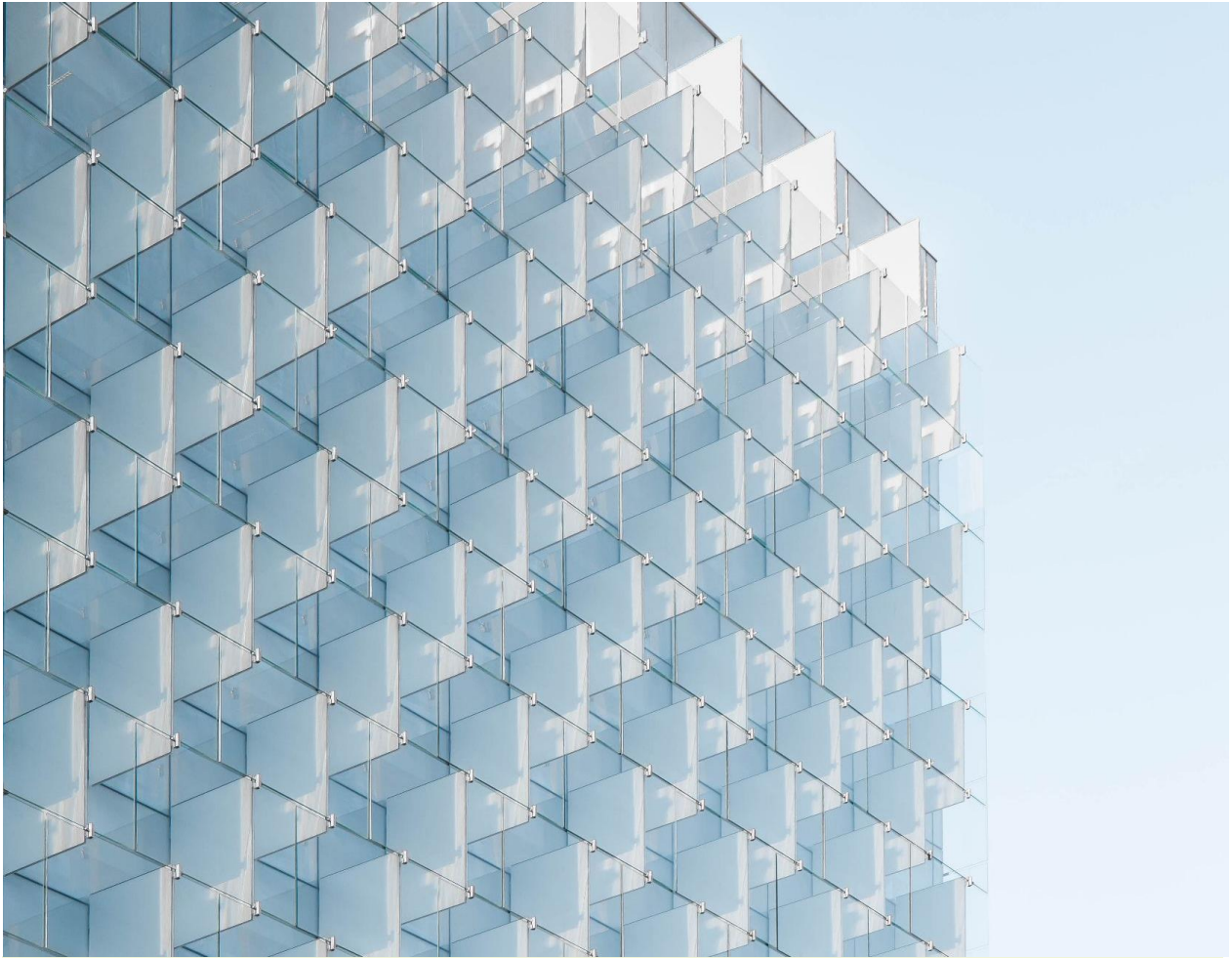


APPENDIX 2 Survey Plan



PLANNING PROPOSAL

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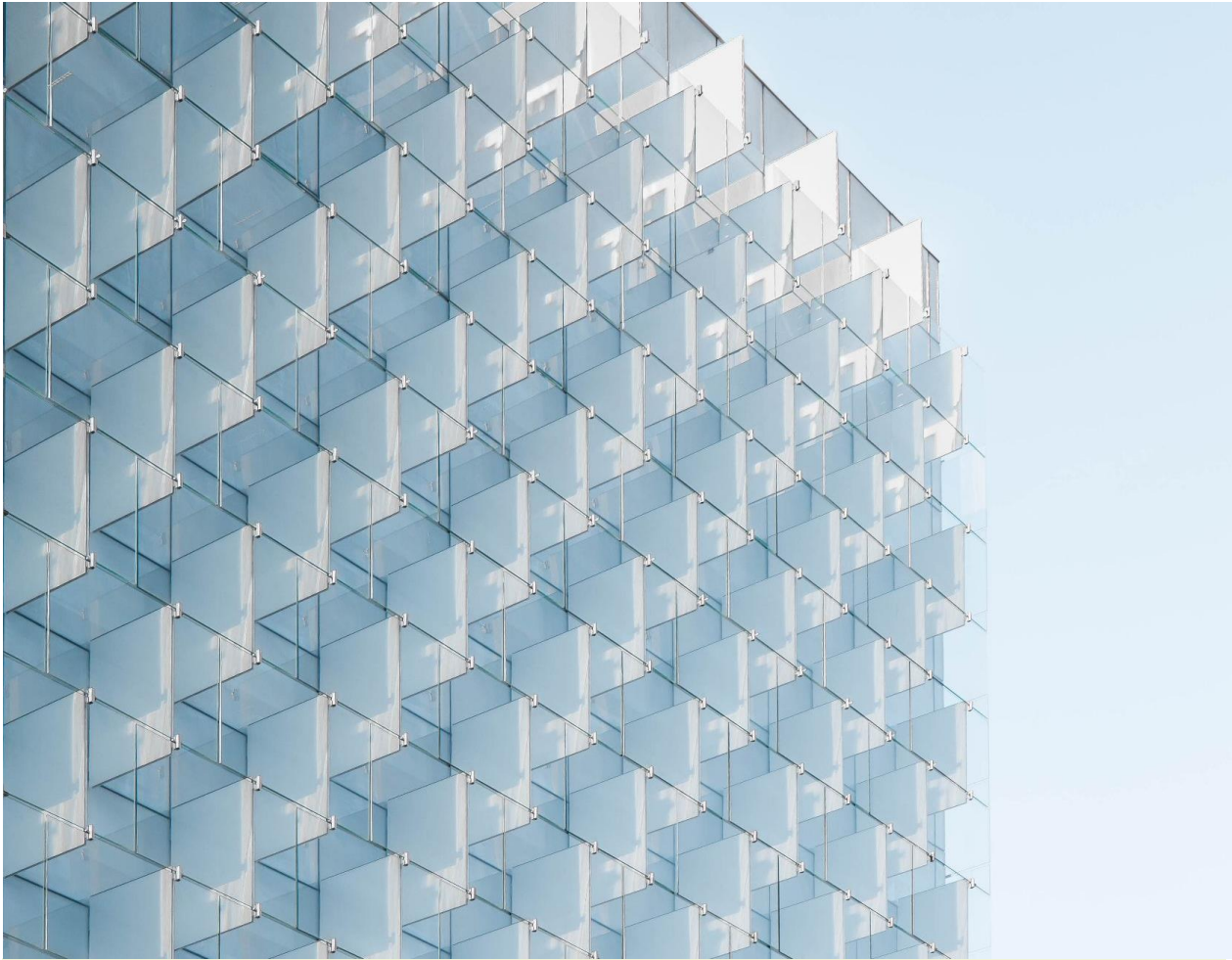


APPENDIX 3 Urban Design Report



PLANNING PROPOSAL

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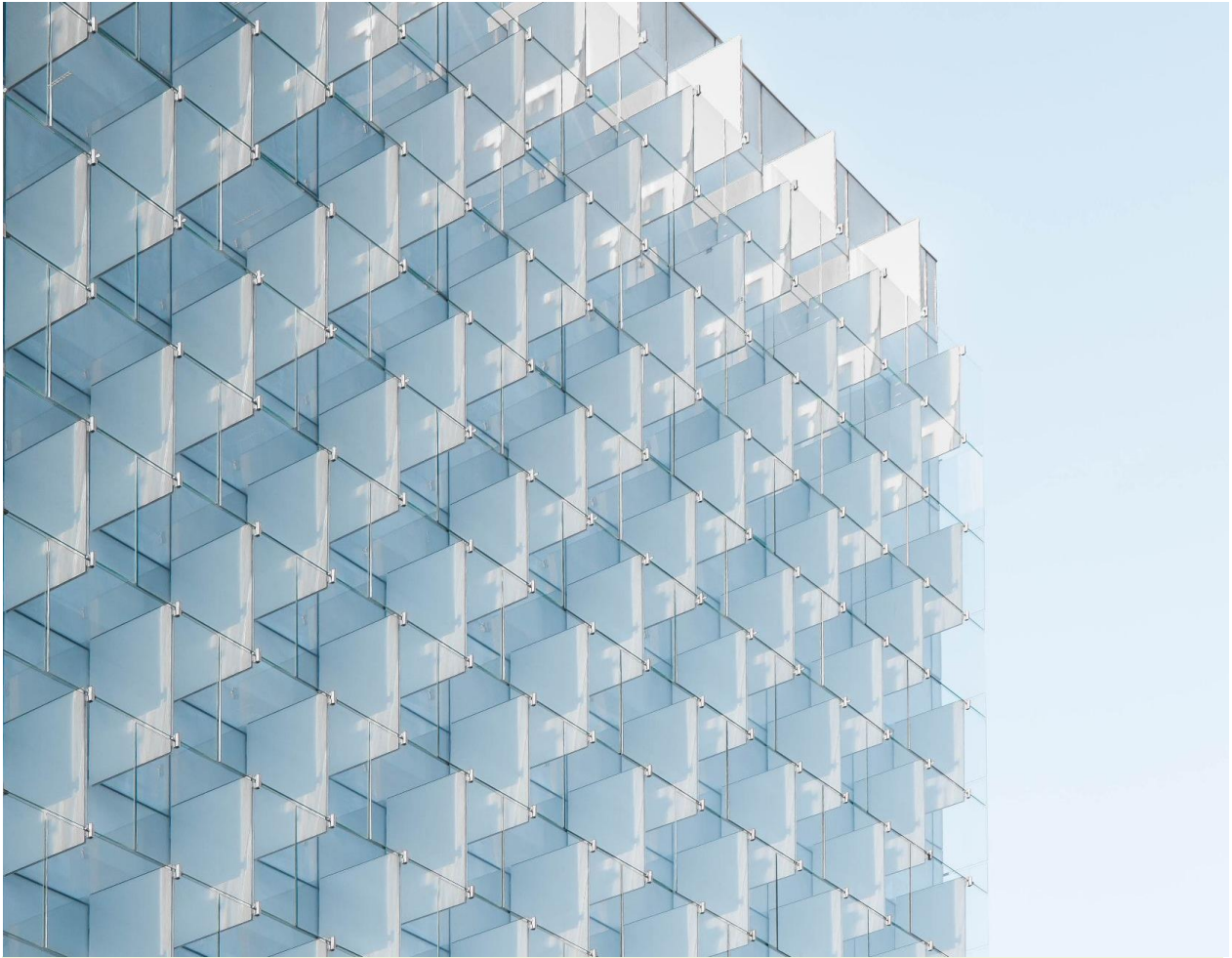


APPENDIX 4 Transport Assessment



PLANNING PROPOSAL

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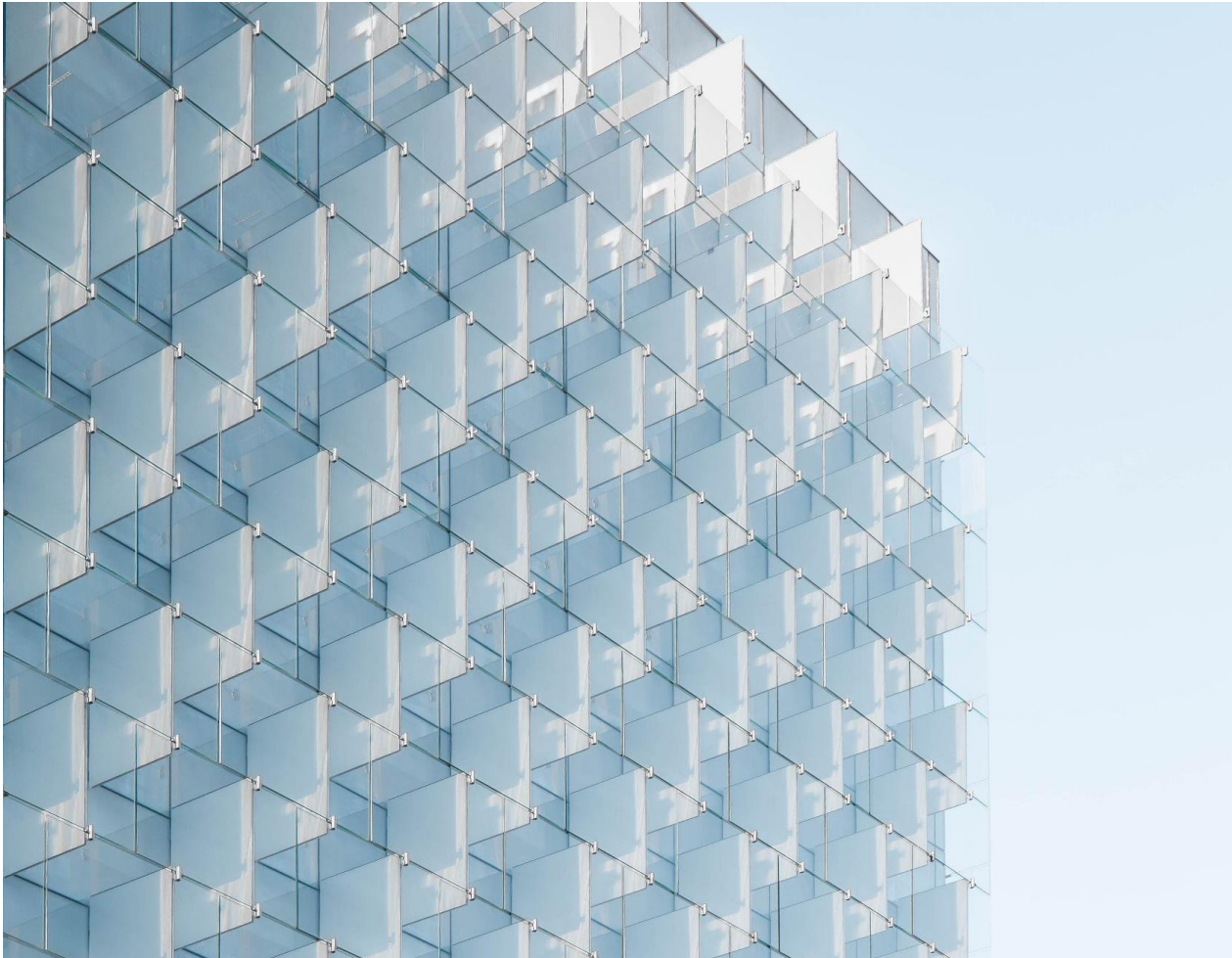


APPENDIX 5 Water Sensitive Urban Design (WSUD) and Stormwater Report and Plans



PLANNING PROPOSAL

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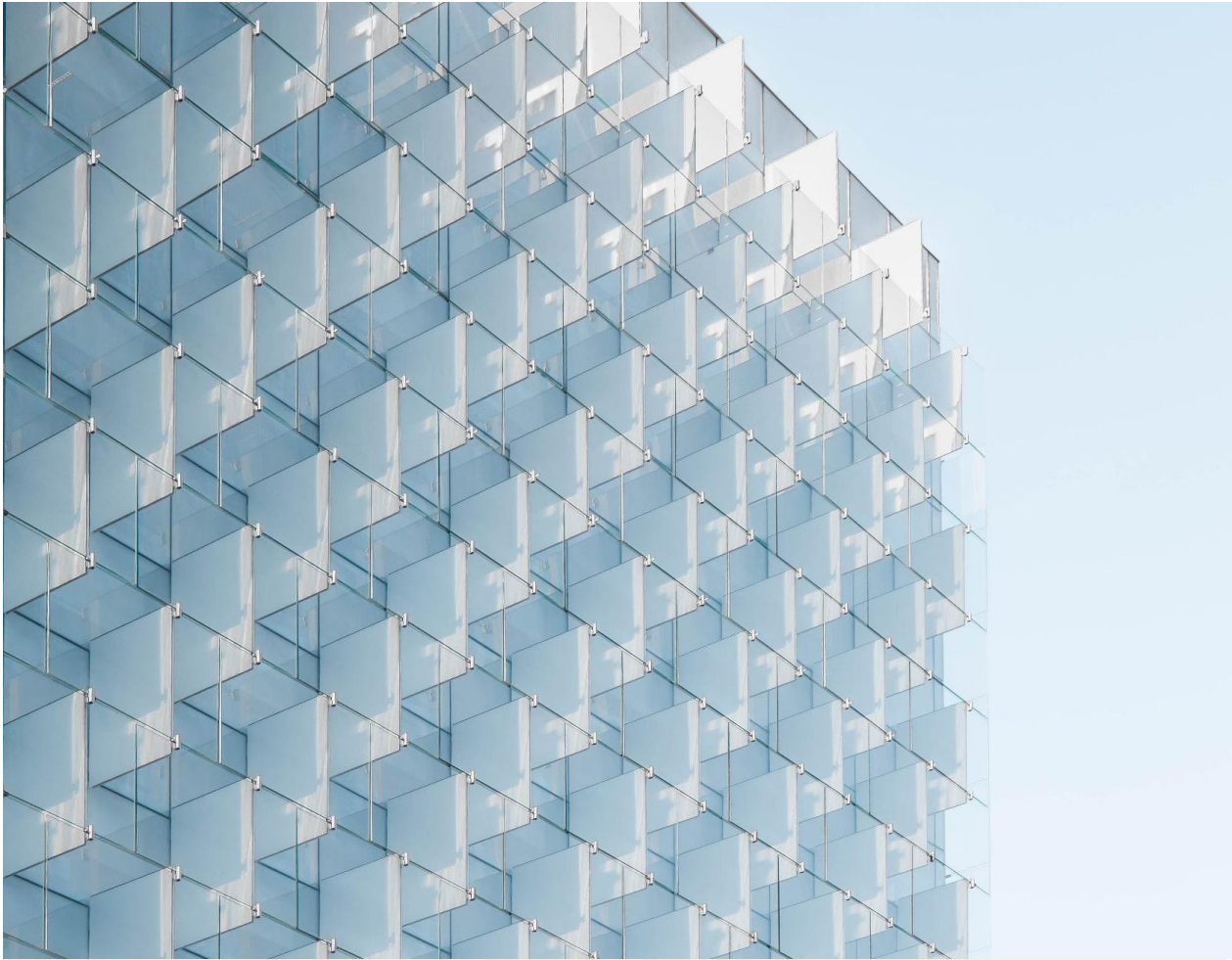


APPENDIX 6 Landscape Plans



PLANNING PROPOSAL

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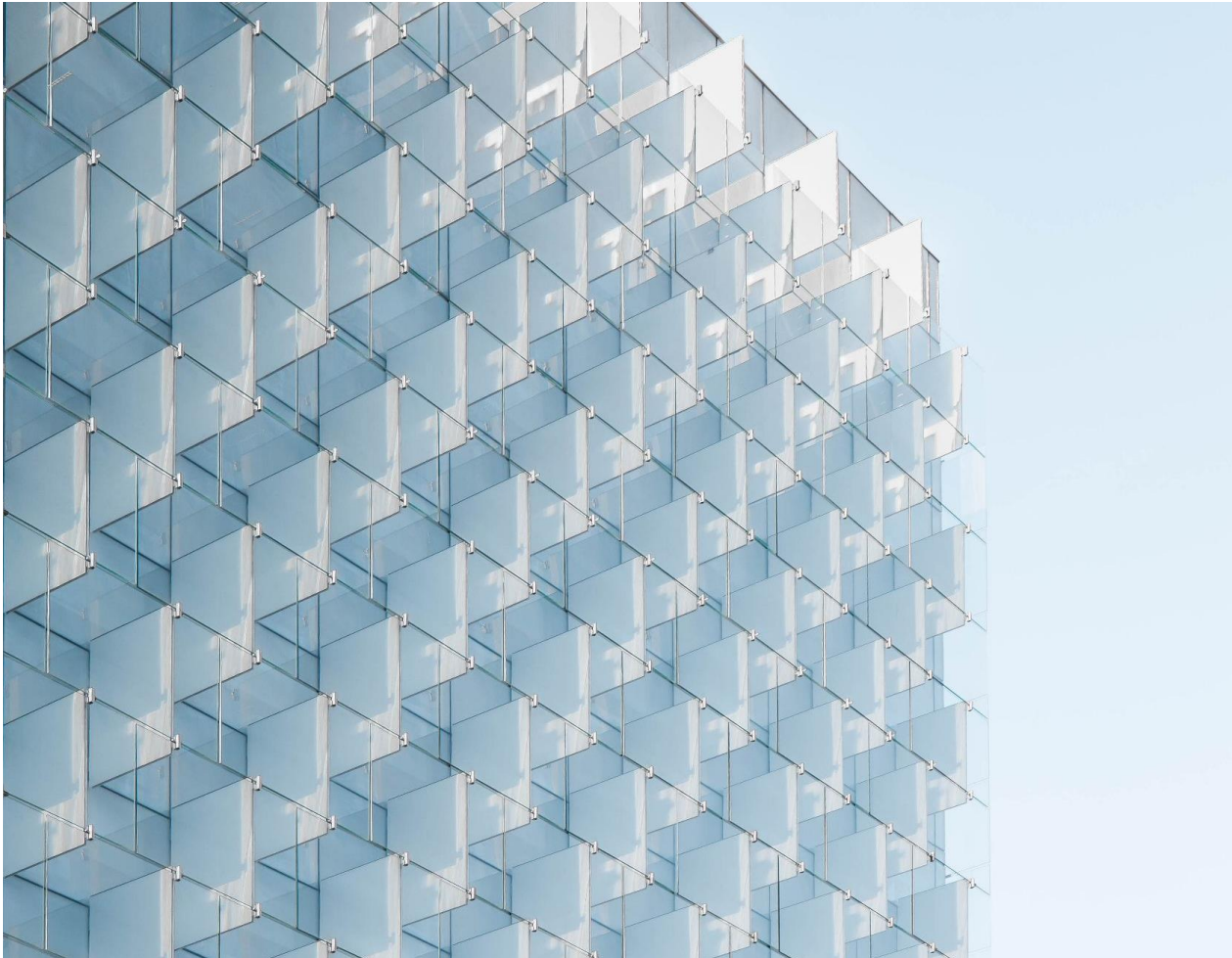


APPENDIX 7 Visual Impact Assessment Report



PLANNING PROPOSAL

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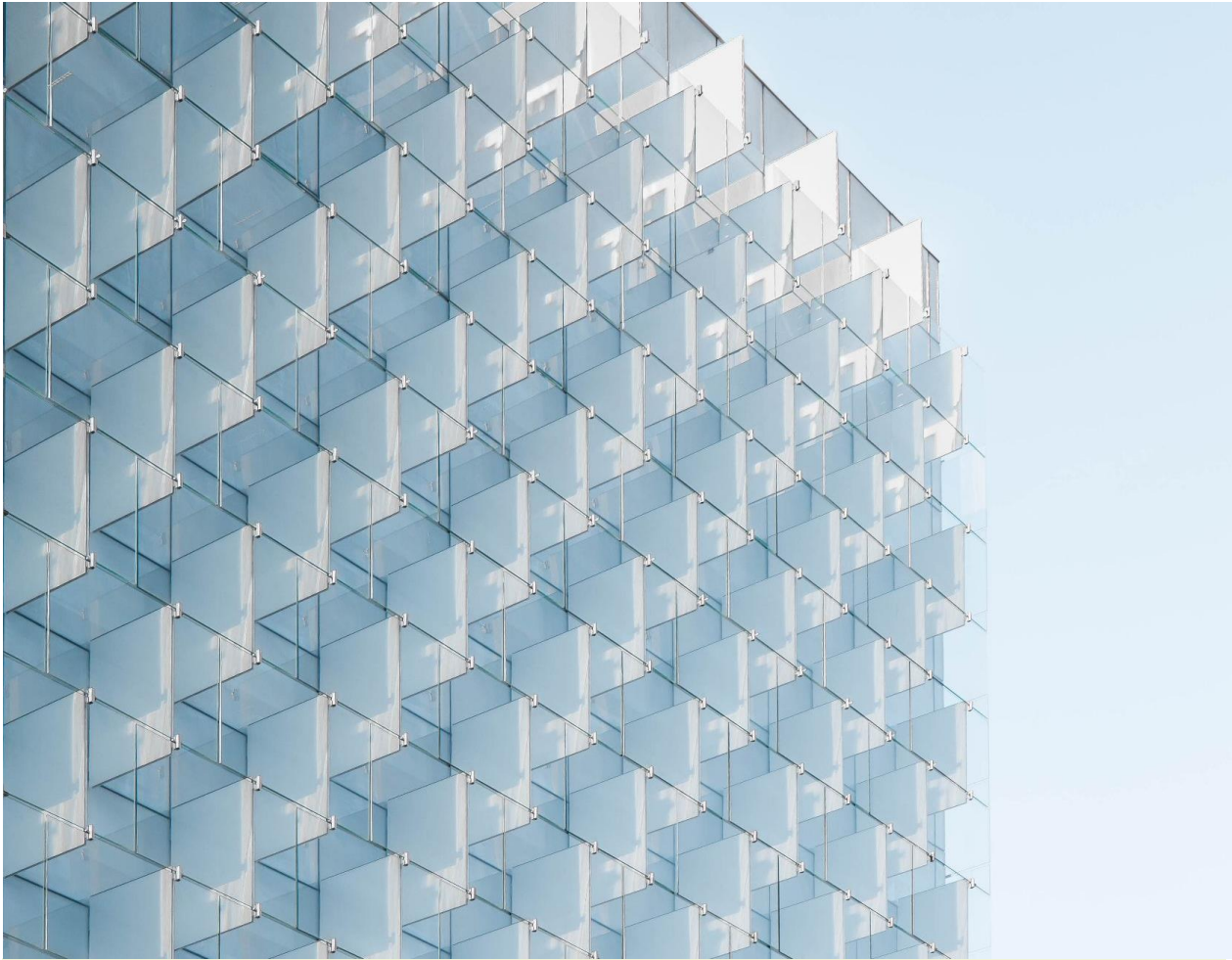
APPENDIX 8

Preliminary Aboriginal Cultural Heritage and Historical Archaeological Advice and Historical Impact Assessment



PLANNING PROPOSAL

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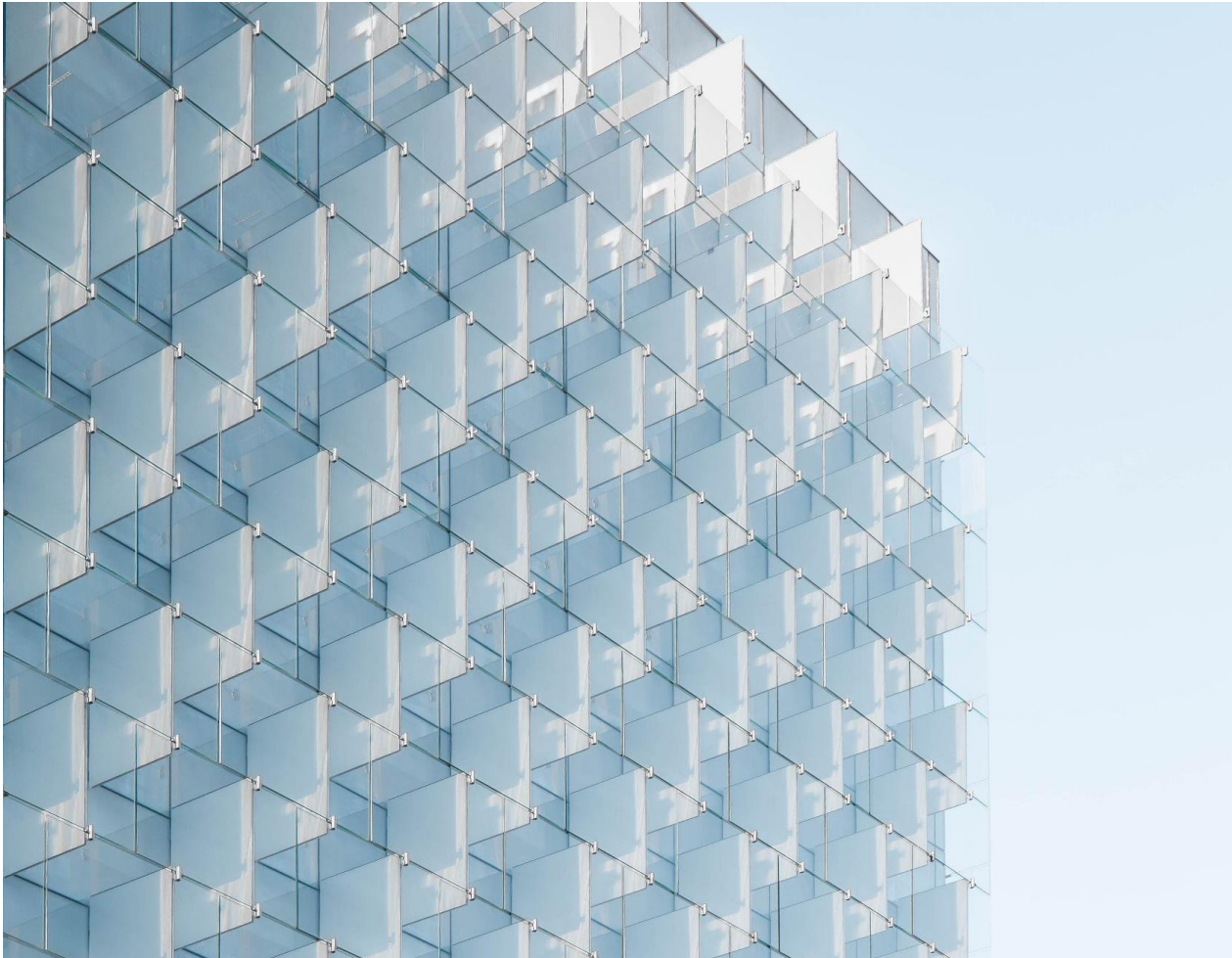


APPENDIX 9 Preliminary Geotechnical Assessment



PLANNING PROPOSAL

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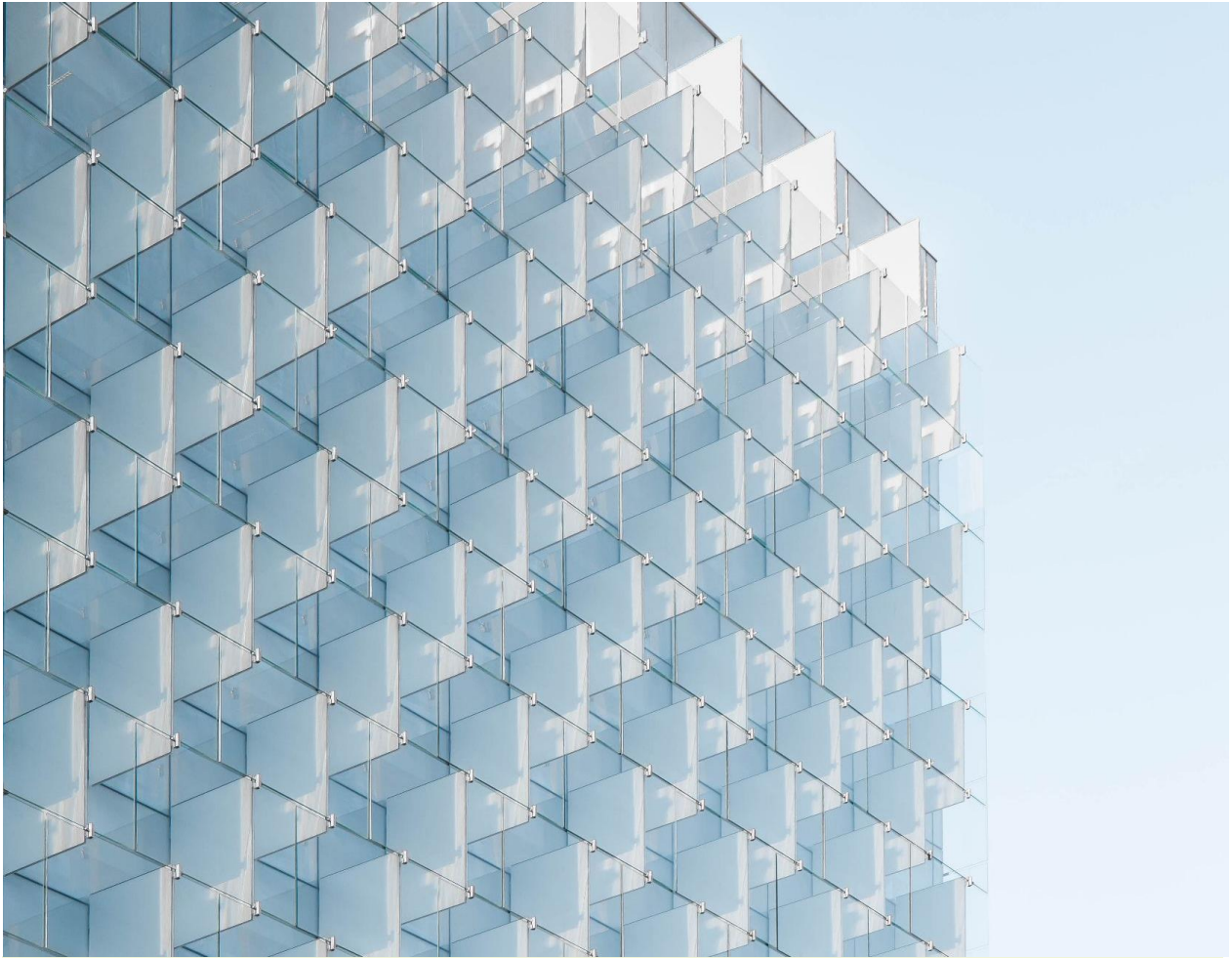


APPENDIX 10 Preliminary Site Investigation



PLANNING PROPOSAL

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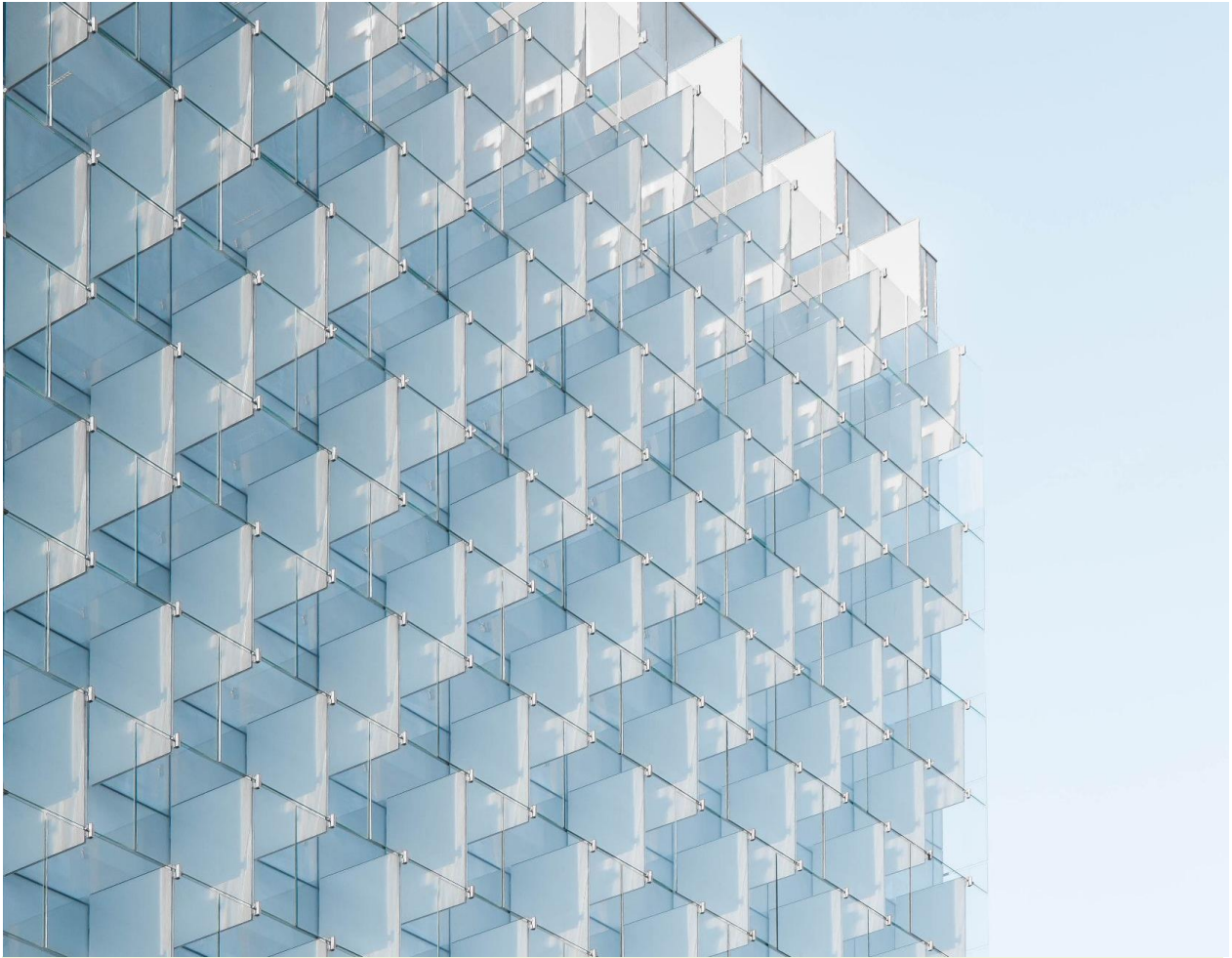


APPENDIX 11 Noise and Vibration Impact Assessment



PLANNING PROPOSAL

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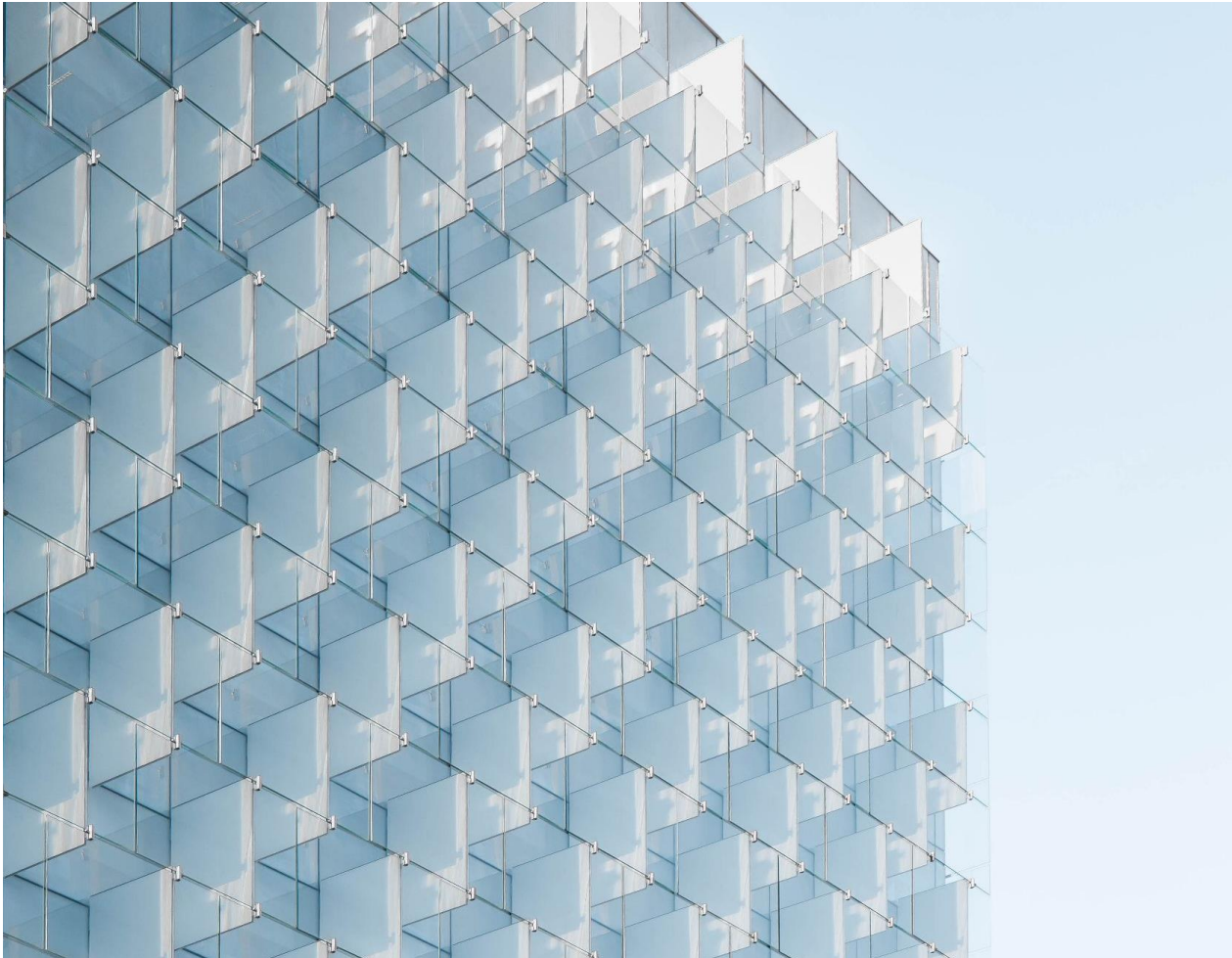


APPENDIX 12 Market Needs Analysis



PLANNING PROPOSAL

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APPENDIX 13 Social and Economic Assessment

