3 PROPOSED DEVELOPMENT

3.1 Approval Originally Sought

3.1.1 Concept Plan approval was originally sought for:

a) Land use distribution addressing hospital expansion, consolidation, and rationalisation; new hospital building footprints and heights; expanded research and educational facilities; provision of accommodation for students and nursing and medical staff; and accommodation for patient's relatives;

b) Vehicular access and car parking arrangements with links to all hospital facilities; grade separated pedestrian access across north-south railway to the eastern campus; new car parking facilities and new hierarchy and layout of internal and external access roads and bridges; and new and enhanced hospital entry points;

c) Landscaping including new pedestrian links and the introduction of a major east-west pedestrian mall;

d) Early works to facilitate construction of a new eight storey core hospital development, associated site infrastructure and the east campus car park;

e) Early site preparatory works including utility services divisions, demolition, in-ground engineering services, bulk excavation and temporary accommodations for the construction period; and

f) Detailed excavation works and structural works up to ground level for the new eight storey core hospital building.

3.2 Distribution of Facilities

3.2.1 Figure 4 shows the distribution of land uses proposed under the Concept Plan, each of which falls into one of five categories;

a) existing facilities to be retained;

b) proposed core medical zones;

c) proposed core support facilities zone;

d) future medical expansion zone;

e) general landscape and circulation zones; and

f) land to be acquired for the new ARTC line.

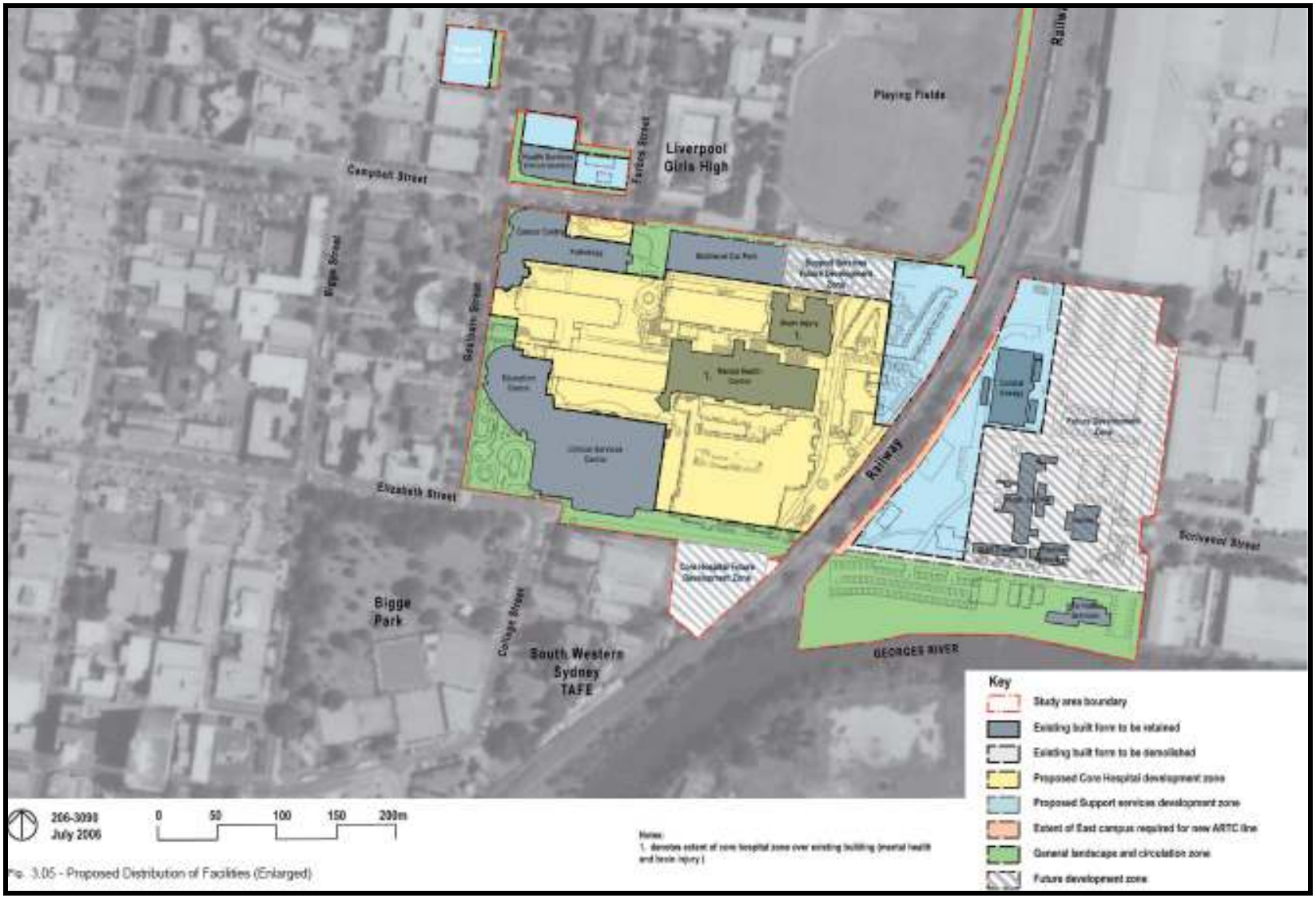


Figure 4: Proposed Distribution of Land Uses

3.2.2 The existing facilities to be retained include Clinical Services, Education Centre, Cancare Centre (i.e. oncology), Pathology, Mental Health, Brain Injury, Health Services, Central Energy, Hugh Jardine Building, SSWAHS Administration, and Information Services Figure 5 overleaf).

3.2.3 The proposed core medical zone will be located immediately adjacent to the existing core facilities in order to maximise efficiencies and synergies with the new hospital design. The support facility zones will primarily be located on the East Campus, adjacent to the railway line, the Campbell Street Annexe site and the vacant lands on Goulburn Street and will include research, car parking, engineering services (plant), and staff related services including child care. Generally the height of the new buildings in this zone matches existing buildings. The centre of the site will be reconfigured to promote circulation and amenity (Section 3.6).

3.2.4 The future medical expansion zone is proposed adjacent to the existing multi level car park and Brain Injury Unit. This zone is likely to support additional car parking and an extension of the core medical facilities. A second future expansion zone is located on the TAFE site and a third future expansion zone occupies the eastern section of the East Campus adjacent to the industrial lands across the railway line.

3.2.5 The landscape and circulation zones make up the balance of the site and includes the existing road corridor of Hart Street, and a new link (herein referred to as the new northern road link) to the Hume Highway parallel to the rail line.

3.3 Building Footprints and Heights

3.3.1 The distribution of proposed building heights is shown in Figure 6.

3.3.2 A four storey height limit is proposed across the majority of the site, however some eight and six storey elements are also proposed. A maximum eight storey limit is proposed fronting Elizabeth Street immediately adjacent to the existing seven storey Clinical Services Building and at the two development sites fronting Campbell and Goulburn Streets. Two six storey zones are proposed; one in the north of the existing Clinical Services Building and the second in the south west extremity of the East Campus.

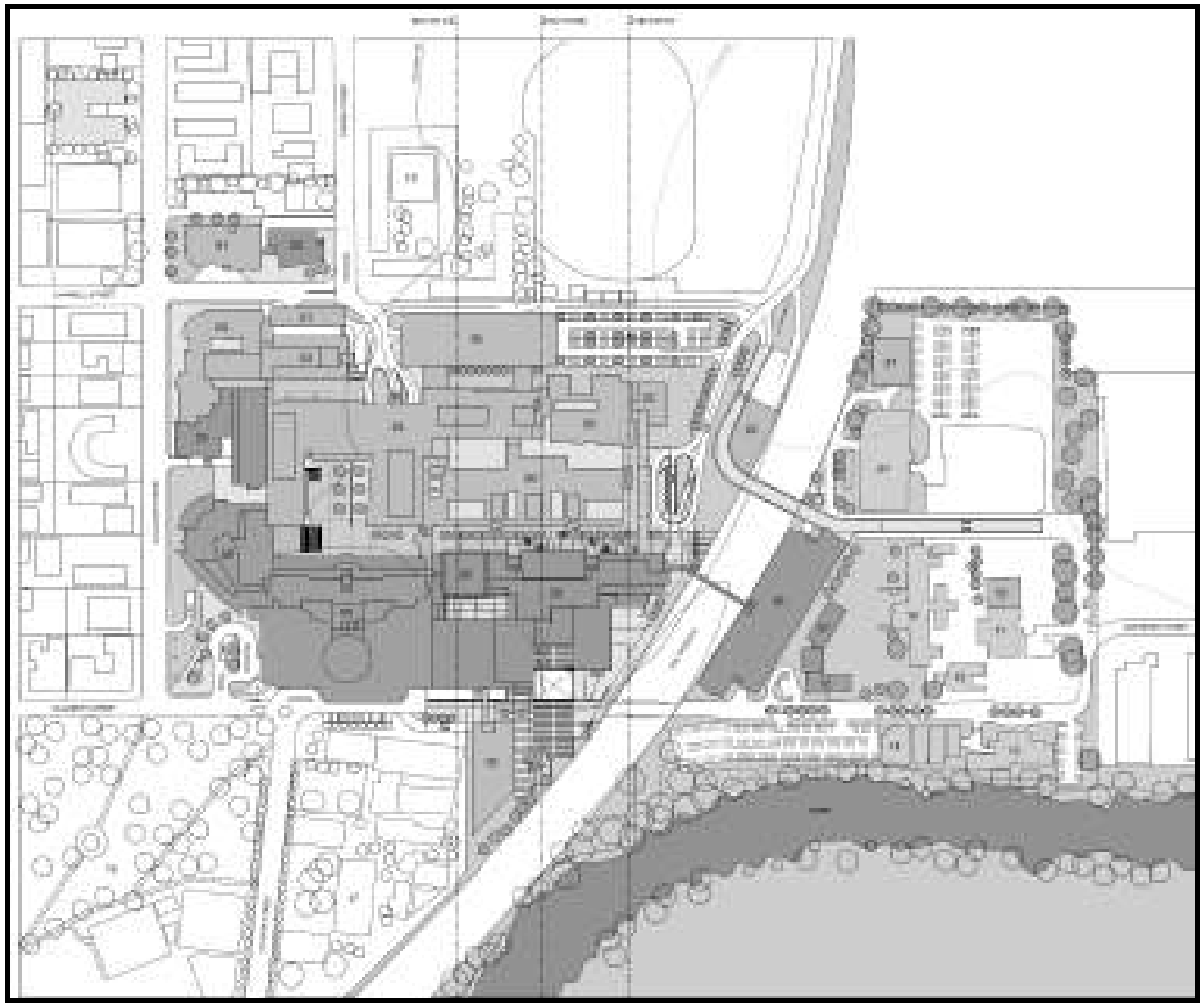
3.3.3 The future development zones on the West Campus and TAFE site are proposed to accommodate maximum building heights of four storeys. A four storey height limit, commensurate with the existing adjoining industrial buildings is proposed for the East Campus.

3.3.4 The proponent has also sought approval for up to two additional storeys to the existing two storey Mental Health and Brain Injury Unit raising these existing structures to a maximum of four storeys.

3.4 Vehicular Access Arrangements

3.4.1 The proposed access and car parking arrangements are illustrated in Figure 6. New public, service and staff access arrangements are proposed in addition to those already existing. Current car parking ingress and egress arrangements are also proposed to be augmented in the Concept Plan.

3.4.2 The Concept Plan will retain the existing public vehicular access from Elizabeth Street and secondary access from Campbell Street. Public access between the Campuses currently provided by the level railway crossing will be removed. New public access arrangements to the East Campus were initially proposed to be provided by a single vehicular bridge spanning the railway corridor. Agreement has now been reached to construct two bridges as detailed in Section 6.3.



EXISTING BUILDINGS

01 HEALTH SERVICES BUILDING
02 CANCER SERVICES CENTRE
03 PATHOLOGY CENTRE
04 MULTI DECK PUBLIC CAR PARK
05 BRAIN INJURY CENTRE
06 MENTAL HEALTH CENTRE
07 CENTRAL ENERGY STATION
08 EDUCATION CENTRE
09 CLINICAL SERVICES BUILDING
10 HUGH JARDINE BUILDING
11 AREA ADMINISTRATION BUILDING
12 CHILD CARE CENTRE
13 PHYSICAL RESOURCES BUILDING
14 STORES
15 SWSAHS I.T. BUILDING
16 BIGGE PARK
17 TAFE SITE
18 SCHOOL BUILDINGS

PROPOSED NEW BUILD

20 RESEARCH
21 PATHOLOGY NEW BUILD
22 ON GRADE PUBLIC CAR PARK
23 CANCER BUNKERS NEW BUILD
24 WOMENS, CHILDRENS and AGED CARE CENTRE
25 BRAIN INJURY EXPANSION
26 ENGINEERING WORKSHOPS
27 CENTRAL ENERGY EXPANSION
28 HELIPAD
29 AMBULATORY CARE and CSB EXPANSION
30 MULTI DECK STAFF CAR PARK
31 CHILD CARE EXPANSION
32 AREA ADMIN EXPANSION
33 COMMUNITY HEALTH CENTRE

Figure 5: Existing Facilities Proposed for Retention

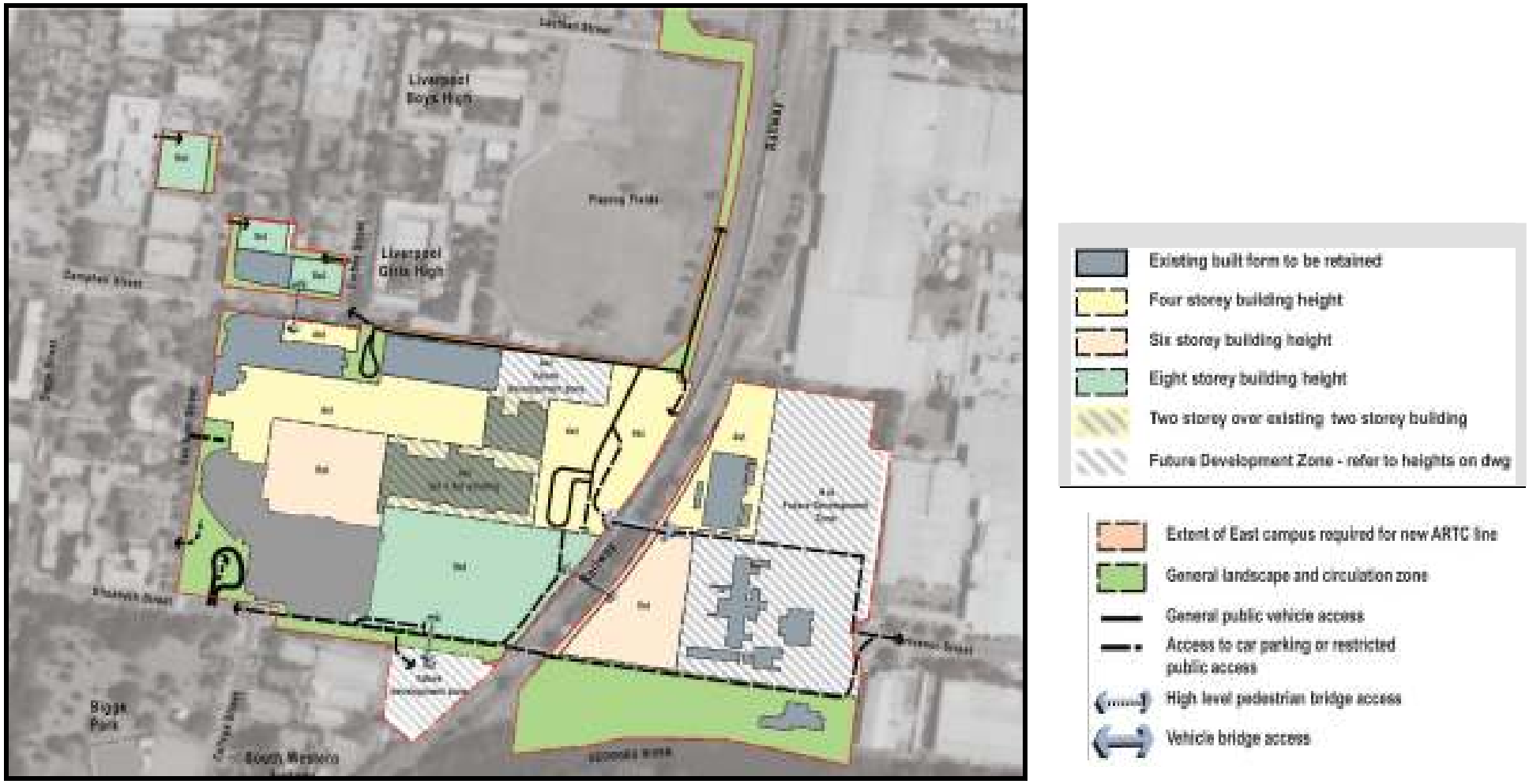


Figure 6: Proposed Heights at Liverpool Hospital

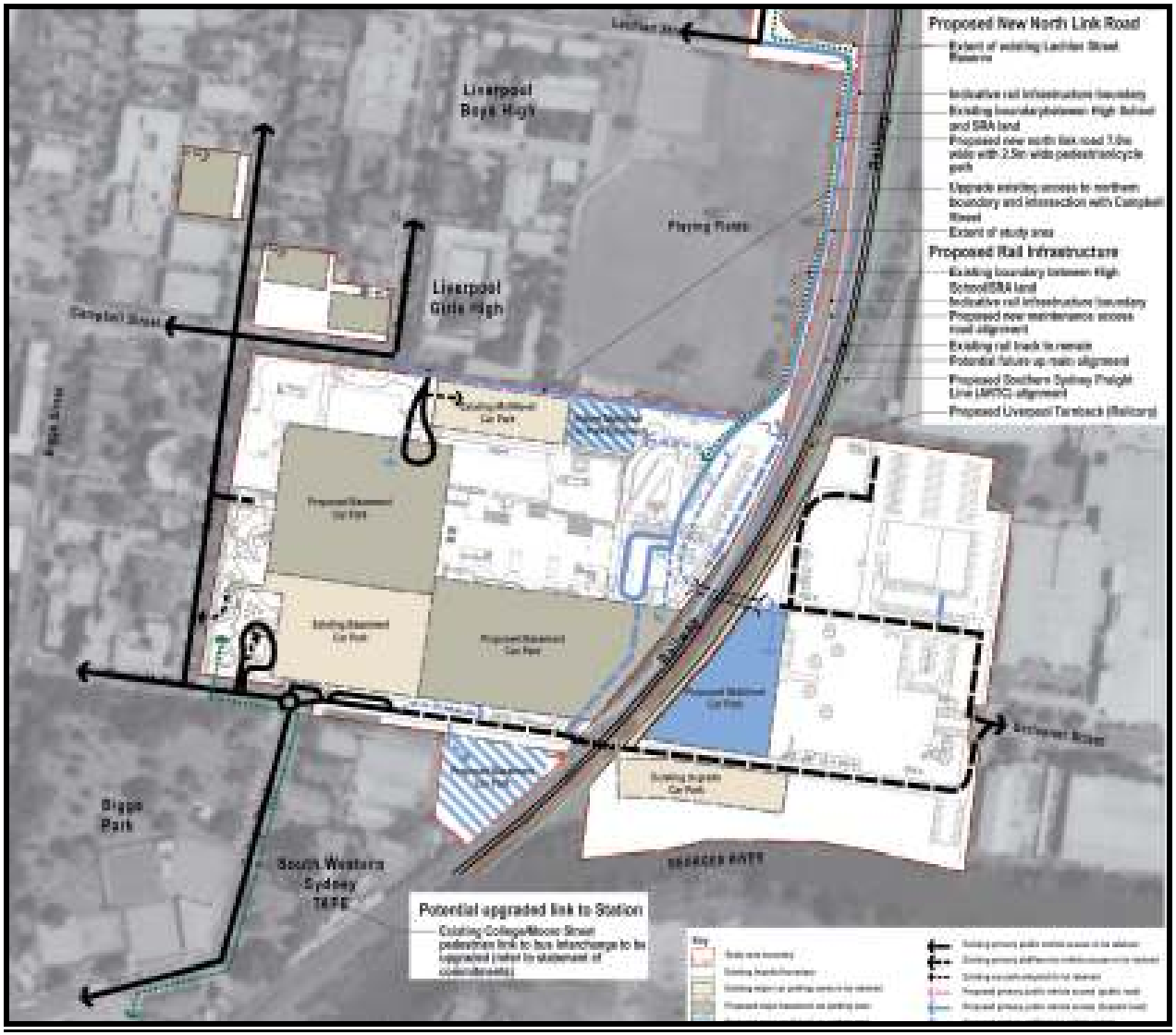


Figure 7: Proposed Car Parking and Circulation Networks at Liverpool Hospital

3.4.3 Whilst the Concept Plan seeks to broadly retain the existing public street configuration and alignment, a new access road connecting the northern side of the site to a controlled intersection on the Hume Highway is proposed to enhance access to and from the site and circulation within it (generally running along the railway lines).

3.4.4 The new northern link road will require several improvements to the current road infrastructure, including:

- Construction of a new intersection with the Hume Highway including extension of Hart Street and new road link through Berryman Reserve.
- Closure of the existing intersection at Remembrance Drive.
- Changes to existing Hart Street parking conditions.

3.4.5 A new private access road for hospital uses only is proposed on the Hospital / Liverpool Girls High School boundary. Provision of that road will require:

- Upgrades to existing Campbell Street connections (i.e. Hospital / Campbell Street interface).
- Road widening of the existing internal Hospital road (private access) along the Hospital's northern boundary to link Campbell Street with the new link road.

3.4.6 A new public porte cochere entry for ambulatory care will be located in the eastern section of new core hospital zone to service the Emergency Department. A second porte cochere entry will be located off Campbell Street. New emergency access will also be available from the north accessing the proposed new basement car park area. The level railway crossing will be retained for emergency purposes only.

3.4.7 The existing Scrivener Street service and staff access will be retained. Additional staff and service roads will also be constructed to link Elizabeth Street to the new northern entry and service the proposed infrastructure and support services zone.

3.5 Car Parking

3.5.1 The Concept Plan proposal will make provision for 2, 400 car parking spaces – an increase of 890 spaces (equating to a 59% increase). The key aspects of car parking (Figure 6) include:

- Construction of a new basement car parking beneath the core medical zone on the West Campus.
- Construction of a new multi level car park on the East Campus.
- Provision of small at-grade car parking areas to accommodate short stay and service vehicles.
- Future expansion of the existing multi level car park.

3.5.2 The proposed car parking is commensurate with the proposed 56% increase in bed numbers and 62% increase in employees, and includes adjustments for improved modal split and peak parking demand (see Section 6).

3.5.3 On the East Campus, the IT Centre, Administration Building and Hugh Jardine Building will continue to be serviced by the existing car park entry and exit arrangements. New car park entry / exits will be constructed to service the new multi level car park.

3.5.4 Entry / exit car park arrangements from Elizabeth Street and Goulburn Street to the West Campus basement car park will be retained. The new basement car park will be accessed from a new access

point to be constructed off the new northern access road.

3.5.5 The existing entry / exit arrangements to and from the Campbell Street multi level car park will be modified to reduce traffic conflicts, particularly adjacent to the two High Schools. The existing access will become an entry point only, whilst a new exit will be constructed to connect to the new northern link road. A future car park entry / exit is also proposed to the eastern side of the multi level car park (should it be extended) linking up with the new northern link road.

3.5.6 Basement car parking will service the proposed support services zone of Campbell and Goulburn Streets and will be provided on an as-needs-basis as those sites are developed.

3.6 Landscape and Pedestrian Access

3.6.1 Landscaping and pedestrian access principles are illustrated in Figure 8.

Figure 8: Proposed Landscaping at Liverpool Hospital

3.6.2 In summary, the Concept Plan initially sought to:

- Maintain the existing landscaped forecourt at the Hospital's primary entrance located on the corner of Elizabeth and Goulburn Streets.

- Create a major pedestrian street on an east-west axis that links the major medical zones of the Hospital.
- Provide a staff only pedestrian bridge crossing over the railway line that links the multi level car park with the proposed pedestrian street.
- Establish a new pedestrian bridge over Campbell Street.
- Establish a pedestrian bridge over the Elizabeth Street extension to link to future development zones.
- Establish a central landscaped courtyard and area for staff, patient and visitor use.
- Create a pedestrian link between the Clinical Services Building and the existing research facility precinct on Campbell Street.
- Create a pedestrian link between the core medical precinct and new northern link road with upgraded connections to Warwick Farm Station.

3.7 Preferred Project Report

3.7.1 On 22 December 2006 the proponent lodged a preferred project report under which no amendments are proposed. Instead, the preferred project report comprised additional information, a response to the issues raised in submissions during the exhibition period, and a revised statement of commitments (see Appendices B, C and D) pursuant to Section 75H(6) of the Act.

3.7.2 The preferred project report also confirmed:

a) That project approval is concurrently being sought for early works through Section 75P(1) of the EP&A Act.

b) The proponent's preference for the Minister to retain his approval role for all development with a construction value over $10 million. Any other development proposed to be assessed and approved by Liverpool City Council under Part 5A of the EP&A Act.

3.7.3 Each of these matters is outlined in more detail below and a detailed consideration is presented in Section 6 of this report.