



6 January 2013

Mr Ben Creighton  
Wagga Wagga City Council  
PO Box 20  
Wagga Wagga NSW 2650

Our ref: 23/14881  
74416  
Your ref:

Dear Ben

## **Exhibition Centre - Indoor Basketball Arena Development Addendum to SEE**

Following our meeting of 18 December 2013, and the email request from Sam Robins, Wagga Wagga City Council (WWCC) Planner, please find attached additional information relating to the development.

### **1 Confirmation of works on the existing building**

We would like to confirm that under this application, there will be no upgrade or renovation works associated with the existing Netball Clubhouse, besides those works required for connection of the two buildings. This will involve some demolition and make good of the southernmost face of the netball Clubhouse.

### **2 State Environmental Planning Policy (SEPP) 64 – Advertising and Signage**

SEPP 64 aims

1. to ensure that signage, including advertising signage
  - is compatible with the desired amenity and visual character of an area, and
  - provides effective communication in suitable locations, and
  - is of high quality design and finish,
2. to regulate signage (but not content) under Part 4 of SEPP 64, and
3. to provide time-limited consents for the display of certain advertisements, and
4. to regulate the display of advertisements in transport corridors, and
5. to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.

Under Clause 6, as the development is able to be viewed from a public place or public reserve (noting that the site is a public reserve), then an assessment against the criteria in Schedule 1 is required.

Signage for the proposed development will consist of Building Identification Signage only. There are no plans to install advertising signage under the current application. As demonstrated in Table 1, the proposed building signage meets the intent of the policy and complies with the assessment criteria.

**Table 1 Assessment against Schedule 1 of SEPP 64**

<b>Criteria</b>	<b>Response</b>
<p>Character of the area:</p> <ul style="list-style-type: none"><li>• Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</li><li>• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</li></ul>	<p>The proposed sign is a building identification sign and considered to be consistent with the character of the area.</p> <p>The sign will be consistent with Wagga Wagga City Council's signage theme.</p>
<p>Special areas:</p> <ul style="list-style-type: none"><li>• Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</li></ul>	<p>The proposed sign is a building identification sign only and not expected to detract from the amenity or visual quality of the Exhibition Centre.</p>
<p>Views and vistas:</p> <ul style="list-style-type: none"><li>• Does the proposal obscure or compromise important views?</li><li>• Does the proposal dominate the skyline and reduce the quality of vistas?</li><li>• Does the proposal respect the viewing rights of other advertisers?</li></ul>	<p>The proposed sign is a building identification sign only and would not obscure any views or reduce the quality of vistas. There are currently no other advertisements in the vicinity of the proposed sign.</p>
<p>Streetscape, setting or landscape:</p> <ul style="list-style-type: none"><li>• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</li><li>• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</li><li>• Does the proposal reduce clutter by rationalising and simplifying existing advertising?</li><li>• Does the proposal screen unsightliness?</li><li>• Does the proposal protrude above buildings, structures or tree canopies in the area or</li></ul>	<p>The proposed sign is a building identification sign only and will comply with current Council standards for signage within Public Areas/Reserves. It will be consistent with existing signage currently used throughout the Exhibition Centre in terms of size, colour schemes and locations. Where possible, signage will be consolidated.</p>

Criteria	Response
<p>locality?</p> <ul style="list-style-type: none"> <li>Does the proposal require ongoing vegetation management?</li> </ul>	
<p>Site and building:</p> <ul style="list-style-type: none"> <li>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</li> <li>Does the proposal respect important features of the site or building, or both?</li> <li>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</li> </ul>	<p>The proposed sign is a building identification sign only and is considered to be compatible with the scale of the proposed building.</p>
<p>Associated devices and logos with advertisements and advertising structures:</p> <ul style="list-style-type: none"> <li>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</li> </ul>	<p>Not applicable</p>
<p>Illumination:</p> <ul style="list-style-type: none"> <li>Would illumination result in unacceptable glare?</li> <li>Would illumination affect safety for pedestrians, vehicles or aircraft?</li> <li>Would illumination detract from the amenity of any residence or other form of accommodation?</li> <li>Can the intensity of the illumination be adjusted, if necessary?</li> <li>Is the illumination subject to a curfew?</li> </ul>	<p>N/A</p>
<p>Safety:</p> <ul style="list-style-type: none"> <li>Would the proposal reduce the safety for any public road?</li> <li>Would the proposal reduce the safety for</li> </ul>	<p>The proposed sign would not reduce safety for any public road, pedestrians or cyclists. The sign has been designed to ensure that sightlines are not obscured, to maximise public safety.</p>

Criteria	Response
<p>pedestrians or bicyclists?</p> <ul style="list-style-type: none"> <li>• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</li> </ul>	

### **3 SEPP (Infrastructure) 2007**

SEPP (Infrastructure) 2007 permits the development of certain infrastructure without the need for development consent. Division 12 of the SEPP relates to parks and public reserves, and identifies types of development where development consent is not required and exempt development.

As the proposed development is for an indoor recreational facility, it does not fall within any of the classifications of development that does not require consent or is exempt development. Therefore consent is required and a Development Application has been lodged with an accompanying Statement of Environmental Effects (SEE).

### **4 WWCC Development Control Plan Section 2**

Section 2 of the WWCC DCP identifies controls which apply to all developments. The following sections provide a response to each subsection.

#### **4.1 Site analysis plan**

A site analysis plan has been provided as part of the SEE documentation (refer to Appendix A of the SEE). This plan outlines the extent of work and interaction with existing developments.

#### **4.2 Vehicle access and movements**

Details associated with vehicle access and movements is provided in the SEE (refer to section 7.16) and accompanying Traffic Impact Assessment (Appendix D of the SEE).

#### **4.3 Off-street parking**

Details of off-street parking provided for the development are provided in the SEE and accompanying Traffic Impact Assessment. Further information is also provided in section 6 of this letter.

#### **4.4 Landscaping**

Details associated with landscaping are provided in the SEE and accompanying plans.

#### **4.5 Signage**

Details associated with signage are provided in the SEE and accompanying plans as well as Section 1 of this addendum. Table 2 provides a summary of compliance.

**Table 2 Response to Signage**

<b>Control</b>	<b>Response</b>
Maximum of one (1) business identification sign per tenancy elevation.	N/A
Maximum of one (1) building identification sign per building elevation.	Only one sign will be installed on the eastern face of the building
Must be integrated with the design of the building on which it is to be displayed and for a building having:  (a) An above ground elevation of 200m <sup>2</sup> or more – the advertisement must not exceed 10% of the above ground elevation;  (b) An above ground elevation of more than 100m <sup>2</sup> , but less than 200 m <sup>2</sup> – the advertisement must not exceed 20m <sup>2</sup> ; and  (c) An above ground elevation of 100m <sup>2</sup> or less – the advertisement does not exceed 20% of the above ground elevation.	Building identification signs only to be provided
Must be attached flush to the wall and must not protrude more than 300mm from the wall.	Sign will not protrude more than 300 mm from the wall
Must not protrude above the parapet or eaves.	The sign will not protrude above the parapet or eaves.
Must not cover mechanical ventilation vents.	The sign will not cover mechanical ventilation vents.
Must not extend over any window or other external opening.	The sign will not extend over any window or other external opening.
Must not obscure significant architectural elements of the building.	The sign will not obscure significant architectural elements of the building.

#### 4.6 Safety and security

Details associated with safety and security are provided in the SEE and accompanying plans. The plans meet the intent of the objectives outlined under this subsection.

Safety and security for the development are provided in Sections 3.12, 7.16 and 7.16 of the SEE as well as Appendix A. Further details are provided below.

**Table 3 Response to controls for safety and security**

<b>Control</b>	<b>Response</b>
Use good site planning to clearly define public, semi-public and private areas.	Appropriate site planning techniques and methodologies have been utilised to site

<b>Control</b>	<b>Response</b>
	and position the building, including appropriate landscaping, traffic management and internal layouts.
Entries are to be clearly visible and identifiable from the street, and are to give the resident/occupier a sense of personal address and shelter. For non-residential uses, administration offices or showroom are to be located at the front of the building.	All entries are clearly visible for users from associated carparking and access areas..
Minimise blank walls along street frontages.	N/A
Avoid areas of potential concealment and “blind” corners.	Where possible, areas of concealment and blind corners have been avoided.
Provide lighting to external entry areas, driveways and car parks in accordance with the relevant Australian Standards. The lighting is to be designed and sited to minimise spill and potential nuisance to adjoining properties.	Lighting plans remain outstanding. This is to be a condition of consent.
Planting and fencing is not to reduce the safety of users or compromise areas of natural surveillance.	All paths will be clearly defined as indicated in the Landscape plans
Where a site provides a pedestrian through route the access path is to be clearly defined and sign posted, appropriately lit, and have satisfactory visibility.	All paths will be clearly defined as indicated in the Landscape plans
Locate public toilets and rest areas to promote their use, and maximise public surveillance without creating visual intrusion.	N/A

#### 4.7 Changing the landform

The proposed development, as outlined in the SEE and accompanying plans, will be in fill to bring the development above the modelled flood levels. This will be engineered fill with appropriate landscaping and reinstatement measures put in place to protect against degradation from overland runoff. Footings will be designed and constructed to address the revised ground conditions. A flood study and a geotechnical assessment have been undertaken and accompany the SEE.

The table below provides a response to the controls outlined in the DCP.

**Table 4 Response to controls for changing the landform**

<b>Control</b>	<b>Response</b>
Excavation is not to exceed a depth of 1.5m across the site and may only be considered at this height where there is no adverse impact on the amenity of the adjoining properties (privacy, overshadowing).	N/A
Fill is not to exceed 1.5m in height across the site and may only be considered at this height where there is no impact on the amenity of the adjoining properties (privacy,	Fill will not be greater than 1.5 m.

Control	Response
overshadowing).	
Retaining walls are not to exceed 1.5m in height, and if greater than 500mm are encouraged to be stepped/terraced. The distance between steps/terraces must be equal to, or exceed, the height of cut.	N/A
Retaining walls and fill greater than 600mm in height are to be located at least 450mm from the property boundary. Any consideration for the location of proposed retaining wall(s) to be located within 450mm of side or rear boundaries will require the prior written approval of both landowners, submitted at the time of application in conjunction to ensuring compliance with Controls C1 and C2 within this policy.	N/A
Retaining walls are not to be located within the easement. The retaining wall shall be located outside the easements zone of influence.	N/A
No cut or fill to take place within easements.	Where works are being conducted over Existing easements are being realigned or extinguished
To encourage site responsive development, excavation and retaining walls greater than 1.5m can be considered where the design responds to the slope (or incorporates split levels). The additional retaining wall height is to facilitate basements, garages or the like at the lower level. The excavation is to be adequately retained and drained, in accordance with approved engineering details.	N/A
Where achievable, any proposed dwelling is to be designed incorporating retaining walls and fill within the dwelling. Should the provision of retaining walls and fill not be achievable within a proposed dwelling due to demonstrated site constraints they should be located as close to the proposed dwelling as is possible, to minimise the impact on the amenity of the adjoining properties.	N/A
Retaining walls and fill are not to be located in the front setback (forward of the building line) except where a retaining wall is required to accommodate driveways, or where permissible as exempt development under the SEPP (Exempt and Complying Development) Codes 2008. This also applies to the secondary frontage on corner lots.	N/A
All retained material is to have a gradient of at least 5%.	N/A
Where appropriate all cut and fill works are to be balanced (50/50) on the site any proposed deviation shall be justified within the subject development application and associated	

<b>Control</b>	<b>Response</b>
submission documentation.	
Fill material is to be substantially from the site only. Imported fill material is not encouraged.	Due to the amount of material, imported fill may be required. This will be approved engineered fill only.
Cut and fill outside the building envelope is not to exceed 600mm.	N/A
Stormwater or surface water runoff is not to be redirected or concentrated onto adjoining properties so as to cause a nuisance. Adequate drainage is to be provided to divert water away from batters.	Please refer to Flood Study and Plans, contained within the SEE.
Earthworks should not be carried out within the angle of repose of adjoining property. Unless such works are supported by certified structural engineer reports and do not impact on neighbouring property.	N/A

#### **4.8 Erosion and sediment control principles**

An Erosion and Sediment control plan will be developed by an appropriately qualified officer, in accordance with the “Blue Book” and WWCC Engineering Guidelines for Developments and Subdivisions prior to any construction taking place under this application.

Please refer to section 7.6 of the SEE which outlines controls for Soil Erosion and Sediment Control.

#### **4.9 Development adjoining open space**

As this development is not a private development, these provisions of the DCP are not relevant.

### **5 WWCC Development Control Plan Section 12**

Section 12 of the DCP contains controls that apply to site specific uses and particular developments throughout the Wagga Wagga local government area. Section 12.3 relates to development on land zoned RE1 Public Recreation. The objectives are:

- To protect and enhance areas of public recreation.
- To ensure proposals adequately address potential impacts on public recreation areas including existing and likely future needs of the community.

The SEE provides controls which provide that the areas of public recreation are protected and controlled as well as addressing potential impacts. This is provided in Table 2 of the SEE.

## **6 Traffic Impact Assessment Clarifications**

### **6.1 Parking requirements**

Section 2 of the WWCC DCP outlines methodologies for assessing off-street car parking requirements. The closest development type to the basketball arena would be a Recreational and Entertainment Development, which requires 1 space per 16 m<sup>2</sup> of gross floor area (GFA). The development has a GFA of 3,740 m<sup>2</sup>, resulting in a parking requirement of 233 spaces.

The current site has some 800 parking spaces in total, including substantial overflow parking space. Development was granted under DA98/459 for development of the Netball Clubhouse. Under this consent, plans were approved without the need for additional parking spaces for the Netball complex. The existing parking layout consisted of 234 parking spaces.

In 2011, WWCC constructed an additional car park to the east of the Clubhouse, extending to the Copland Street Boundary. This work was undertaken under the SEPP (Infrastructure) 2007 policy to account for future developments. This area provides 254 parking spaces, which is in excess of the 234 calculated requirements.

In addition to this, WWCC will develop a Plan of Management for major events at the Exhibition Centre. This Plan of Management will detail controls to be implemented in during major events as well as scheduling to ensure conflicts are minimised.

Plans of the approved development, as well as an aerial of the recent car parking are attached to this letter.

### **6.2 Clarification of Existing Traffic Conditions and Proposed Impact**

#### **6.2.1 Existing Traffic Conditions**

The Exhibition Centre is predominately used to host local sporting competitions, including netball and junior rugby league. As a result, the site experiences a significantly higher volume of traffic on Saturdays and during special events (e.g. sports carnivals) than it does during the week. Due to the location of the Exhibition Centre in East Wagga, the majority of the traffic generated approaches the Copland Street entrance via the roundabout on Koorringal Road.

Traffic gains entry to the Exhibition Centre via two entrances. The western most entrance provides direct access to the Netball Complex, and the proposed Multi-purpose stadium. The eastern most intersection provides access to the Rugby League complex. This road is called Lisa Lane, which is a two-way road off Copland Street, with has a designated left only exit to improve safety of road users. Traffic can also enter the car park for the netball facilities via the western access lane.

Traffic control at both intersections is via signposting only. Traffic queuing occurs where the Exhibition Centre experiences periods of high demand.

Lisa Lane is a two way road, with a 7.7 m carriageway, which drops away to swale drainage on either side of the road. The wearing surface is a 2 coat bitumen seal which upon visual inspection did not display any signs of degradation. To improve safety upon the exiting through this intersection, road

users are required to turn left only onto Copland Street. A review of the sight distances indicates that the intersection does not comply at the current 70 km/h speed limit. It is advised that the speed limit needs to be reduced to 60 km/h and approximately 30 m of the guardrail be removed, and replace with a MELT. The depression located on the eastern side of the intersection will require some localised earthworks to improve safety.

The road providing access to the Netball complex is a 6.4 m carriageway with a 2 coat bitumen seal. During the site inspection this wearing surface did not show any signs of degradation. Again drainage is achieved via open drainage on both sides of the road. The exit from this road has a slip lane to the left improving the flow of traffic through the intersection. Sight distances for the intersection are compliant. The majority of users will utilise this intersection to access to / egress from the Multi-purpose stadium.

### **6.2.2 Impact of Development**

The development will see the closure of the internal link road between Netball complex access and Lisa Lane. This will mean all users for Rugby League will need to exit via Lisa Lane. Access to the MPS site will be via the Netball Entrance (western most entrance) only. Further vehicles will exit via this intersection only.

A SIDRA analysis of the serviceability of the intersection was undertaken and provided in the SEE (refer to Appendix D of the SEE). This SIDRA analysis focused on the serviceability of Copland Street, noting that increases in traffic flow may result in queuing along Copland Street and/or inappropriate road geometry for turning vehicles. Any queuing associated with exiting vehicles will be contained within the Exhibition Centre, being the internal roads and carparking areas, noting that there will most likely be queuing within the carparking areas as a general functionality of the site. The intersections allow for left turn only exiting the site and as such these exiting movements will not impact on the flow of traffic on Copland Street. Due to this the SIDRA analysis focused on the right and left turn movements from Copland Street into the Exhibition Centre only as it was these movements which affect traffic flow on Copland Street. The analysis indicated that there would not be a drop in the serviceability rating of the intersections or Copland Street.

As clarification, the development will see an increase in 45 vehicles per hour exiting the site, giving total peak movements of 504 vehicles per hour (9.8% increase in movements). This was estimated using the same assumptions as provided in the SEE. WWCC recently constructed a left turn slip lane through to the Copland Street / Koorngal Road roundabout from the Netball intersection to address future traffic flow issues associated with future developments. This slip lane will allow vehicles to access Copland Street from Netball and MPS facility without affecting traffic flow on Copland Street.

WWCC will develop a Plan of Management for major events at the Exhibition Centre. This Plan of Management will detail controls to be implemented in during major events as well as scheduling to ensure conflicts are minimised.

## **7 Easements**

Currently there are two easements which fall within the building alignment. The first is a carriageway easement located where the road from Copland Street which sweeps to the east (the western most

access road). It is planned that part of this easement will be extinguished to account for the revised road layout.

The second easement is associated with the sewer pump station located between the current development and the Junior Rugby League fields to the south. Due to the building alignment this pump station will need to be relocated. This will result in a realignment of the easement.

## **8 Summary**

If further clarifications are required, please do not hesitate contacting the undersigned.

Sincerely  
GHD Pty Ltd

A handwritten signature in black ink, appearing to read 'N. Szymanski', with a stylized flourish at the end.

**Nathan Szymanski**

Senior Project Engineer  
61 2 6923 7432

CC: Sam Robins, Wagga Wagga City Council

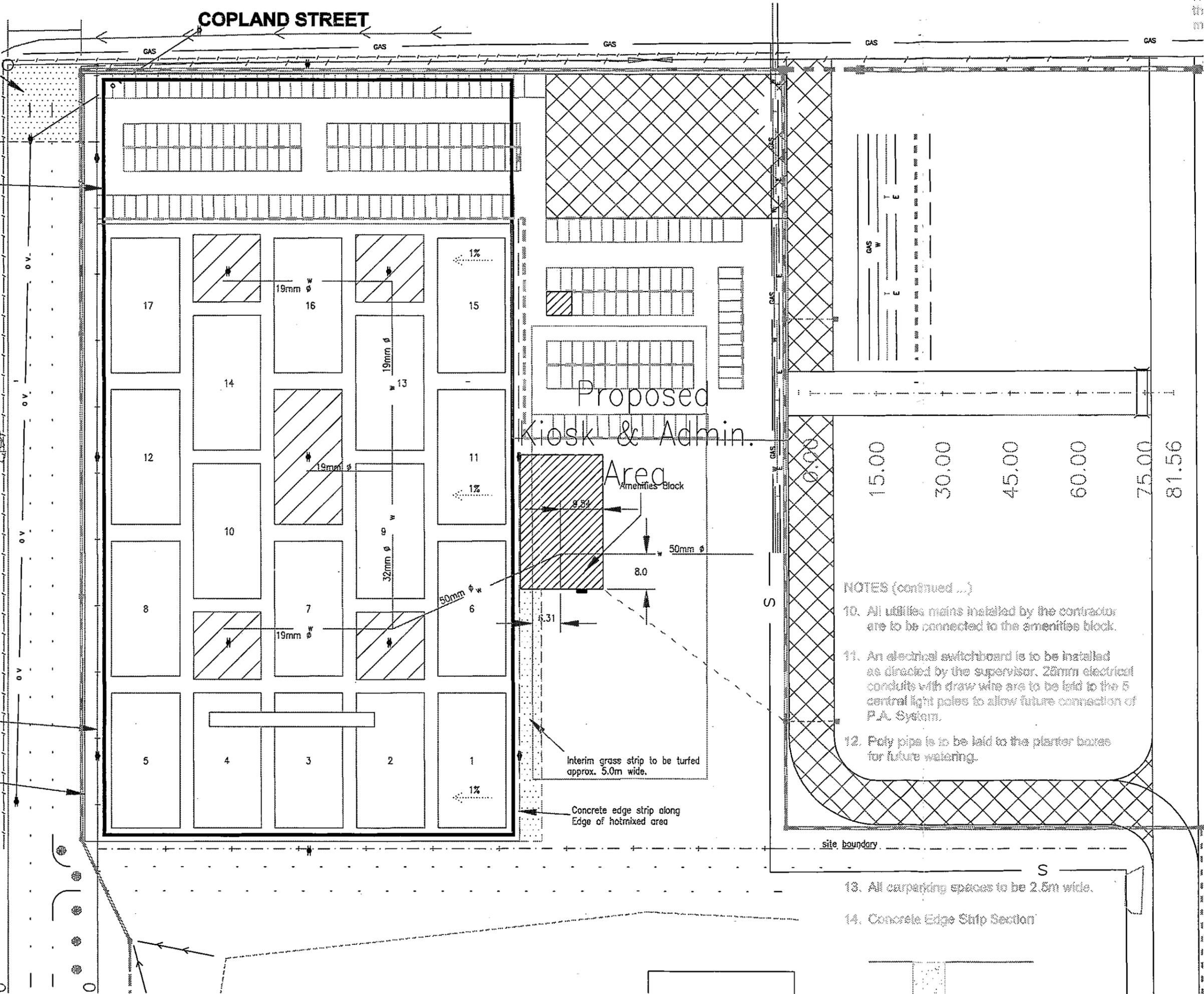
Appendix A – Previously Approved Layout Plans  
Appendix B – Aerial of new Car park

Appendix A  
Previously Approved Layout Plans

**COPLAND STREET**

**KOORINGAL ROAD**

257.461  
255.000  
240.000  
225.000  
210.000  
195.000  
180.000  
165.000  
150.000  
135.000  
120.000  
105.000  
90.000  
75.000  
60.000



15.00	30.00	45.00	60.00	75.00	81.56
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**NOTES (continued ...)**

- 10. All utilities mains installed by the contractor are to be connected to the amenities block.
- 11. An electrical switchboard is to be installed as directed by the supervisor. 22mm electrical conduits with draw wire are to be laid to the 5 central light poles to allow future connection of P.A. System.
- 12. Poly pipe is to be laid to the planter boxes for future watering.
- 13. All carparking spaces to be 2.5m wide.
- 14. Concrete Edge Strip Section

Appendix B  
Aerial of new Carpark



### Legend

- - - COUNCILS
- - - SUBURBS
- - - CADASTRE

### ROADS

#### TYPE

- HIGHWAY
- MAIN
- LOCAL
- TRACKS

### 2012 JUNE (AIRTECH)

#### RGB

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

0 5 10 20 30 Meters

