

STATEMENT OF ENVIRONMENTAL EFFECTS

THE MURRUMBIDGEE MILL HOTEL PRECINCT

WAGGA WAGGA

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1. INTRODUCTION

1.1. OVERVIEW

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Interlink Group to accompany a development application (**DA**) for 50 Edward Street (**the site**), Wagga Wagga, which is the eastern portion of The Mill Precinct.

The Mill Precinct is subject to DA11/0568, which was granted development consent on 21 March 2012 by the Joint Regional Planning Panel (Southern Region) (SRJRPP) for mixed-use development comprising residential flat buildings, commercial and residential buildings and retail uses. From 2012 to 2017, nine section 96 modifications to the original development consent have been approved by JRPP and Council.

This application is seeking development consent for a mixed-use development on the site comprising the following:

- A two-storey commercial building with 2,122sqm of office/commercial GFA and 150sqm of retail;
- A six-storey hotel building with 138 hotel rooms;
- Adaptive reuse of the Murrumbidgee Mill to provide restaurant, lobby and function spaces at ground floor with three levels of hotel rooms totalling 18 rooms above;
- A basement car-park providing 111 car spaces and additional on-grade carparking to provide a total of 237 spaces;
- Development of Mill Plaza and associated landscaping and public domain works;
- Erection of two (2) pylon signs;
- The construction of Mill Avenue and a signalised intersection at Edward Street to be shared with the adjoining property to the east; and
- Subdivision of Lot 12 DP1178547 to create proposed Lots 80, 81 and 82. This will separate the Grainstore Retail development (as approved under DA11/0568) from the proposed new Hotel and Commercial development.

The proposed development will deliver a mixed-use commercial precinct which is consistent with the intent of the Site-Specific Masterplan and development consent issued to DA11/0568.

The proposed development is not classified as Integrated Development under section 91A of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. While the proposal includes works affecting Stuart Highway- Edward Street (a classified road) as Wagga Wagga City Council (**the Council**) is a local road authority and development consent is being sought for the works section 91(3) provides that *Development is not integrated development in respect of the consent required under section 138 of the Roads Act 1993 if, in order for the development to be carried out, it requires the development consent of a council and the approval of the same council.*

1.2. PREVIOUS APPROVALS

The SRJRPP granted development consent to DA11/0568 on 21 March 2012 for the following:

Mixed Use Development comprising 2 x 4 storey Residential Flat Buildings, 2 x Mixed Use Commercial & Residential Buildings, 12 Townhouses (Multi-Dwelling Housing), Commercial Floor space within restored Flour Mill Building, Supermarket, Conference Space, Associated Car Parking, Landscaping & Site Clearance together with Construction of New Road & 2 Lot Subdivision on Site of Heritage Item (The Mill), 44-94 Edward St WAGGA

Development consent DA11/0568 as modified provides for residential and retail development on what was previously known as Lot 11 DP1178547, and commercial development on Lot 12 DP1178547 including the following:

- A total of 98 residential apartments in six buildings, associated car-parking, swimming pool and gymnasium across Lot 11 DP1178547 (this lot has since been subdivided to create Lot 1 DP 1217797 and SP 93076);
 - 29 apartments in three mixed-use buildings comprising ground floor retail and upper level residential apartments fronting Edward Street;
 - One four storey apartment block containing 21 apartments and gymnasium within the centre of the residential precinct; and
 - Two five-storey residential apartment blocks towards the rear of the site, each containing 24 apartments
- A commercial building retail and commercial uses, including a supermarket and basement car-parking
- Internal adaption of the mill building to allow retail, office and restaurant uses,
- Adaptive reuse of the grain store and grain silos including minor internal and external works;
- “Mill Avenue”, linking Flinders Street through to a signalised junction connecting Edward Street to the eastern portion of the site, including access to the basement car-parking and servicing and loading docks;
- New street tree planting along Edward Street and Flinders Street; and
- Landscaping and car-parking ancillary to each respective element of the site.

It should be noted that as referenced in **Section 5.1**, the remediation works, Mill Avenue, residential and retail development including strata titling and infrastructure serving the Grainstore have been completed in accordance with DA11/0568 as modified and a Site Audit Statement has been issued.

The Settlement Plan in **Appendix O** details the location of existing, approved and proposed works across The Mill Precinct. Critical to the future construction, subdivision and operation of the precinct is for the staged settlement of the works. Settlement Plan 5 indicates the completion of the Hotel, associated car parking and the landscaped public plaza.

It is likely that Subdivision and Occupation Certificates for works shown in Settlement Plan 5 will be sought prior to the completion of construction of the Interlink centre (shown in Settlement Plan 6) to facilitate transfer of ownership and commence operation of the hotel as soon as possible. The proposed subdivision has been prepared to facilitate this staged settlement and is detailed further in **Section 3.10** of this SEE.

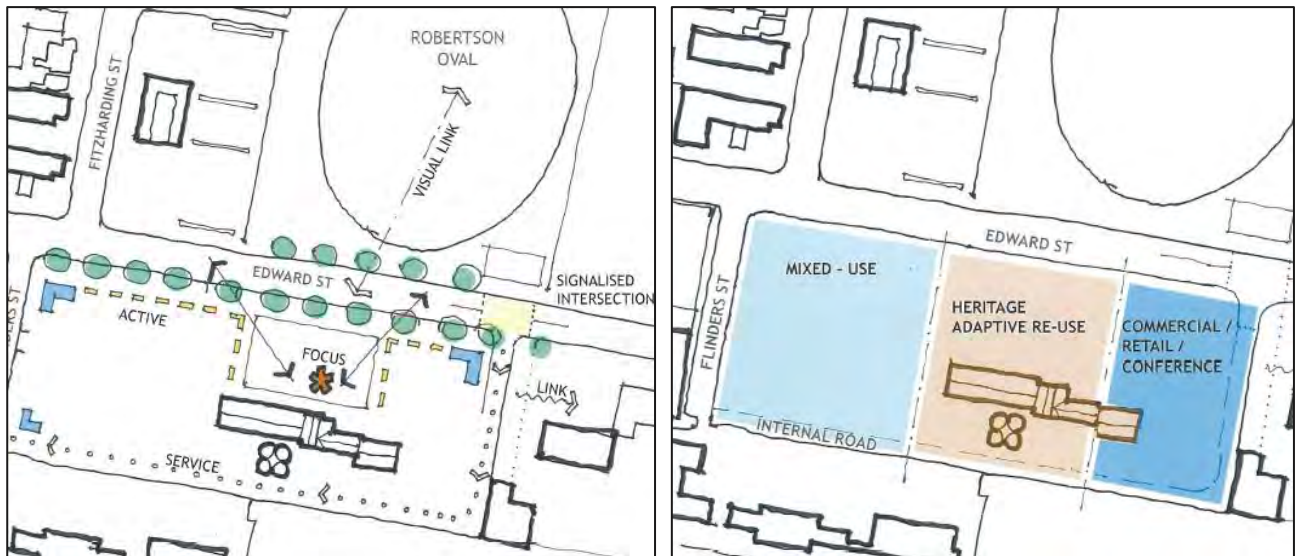
1.3. SITE MASTERPLAN

Section 10.2 of the Wagga Wagga Development Control Plan (WWDCP) states that:

- C1** *All developments on sites and consolidated sites larger than 1 hectare within the B4 zone are required to be in accordance with an urban design based on masterplan approved by Council.*

As such, prior to lodgement of DA11/0568, a conceptual masterplan was prepared in early 2011 in consultation with Council. The masterplan was prepared by KannFinch and outlined the concepts for the overall design concept including the composition of land uses, the view corridors between the heritage site and Robertson Oval, heritage interpretation and site access, and overall urban design principles.

Figure 1 – Extract of Urban Design Principles for The Mill site – Masterplan Design Statement July 2011



Source: Kannfinch

The masterplan identified the site would be divided into three elements, being:

- a mixed-use component;
- a heritage adaptive re-use of the Mill buildings; and
- a commercial / retail / conference component. The original masterplan included a new two storey building for supermarket and a conference site sitting forward of the heritage buildings.

Re-use of the heritage buildings and the retention of the heritage buildings as central features of the redevelopment were key to the masterplan. A report was presented to the Council meeting on 29 August 2011 and the masterplan was subsequently approved.

The key principles of this masterplan have been considered and retained at the core of this proposal. This SEE will demonstrate this proposal is not only consistent with the essence of the original masterplan, but provides a superior outcome in regards to celebrating the heritage of the Murrumbidgee Mill buildings.

1.4. APPROVAL PATHWAY

Correspondence with Council regarding the chosen approval pathway for the proposal has taken place. Wagga Wagga City Council Senior Town Planner Amanda Gray has provided the following advice:

A new Development Application will be required for the hotel precinct works. As part of the new application it will be possible to apply conditions of consent that require amendment to the overarching mixed-use consent. The required amendments will effectively consist of an amended plan removing Stage 5 and potentially the rewording of conditions that refer to this area.

The ability to require such amendment is defined in the EP&A Act 80A (5) and associated EP&A Regs cl.97(1). The provision will ensure that there will be no benefit of the existing consent lost.

Whilst the court findings cited below use the term Amending DA this is not defined in the Act or Regulations; the process is for a new Development Application to be lodged on the back of which the existing consent has the ability to be amended.

In accordance with the above advice, the current DA and this SEE have been prepared with regard to section 80A(1) and (5) of the EP&A Act, and cl.97(1) of the EP&A Regulation. A thorough assessment of the proposal against the aforementioned considerations is provided in the following subsections.

Section 80A(1) of the EP&A Act states:

(1) Conditions—generally A condition of development consent may be imposed if:

- (a) it relates to any matter referred to in section 79C (1) of relevance to the development the subject of the consent, or*
- (b) it requires the modification or surrender of a consent granted under this Act or a right conferred by Division 10 in relation to the land to which the development application relates, or*
- (c) it requires the modification or cessation of development (including the removal of buildings and works used in connection with that development) carried out on land (whether or not being land to which the development application relates), or*
- (d) it limits the period during which development may be carried out in accordance with the consent so granted, or*
- (e) it requires the removal of buildings and works (or any part of them) at the expiration of the period referred to in paragraph (d), or*
- (f) it requires the carrying out of works (whether or not being works on land to which the application relates) relating to any matter referred to in section 79C (1) applicable to the development the subject of the consent, or*
- (g) it modifies details of the development the subject of the development application, or*
- (h) it is authorised to be imposed under section 80 (3) or (5), subsections (5)–(9) of this section or section 94, 94A, 94EF or 94F.*

Section 80A(5) of the EP&A Act states:

If a consent authority imposes (as referred to in subsection (1)(b)) a condition requiring the modification or surrender of a consent granted under this Act or a right conferred by Division 10, the consent or right may be modified or surrendered subject to and in accordance with the regulations.

Further, cl.97(1) of the EP&A Regulation states:

A notice of modification or surrender of a development consent or existing use right, as referred to in section 80(A) (5) of the Act, must include the following information:

- (a) The name and address of the person by whom notice is given,*
- (b) The address, and formal particulars of title, of the land to which the consents or right relates,*
- (c) A description of the development consent or existing use right to be modified or surrendered,*
- (d) Particulars as to whether the consent or right is to be modified (including details of the modification) or surrendered,*

- (e) *If the applicant is not the owner of the land, a statement signed by the owner of the land to the effect that the owner consents to the modification or surrender of the consent or right.*

It is anticipated that consent authority in determining the DA subject of this SEE will impose a condition that requires the proponent to issue a notice as required under Section 80A(5) and cl.97(1) to the effect that DA 11/0568 is modified by the current DA to the extent of any inconsistency.

We provide the following example condition:

*Prior to the issuing of a Construction Certificate under DA **[insert number of the subject development application]**, all existing approvals over the Mill Precinct located at 50 Edward Street must to be amended, pursuant to Section 80A(1)(b) of the EP&A Act 1979 (as amended) and the EP&A Regulations, to delete any inconsistency with **DA 11/0568**.*

1.5. REPORT STRUCTURE

This SEE includes the following components:

- **Section 1:** Introduction
- **Section 2:** Site & Locality Analysis
- **Section 3:** Proposed Development
- **Section 4:** Planning Assessment
- **Section 5:** Impact Assessment
- **Section 6:** Conclusion

1.6. SUPPORTING DOCUMENTATION

This SEE is to be read in conjunction with the following documentation:

Appendix A	Quantity Surveyor Report
Appendix B	Architectural Drawings
Appendix C	Waste Management Plan
Appendix D	BCA Assessment
Appendix E	Traffic, Access and Parking Report
Appendix F	Heritage Impact Statement
Appendix G	Landscape Drawings
Appendix H	Civil Engineering
Appendix I	Tri-Party Agreement
Appendix J	Stormwater Drainage Statement
Appendix K	Services Statement
Appendix L	Structural Statement
Appendix M	Clause 4.6 Variation
Appendix N	Subdivision Plan and Section 88B
Appendix O	Settlement Plan
Appendix P	Construction Management Plan

2. SITE AND LOCALITY

2.1. THE MILL PRECINCT

The Mill Precinct is located to the south of the Wagga Wagga Town Centre. The Precinct is rectangular in shape, has an area of approximately 2.5ha and bounded by Edward Street to the north, the railway reservation to the south and Flinders Street to the west.

The Mill Precinct has been consolidated and then re-subdivided to create three separate allotments (as shown in Table 1) to accommodate a mixed-use development of approximately 10,000sqm at 1 Flinders Street and a commercial development site of approximately 15,000sqm at 50 Edward Street.

Figure 2 – Aerial Photo of site and surrounds



Source: Google Maps

The precinct comprises three separate allotments as detailed in **Table 1** below and **Figure 2**:

Table 1 – Lot and address description of The Mill Precinct

Lot and DP	Address	Land Use
Lot 1 DP1217797	1 Flinders Street, Wagga Wagga	Mixed-use development
Lot 2 DP1217797 (Lots 1 to 31 SP93076)	1 Flinders Street, Wagga Wagga	Residential development and strata subdivision of Lot 2 DP1217797
Lot 12 DP1178547	50 Edward Street	Mixed-use development (site subject to this proposal)

Figure 3 – Existing Lot Configuration

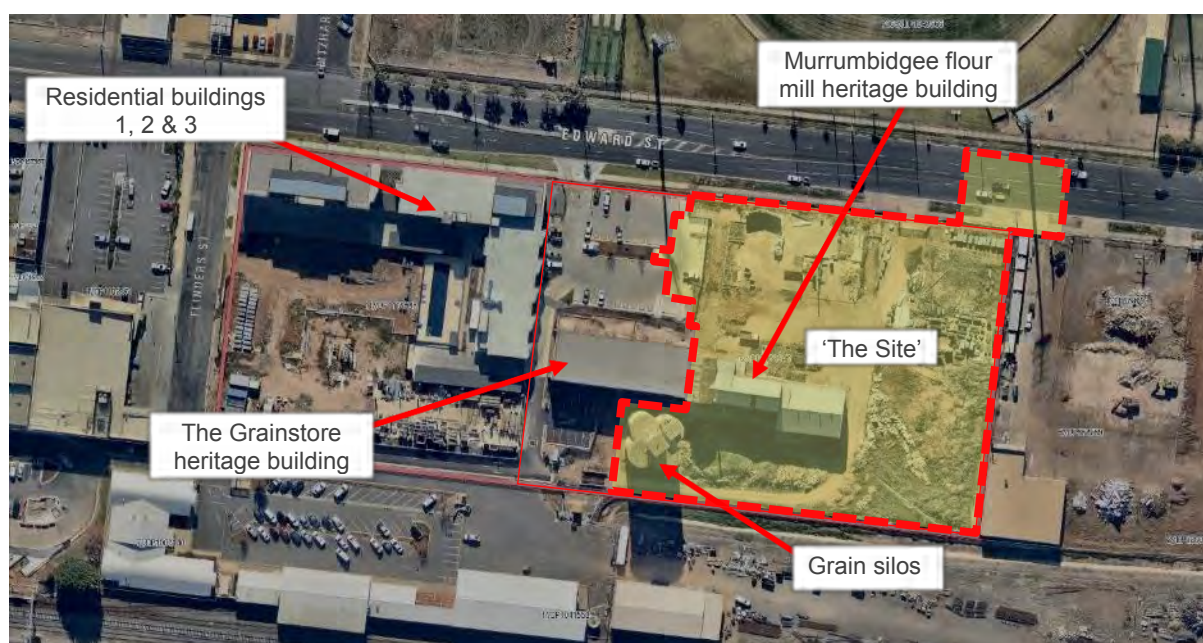


Source: SIX Maps

2.2. THE SITE

This SEE has been prepared in support of a DA relating to the eastern portion of the Mill Precinct, known as 50 Edward Street and is legally described as Lot 12 DP1178547 as shown in Figure 3 (**the site**). Lot 12 DP 1178547 has an approximate area of 1.5ha, and a frontage of approximately 150m along Edward Street. The boundary of works for the site are irregular and do not fully extend to the western boundary of Lot 12, due to existing approved works under DA11/0568. Figure 4 below also shows the location of proposed works in Edward Street at the north-eastern corner of the site, which is subject to a new signalised intersection designed by RMS.

Figure 4 – Site Aerial Photograph



Source: Nearmaps 2017

2.3. EXISTING SITE CHARACTERISTICS

The Mill Precinct

The Mill Precinct is in the process of transforming from a previously industrial site, to a mixed-use commercial, residential and retail precinct. The western portion of The Mill Precinct is being developed under DA11/0568 as follows:

- Approved works at 1 Flinders Street have commenced on site.
- Residential Buildings 1, 2 and 3 have been completed and are fully occupied.
- The retail colonnade at ground level of Buildings 1, 2 and 3 includes three tenants occupying 760sqm of 1,170sqm of available retail floor space.
- The Construction Certificate for residential buildings 4 and 5 and 6 has been issued.

The Site

The site is identified as Lot 12 DP1178547 contains the following improvements and characteristics:

- The Murrumbidgee Flour Mill Building is a large red brick building extending 4-5 storeys with an approximate height of 18 metres.
- The Murrumbidgee Flour Mill is the centre of the overall group of Mill buildings. To the east of the Mill is the former Flour Store, and to the west is the former Grain Store, these two buildings are linked to the Mill and are of comparable height and bulk. The grain store has a larger area than the Flour Store but both are seen as subservient to the main Mill Building.
- Four grouped silos are located behind the flour mill on the southern boundary of the site, and have an approximate height of 31 metres.
- The remainder of the site is generally vacant.
- The site rises from Edward Street towards the south and west.

Figure 5 – Existing Development



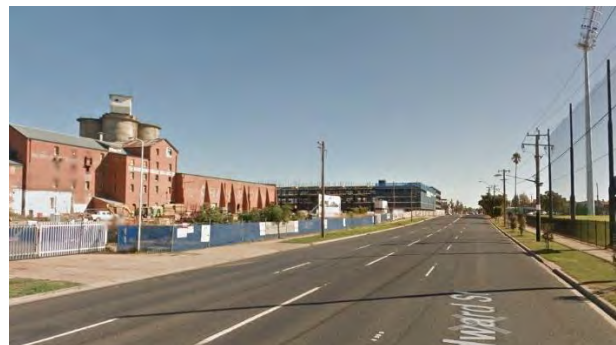
Picture 1 – North elevation of heritage Mill buildings



Picture 2 – Development approved under DA 11/0568



Picture 3 – View east along Edward Street



Picture 4 – View west along Edward Street

Source: Google Earth

2.3.1. Heritage

The site both contains, and is located in the vicinity of, heritage items listed under the *Wagga Wagga Local Environmental Plan 2010* (WLEP 2010) and the NSW State Heritage Register. A conservation area to the south-west of the site. All items and areas of heritage significance are listed in **Table 2** below.

Table 2 – Items of Heritage Significance

Item No.	Item Name	Address	Lot & DP	Significance
<u>The Site</u>				
I100	Murrumbidgee Milling Company Flour Mill (former) and Outbuildings 'The Mill Building' for the purposes of this SEE.	50-82 Edward Street, Wagga Wagga	Lot 12, DP1178547	Local
<u>Surrounds</u>				
N/A	Wagga Wagga Conservation Area	Fitzmaurice Street Commercial Precinct and residential precincts to the west and south.	N/A	Local
I99	Stationmaster's Residence (former)	14 Station Place, Wagga Wagga	Lot 14 DP1043109	Local
I98	Railway Station and Yard Group	Station Place, Wagga Wagga	Lot 1 DP1041553	State
I265	Robertson Oval Gates and Ticket Boxes	Morgan Street, Wagga Wagga	Lot 7069 DP1043666	Local
1266	Croquet Club	25 Fitzhardinge Street, Wagga Wagga	Lot 333 DP1012174	Local

A Heritage Impact Statement has been prepared by Eric Martin & Associates (**Appendix F**) and is discussed in **Section 3.6 and 0** of this SEE.

2.3.2. Contamination

A detailed contamination assessment was submitted with DA11/0568. This assessment concluded that the majority of the Mill precinct was clear of contaminants and fit for redevelopment with the exception of two areas in the north western portion of the precinct (outside of the subject site) which would require remediation.

Condition 8 of the development consent required the applicant to submit to Council a Remediation Action Plan (RAP), for the Sunicrest Site (Lot 11 DP748934) and for the Fifes Site (Lot 1 DP217324), followed by Validation Reports to confirm that the land had been appropriately remediated.

Remediation works have been undertaken and a Site Audit has been submitted to Council.

2.4. SITE SURROUNDS

The site is in close proximity to Wagga Wagga Town Centre, and several community services and facilities. The site is surrounded by the following:

- **To the north** of the site is Robertson Oval and Bolton Park, and the Oasis Regional Aquatic Centre, comprising an indoor aquatic centre, basketball stadium, tennis club, bowling club and croquet lawn. The new PCYC Club facilities are being constructed immediately opposite the site, on the corner of Fitzhardinge Street. The main Town Centre, centred around Baylis and Forsyth Street's is approximately 200 metres north-west of the site.
- **To the east** of the site are several existing bulky good retail premises including BCF and The Good Guys and Kennard's Storage. Immediately adjacent to the site is a new Super-A-Mart under construction. Wagga Wagga Airport is located approximately 10km further east of the site.
- **To the south** of the site is the railway reservation. Adjoining the site within the railway reservation is a site compound for ARTC. Further south of the site is low-density residential dwellings.
- **To the west** of the site is Flinders Street, and a new Dan Murphy's development and associated car-parking. The Astor Motel and several one to two storey commercial buildings are located further west of the site. Wagga Wagga Railway Station is approximately 100 metres west of the site.

Figure 6 – Surrounding Development



Picture 5 – Dan Murphy's development adjacent to the site on Flinders Street

Source: Google Earth



Picture 6 – Robertson Oval to the north of the site.

Source: Google Earth



Picture 7 – Facing east from the site on Edwards Street

Source: Google Earth



Picture 8 – Facing north towards Baylis Street from Edwards Street

Source: Google Earth

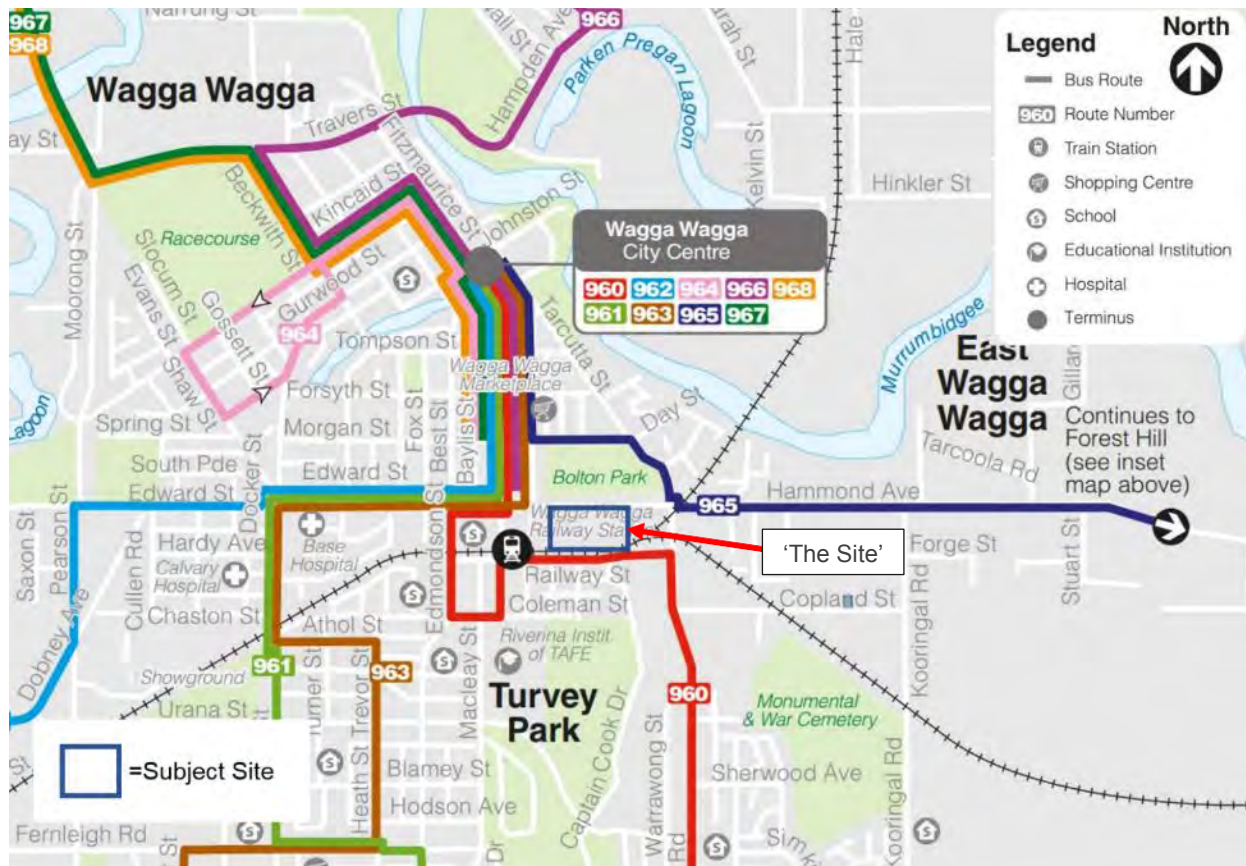
2.5. LOCAL AND REGIONAL CONTEXT

2.5.1. Transport Network

The site fronts Edward Street (also known as the Sturt Highway) which provides high accessibility to the locality and region. The site is also readily accessible to Wagga Wagga Airport by a 15-minute car or shuttlebus ride.

The site has direct connectivity to public transport and the town centre, being located 150 metres east of Wagga Wagga Railway Station, and 250 metres south west of the main retail precinct focused around Baylis Street. The site is also accessible via the 960-bus route which connects Lake Albert to Wagga Wagga via Tatton and Koorlingal (refer **Figure 7**).

Figure 7 – Transport Network



Source: Busabout Wagga Wagga 2017

3. PROPOSED DEVELOPMENT

3.1. THE PROPOSAL

This DA seeks consent for the mixed-use redevelopment of the site including:

- Adaptive reuse of the heritage Flour Mill building to include restaurant, bar, function and hotel lobby spaces at the ground floor and four-storeys of hotel rooms above, with a total of 18 rooms;
- A six-storey hotel building comprising 138 rooms connected to the Flour Mill building at the ground floor;
- A two-storey commercial building (Interlink Centre) comprising with commercial tenancies and 150sqm of retail floor space and a rooftop terrace;
- Ancillary above grade and basement car-parking providing a total of 237 spaces to service the commercial, hotel and retail (The Grainstore approved as part of DA 11/0568);
- Landscaping and public domain works across the site, including the Heritage Forecourt and Mill Plaza;
- Road upgrade works to Edward Street to include a signalised intersection with Mill Avenue;
- Half-width road construction of Mill Avenue;
- One (1) pylon sign; and
- Subdivision to create proposed lots 80, 81 and 82 with shared infrastructure and access for:
 - The Grainstore (comprising two tenancies);
 - The Hotel;
 - The Commercial building; and
 - Reciprocal rights of access for adjoining lots will be created over Lot 6 DP 217324 and Lot 5 DP 578759 (refer to **Section 3.8** regarding Keneco agreement).

Architectural Plans prepared by Become are included at **Appendix B**. Key numeric aspects of the proposal are provided at **Table 3** and the various components of the proposed development are described in the following sections.

Table 3 – Numeric Overview of the Proposal

Parameter	Proposed	Compliance
Site area of Lot 12 DP1178547	15,364sqm	N/A
Lot 12 commercial and retail GFA	2,272sqm	N/A
Lot 12 hotel GFA	7,746sqm	N/A
Lot 12 retail GFA (as per approval DA 11-0568)	674sqm	N/A
Lot 12 total GFA (including proposed and approved GFA)	10,692sqm	Compliant
Floor space ratio	0.69:1	Max 4:1 - Compliant
Building heights (approx.)	<ul style="list-style-type: none"> • Heritage Mill Building: 17.2 metres • Interlink Centre: 15.4 metres • New Mill Hotel Building: 26.1 metres • Existing Silo: 31.1 metres 	Max 25m – minor variation sought for New Mill Hotel. Refer to Appendix M .
Total number of hotel rooms	156 rooms	N/A
Car spaces	237 car parking spaces	Refer to Section 5.7 .

3.2. HOTEL

The proposed Mill Hotel is located in the south-eastern portion of the site, and comprises the existing four-storey heritage Flour Mill building and a new six-storey hotel building as identified in **Figure 8** below. The components of the hotel are broken down as follows:

Heritage Flour Mill Hotel

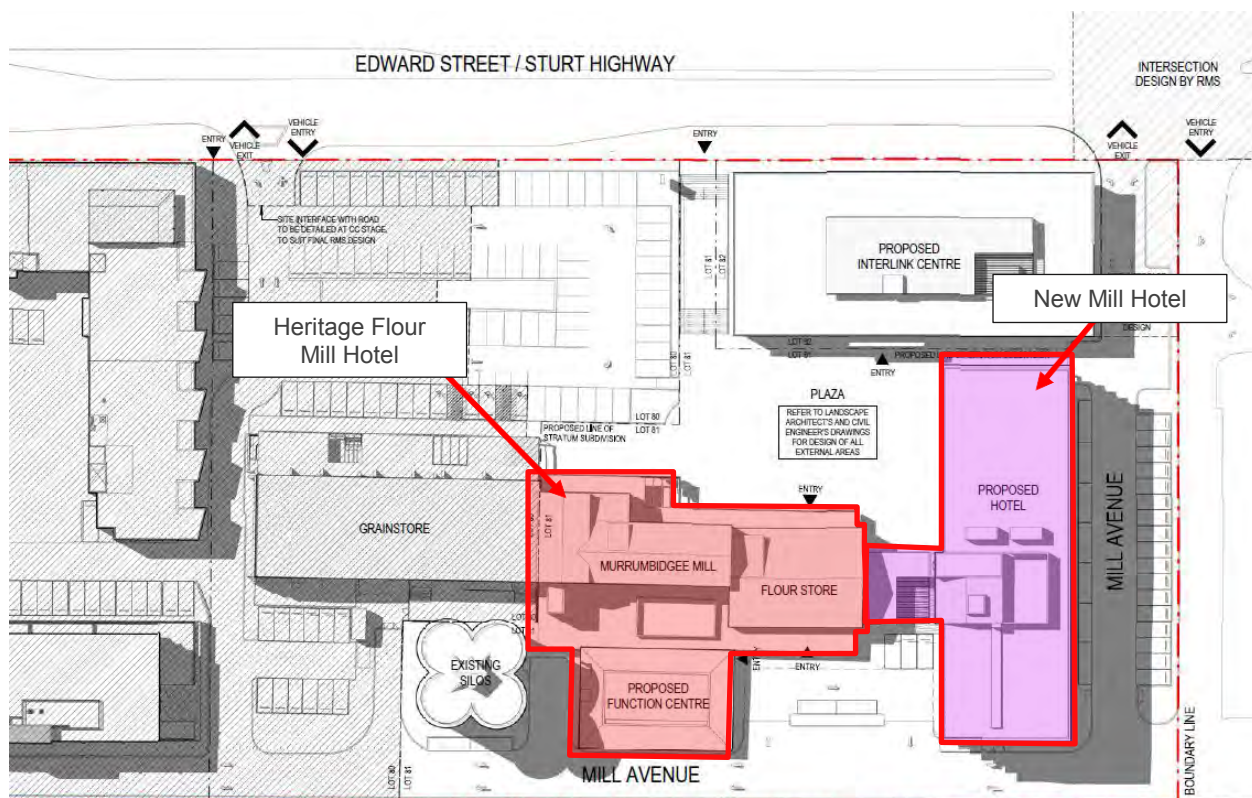
- Restaurant, function centre and bar facilities at ground floor;
- Adaptive re-use of the heritage Flour Mill and Flour Store;
- Hotel lobby with new lift access to the heritage hotel rooms above;
- 18 hotel rooms including two (2) accessible rooms; and
- Ancillary admin office.

New Mill Hotel

- A total of 138 hotel rooms including six (6) accessible rooms and five (5) suites;
- Back of house facilities to the rear of the building;
- New corridor connecting to the Heritage Flour Mill Hotel lobby, with Luggage and office facilities; and
- Rooftop mechanical plant services.

The two hotel elements will be developed as one hotel operation with shared use of the associated restaurant, function centre and other facilities.

Figure 8 – Proposed Heritage Flour Mill and New Mill Hotel



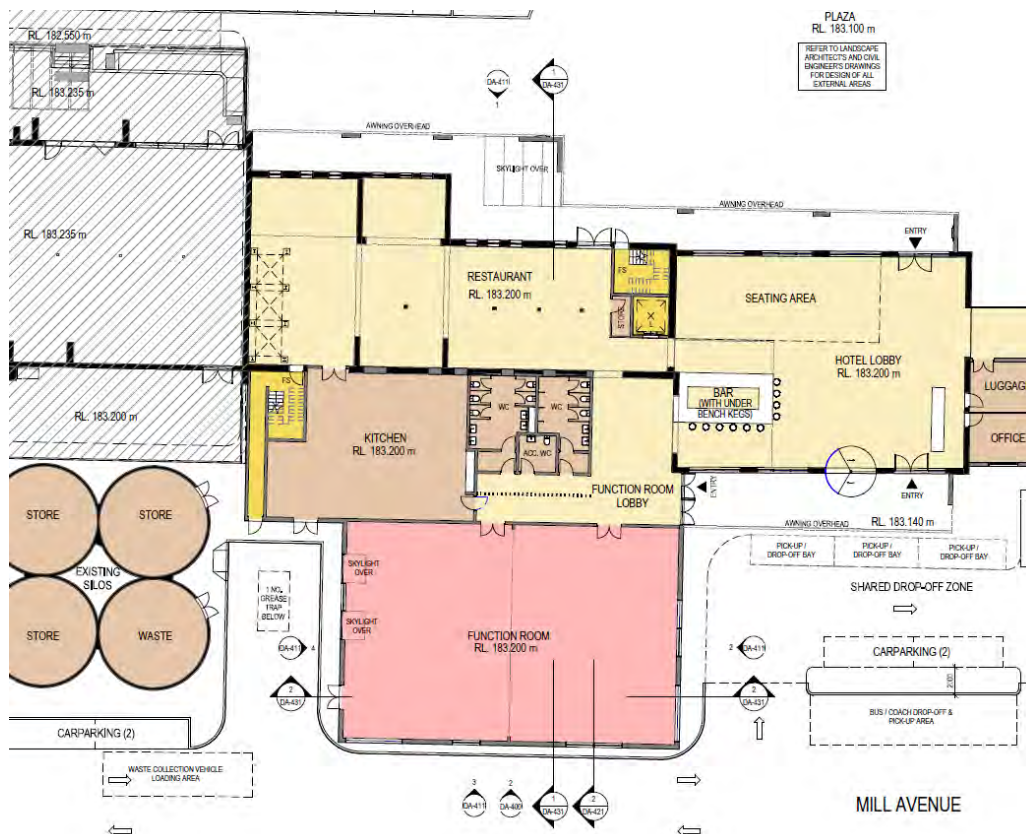
Source: Become

3.3. HOTEL RESTAURANT AND FUNCTION CENTRE

Restaurant, bar, function and hotel lobby spaces are proposed to be located on the ground floor of the heritage Mill buildings. This comprises:

- Hotel lobby and bar area with a total 302sqm GFA;
- Commercial kitchen with access to the existing silos which are proposed to be repurposed as storage rooms (cold storage, dry storage, waste and general);
- Licensed function room with a total 354sqm of GFA and capacity for up to 200 patrons.

Figure 9 – Proposed Heritage Flour Mill Hotel Restaurant and Function Centre



Source: Become

3.4. COMMERCIAL BUILDING

The proposal includes a two-storey commercial building fronting Edward Street. The commercial building will have the following features:

- Four (4) tenancies across the ground floor accessible via Mill Plaza;
- Seven (7) tenancies across the Level 1 accessible via a central lift;
- Rooftop terrace accessible via stairs and the central lift with BBQ facilities for the use of building tenants; and
- Plant room and lift overrun at rooftop level.

3.5. BASEMENT AND AT GRADE PARKING

A total of 237 car spaces are proposed to accommodate the parking demand for the site. The 237 spaces will be located across a basement car-park and at-grade parking on the site. A breakdown of the proposed car-parking provision is as follows:

- Basement parking = 111 spaces
 - Including nine (9) disabled car spaces
 - Lift access to lobby
 - General mechanical rooms and storage.
- At Grade parking= 126 spaces
 - 94 spaces will be provided in the Heritage Forecourt, including four (4) accessible car-parking spaces.
 - 26 spaces will be located on Mill Avenue, including 10 staff car-parking spaces.
 - Six (6) car spaces within the hotel Porte-Cochere
 - The spaces will accommodate tenants and visitors of the Interlink Centre, Mill Hotel and Grainstore retail uses.
- Additionally, a Porte-Cochere is located at the rear of the site, and is the main entrance for guests via bus or motor vehicle, comprising:
 - Three (3) drop off bays
 - Bus/Coach drop off area

As referenced above, it is proposed that the commercial uses within the site will share car-parking spaces with the Grainstore redevelopment subject to DA11/0568. This is further discussed in **Section 5.7** of this SEE.

3.6. HERITAGE INTERPRETATION

The proposal includes the adaptive re-use of the existing heritage Flour Mill and Flour Store for the future use as a hotel. The proposed changes to the existing structure are addressed in the Heritage Impact Statement (HIS) prepared by Eric Martin & Associates (**Appendix F**).

The proposed changes to the existing heritage structures are summarised as follows and detailed in architecture drawings DA50, DA51 and DA55 in **Appendix B**:

- Flour Mill (The HIS identifies the Flour Mill as the 'Former Mill Central Section').
 - Ground floor is altered to have consistent floor level and will include a restaurant.
 - New openings will be created on the north elevation.
 - There is a new extension to the rear to accommodate the kitchen, toilets and function centre.
 - Demolition and removal of timber bin walls.
 - 3 hoppers will be retained in the restaurant and interpreted.
 - Internal floor levels are altered or removed to rationalised for the new design.
 - Existing columns and main beams will be retained and exposed, except one.
 - The exterior is not affected except at ground level (with new openings) and generally it will be repaired and made good to original form.
 - Some existing windows will be infilled with reclaimed brick.
 - A small additional structure on the north elevation will be removed, and surrounding paint detail will be removed and made good.
 - Internal stairs will be removed as they do not meet current codes or suit the design.
- Former Flour Store
 - Floor levels will be raised to meet new levels of the Flour Mill.
 - New openings will be created at ground level to service the new foyer.

- Rear Addition to Former Mill
 - This includes the kitchen, service areas, and function centre and will be a standalone new structure.
 - The new structure will conceal the former lower level and ground floor openings.
- Silos
 - The Silos will remain in-situ and the external appearance will be consistent with existing.
 - The silos will have minor internal modifications to facilitate their use for storage associated with the operation of the hotel. Refer to the Architecture Plans in **Appendix B** for further detail.
- New Hotel and Interlink Centre
 - These are new buildings which are separated from the heritage buildings.

Landscaping treatment is proposed across the site as detailed in the landscape drawings included at **Appendix G**. The proposed landscape concept plan identifies the proposed materials for the landscaping, which are sympathetic to the heritage setting of the site, and provide an appropriate transition between the existing and new buildings and architectural styles.

The key feature of the landscape concept plan is the central courtyard area, also known as the 'Mill Plaza'. This area has been treated with hard and soft elements, including salted concrete and insets of reused bricks sourced from the site, and a statement lawn area centred around a Jacaranda tree. The area draws attention to the Mill building through the 'Millstone' which connects the pedestrian entry to the lawn area, and the embedded rail line leading visitors to the Plaza. These design elements act to ensure the Mill building remains integral to the whole precinct, as well as providing opportunities for pedestrian connectivity, outdoor eating, light entertainment and seating.

Figure 10 – Landscape Concept Plan

Source: Distinctive Living Design

3.8. EDWARD STREET UPGRADE & MILL AVENUE CONSTRUCTION

The proposal includes the half road construction of Mill Avenue along the eastern boundary of the site, and to provide a signalised intersection between Edward Street and Mill Avenue, as per the Civil Plans in **Appendix H**. The works will comprise:

- Half width road construction of Mill Avenue within the site (the eastern half of Mill Avenue will be constructed by Keneco in accordance with the development consent for 42 – 48 Edward Street).
- An upgrade to Edward Street, with a signalised intersection between Edward Street and Mill Avenue permitting traffic from Mill Avenue to turn east or west subject to detailed design by Roads and Maritime Services (RMS). There will also be the addition of a deceleration and acceleration lane for westbound vehicles to Edward Street, and a turning lane for eastbound vehicles from Mill Avenue.

3.8.1. Keneco agreement

The proposal relies on the adjoining landowner (Keneco) constructing works within that site and providing reciprocal right of access across Mill Avenue.

The terms of the Agreement between the parties sets out the obligations of both Keneco Property Pty Ltd and Interlink Wagga Central Pty Ltd. Relevantly this includes:

16. *The timing of completion for each party's scope of works (including any temporary operational constraints that may occur when the final stage of Shared Private Road is being joined to the initial stage of Shared Private Road).*
 - a. *It is Agreed that Keneco will complete their Scope of Works prior to any Occupation Certificate for their Super A-mart Development (Target: February 2018).*
 - b. *It is Agreed that Interlink will complete their Scope of works prior to any Occupation Certificate for their Hotel Development (Settlement Plan 5) (Target: February 2020).*
 - c. *Both Parties anticipate that the part of Mill Avenue constructed on the Keneco Property will be completed prior to the part of Mill Avenue constructed on the Interlink property. Keneco agree to operate their part road as a one-way system until the construction works on the Interlink site are completed. Interlink agree not to interfere with safe operation of this part of the road during Interlink's construction activities. Keneco agree to provide access for Interlink to complete construction of their part of Mill Avenue and join the two parts of the road.*
17. *That Each Party will grant reciprocal Rights of Carriageway to the parts of the Shared Private Road on their respective properties and to register these rights in the form of Easements and s88B Instruments with NSW Land and Property Information (LPI) (or the relevant Authority at that time)*

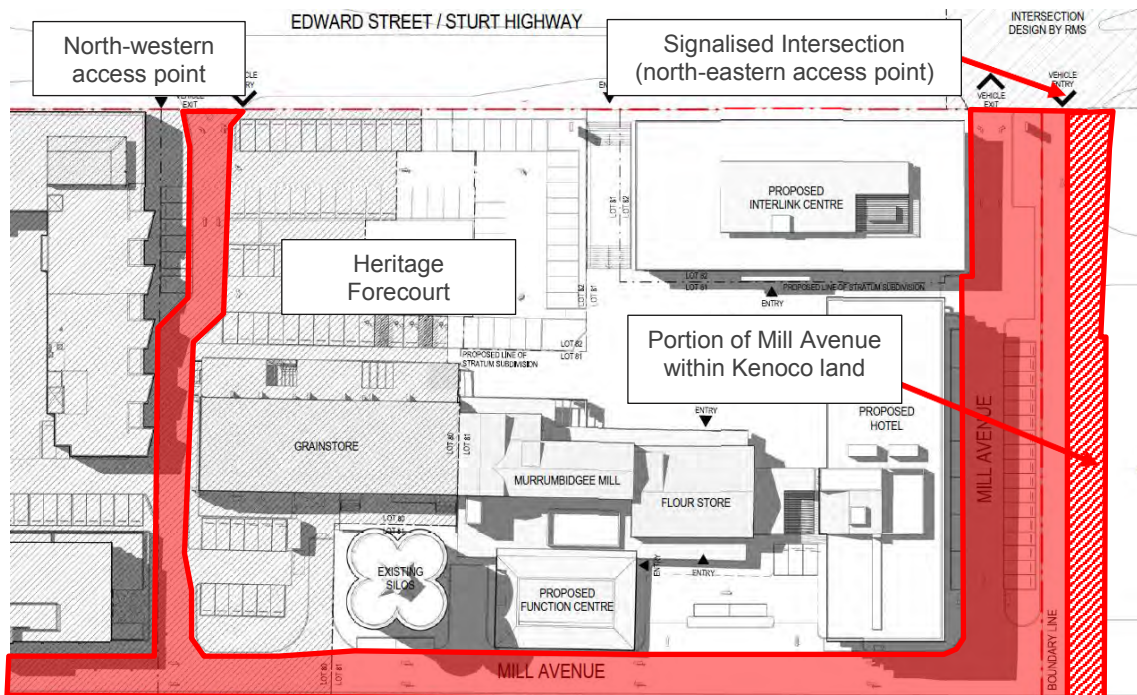
3.9. VEHICULAR ACCESS

The site will be accessed by the following:

- Primary access located at the north-eastern corner of the site via the proposed signalised intersection of Edward Street and Mill Avenue. The intersection will provide access to the site, and the Super-A-Mart development to the east. The intersection will be subject to detailed design by RMS.
- Mill Avenue loops around the eastern and southern (rear) boundary of the site from the signalised intersection. This internal road links Mill Avenue to the north-western access point, through the Heritage Forecourt.
- Mill Avenue (north-south link) forms an internal intersection with Mill Avenue (east-west link). The primary control at this intersection from the west approach will be to "give-way" to all traffic.
- Mill Avenue (east-west link) also extends to connect with Flinders Street on the western boundary of the Mill Precinct.

- The largest vehicle required to access the precinct is a 14.5 metre coach or garbage truck. These vehicles will travel along Mill Avenue from Flinders Street, to the Porte Cochere area outside the Hotel lobby and exit via the signalised intersection on Edward Street.

Figure 11 – Mill Avenue



Source: Become

3.10. STRATUM SUBDIVISION

- Subdivision to create 3 stratum lots, being:
 - Lot 80 – The Grainstore (includes two tenancies)
 - Lot 81 – The Mill Hotel
 - Lot 82 – Interlink Centre
- Reciprocal rights are provided for pedestrian and vehicular access across the entire site, and are detailed in the draft Section 88b (**Appendix N**). This includes an 'easement for parking' burdening and benefitting each lot to facilitate 'shared parking' within any car space on site as required and addressed in **Section 5.7.1** of this SEE.
- Stratum subdivision is proposed to enable the complex subdivision and ownership vertically and horizontally in space, whilst allowing shared use of infrastructure on site and within the structure of the buildings.
- In support of the stratum subdivision, A Building Management Statement (BMS) will be registered with the subdivision plan to inform the future owners and make reference to matters relating to the management of the building. In particular the BMS will address the following:
 - *The establishment and composition of the building management committee.*
 - *Functions of the committee.*
 - *Dispute resolution.*
 - *Damage policy.*
 - *Insurances.*
 - *Service and notices on the committee.*

- *Other matters will include:*
 - *Access.*
 - *Storage and collection of garbage.*
 - *Meetings of the committee.*
 - *Records and books of the committee.*
 - *Safety and Security measures.*
 - *Appointment of a management agent.*
 - *Unacceptable noise levels.*
 - *Control of activity committee.*
 - *Service contracts.*
 - *Architectural codes.*
- *The Building Management Statement also includes a schedule of “shared facilities”. These are facilities and services used all lots. Inclusion of a shared facility schedule allows for costs to be apportioned between the lots that are difficult to manage under the terms of easements. The full list of shared facilities forms part of the Building Management Statement. These include such items as; shared parking, driveways, shared sewer, water, fire servicing, storage of garbage, storm water, building insurances, security, commercial signage, management services and other building management items.*

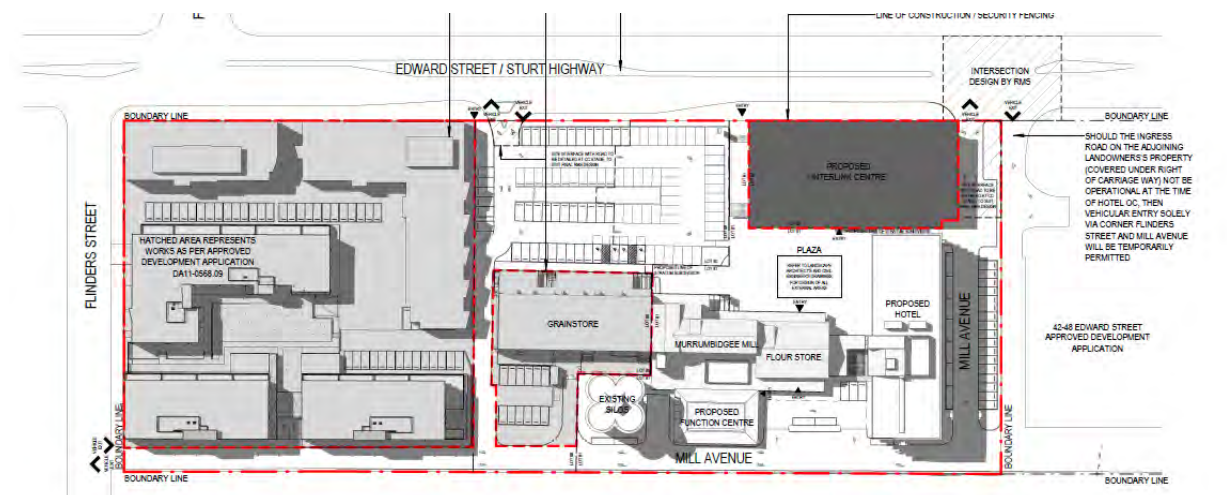
3.11. SETTLEMENT

The Settlement Plan in **Appendix O** details the location of existing, approved and proposed works across The Mill Precinct. Critical to the future construction, subdivision and operation of the precinct is for the staged settlement of the works. Settlement Plan 5 indicates the completion of the Hotel, associated car parking and the landscaped public plaza.

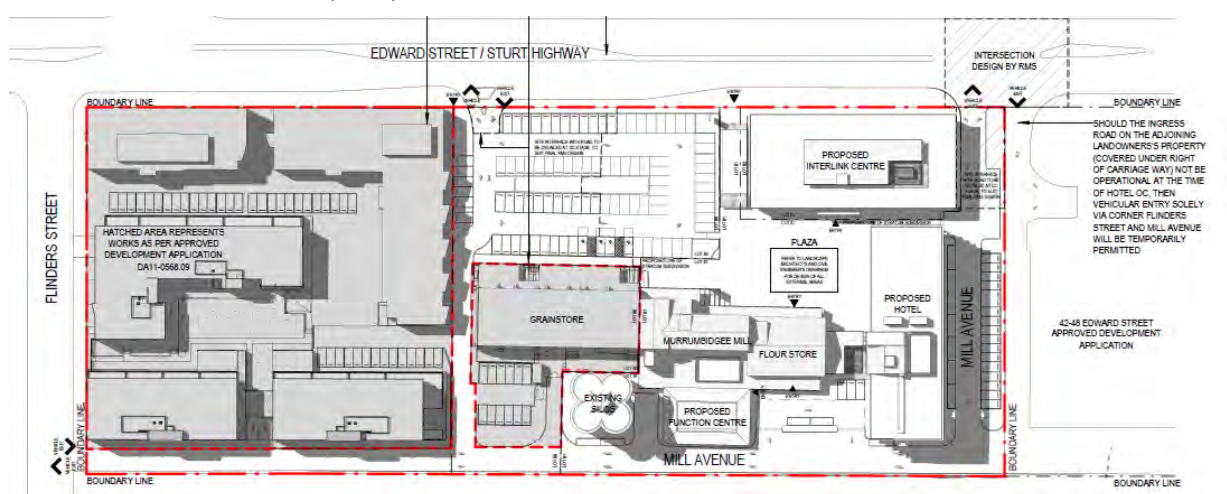
It is likely that Subdivision and Occupation Certificates for works shown in Settlement Plan 5 will be sought prior to the completion of construction of the Interlink centre (shown in Settlement Plan 6) to facilitate transfer of ownership and commence operation of the hotel as soon as possible.

This proposal seeks conditions of consent to facilitate the staged settlement of the site as indicated in **Appendix O**.

Figure 12 – Settlement Plan



Picture 9 – Settlement Plan 5 (Hotel)



Picture 10 – Settlement Plan 6 (Interlink Centre)

Source: Become

3.12. STORMWATER DRAINAGE

The proposed new stormwater infrastructure is designed to capture the 1-in-100-year event in the pipes, as detailed in the Civil Plans by SCP at **Appendix J**. The new stormwater pit located in Edward Street will be constructed to existing levels and in accordance with RMS and Council specifications.

The Stormwater Drainage Intent Report prepared by SCP provides advice on the Stormwater Civil Design for the site. Further details are provided in **Appendix J**.

3.13. SIGNAGE

Development consent is also sought for the erection of one (1) pylon sign on the Edward Street frontage as shown in Figure 13 below. The sign is proposed to be located at the pedestrian entry to the Mill Forecourt.

The pylon sign will service two separate uses, reflecting the final stratum subdivision of the site. The pylon signage located next to the Heritage Forecourt will serve Lot 80 and the Retail Stratum associated with the Grainstore.

The pylon sign is proposed to have two faces with seven (7) internally lit display areas for business identification signage content. The sign will have the following dimensions:

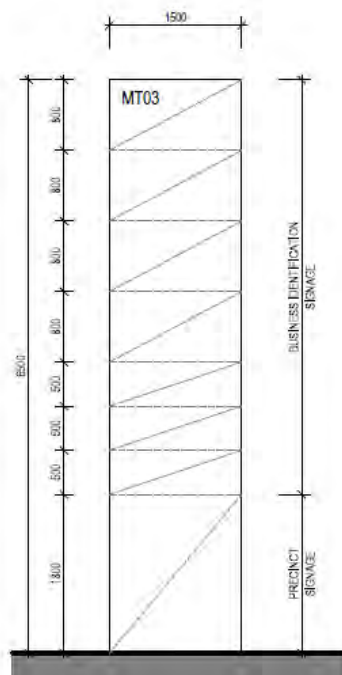
Table 4 – Signage Dimensions

<u>Pylon Structure</u>	
Height	6.5 metres
Width	1.5 metres
Advertising area (per face)	7.05 sqm
<u>Signage Face</u>	
Height	0.5 metres- 0.8 metres
Length	1.5 metres
Advertising area	1.2 sqm- 0.75 sqm

Figure 13 – Proposed Pylon Sign location



Picture 11 – Signage Location



THE MILL FORECOURT PYLON SIGN

NOTES:

1. APPEARANCE OF SIGNAGE TO MATCH ON BOTH SIDES OF PYLON.
2. PROPOSED SIGNAGE WILL BE INTERNALLY LIT. NO LED, FLASHING OR MOVING LIGHTING PROPOSED.

Pylon sign

Picture 12 – Signage Dimensions

4. PLANNING ASSESSMENT

This section provides an assessment of the proposal against matters for consideration under section 79(c)(a) of the EP&A Act, including the following plans and environmental planning instruments:

Strategic Planning Policy:

- Wagga Wagga Spatial Plan 2013-2043

Environmental Planning Instruments

- *State Environmental Planning Policy No.55 Remediation of Land*
- *State Environmental Planning Policy (Infrastructure) 2009*
- *State Environmental Planning Policy No.64 Advertising and Signage*
- *Wagga Wagga Local Environmental Plan 2010*

Draft Environmental Planning Instruments

- None applicable

Development Control Plans:

- Wagga Wagga Development Control Plan 2010
- Site Specific Masterplan

4.1. WAGGA WAGGA SPATIAL PLAN 2013-2043

The Wagga Wagga Spatial Plan 2013-2043 was released by Council in 2013 to provide a strategic vision for growth in the Wagga Wagga LGA. The vision establishes seven goals. The following goals are of relevance to the proposal:

- *We have opportunities and places for connection.*
- *We plan for resilient and sustainable built environments.*
- *Our community grows.*

The proposal is consistent with the goals and objectives of the plan, through its contribution as a significant mixed-use redevelopment in a highly accessible location in the Wagga Wagga Town Centre. The proposed commercial and retail uses will enhance the liveliness of the Town Centre through entertainment, food and drink, and accommodation uses, as well as revitalising the heritage buildings for the enjoyment of visitors and residents.

In addition to this, the proposal represents a significant investment in Wagga Wagga, which is anticipated to deliver spending linkages across co-located retail and commercial land uses and a number of construction and operational jobs.

4.2. STATE ENVIRONMENTAL PLANNING POLICY NO 55

Clause 7 of the *State Environmental Planning Policy No.55* requires the consent authority to consider the likelihood of land contamination, and the suitability of proposed uses on the land.

DA 11/0568 was supported by a detailed site investigation which assessed potential contamination of the site. A Site Audit Statement confirming remediation works have been completed in accordance with DA11/0568 and has been provided to Council. This relates to the site the subject of this proposal.

4.3. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2009

The aim of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) is to facilitate the effective delivery of infrastructure across NSW by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure such as classified roads and prescribes consultation requirements for certain development.

The proposal triggers various clauses of the ISEPP, which are identified and discussed in **Table 5** below.

It is noted that the proposal requires referral to RMS on various matters listed below, as well as approval under s138 of the *Roads Act 1993*.

Table 5 – ISEPP Considerations

Clause	Comment
85(1) Development immediately adjacent to rail corridors	
<p>This clause applies to development on land that is in or immediately adjacent to a rail corridor, if the development:</p> <ul style="list-style-type: none"> • is likely to have an adverse effect on rail safety, or • involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or • involves the use of a crane in air space above any rail corridor. 	<p>The rail corridor adjacent to the site is not used by electric trains.</p>
86(1) Excavation in, above or adjacent to rail corridors	
<p>This clause applies to development (other than development to which clause 88 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land:</p> <ul style="list-style-type: none"> • within or above a rail corridor, or • within 25m (measured horizontally) of a rail corridor, or • within 25m (measured horizontally) of the ground directly above an underground rail corridor. 	<p>Excavation will occur for the basement car-parking located under the new Mill Hotel building. However, it will not be within 25 metres of the rail corridor.</p>
101(2) Development with a frontage to classified road	
<p>The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:</p> <ul style="list-style-type: none"> • where practicable, vehicular access to the land is provided by a road other than the classified road, and • the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of: <ul style="list-style-type: none"> • the design of the vehicular access to the land, or • the emission of smoke or dust from the development, or • the nature, volume or frequency of vehicles using the classified road to gain access to the land, and • the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential 	<p>The proposal triggers clause 101 as amendments to access points and highway works to a classified road (Edward Street) are proposed.</p> <p>It is noted that an agreement (Appendix I) has been negotiated between the Applicant and adjoining landowner (Keneco) in support of the proposed access arrangements. Further detail on the operation and construction of this access is provided in Section 5.7 and the Traffic, Transport and Access Report included at Appendix E.</p>

Clause	Comment
traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	
<p>104(3) Traffic-generating development</p> <p>Before determining a development application for development to which this clause applies, the consent authority must:</p> <ul style="list-style-type: none"> • give written notice of the application to RMS within 7 days after the application is made, and • take into consideration: <ul style="list-style-type: none"> • any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, RMS advises that it will not be making a submission), and • the accessibility of the site concerned, including: <p>(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and</p> <p>(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and</p> • any potential traffic safety, road congestion or parking implications of the development. 	<p>Given the nature of uses proposed, and the development being located on and proposing access to a classified road (being Stuart Highway-Edward Street), it is categorised as a traffic generating development according to Schedule 3 of the ISEPP and therefore referral to the RMS is required under clause 104(3).</p> <p>We note that issues related to accessibility, traffic generation and traffic safety have been assessed in the Traffic Report provided at Appendix E, and summarised in Section 5.7.3 of this SEE.</p>

4.4. STATE ENVIRONMENTAL PLANNING POLICY NO. 64 ADVERTISING AND SIGNAGE

State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) aims to ensure advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.

SEPP 64 applies to the proposed development as the proposed signage will be visible to the surrounding road network.

Clause 8 and Clause 13 of SEPP 64 prevents development consent from being granted to signage unless the consent authority is satisfied that it is consistent with the objectives of the SEPP and has satisfied the assessment criteria specified in Schedule 1.

An assessment of the proposed signage against the SEPP 64 assessment criteria has been undertaken and summarised in Table 6 below. This assessment demonstrates that the proposed signage satisfies the relevant provisions of SEPP 64, including achieving the aims and objectives of the policy.

Table 6 – Schedule 1 Assessment Criteria

Assessment Criteria	Comment	Compliance
Clause 3- Aims and Objectives		
(a) to ensure that signage (including advertising): 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, and	The scale of the signage proposed is compatible with existing signage structures along the Edward Street commercial precinct and is consistent with the existing eastern pylon sign. The location of the pylon structure from the vehicle access points at Edward Street allows effective legibility of the site and the business offerings. The signage incorporates quality materials and finishes and provides a coherent and integrated colour theme consistent with the redevelopment.	✓
(b) to regulate signage (but not content) under Part 4 of the Act, and	Noted.	✓
(c) to provide time-limited consents for the display of certain advertisements, and	The signage is proposed for the life of the development; however, it is requested its detail can be amended based on business identification enhancements or tenancy changes, pending they remain in scale with that proposed by this DA.	✓
(d) to regulate the display of advertisements in transport corridors, and	The signage will be restricted to the location indicated on the plans provided in Appendix B .	✓
(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.	The proposed sign will be located at pedestrian and vehicle entry/exit points on Edward Street and appropriately identify the retail and commercial anchors.	✓
Schedule 1- Assessment Criteria		
<u>Character of the Area</u> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage is compatible with the existing and future character of the area for the following reasons: <ul style="list-style-type: none"> The scale and location of the structure is consistent with existing signage along Edward Street, and notably the existing pylon sign to be replaced on the eastern boundary. It is commensurate to the business identification signage required for the retail uses located within the Mill precinct. 	✓
<u>Special Areas</u> 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?	The site is not located in a special area. The signage will not detract from the amenity or visual quality of nearby residential land uses. The signage is of a scale and appearance that is compatible with the future built form and existing heritage Mill Building. The Mill Avenue sign will replace the existing directional signage panel that visually detracts from the streetscape.	✓

Assessment Criteria	Comment	Compliance
<u>Views and Vistas</u> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers?	<p>The pylon sign will not obscure the view of the heritage Mill Building from Edward Street as it has been sited and designed to ensure they sit below the existing roof line. The signs are also not of a bulk or scale that would impede any view from the street.</p> <p>The signage is of a scale and height consistent with existing signage on Edward Street, and the proposed buildings within the site.</p> <p>The signage will not adversely impact on views or vistas from other properties, nor will it impede the visibility of other existing signage.</p>	✓
<u>Streetscape, setting and landscape</u> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	<p>The proposed pylon sign are compatible with the scale of surrounding streetscape, setting and character of the retail and commercial land uses along Edward Street and the nearby Wagga Wagga Town Centre. The signage will therefore complement the existing signage in the wider retail precinct, with no adverse impacts on the streetscape.</p> <p>The proposal does not screen unsightliness and will not contribute to visual clutter as the signage panels are unified.</p> <p>The signage will not protrude above any structures or tree canopies.</p>	✓
<u>Site and building</u> 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? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both?	<p>The signage is appropriately sized and sited with consideration to the existing and proposed built form of the Mill site.</p> <p>The site contains a heritage item; however, the proposed signage will not visually detract from the Mill Building as it will not protrude above the building line and be appropriately softened by landscaping.</p> <p>The signage will utilise modern technology and be built with contemporary materials that are consistent with the current and future context of the site.</p>	✓
<u>Associated devices and logos with advertisements and advertising structures</u> 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?	<p>All lighting and required safety devices will be concealed within the signage structure.</p>	✓
<u>Illumination</u>	<p>The proposed signage will be internally lit and will comply with the relevant codes to ensure</p>	✓

Assessment Criteria	Comment	Compliance
<p>Would illumination result in unacceptable glare?</p> <p>Would illumination affect safety for pedestrians, vehicles or aircraft?</p> <p>Would illumination detract from the amenity of any residence or other form of accommodation?</p> <p>Can the intensity of the illumination be adjusted, if necessary?</p> <p>Is the illumination subject to a curfew?</p>	<p>there is no interference with driver or pedestrian sight lines.</p> <p>The intensity of the illumination can be adjusted, if necessary.</p> <p>The illumination is not subject to a curfew.</p>	
<p><u>Safety</u></p> <p>Would the proposal reduce the safety for any public road?</p> <p>Would the proposal reduce the safety for pedestrians or bicyclists?</p> <p>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</p>	<p>The proposed signage will not interfere with pedestrian or vehicular sight-lines as it will comply with all relevant Australian Standards and codes.</p> <p>The signage will not distract motorists as it won't resemble a traffic sign or contain a facsimile of a traffic sign.</p>	✓

4.5. WAGGA WAGGA LOCAL ENVIRONMENTAL PLAN 2010

Wagga Wagga Local Environmental Plan 2010 (the LEP) is the principal environmental planning instrument applying to the site. An assessment of the proposal against the relevant provisions of the LEP is provided in the subheadings below.

4.5.1. Zoning and Permissibility

The site is zoned B4 Mixed Use under the LEP (refer **Figure 14**). The proposed land uses of hotel accommodation, function facilities, food and drink premises, retail premises and commercial premises are permissible with consent in the B4 zone.

The objectives of the B4 Mixed Use zone are:

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

The proposed development is consistent with the above objectives as it will provide a diverse mix of compatible commercial, accommodation, retail and entertainment uses. These uses are suitable to the site's highly accessible location proximate to Wagga Wagga Railway Station, Baylis Street commercial precinct and a 15-minute car or shuttle bus trip to Wagga Wagga Airport as well as the residential precinct currently under construction in the western portion of the site.

Figure 14 – Zoning Map



4.5.2. Clause 4.3: Height of Buildings

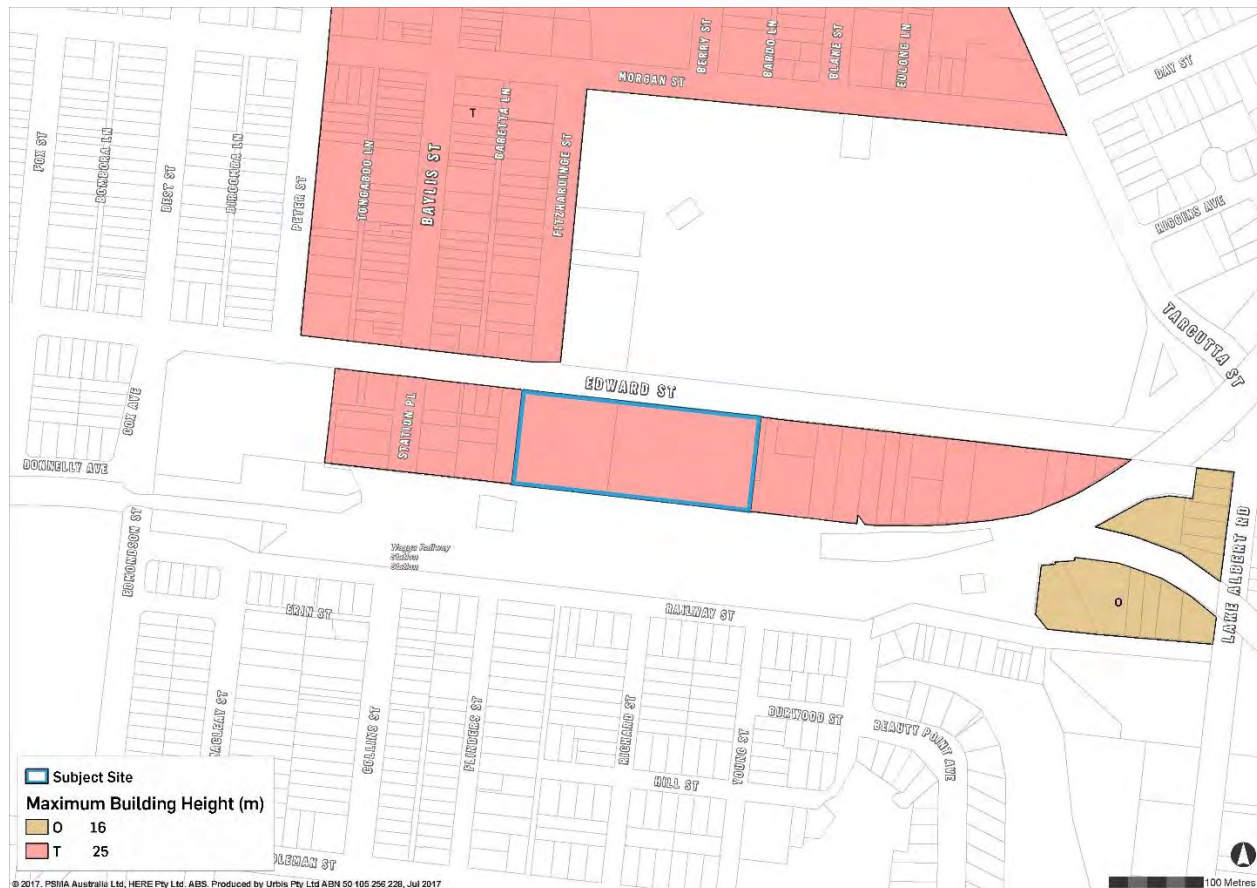
The maximum permissible height of buildings across the site is 25 metres. The proposal seeks a variance to the permissible height in the following two locations:

- The existing silo structures; and
- The Mill Hotel building.

An assessment of the proposed variations has been undertaken in accordance with the requirements of clause 4.6 'Exceptions to development standards' of the WWLEP 2010 and is addressed in **Appendix K**.

It is considered that the proposed exceptions to the height of building development standard has no impact and strict compliance is unreasonable and unnecessary.

Figure 15 –WWLEP 2010 Height of Buildings Map



4.5.3. Clause 4.4: Floor Space Ratio

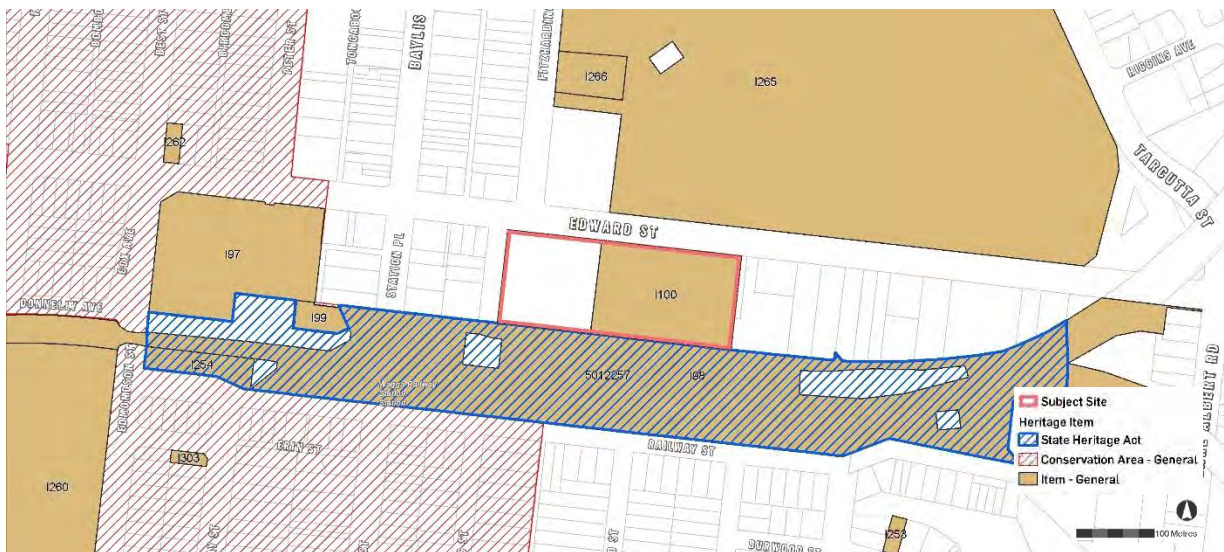
The maximum floor space ratio (FSR) across the site is 4:1. The proposed development has a gross floor area (GFA) of 10,692sqm, which results in a FSR of 0.69:1 across the site.

Accordingly, the proposal complies with the prescribed floor space ratio development standard.

4.5.4. Clause 5.10: Heritage Conservation

The site contains, and is located in the vicinity of, heritage items listed under the LEP and the NSW Heritage Register. It is also bounded by a conservation area to the south-west. A list of relevant heritage items is provided below.

Figure 16 – Heritage Map



A detailed consideration of the potential heritage impact of the proposal is provided in **Section 0** below, and supported by the Heritage Impact Statement (HIS) included at **Appendix F**.

Table 7 – Heritage items

No.	Item Name	Address	Lot/DP	Significance
The Subject Site				
I100	Murrumbidgee Milling Company Flour Mill (former) and Outbuildings.	50-82 Edward Street, Wagga Wagga	Lot 1 DP605764 & Lot 1 DP229064	Local
In the Vicinity				
N/A	Wagga Wagga Conservation Area	Fitzmaurice St Commercial Precinct & residential precincts to the west and south	N/A	Local
I99	Stationmaster's Residence (former)	14 Station Place, Wagga Wagga	Lot 14 DP1043109	Local
I98	Railway Station and Yard Group	20 Station Place, Wagga Wagga	Lot 1 DP1041553	State
I265	Robertson Oval Gates and Ticket Boxes	2 Morgan Street, Wagga Wagga	Lot 7069 DP1043666	Local
I266	Croquet Club	25 Fitzhardinge Street, Wagga Wagga	Lot 333 DP1012174	Local

In accordance with the provisions of cl5.10 of the LEP, a Heritage Impact Statement (HIS) has been prepared and is included at **Appendix F**.

4.5.5. Clause 7.2- Flood Planning

The Applicant has consulted Council regarding flood planning issues relevant to the site. A summary of the advice received from Council, and supported by SCP Consultation Pty Ltd is discussed in **Section 0** and included in **Appendix J**.

The risk of flooding on the site in a 1 in 100-year flood event is low, particularly given the planned raising of the levies adjacent to the Murrumbidgee River. Notwithstanding, the proposal includes appropriate measures to further minimise the risk of flooding. Further discussion of these measures is provided in **Section 0** of this report.

4.6. WAGGA WAGGA DEVELOPMENT CONTROL PLAN 2010

The Wagga Wagga Development Control Plan 2010 (WWDCP 2010) applies to the site. The WWDCP 2010 contains provisions relating to car-parking, landscaping, site design, heritage conservation and development in mixed use areas which are applicable to the site. **Table 8** provides an assessment of the proposal against the relevant controls of the WWDCP 2010.

Table 8 – WWDCP 2010 Compliance Table

Provision	Proposal	Compliance
<u>Section 2: Controls Applying to All Development</u>		
<u>2.2 Vehicle access and movements</u>		
<ul style="list-style-type: none"> Access should be from an alternative secondary frontage or other non-arterial road where possible. A Traffic Impact Study may be required where adverse local traffic impacts may result from the development. Vehicles are to enter and leave in a forward direction unless it can be demonstrated that site conditions prevent it. Provide adequate areas for loading and unloading of goods on site. The loading space and facilities are to be appropriate to the scale of development. Access driveways are to be located in accordance with current Australian Standards. Adequate sight lines must be provided for driveways. 	<p>There will be two access points to the site from the most eastern and western edges of the frontage to Edward Street.</p> <p>The western access point is approved under DA11/0568 and no change is proposed.</p> <p>Access at the east of the site is proposed to be via a signalised intersection allowing entry and exit from 'Mill Avenue' which will run to parallel to the east of the site. The arrangements of this access has been agreed upon between the Applicant and the adjoining landowners Keneco. A copy of this agreement is provided at Appendix I.</p> <p>The Traffic, Access and Parking Report attached at Appendix E demonstrates compliance with vehicle access and manoeuvring requirements.</p>	✓
<u>2.2 Off-street parking</u>		
<ul style="list-style-type: none"> For mixed use developments, the parking required is the total of the requirements of requirements for each 	The proposal provides 237 off-street car-parking.	<i>Proposed parking rate justified by the</i>

Provision	Proposal	Compliance
<p>use. Variations can be considered where it can be demonstrated that the peak demand for each land use component is staggered or that the development as a whole generates less parking than separable parts.</p> <ul style="list-style-type: none"> ○ In the case of redevelopment or change of use, the parking requirements are to be calculated by: ○ Determining the parking requirement of the current or previous use in accordance with the table, then ○ Determining the parking requirement for the new use, then ○ Subtracting the existing requirement from the requirement of the proposed use to determine the number of spaces required. ● Provide trees within the parking area at a rate of 1 tree per 5 spaces in a row. Each tree to have a minimum width of 1.5m and area of 3.5sqm. 	<p>This figure has been calculated with regard to variation in the specific requirements and peak demands of the land uses proposed.</p> <p>A justification of the car-parking rate in accordance with this provision is provided in Section 5.7 and further supported by the Traffic, Transport and Access Report provided in Appendix E.</p> <p>The proposal seeks a variation from the rate of 1 tree per 5 car spaces in a row. Meeting this requirement would have a detrimental effect in reducing the number of car spaces provided to service below the parking demand on site. The proposed Chinese Elm trees located in the car park are significantly larger than the minimum tree size requirements.</p>	<p><i>Traffic, Transport and Access Report (Appendix E)</i></p> <p><i>Non-compliance justified due to impact on parking capacity.</i></p>
2.3 Landscaping		
<ul style="list-style-type: none"> ● A landscape plan is required for commercial and industrial developments. ● Provide landscaping in the front and side setback areas, and on other parts of the site to improve the streetscape, soften the appearance of buildings and paved areas and to provide visual screening. 	<p>A Landscape Plan is included at Appendix G. As detailed in the plan, all setbacks and public spaces have been suitably landscaped to add to the streetscape, and provide a transition between the heritage and new buildings.</p>	<p>✓</p>
2.4 Signage- Poles and Pylon Signs		
General Controls for Signage		
<ul style="list-style-type: none"> ● All signage structures must relate directly to the lawful approved or exempt land use being conducted on the land to which the signage or structure is to be displayed. 	<p>The pylon structures will display business identification signage that relates to commercial land uses that have been approved under DA11/0568, and proposed as part of this DA.</p>	<p>✓</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> Any sign or structure should reflect the architectural style of the building. 	The signage incorporates quality materials and finishes and provides a coherent and integrated colour theme consistent with the redevelopment.	✓
<ul style="list-style-type: none"> Signs should not obscure decorative forms or moulding and should observe a reasonable separation distance from the lines of windows, doors, parapets, piers and the like. 	The signage has been sited and designed to be compatible with the proposed and existing built form, including windows, doors and parapets.	✓
<ul style="list-style-type: none"> Signs should be of a size and proportion which complement the scale of the existing building as well as surrounding buildings and signs. Signs should not significantly affect the presentation of the existing façade of the building. 	<p>The pylon signs will not obscure the view of the heritage Mill Building from Edward Street as they have been sited and designed to ensure they sit below the existing roof line. The signs are also not of a bulk or scale that would impede any view from the street.</p> <p>The signage is of a scale and height consistent with existing signage on Edward Street, and the proposed buildings within the site.</p>	✓
<ul style="list-style-type: none"> The scale of lettering should also be proportioned to the area of the signage panel to which it will be applied 	The scale of lettering will be proportioned to the area of the signage panel.	✓
<ul style="list-style-type: none"> Must be securely fixed and maintained in a structurally adequate and safe manner. 	The signage structures and panels will be securely installed.	✓
<ul style="list-style-type: none"> The colour used in the design of a sign or structure should complement the colour finish of the building to which it will relate. 	The signage structures will be consistent with the design and colour scheme of the proposed and existing built form.	✓
<ul style="list-style-type: none"> Corporate colours should be limited to the signage or. 	Noted.	✓
<ul style="list-style-type: none"> The illumination of signage and structures by low set floodlighting is preferred, rather than the use of neon or boxed fluorescent lighting on buildings. 	The signage will be internally illuminated and will comply with all relevant Australian Standards and codes.	✓
<ul style="list-style-type: none"> The rationalisation of signage will be generally required where there is existing signage through the use of common directory pylon signs for multi-occupancy developments and by limiting the number of signs that may be erected on any one building or site. 	<p>Refer to Pole or Pylon Signage section below.</p> <p>There is no existing signage at the street frontage. The proposed pylon sign fronting Edward Street is strategically placed to provide wayfinding and identification of</p>	✓

Provision	Proposal	Compliance
	commercial tenancies within the site from Edward Street.	
<ul style="list-style-type: none"> A sign or structure must not endanger public safety or cause nuisance or a hazard by reason of its location, construction or design by either: <ul style="list-style-type: none"> (a) Emitting excessive glare or reflection from internal or external illumination or surface materials; (b) Obscuring the view of motorists or pedestrians; (c) Screening potentially hazardous road features; (d) Signage containing designs or messages which may either confuse or distract motorists. 	<p>The proposed signage will not interfere with pedestrian or vehicular sight-lines as it will comply with all relevant Australian Standards and codes.</p> <p>The signage will not distract motorists as it won't resemble a traffic sign or contain a facsimile of a traffic sign.</p>	✓
Pole or Pylon Signage		
<ul style="list-style-type: none"> Maximum of one (1) pole or pylon sign per street frontage 	<p>It is proposed to erect one (1) pylon sign on the Edward Street frontage. Refer to Section 3.12 of this SEE for further details.</p> <p>In addition, minimal signage will be placed on the façade of the heritage buildings. Therefore, the pylon signage will provide the main identification of businesses on site and wayfinding for visitors.</p>	✓
<ul style="list-style-type: none"> Minimum clearance of 2.6 metres is required from the underside of the pole or pylon sign at ground level, except where the sign structure is a monolith style accommodating a panel that reaches to or close to the ground 	The proposed pylon signage is a single solid structure to the ground.	✓
<ul style="list-style-type: none"> Maximum panel area per sign (whether all used for advertising content or not) for a pole or pylon sign upon a site located within a business zone is 8sqm or 10sqm for a monolith style sign. 	The pylon sign will have 7.05sqm of panel area.	✓
<ul style="list-style-type: none"> Maximum height for a pole or pylon sign upon a site located within a business zone is 8 metres above ground level, provided the height of the sign does not protrude above the dominant skyline 	The pylon sign is proposed to be 6.5 metres in height.	✓

Provision	Proposal	Compliance
<u>Section 3: Heritage Conservation</u>		
3.2.1 Alterations and additions to heritage items		
<ul style="list-style-type: none"> Avoid changes to front elevations- locate new work to the rear of, or behind the original building section. Design new work to respect the scale, form, massing and style of the existing building, and not visually dominate the original building. The original roof line or characteristic roof elements are to remain identifiable and not be dwarfed by the new works. New materials are to be compatible with existing finishes. 	<p>New openings are proposed predominantly at ground floor on the north façade of the heritage buildings to facilitate the adaptive reuse. The proposed changes are generally consistent with the conservation policies and impact on heritage values are minor. Other elements will be restored and made good.</p> <p>Modern structures are either located at the rear of the site, or separated from the heritage buildings.</p> <p>The original roof line and the silos will remain consistent with existing.</p>	✓
3.2.2 Materials, finishes and colours		
<ul style="list-style-type: none"> Select materials to be compatible, but not necessarily matching the materials of the building. The materials should be complementary. Colour schemes are to reflect the period and detail of the property. Painting or rendering face brick is not generally supported. 	<p>The proposed materials and finishes are considered sympathetic of the industrial heritage fabric of the existing buildings.</p>	✓
3.2.3 Adaptive reuse of heritage items		
<ul style="list-style-type: none"> The adaptive reuse of a heritage item should minimise alterations or interference with significant fabric. The changes are to enable the continued interpretation of the original use. Ensure that new services are sympathetically installed especially where upgrading is required to satisfy fire or BCA requirements. 	<p>The Heritage Impact Statement provided at Appendix F identifies the proposed changes to adaptively reuse the former mill buildings does require a reasonable level of change and potential concealment of some of the structure, but is considered reasonable to achieve a viable use.</p>	✓
3.2.4 Development in the vicinity of a heritage item		
<ul style="list-style-type: none"> Alterations and additions to the buildings and structure, and new development are to be designed to respect and compliment the heritage item in terms of building envelope, 	<p>The proposed new Hotel and Interlink Centre are separated from the heritage buildings to minimise impact. The design and massing of these new buildings will</p>	✓

Provision	Proposal	Compliance
<p>proportions, materials, colours, finishes and building street alignment.</p> <ul style="list-style-type: none"> Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: <ul style="list-style-type: none"> Providing an adequate area around the heritage item to allow its interpretation. Retaining original or significant landscaping associated with the heritage item. Protecting and allowing the interpretation of archaeological features associated with the heritage item. Retaining and respecting significant views to and from the heritage item. 	<p>have minimal impact on the heritage values of the Mill.</p>	
10.2 Mixed use development		
<ul style="list-style-type: none"> All developments on sites and consolidated sites larger than 1 hectare within the B4 zone are required to be in accordance with an urban design based on masterplan approved by Council. Controls C2 to C9 will not apply in such instances. 	<p>A site-specific masterplan for the site was adopted by Council at its meeting on 29 August 2011. The proposal is consistent with the overarching design objectives of the masterplan.</p>	✓
<u>Section 12: Specific Uses and Developments</u>		
12.9 Tourist and Visitor Accommodation		
<ul style="list-style-type: none"> Buildings within tourist and visitor accommodation development (including ancillary facilities such as restaurants, conference, recreation, educational facilities or other similar development) must be designed, positioned, and set back from property boundaries in a manner that is consistent with other development in the locality, in order to maintain the character and visual amenity of the area. Integrate access, landscaping and services in the site layout, avoiding underutilised spaces. 	<p>The Mill Hotel is set back approximately 33 metres from the front boundary and 8 metres from the rear boundary. Restaurant and lobby spaces have been designed to front the forecourt and back of house facilities are located to the rear of the building, fronting Mill Avenue. As such, the ground floor spaces have been suitably designed to ensure character of the forecourt and heritage Mill building align.</p> <p>Access to the Mill Hotel and heritage building is from a Porte-cochere at the rear and also from the Mill Forecourt. The Forecourt is suitably landscaped and</p>	✓

Provision	Proposal	Compliance
	designed to be sympathetic to the heritage significance of the Mill building.	
Hotel and motel accommodation		
<ul style="list-style-type: none"> The design consideration of proposed buildings is to maintain the level of privacy enjoyed by adjoining properties. The outlook to public and communal spaces should be maximised whilst maintaining internal privacy within the site. The design is to avoid dark and non-visible areas, provide clear, safe access points and provide suitable open spaces to cater for recreational uses. Appropriate lighting for the location is to be installed and there is to be clear definition between public and private spaces. Occupants within the proposed development and on adjoining sites are to enjoy optimum extent of winter sun and summer shade. Development overshadowing adjoining properties should permit a minimum of 3 hours un-interrupted solar access within the living areas of the affected property. Landscaping must ensure that landscape design builds on the natural features of the location to result in greater aesthetic quality and amenity for both occupants and the community. 	<p>The hotel is located to the rear of the site, and is suitably separated from residential land uses to the west and commercial land uses to the east.</p> <p>Balconies are provided on the western wing of the new hotel building, and rooms in the heritage building are orientated to the north to maximise outlooks to the forecourt. Hotel rooms in the new hotel building have been orientated to maximise solar access available from the east and west.</p> <p>The shadow diagrams provided at Appendix B demonstrate that between the hours of 12pm- 3pm on 21 June, no shadow is cast on the adjacent residential development at 1 Flinders Street.</p> <p>The Landscaping Drawings (Appendix G) and Architectural Drawings (Appendix B) provide further detail of the high level of design, amenity and quality public domain that is achieved by the proposal.</p>	✓
<u>Section 4: Environmental Hazards and Management</u>		
<p>Development in the Central Wagga precinct (being the area protected by levees) is to comply with the following provisions:</p> <p>Low impact commercial, industrial and high impact commercial development & other development:</p>	<p>The proponent has received advice from City of Wagga Wagga Council regarding flooding issues in the area and design of basement car parks, and is summarised in the Stormwater Design Intent Report in Appendix J.</p>	✓

Provision	Proposal	Compliance
<ul style="list-style-type: none"> Minimum floor height 225mm above ground level within the building footprint. Consider local drainage and ponding of stormwater within the levee 	<p>Suitable stormwater management has been provided on the site in accordance with Council's requirements.</p>	

4.7. SITE SPECIFIC MASTERPLAN

As a requirement for sites over 1 ha in size, the Wagga Wagga Development Control Plan 2010 (DCP) called for the preparation of a Masterplan to guide development for the site. This plan was prepared by KannFinch and RPS and was adopted by Council at its meeting of 29 August 2011.

The masterplan responded to the following key recommendations made by Council:

- A controlled vehicle entry shall be provided off Edward Street;
- Pedestrian permeability shall be provided across the whole-precinct;
- The integrity of the Mill building must be maintained and a consideration of the location, design interpretation and scaling of the new building components demonstrated; and
- The Forecourt of the Mill Building shall be an active, pedestrian friendly space.

Figure 17 – Original Site Specific Masterplan



Figure 18 – Photomontage of the original masterplan



Source: Kannfinch

The proposal has been sited and designed with consideration of the above recommendations, and it is considered that the development will still deliver a high-quality mixed-use precinct in Wagga Wagga Town Centre.

Whilst the supermarket and parking at the rear of the site in the original masterplan have been replaced by the new Hotel building, the position of the proposed commercial centre fronting Edward Street remains generally consistent with the Masterplan. In addition, the removal of the supermarket and carpark structure has allowed the Flour Store to be 'reclaimed' as a significant element of the site.

Combined with the retention of the heritage forecourt and the introduction of the Mill Plaza, this design change has reinforced the focus on the adaptive re-use of the heritage of the site and allowed the full grouping of heritage buildings to be viewed from the street as one continuous item. As such, this proposal is considered a far superior outcome to the existing approval for the Mill Precinct.

5. IMPACT ASSESSMENT- SECTION 79(1)(B)

The following sections provide an assessment of the proposal against the relevant heads of consideration under section 79C(1)(b) of the EP&A Act.

5.1. CONTAMINATION AND REMEDIATION

The original DA was supported by a detailed site investigation which assessed potential contamination of the site. Suitable conditions were applied to consent DA11/0568 to ensure the site is remediated prior to the release of construction certificates. A Site Audit Statement confirming remediation works have been completed in accordance with DA11/0568 and has been provided to Council. Therefore, the site is suitable for redevelopment.

5.2. BUILT FORM

The built form, height and scale of the proposed development has been developed through a consideration of the site's surrounding context, topography and environmental characteristics.

The proposed development consists of three buildings which provide commercial, retail and tourist and visitor accommodation land uses. The buildings are identified as the Heritage Mill building, Mill Hotel building and Interlink Commercial Centre and range from two to six storeys in height.

The heritage Mill building and Mill Hotel building share a lobby at ground floor, as well as general back-of-house facilities ancillary to the operation of the hotel, restaurant and function facilities shared across both buildings. The heritage Mill building is five storeys and located centrally within the commercial precinct, giving it visual prominence from Edward Street and the proposed forecourt. The proposed restaurant, function centre and new lobby spaces are located on the ground floor at the rear of the site to retain the façade and character of the heritage buildings.

Figure 19 – Proposed Development – Northern Elevation



The Interlink Centre and new Mill Hotel have been designed with complimentary materials and an appropriate bulk and scale to respect the heritage building, ensuring that the heritage buildings remains the core feature of the commercial precinct. The new Mill Hotel building is located adjacent to the heritage Mill building to the east, and is 6 storeys with mechanical plant room facilities on the rooftop. Given the levelling of the site and configuration of land uses, the new Mill Hotel building is softened from the Edward Street frontage by the Interlink Centre to the north, and the prominence of the heritage Mill building. The building also provides unimpeded views and solar access from all aspects.

The Interlink Centre is two storeys and is located on the north-eastern boundary of the site with a frontage to Edward Street. The centre also provides a rooftop terrace area with barbeque facilities and lift access for the use of tenants. The rooftop terrace is setback from the parapet of the building to minimise visual impact from the street. The external finish of the centre has been designed to include cladding and other external finishes that are consistent with the character of residential development on the site to the west, as well as heritage buildings.

Across the two new buildings, a range of different materials and aesthetics have been applied to provide further visual interest and to break up the bulk and scale. This has been considered in a 'whole-of-precinct' outcome, to ensure that buildings across the site complement each other, and the existing heritage component.

5.3. WASTE MANAGEMENT

Waste management plans are provided at **Appendix C**. The plans determine the anticipated waste sources as general waste, paper/carboard, commingle and grease, and proposed the following practices:

- Trucks will enter the site via Flinders Street to the west and exit via Mill Avenue to the east at the Edward Street entrance;
- Bins will include metal front lift bins, plastic rear lift bins and plastic side lift bins; and
- Each building and land use will have bins collected at different times of the week to ensure truck movements are dispersed across the site.

The quantum of bins provided are in accordance with Council's waste generation rates with detailed included at **Appendix C**.

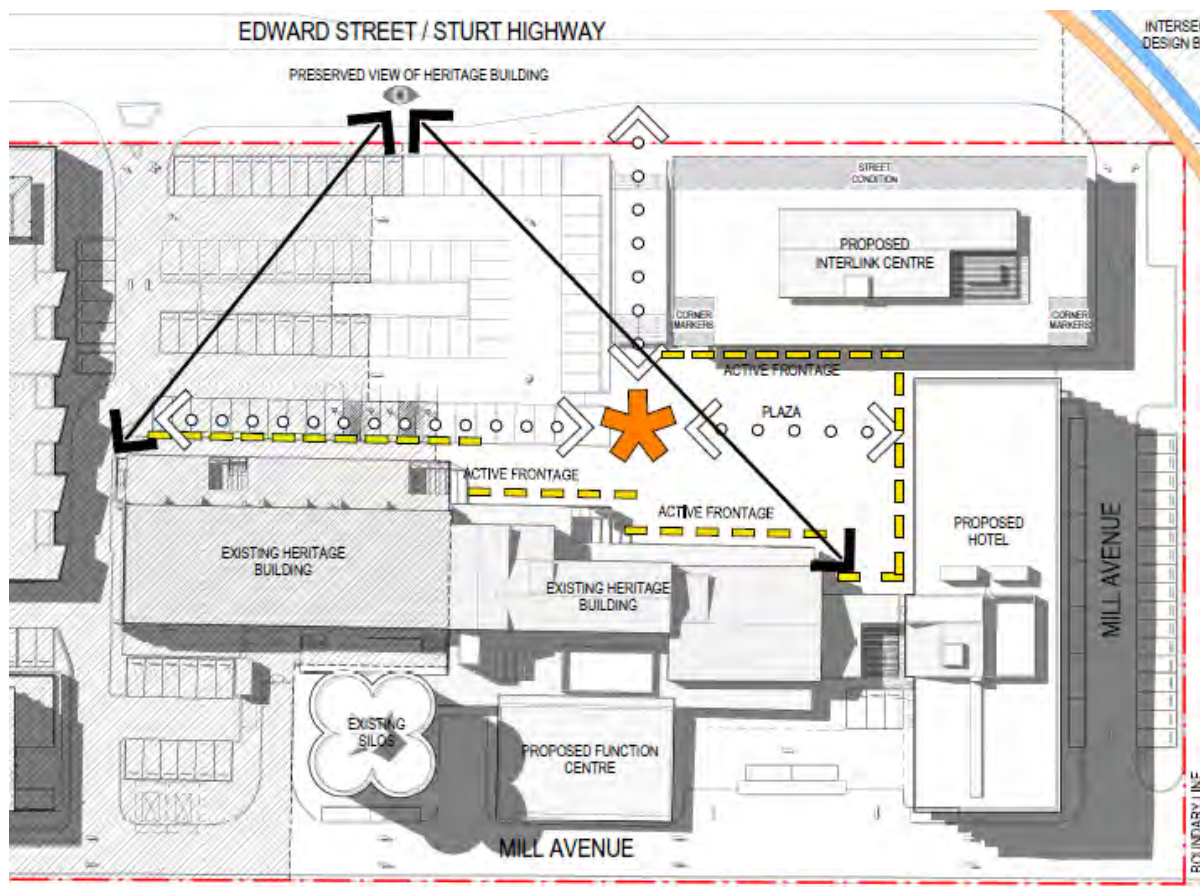
5.4. AMENITY

5.4.1. Views and Visual Impact

Figure 19 illustrates how the view of the heritage buildings is not only preserved from Edward Street, but is significantly improved in comparison to the approved layout. Due to the removal of the supermarket, and the introduction of the Mill Plaza, views penetrate further into the site and allow the heritage buildings to be observed as one continuous structure.

The proposed buildings will not impact on any view corridors or obstruct any existing significant views from adjoining properties.

Figure 20 – View Analysis



Source: Become

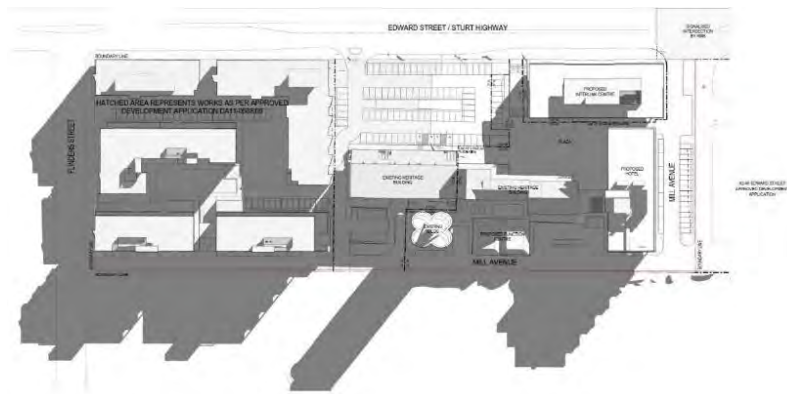
5.4.2. Overshadowing

The shadows cast by the proposed development have been analysed and are illustrated in **Figure 21** below. The diagrams demonstrate the following:

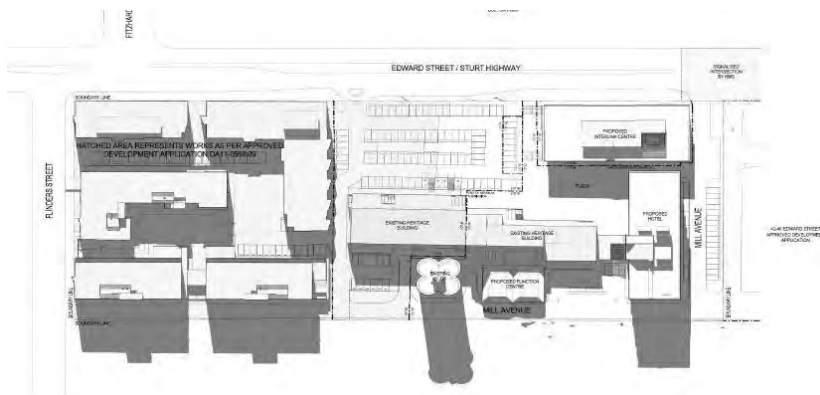
- A shadow from the heritage Mill building is cast over 1 Flinders Street at 9am, however during this time the buildings sit within their own shadow;
- From 12pm-3pm on 21 June, the forecourt receives solar access with some negligible shadowing on the north-western corner; and
- From 12pm-3pm the development principally casts a shadow over the railway reservation to the south and commercial building to the east.

As demonstrated above, the proposed development will not result in any unreasonable overshadowing over neighbouring properties or the public domain.

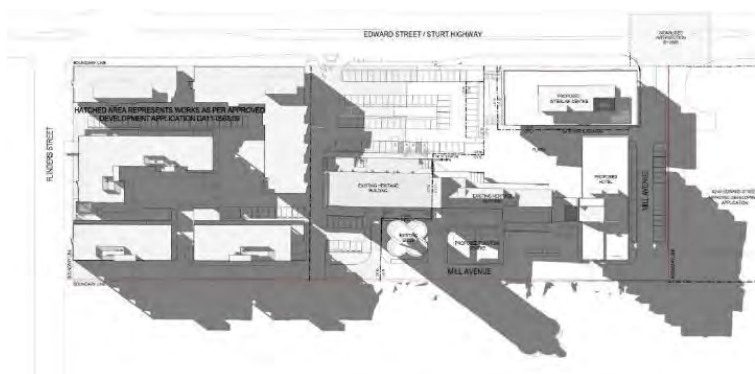
Figure 21 – Shadow Diagrams



Picture 13 – 9am on 21 June



Picture 14 – 12pm on 21 June



Picture 15 – 3pm on 21 June

5.5. HERITAGE

As discussed in **Section 2.3.1**, the site contains a heritage item and is in the vicinity of several heritage items listed under WLEP. Mixed-use redevelopment of the site and adaptive re-use of the heritage Mill buildings has been comprehensively assessed under DA11/0568 and subsequent section 96 modifications. This includes the preparation of *Wagga Wagga, The Mill Redevelopment Heritage Assessment of the former Murrumbidgee Cooperative Pty Ltd Flour Mill* (Heritage Assessment) issued 3 February 2005. Section 6 of the Heritage Assessment report provides conservation policies and strategies to guide the ongoing protective care of places or items of significance in accordance with clause 5.10 (5) of WLEP, requiring a heritage management document.

A Heritage Impact Statement (HIS) to assess the proposed development and key changes to the Flour Mill and Flour Store buildings listed in **Section 3.6**, has been prepared by Eric Martin & Associates and is included in **Appendix F**. The HIS considers the findings from past heritage assessments related to the site, and the policies and strategies identified in the Heritage Assessment.

Clause 5.10 (4) of WLEP requires consideration of “*the proposed development on the heritage significance of the item or area concerned*”. The Heritage Assessment identifies the Flour Mill building (Mill central section) to be of considerable significance and the policies aim to conserve original fabric in these sections as much as is feasible.

The HIS identifies that the works required to adaptively reuse the former Mill buildings will require a reasonable level of change and concealment of some of the structure and elements as identified in **Section 3.6**, but major items such as columns and beams will be retained and remain exposed. The proposal will also retain and incorporate three hoppers within the Flour Mill, and conservation of the external building facades.

Whilst the HIS identifies that the proposed changes and works to the heritage structures will have minor impact, it concluded that the impacts will be reasonable and justified to achieve a viable use for the future revival and operation of the Mill buildings. The HIS identifies the changes are generally consistent with the policies and strategies of the CMP, including conserving as much of the original fabric as is feasible.

In considering the objectives of clause 5.10 (1) of WLEP, the proposal achieves “*conservation of the heritage significance of heritage items, including associated fabric, settings and views*” in the following manner:

- The retention and interpretation of three hoppers in the restaurant, and the retention of significant internal columns and beams is a positive outcome for preserving the heritage fabric of the Mill buildings.
- Works including the removal of a small additional room on the north elevation is a positive improvement to retaining the heritage character of the building, as it removes an intrusive addition inconsistent with the overall character of the heritage item. The facades of the Mill buildings will also be restored.
- The retention of the Silos is positive as they are a significant landmark contributing to the setting in Wagga Wagga, and a feature identifying the historical function of the site.
- The revised design of the site to remove the supermarket and parking approved in DA 11/0568, and separate the new Hotel and Interlink Centre away from the heritage Mill buildings also improves view angles of, and into the site.

The proposed works will facilitate a positive adaptive reuse of the Mill buildings and will provide a significantly improved outcome in respect to preserving the heritage significance of the Mill Precinct, in comparison to the works approved under DA 11/0568.

5.6. STORMWATER DRAINAGE

SCP has received advice from City of Wagga Wagga Council regarding flooding issues in the area and design of basement carparks. SCP provide the following summary of this advice in the Stormwater Drainage Intent Report (**Appendix J**):

- *The basement will not be impacted by the 1-in-20-year event;*
- *Until the levies are raised in the Murrumbidgee River, the basement will be inundated by a 1-in-100-year river flood level of 181.52 (basement carparks have been permitted elsewhere within the CBD area);*
- *After the levies are raised, the site will not be inundated by a riverine 1-in-100-year flood; and*
- *Council does not require the developer to prevent inundation from a 1-in-100-year flood.*
- *The site is affected by overland flow of up to 0.5 metres in the 1 in 100-year event to the following extent:*
 - *Edward Street to the north;*
 - *The channel south of the site;*
 - *Land adjacent to the south-west corner of the site; and*
 - *No overland flow crossing the site.*

It is noted that Council does not require developments to prevent inundation from a 1 in 100-year flood event. Notwithstanding, the following measures to minimise flooding risk are proposed:

- *The existing boundary levels to the south of the site will be maintained by construction of a retaining wall to prevent overland flow from the southern channel.*
- *The stormwater drainage on site is designed to capture 1 in 100-year flow rates.*
- *All subsoil and basement carpark surface wash down drains will be fitted with reflux valves to prevent backflow during a flood event.*
- *A pump out pit will be constructed in the basement to pump out any floodwater.*
- *All building floor levels have a minimum 225m freeboard above the flood level.*

The planned raising of the levies, combined with the above measures will substantially minimise the risk of flooding to the site.

5.7. ACCESS AND PARKING

A Traffic, Access and Parking Report has been prepared by ASON Traffic Engineers and is included at **Appendix E**. The assessment examines the existing traffic, parking and transport conditions, undertakes an operational traffic assessment, as well as an assessment of various aspects of the amended proposal including the access, parking and loading arrangements.

5.7.1. Parking Provision

A maximum of 237 car parking spaces are proposed to be accommodated on the site. In accordance with the provisions of the WWDCP 2010, the proposed car-parking rate has been calculated with regard to the specific requirements and peak trip generation of each land use.

Given the mix of uses on the site, it is anticipated that car-parking demand for each land use will be generated at varied times across the day. As demonstrated by Figure 22, the key peak parking demands are anticipated to be:

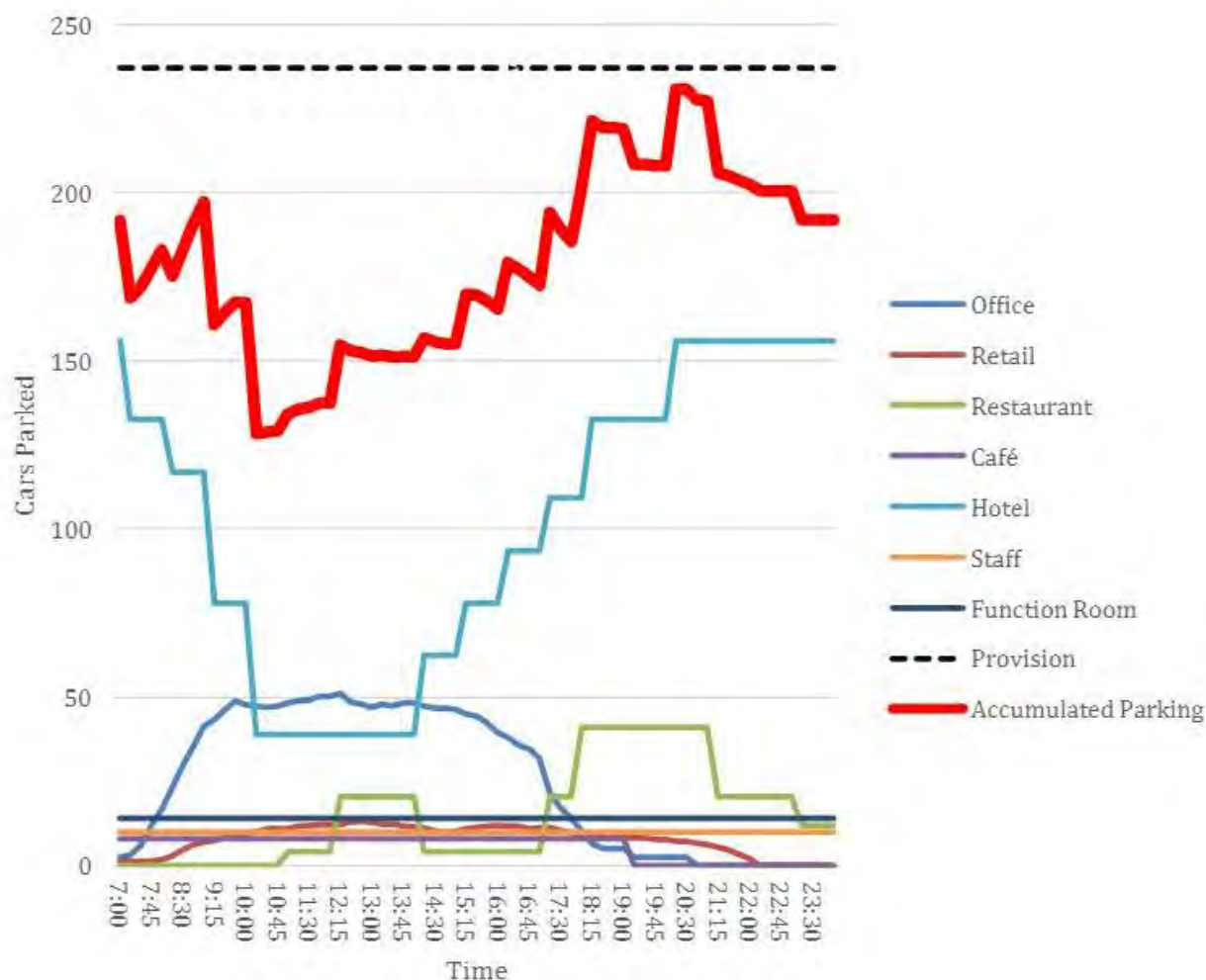
- At the highest peak demand from 8:15pm to 8:30pm, 231 spaces will be needed to accommodate all land uses; and

- During business hours from 7:00am to 5:00pm on Monday to Friday the demand fluctuates between 128 and 192 spaces.

The proposed car-parking rate with respect to the above has been assessed on a 'worst case scenario' basis. It is therefore submitted the provision of 237 parking spaces will satisfy the maximum parking demand.

The Traffic Report included at **Appendix E** provides further justification for the calculation of car-parking demand rates.

Figure 22 – Car Parking Demand Analysis – The Mill Parking profile



Source: ASON Group

5.7.2. Vehicular Site Access

Vehicular site access to the site is considered in context of the entirety of the Mill Precinct, including the internal road network known as Mill Avenue (the western section approved as part of DA11/0568). Access and subsequent impact assessment is summarised as follows:

- Primary site access to the subject site is located to the north-east corner of the site via the proposed signalised intersection on Edward Street (subject to detailed design by RMS). This will serve the subject site and the adjoining Super-A-Mart development to the east.
- As part of this proposal, a Binding Agreement with Keneco has been prepared to provide reciprocal access to Mill Avenue to serve the subject site and the neighbouring Super-A-Mart development. This is provided as **Appendix I**.
- The largest vehicle required to access the overall Mill Precinct is a large coach or bus (14.5m in length). ASON have undertaken swept path analysis demonstrating coach access to the pick-up and drop off area (**Appendix E**).

- Mill Avenue (north-south link on eastern boundary) has been designed to generally accommodate 1 lane of traffic in the southbound direction, and 2 northbound lanes on approach to the proposed signalised intersection, allowing for separate left turn only, and right turn only lanes.
- Assessment has been made on the internal intersection of where the east-west section of Mill Avenue meets the north-south link (as shown in Figure 21). Priority control is proposed to the predominant movements at this intersection, with the west approach to “give-way” to all traffic (southbound right runs and U-turns). Appropriate line marking and signage will be provided in accordance with AS.

Figure 23 – Intersection of Mill Avenue (north-south/east-west link)



Source: Become

- The Hotel Porte-Cochere has been assessed and is capable of accommodating a B99 design vehicle.
- Access to the primary basement car park is located on Mill Avenue (north) nearest Edward Street. Swept path analysis has been undertaken demonstrating uninterrupted two-way flow.
- All access roads and driveways are designed in accordance with the relevant AS.

5.7.3. Traffic Generation

The Traffic, Access and Parking Report (**Appendix E**) provides an assessment of the traffic that is likely to be generated as a result of the development. The traffic generation was based on the applicable RMS trip rate guidance. The report determines the following:

- The anticipated traffic generation under the original DA11/0568 was 480 vehicles/ hour during the weekday PM peak.
- The subsequent section 96(2) application lodged in 2013 amended the GFA totals of the original proposal. As a result, the updated traffic report anticipated a peak PM trip generation of 340 vehicles/ hour.
- The trip generation as a result of this proposal is anticipated to be 205 vehicles/ hour in the PM peak period.
- Given the approved residential component of the site was anticipated to generate 50 trips during the PM peak under DA/110568, the proposal will generate a threshold peak of 240 vehicles/ hour across the site in the PM peak.

Based on the above, the proposal will result in an overall reduction of approximately 85 vehicles per hour during the PM peak than anticipated under DA11/0568. The proposal will therefore not result in any traffic impacts above those already assessed in the previous development approvals for the site.

5.8. BCA AND FIRE SAFETY

AED Group has undertaken a review of the architectural plans to ensure compliance with the relevant accessible design requirements (**Appendix D**).

The report identifies the following items requiring detailed information, assessment and resolution usually undertaken as part of the construction certificate stage:

- C2.6 Vertical separation of openings in external walls.
- C2.8 Separation of classifications in the same storey.
- C2.14 Public corridors in Class 2 & 3 buildings.
- D1.7 Travel via fire isolated stairs
- D3.2 Access to buildings.
- F2.3 Facilities for Class 3 to 9 buildings.
- F2.4 Facilities for people with disabilities.

These non-compliances and comments on how these are addressed as part of the construction certificate stage are included in the report at **Appendix E**.

5.9. CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan (CMP) has been prepared by Become and is included at **Appendix P**

The CMP demonstrates that:

- Road works proposed under the current application will be undertaken by RMS and these works and those approved in relation to the Keneco development will be completed before the Hotel construction commences.
- Interlink will extend the Mill Forecourt carpark and fully separate the completed works from construction of the Hotel.
- The Hotel construction can be undertaken completely on-site and will not require a work zone or interfere with Edward St traffic.
- Construction Access onto Edward Street will be located at the future Mill Avenue intersection, and will also utilise the existing Flinders Street and Mill Avenue (east – west link) for circulation to allow large vehicles to travel through the site in a forward direction.

5.10. ECONOMIC AND SOCIAL IMPACTS

The proposed development will have an overall positive social and economic impact on the surrounding area and local community. Specifically:

- Lot 12 DP1178547 is currently a vacant 15,000sqm site, including a derelict large-scale heritage building, within the Wagga Wagga CBD. The proposal provides for the revitalisation of the site to deliver commercial, employment generating uses and the adaptive reuse of heritage buildings;
- The proposal will enhance short and medium term residential accommodation options in close proximity to the Wagga Wagga Town Centre and Wagga Wagga trains station;
- The provision of business accommodation will provide co-location benefits to surrounding retail and commercial precincts and facilitate ongoing investment into the local economy; and
- Create a significant number of ongoing employment opportunities in retail, commercial and tourist sectors as well as short-term construction employment;
- Provide a built form which allows accessible pedestrian permeability across the site to all retail and commercial uses and the Mill heritage building;

- The site is highly accessible and will provide enhanced retailing and commercial operations and amenity to new residents and the local community.

5.11. SUITABILITY OF THE SITE

The following assessment has been structured in accordance with section 79(1)(c) of the EP&A Act. The site is considered suitable for the proposed development for the following reasons:

- The proposed land uses are permissible with consent in the B4 Mixed Use zone and the proposal generally complies with the relevant standards and objectives of planning controls and policies.
- The proposed land uses will provide a significant improvement to the current use of the site that are consistent with local strategic vision for Wagga Wagga Town Centre.
- The site is in a highly accessible location proximate to several transport options; most notably Wagga Wagga Railway Station and Airport.
- The site was considered suitable for mixed-use development under consent DA11/0568.
- The site has been remediated and is suitable for the proposed uses.

5.12. THE PUBLIC INTEREST

The proposed development will have several positive economic, social and environmental outcomes which are in the public's interest. These have been listed in the above subsections, and are summarised as:

- The redevelopment of the site will provide an adaptive re-use of the heritage buildings which enables them to be upgraded, maintained and accessible to the public;
- The precinct will provide a range of retail, commercial and accommodation uses which will facilitate significant, and ongoing investment in the local economy;
- The new signalised intersection of Edward Street and Mill Avenue will provide safe access and egress to the Mill Precinct and the adjoining Super A-mart development.

For the reasons outlined in this report and summarised above, the proposal is considered to be in the public interest.

6. CONCLUSION

The proposal as detailed in this SEE and supporting documentation has been considered against the provisions of section 79C of the EP&A Act, and is satisfactory for the reasons outlined in this report and summarised below:

- The proposal is consistent with the relevant considerations and provisions of State and local planning instruments;
- The proposal will provide a high-quality and highly accessible mixed-use development in the Wagga Wagga Town Centre;
- The proposed hotel will contribute toward the vitality and prosperity of Wagga Wagga through increased tourism and local spending;
- The proposal provides a significantly improved design outcome in comparison to the existing approval, whilst maintaining the intent of the original site-specific masterplan; and
- The proposed development will facilitate the delivery of a significant number of new jobs in the hospitality, management, retail, entertainment and service sectors.

In view of the above, and as the proposal is not anticipated to result in any unreasonable environmental impacts, it is considered worthy of support and approval.

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