

NORTHERN REGIONAL PLANNING PANEL

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| PPSNTH | PPSNTH-126 |
| DA Number | 2022-0116 |
| Local Government Area | Tamworth Regional Council |
| Proposed Development | Construction of an Emergency Services Facility (Ambulance Station) |
| Street Address | 59-61 Piper Street North Tamworth Lot 65 DP 1278273 |
| Applicant/Owner | Owner – Tamworth Regional Council Applicant - GeoLINK Consulting Pty Ltd |
| Number of Submissions | Nil |
| Regional Development Criteria (Schedule 4A of the Act) | The development is declared as regionally significant development in accordance with schedule 7 clause 4 of <i>State Environmental Planning Policy (State and Regional Development) 2011</i> ('SEPP State and Regional Development'), being carried out by or on behalf of the Crown (within the meaning of Division 4.6 of the Act) that has a capital investment value of more than \$5 million. |
| List of Relevant s4.15(1)(a) Matters | Environmental planning instruments: s4.15(1)(a)(i) <ul style="list-style-type: none"> • State Environmental Planning Policy (Infrastructure) 2007 • State Environmental Planning Policy (55) Remediation of Land (SEPP 55) • State Environmental Planning Policy (Koala Habitat Protection) 2021 • State Environmental Planning Policy (State and Regional Development) 2011 • Tamworth Regional Local Environmental Plan 2010 (TLEP2013) Development Control Plan: s4.15(1)(a)(iii) <ul style="list-style-type: none"> • Tamworth Regional Development Control Plan 2010 (DCP2014) |
| List all documents submitted with this report for the panel's consideration | Attachment 1 – Development Plans Attachment 2 – Recommended Conditions of Consent Attachment 3 – Schedule of Appendices for application supporting documentation |
| Recommendation | Approval with conditions |
| Report by | Emily Allen (Principal Development Planner – Port Stephens Council) |
| Report date | 3 February 2022 |

ASSESSMENT REPORT AND RECOMMENDATION

EXECUTIVE SUMMARY

The land the subject of this Development Application (DA) is 59 – 65 Piper Street, North Tamworth. The site is currently vacant and zoned both RE1 Public Recreation and R1 General Residential. The site is owned by Tamworth Regional Council (TRC).

Health Infrastructure NSW (HINSW) are seeking development consent for the construction an Emergency Services Facility (Ambulance Station) on the subject site.

The proposed land use is not permissible on the site in either the RE1 or R1 zones under the Tamworth Regional Council Local Environmental Plan 2010. Pursuant to Clause 47(2) of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP 2007), emergency service facilities may be carried out with consent by or on behalf of a public authority on any land including land zoned RE1 Public Recreation and R1 General Residential. This provision of ISEPP overrides the Tamworth LEP, which would ordinarily prohibit the development of an emergency services facility within the RE1 Public Recreation zone.

The development application has been lodged on behalf of Health Infrastructure NSW, who are a public authority and part of the Crown. Accordingly, the development can be carried out on the site with consent under the provisions of Clause 47(2) of the ISEPP 2007.

State Environmental Planning Policy (State and Regional Development) 2011 outlines in Schedule 7 regionally significant development, which must be assessment by the relevant Planning Panel. Item 4 of this schedule stipulates that development carried out by or on behalf of the Crown (within the meaning of Division 4.46 of the Act) that has a capital investment value of more than \$5 million, is regionally significant development.

The estimated cost of construction is \$6,311,352. Therefore, the application must be determined by the Northern Regional Planning Panel (NRPP) as the capital investment value is more than \$5 million and the proponent for the DA is Health Infrastructure NSW, which is a public authority and part of the Crown.

As Tamworth Regional Council is the landowner, this assessment has been carried out on their behalf by Port Stephens Council.

1.0 RECOMMENDATION

That DA2022-0116 for Construction of an Emergency Services Facility (Ambulance Station) at 59-65 Piper Street, North Tamworth (Lot 65 DP 1278273) be approved subject to the conditions in **Attachment 2**.

2.0 INTRODUCTION

This Development Application (DA) seeks approval for an Emergency Services Facility (Ambulance Station). The application is made by GeoLink on behalf on Health Infrastructure NSW, who are a public authority and part of the Crown.

The application is to be determined by the Northern Regional Planning Panel due to the development being Crown development, with a CIV greater than \$5 million, in accordance with State Environmental Planning Policy (State and Regional Development) 2011.

Key aspects of the proposal are provided in Section 5.0, with detailed plans and reports provided in the supporting appendices provided under **Attachment 3**.

3.0 BACKGROUND

Application History

The site is currently owned by Tamworth Regional Council and is being purchased by NSW Health.

According to the Tamworth Regional Council records, the site has been subject to the following recent applications:

- SC2022-0017 – (CFT-55291) Subdivision Certificate – Boundary Adjustment – Approved 11-10-2021
- MOD2017/0081 – Modification to Conditions of Consent – Approved 22-5-2017
- DA0154/2014 – Subdivision (two lots) and demolition of existing building – Approved 12-12-2013

The recently approved SC2022-0017 was a boundary alignment between previous Lots 55 and Lot 56 in DP 1261888.

The subject DA was lodged on 16 September 2021 to Tamworth Regional Council.

Due to the development being regionally significant development, the Northern Regional Planning Panel was notified on 17 September 2021.

Community Consultation

The application was exhibited on two occasions from 15 October 2021 to 19 October 2021 and 8 November 2021 to 15 November 2021 in accordance with the provisions of the Tamworth Regional Council Community Participation Plan. The second notification period was in consideration of an internal system error. No submissions were received over both notification periods with relation to the subject development proposal.

4.0 SITE DESCRIPTION

The site is located at 59-65 Piper Street, North Tamworth, legally known as Lot 65 DP 1278273. The site is generally rectangular in shape and currently vacant of structures, containing mainly open grassland and vegetation.

The site has vehicle access to Piper Street to the north. Directly north, south and west of the site is residential development. These residential lots typically contain single detached dwellings varying from single to double storey. To the east of the site is Tamworth Bowling Club.

In a broader context, to the north is Tamworth Hospital, Tamworth Correctional Facility and a University of Newcastle campus. To the east and south is primarily residential housing mixed with churches and neighbourhood shops. To the west and south-west is Tamara Private Hospital and Northgate Tamworth Shopping Centres, amongst other retail and commercial businesses.

Site Inspection

A site inspection was undertaken on 3 December 2021. The site can be seen in the figures below.



Figure 1: View from Piper Street to south/rear of site.



Figure 2: Laneway along west of site.



Figure 3: View of front of site along Piper Street.



Figure 4: View along Piper Street to west.



Figure 5: Residences along northern side of Piper Street opposite development.



Figure 6: View to east along Piper Street to Bligh Street.

5.0 PROPOSAL

The proposed development is for an Emergency Service Facility (Ambulance Station) at 59-65 Piper Street, North Tamworth. The development will contain one single storey building used as an ambulance station. The building composition is discussed in further detail below.

The western side of the building contains:

- Seven (7) offices,
- Open plan office area,
- Two (2) meeting rooms,
- Two (2) kitchen and meals areas,
- Common area,
- Administration office,
- One (1) medical storage room,
- Locker room and,
- Female and male amenities

There is a large plant room along the eastern side of the building that contains:

- Eight (8) designated parking bays for ambulance vehicles,
- One (1) rescue truck parking bay,
- Two (2) administration vehicle bays, and
- One (1) vehicle wash bay.

The south-east portion of the site contains a driveway and car park. The car park contains four (4) covered parking bays, one (1) accessible parking bay, twenty (20) car parking bays, and one (1) service vehicle bay.

There is landscaping provided along all sides of the facility, which is primarily massed grasses, groundcovers, and trees which will grow approximately 8 metres to 13 metres in height.

It is proposed that the facility will employ 41 full time staff. This is a combination of emergency vehicle crews and office staff. Office hours will typically be 8am to 4pm on weekdays. Emergency vehicle crews will operate on 12 hourly shifts. Typical emergency vehicle crew shift times include:

- 8am -6pm,
- 8am-8pm,
- 12pm-12am,
- 3pm-12am,
- 8pm – 8am.

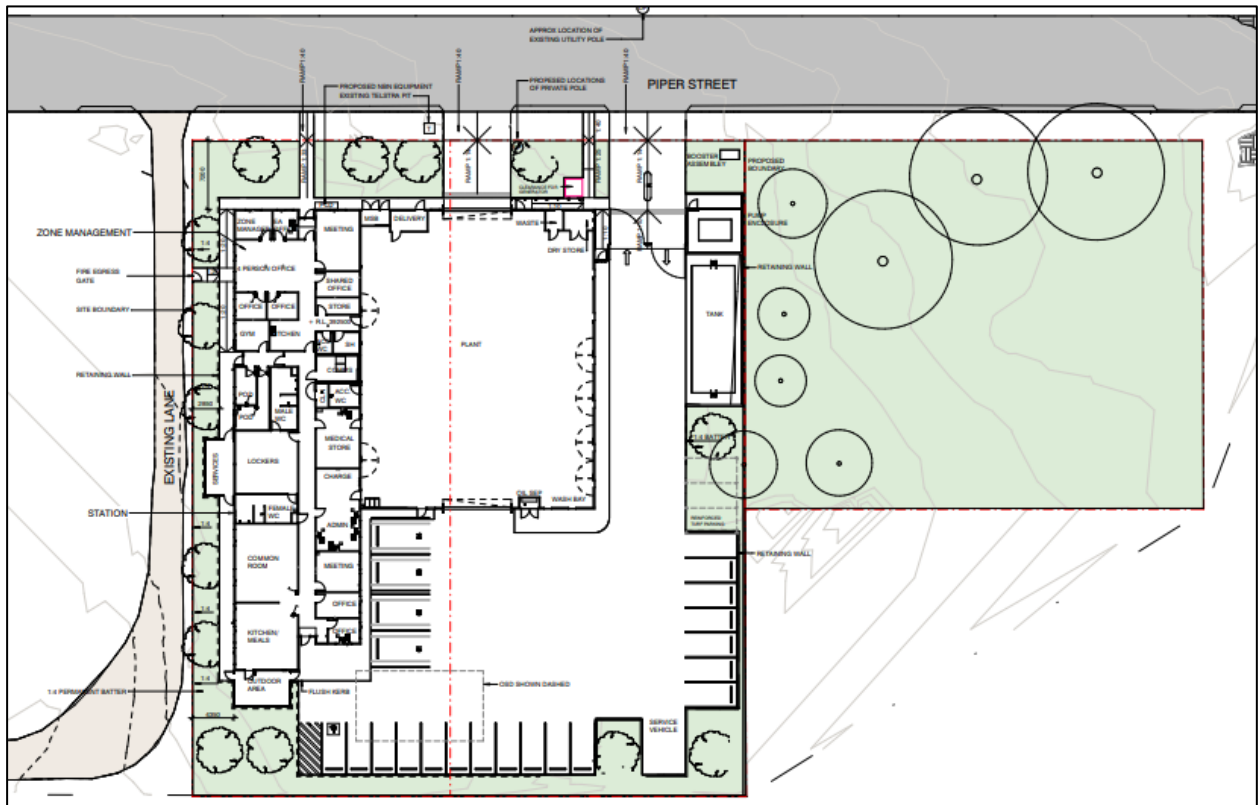


Figure 7: Proposed site layout and landscaping.

The development plans are contained in **Attachment 1**.



Figure 8: Artist impression of the frontage along Piper Street.

6.0 PLANNING ASSESSMENT

6.1 Environmental Planning and Assessment Act 1979 (EP&A Act)

6.1.1 Section 2.15 – Regional Planning Panels

Section 2.15 and Schedule 2 of the *EP&A Act* provides that the Regional Planning Panel (RPP) is the determining authority for regionally significant development. In this case, the

Northern Regional Planning Panel (NRPP) is the determining authority for the subject application.

The proposal is regionally significant development as identified under schedule 7 item 4 of *State Environmental Planning Policy (State and Regional Development) 2011* ('SEPP State and Regional Development'), being Crown development having a Capital Investment Value (CIV) over \$5 million. The development has a CIV of \$6,311,352.

6.1.2 Section 4.46 – Integrated development

Section 4.46 EP&A Act provides that development is integrated development if in order to be carried out, the development requires development consent and one or more other approvals. No other approvals are required, accordingly the proposed development is not classified as integrated.

6.1.3 Section 4.15 Evaluation

The proposal has been assessed under the relevant matters for consideration detailed in s.4.15 (1) *EP&A Act* below.

6.1.3.1 Section 4.15(1)(a)(i) provisions of any environmental planning instrument

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

This policy aims to facilitate the effective delivery of infrastructure throughout the State. In accordance with Clause 47(2) of the ISEPP, *'Development for the purpose of an emergency services facility may be carried out with consent by or on behalf of a public authority (other than the NSW Rural Fire Service) on any land'*.

The development application has been lodged on behalf of Health Infrastructure NSW, who are a public authority and part of the Crown. Therefore, the development can be carried out on the site with consent.

It is not considered there are any other relevant clauses under this policy that apply to the application.

State Environmental Planning Policy No 55 - Remediation of Land (SEPP 55)

The objective of this policy is to provide a State-wide planning approach to the remediation of contaminated land. As per Clause 7, the consent authority must not consent to the carrying out of any development unless it has considered whether the land is contaminated and if it is, that it can be managed or remediated appropriately.

JK Environmental were engaged by the applicant to prepare a Preliminary Site Investigation (PSI). The PSI identified from a site inspection, historic information and soil sampling the following potential contamination sources:

- Imported fill,
- Former soap and candle manufacturing on-site,
- Application of pesticides,
- Hazardous building materials in former site structures (asbestos).

The PSI did not identify any contaminants, which would preclude the proposed land use, however a Detailed Site Investigation (DSI) was required to characterise the risks associated with known and unknown potential contaminants.

The DSI included a review of site information, a site inspection, and soil sampling from 22 boreholes (BH) and one stockpile sample. Asbestos Containing Material (ACM) was reported above the health-based site assessment criteria in fill in one location during the DSI, and in surficial fragments. Elevated concentrations of the remaining Contaminant(s) of Potential Concern (CoPC) were not encountered above the adopted SAC in any samples analysed. The fill soil in the vicinity of BH109 contained total scheduled chemicals that will require appropriate management and off-site disposal. The Tier 1 risk assessment as part of the DSI established that the asbestos encountered in the soil pose a potential risk to human health (mainly site workers).

Based on the findings of the DSI, the site can be made suitable for the proposed development provided the following recommendations are implemented:

1. Prepare and implement a Remediation Action Plan (RAP);
2. Prepare and implement an Asbestos Management Plan (AMP) for the remediation works; and
3. Prepare a validation report on completion of remediation.

Subsequent to the findings of the DSI, JK Environments prepared a RAP in support of the application. The RAP has outlined measures to remediate the site in accordance with the regulatory requirements. On the basis that the RAP is adhered to, JK Environmental were of the opinion the site can be made suitable for the intended land use. A Long term Environmental management Plan (EMP) is required under the RAP and will be conditioned as a required in the determination.

An Asbestos Clearance Report (ACR) was submitted with the TRC Environmental Health Officer supporting the findings of the PSI, DSI, RAP and ACR subject to the conditions contained at **Attachment 2**.

State Environmental Planning Policy (Koala Habitat Protection) 2021 (Koala SEPP)

This policy applies to the site as it is listed in Schedule 1 of the policy and is not a zone excluded in Clause 6. Clause 11 applies as Tamworth has no approved koala plan of management for land.

The Arboriculture Assessment outlines there are four (4) trees existing on site, none of which were listed as preferred Koala feed species under Schedule 2 of the policy. Accordingly, the proposed clearing of trees is not considered to have an impact on Koala habitat and can be supported.

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

Schedule 7 of the SRD SEPP outlines regionally significant development that must be assessed by the relevant Regional Planning Panel (RPP). Item 4 of Schedule 7 stipulates that development carried out by or on behalf of the Crown (within the meaning of Division 4.46 of the Act) that has a capital investment value (CIV) of more than \$5 million, is regionally significant development.

This application must be determined by the Northern Regional Planning Panel as the CIV is more than \$5 million.

New England North-West Regional Plan 2036

The New England North West Regional Plan 2036 (the Plan) recognises the potential for growth of the health services sector within the Tamworth Regional Council area and surrounding region.

The Plan outlines Twenty-Four (24) Strategic Directions for the North West Slopes and Plains region in NSW. Strategic Direction Number 19 is to 'Support healthy, safe, socially engaged and well connected communities'. The Plan prioritises the growth of knowledge-based, education and health-services industries and cluster related activity around the Tamworth Base Hospital and TAFE NSW.

The proposed development is suitably located in proximity to the Tamworth Base Hospital and TAFE NSW in North Tamworth to contribute to achieving the outcomes of Strategic Direction Number 24 of the Plan, as it will contribute in supporting the community with critical health infrastructure in a regional city.

Tamworth Regional Council's Blueprint 100 (Part 1 of Local Strategic Planning Statement)

The Tamworth Regional Council Blueprint 100 is an overarching strategy that provides a roadmap towards growing the Tamworth Region to a population of 100,000 through four (4) core strategies: creating more jobs, delivering skilled workers, managing affordability, and improving liveability. There are eight (8) priority themes to the four (4) strategies including Priority Theme 3.

Priority Theme 3 seeks to strengthen the Tamworth Region's identity by creating a prosperous region to support the needs of the community.

The proposed ambulance station aligns with Blueprint 100 in the following manner:

- The provision of additional critical health infrastructure will benefit existing residents and attract new residents.
- The proposed development can create more jobs by generating employment opportunities from construction and operation.
- The proposal will contribute to developing one of Blueprint 100s flagship projects, the health precinct within the North Tamworth area, developed to attract a wider range of medical related services
- The project contributes to expanding Tamworth Region's health care industry which is the biggest employer in Tamworth.

In addition, Action 3.3.4, suggests the use of redundant Council land to enable health infrastructure to be located in a suitable location to support the needs of the community.

Tamworth Regional Local Environmental Plan 2010

2.3 Zone objectives and Land Use Table

The site is zoned both RE1 Public Recreation and R1 General Residential. The applicable zoning is shown in Figure 9.



Figure 9: Land Zoning Map

The objectives of RE1 Public Recreation are:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes*

The development is not generally consistent with the objectives of this zone. Considering the types of land uses permitted with consent in the zone, an Ambulance Station is comparable with or considered to have potentially less impact than some of the land uses that could be permitted with consent in the zone i.e. helipad, recreation facilities (major), sewage treatment plants or electricity generating works.

The objectives of R1 General Residential are:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The development does not generally meet the first and second objective of the R1 zone, however demonstrates consistency with the third. The proposed development will provide a facility that will service the day to day needs of residents, through the provision on health services to the community.

It is considered that the development provides for an essential health facility to service the locality, notwithstanding the inconsistency with the zone objectives. It is considered to provide a suitably located land use on land that is currently underutilised.

Overall, the development provides an essential service to the community, which outweighs the inconsistency with the zones objectives. Further, the development benefits from permissibility under the provisions of the ISEPP, which prevails over the Tamworth LEP.

2.7 Demolition requires development consent

The development requires minimal demolition to the existing paved areas and retaining walls on site, which can be carried out safely in accordance with the recommended conditions of consent.

4.3 Height of Building

There is no maximum building height applicable on the site. The proposed building height is 6.1 metres, which is compatible with the surrounding built form context.

4.4 Floor Space Ratio

There is no maximum floor space ratio on the site.

5.10 Heritage Conservation

The site does not contain nor is adjacent to any heritage listed items. The closest heritage items are located more than 150 metres to the south-west of the site, being Hospital Allambie and a local house, which will not be impacted upon by the proposal.

It is not expected that Aboriginal artefacts would be discovered on site due to the sites previous disturbance. Conditions of consent will be recommended in the event an artefact is discovered.

7.1 Earthworks

The development proposes earthworks to level the site. The area where the building is located primarily proposes fill ranging up to 1 metre above existing ground level, totalling 730m³. The eastern part of the building and the car parking area proposes excavation ranging to 0.5 metres below existing ground level, totalling 745m³. Approximately 15m³ of excavated material will be disposed off-site.

The earthworks proposed can be managed appropriately through the implementation of construction practices and soil and erosion control methods. The earthworks are not

located in areas that would cause undermining of adjacent building footings or impact the ability to redevelop the land in the future.

The earthworks are not expected to have a significant change on the topography of the land, which would result an adverse impact on the direction of water on site that could impact neighbours.

The development is considered consistent with the objectives of this clause and matters for consideration.

7.6 Development in flight path

The objectives of this clause are to ensure the effective and on-going operations of Tamworth Airport and ensure that the operations are not compromised by development in the flight path.

The development is located in an area mapped as 'Structures to 45 metres above ground level' on the Obstacle Height Limitation Surface Map (OLS_004C). The proposed building is a maximum 6.1 metres above existing ground level. The development is a sufficient distance away from the noise generated from aircraft taking off and landing at Tamworth Airport, and is unlikely to cause adverse noise impact upon the facility or its staff. The location of the development is considered suitable when considering the objectives of this clause.

6.1.3.2 Section 4.15(1)(a)(ii) any draft environmental planning instrument that is or has been placed on public exhibition

Nil relevant.

6.1.3.3 Section 4.15(1)(a)(ii) any development control plan (and section 7.11 plan)

Step 3 – General Development Specifications

Other Types of Development Controls

| Control | Requirement | Comment |
|----------------|---|---|
| Parking | <ul style="list-style-type: none">• Parking must be provided as per the Schedule in Appendix 1.• Where calculation of parking spaces required results in a fraction of a space, the total required number of spaces will be the next highest whole number.• Parking and traffic requirements will be based on consideration of:<ul style="list-style-type: none">o likely peak usage times;o the availability of public transport; | <p>There is a large plant room along the eastern side of the building that contains:</p> <ul style="list-style-type: none">• Eight (8) designated parking bays for ambulance vehicles,• One (1) rescue truck parking bay,• Two (2) administration vehicle bays, and• One (1) vehicle wash bay <p>To the south-east, there is a driveway and car park. The car park</p> |

| Control | Requirement | Comment |
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| | <p>o likely demand for off street parking generated by the development;</p> <p>o existing traffic volumes on the surrounding street network; and</p> <p>o efficiency of existing parking provision in the location.</p> <ul style="list-style-type: none"> • Comply with AS2890.1 Parking Facilities Off Street Car Parking and AS2890.6 Parking Facilities Off Street Parking for People with a Disability • Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities Off Street Parking. • Where existing premises are being redeveloped or their use changed, the following method of calculation shall apply:- <ol style="list-style-type: none"> (a) Determine the parking requirements of the previous or existing premises in accordance with any existing development consent. Otherwise the rate contained in Appendix A should be applied. (b) Determine the parking requirement of the proposed development in accordance with Appendix A; (c) Subtract the number of spaces determined in (a) from the number of spaces calculated in (b); (d) The difference calculated in (c) represents the total number of parking spaces to be provided either in addition to the existing on-site car parking or as a cash-in-lieu contribution to Council where applicable. | <p>contains four (4) covered parking bays, one (1) accessible parking bay, twenty (20) car parking bays, and one (1) service vehicle bay.</p> <p>This provides 25 car spaces for staff or visitors, in addition to the dedicated parking for ambulances and service vehicles.</p> <p>The station is expected to be staffed at a rate of 41 full time equivalent (FTE) staff by the year 2031, with emergency vehicle crews on 12 hourly shifts and shifts being allocated according to expected callouts and staff fatigue management policies. Office staff hours are typically 8am-4pm on weekdays. Typical emergency crew shift times (as advised by Health Infrastructure NSW) include:</p> <ul style="list-style-type: none"> • 8am– 6pm • 8am – 8pm • 12pm – 12am • 3pm – 12am • 8pm – 8am <p>The expected maximum number of people on-site at any one time will be 41 people, commencing at 8 am on a weekday. This will be during the change of shifts between night and day shift for emergency crews and the beginning of the office staff day shift. The expected maximum number of staff on-site during normal operations is 30 staff.</p> <p>Ambulance Stations do not have a specified parking rate. The office component of the facility would require 15 car spaces per Schedule A.</p> <p>The plant room does not have a specified rate, but could be compared to a transport depot as the purpose of that area is to specifically store ambulances. The parking requirements is 1 space per vehicle per Schedule A. That would result in a requirement of 9 car</p> |

| Control | Requirement | Comment |
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| | | <p>spaces, 8 for the ambulances and 1 for the rescue truck.</p> <p>A consideration in the development is that paramedics will park their own vehicles at the site whilst out on a shift in addition to the office staff.</p> <p>It is considered that the onsite parking provided is acceptable and should cater for the majority of staff. The main influx of vehicles will be at shift changeovers where there will need to be organisation between employees to ensure the staff park on the site where possible and not along Piper Street. It is not considered unreasonable if there is some kerb side parking generated by the development considering the width of the street and that the existing residences surrounding the site all appear to have driveways and onsite parking available, not removing necessary parking from residents.</p> |
| Landscaping | <ul style="list-style-type: none"> • Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions. • Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces. • Landscaping shall comprise low maintenance, drought and frost tolerant species. | <p>There is landscaping provided along the boundaries of the lot, which is primarily massed grasses, groundcovers, and trees which will grow approximately 8 metres to 13 metres in height.</p> <p>Planting will be kept low around the entry and driveway to allow clear sightlines to avoid vehicle and pedestrian conflict.</p> <p>There are trees provided throughout the car park to provide shading and soften the impact of the large concrete parking area.</p> |
| Outdoor lighting | <ul style="list-style-type: none"> • All developments shall demonstrate compliance with AS4282 Control of Obtrusive Effects of Outdoor Lighting. • Sweeping lasers or searchlights or similar high intensity light for outdoor advertising or entertainment, | <p>The development proposes outdoor lighting around the building throughout the night due to the 24 hour operation of the site. The Statement of Environmental Effects outlines that proposed lighting will be installed in accordance with AS4282-2019.</p> |

| Control | Requirement | Comment |
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| | <p>when projected above the horizontal is prohibited.</p> <ul style="list-style-type: none"> • Illuminated advertising signs should be extinguished outside of operating hours, or 11pm, whichever is earlier. | |
| Outdoor advertising/signage | <ul style="list-style-type: none"> • Where there is potential for light spill to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off by 11pm each night. • Signage must comply with SEPP 64 – Advertising and Signage Schedule 1 Assessment Criteria. • “Special promotional advertisements” may be installed in accordance with clause 25 of SEPP 64 – Advertising and Signage provided that the sign does not compromise any Public Art or the integrity of the space in which it is located in the main streets, public parks and gardens and major venues across the region’s city, towns and villages. | <p>There is one business identification sign proposed on the front façade. The sign measures less than 2.5m² in area and thus is exempt and does not require development consent.</p> <p>Any outdoor lighting will comply with the relevant Australian Standard and this has been included in the recommended conditions.</p> |

Environmental Controls

| Control | Requirement | Comment |
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| Environmental effects | <ul style="list-style-type: none"> • The application documentation shall identify any potential environmental impacts of the development and demonstrate how they will be mitigated. These impacts may relate to: <ul style="list-style-type: none"> o Traffic o Flood liability o Slope o Construction impacts o Solid and Liquid Waste o Air quality (odour and pollution) o Noise emissions o Water quality o Sustainability | <p>Headlights from ambulances could potentially cause light spill nuisance of a night time to surrounding residential neighbours. The applicant proposes the following to limit the impact:</p> <ul style="list-style-type: none"> • Vehicles parked idle in the driveway waiting to leave the premises will not have headlights on. • Headlights will be turned to low beam when manoeuvring within the property. • Vehicles leaving the property will have headlights on low beam unless in an emergency situation. <p>These measures are considered acceptable to address the impact on surrounding residences.</p> |

| Control | Requirement | Comment |
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| | | <p>A Traffic Impact Assessment was provided with the application. The assessment stated on average, the development is expected to generate 98 vehicle trips per day (49 in, 49 out), including an estimated 32 ambulance trips. The peak hour trip generation has been estimated at 34 trips including 25 inbound trips and 9 outbound trips.</p> <p>The assessment outlined the development will increase the volume of traffic on Piper Street, Dean Street and Bligh Street. However, assuming regular maintenance of the roads by the local road authority, these roads are considered to be in suitable condition and geometry to accept the additional traffic. The additional traffic volumes are not expected to noticeably shorten the design life of the road pavements along the primary access routes.</p> <p>Traffic modelling using SIDRA indicates that the expected level of service (LOS) offered by the intersections each side of the development will continue to be LOS A for all movements except Bligh Street north of the roundabout and Piper Street east of Dean Street. The expected decrease to LOS B for these movements is not attributed to the development but to background road network traffic growth. A LOS B is still well within the acceptable range for intersection efficiency. Calculations were based on traffic data provided by Tamworth Regional Council, increased to the year 2031 using a growth rate of 1% compounded annually.</p> <p>TRC Engineers reviewed the Traffic Assessment and supported the findings, subject to conditions. The</p> |

| Control | Requirement | Comment |
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| | | conditions include 'no stopping' areas either side of the driveway. |
| Soil erosion control | <ul style="list-style-type: none"> • Runoff shall be managed to prevent any land degradation including offsite sedimentation. • Reference shall be made to the NSW Governments Managing urban stormwater: soils and construction, Volume 1 (available from Landcom), commonly referred to as "The Blue Book". • Cut and fill will be minimised and the site stabilised during and after construction. • Arrangements in place to prompt revegetation of earthworks to minimise erosion. | <p>A Civil Engineering Design Report and Sediment and Erosion Control Plan were lodged with the application. Appropriate runoff controls are indicated on plans to limit offsite impacts such as:</p> <ul style="list-style-type: none"> • Sediment fencing, • Temporary access to site with shaker pad, • Indicative stock pile areas on site for during construction, and • Geotextile filters and sandbags around existing stormwater pits. <p>TRC Engineers reviewed the Design Report and supported the findings, subject to conditions.</p> |
| Vegetation | <ul style="list-style-type: none"> • Development design shall accommodate the retention of any significant trees and vegetation. | <p>An Arboricultural Impact Assessment was provided with the application to assess the impact of the development on the trees on and surrounding the site. There are 4 trees proposed for removal on site. These include Red Ironbark's, a Silky Oak and a European Nettle Tree.</p> <p>These trees were assessed as having low retention value or having decay impacting tree stability.</p> <p>The application proposes replacement planting within the boundary buffer areas, which includes 14 trees along the northern, southern and western setbacks that will grow to a height of 13 metres at maturity.</p> |
| Waste management | <ul style="list-style-type: none"> • General waste storage and collection arrangements shall be specified. | <p>A waste storage area for standard Council bins has been provided in the plant rooms north-eastern corner. There is a door along the front of the building that can be used to move the bins in and out of the building.</p> |

| Control | Requirement | Comment |
|---------|---|---|
| Noise | <ul style="list-style-type: none"> Where relevant, applications are to contain information about likely noise generation and the method of mitigation. | <p>Noise monitoring was carried out on the site from Wednesday 28th July to Friday 6th August 2021. Ambient and background noise levels were measured and used to establish the noise criteria for the noise assessment.</p> <p>The modelling reported a marginal exceedance of 1dB to the western residential receiver at 57 Piper Street during the night-time period. The acoustic consultant outlined this exceedance would not be discernible by the average listener and therefore would not warrant receiver based noise controls. A full enclosure around the external mechanical plant was recommended in order to minimise the noise impact of the nearest noise receivers.</p> <p>When in use, noise levels from ambulance sirens will be audible at the nearest residential receivers. Events identified as Priority One events (Life Threatening Emergencies), require that warning devices must be used, including warning lights and sirens. When these situations are not occurring, sirens do not need to be used when leaving the site. It is standard practice of paramedics to minimise the use of sirens and warning lights when it will cause a disturbance and the sirens and lights are deemed unnecessary.</p> <p>Wash bay use was recommended to be restricted to 7am to 8pm, Monday to Friday and 8am to 8pm on Saturdays, Sundays and Public Holidays whenever reasonable.</p> <p>An Operational Management Plan has been conditioned which will require the applicant to implement the recommendations of the Acoustic</p> |

| Control | Requirement | Comment |
|---------|--|---|
| | | Assessment during operation of the facility. |
| Geology | <ul style="list-style-type: none"> The design process must give consideration to the potential impact of erosive soils, saline soils, soils of low wet strength, highly reactive soils and steep slopes and document how these constraints are addressed. | <p>JK Environments undertook a geotechnical assessment of the site. The boreholes disclosed a subsurface profile generally comprising fill overlying residual clays and argillite/greywacke bedrock. No groundwater was encountered over the depth of the investigation.</p> <p>Based on these site conditions, the geotechnical assessment makes recommendations on the required site preparation works, subgrade preparation, requirements for engineered fill, and the design of footings, retaining walls and pavements, which are considered acceptable. Conditions have been recommended associated with fill importation and site works at Attachment 2.</p> |

6.1.3.4 Section 4.15(1)(a)(ia) Any planning agreement or draft planning agreement entered into under section 7.4

There are no planning agreements that have been entered into under Section 7.4 relevant to the proposed development.

6.1.3.5 Section 4.15(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)

No matters prescribed within the regulations apply to the proposed development that have not been addressed in the preceding sections of this report.

6.1.3.6 Section 4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Economic Impacts

The development will have a positive economic impact with the creation of jobs during the construction period. The estimated 41 jobs created during the operation of the Ambulance Station will have a positive impact on employment for health services staff and likely generate additional spending in the local economy from their day to day needs.

Social Impacts

It is considered that the development will have a positive social impact. The development provides an essential healthcare service to the community.

There may be instances of adverse amenity impacts to the surrounding area if ambulances must use sirens or lights of a night-time, however, it is acknowledged this is an operational demand for health service activities. Conditions have been recommended to mitigate adverse amenity impacts to neighbours during call-out events.

Overall, the positive benefits of the proposal outweighs any perceived negative impacts.

Impacts on the Built Environment

The development will activate an underutilised site, which is currently poorly maintained. The proposed development is not typical of the existing buildings along the street, which are primarily single detached dwellings. The building is located near the corner of Piper Street and Bligh Street next to the Bowling Club. The building provides a transition into the existing residential area along Piper Street, which continues to the west of the site. This location makes the building appear less out of character and in conjunction with the single storey height, its prominence along the street is not greatly out of proportion as it might appear if located in the middle of the street.

The landscaping incorporated in the design will assist in softening the frontage of the building and provides a landscaped buffer to the western and southern residential neighbours.

Whilst the design is not typical of the existing built environment, the building has been designed to provide an attractive and compatible addition along Piper Street.

Impacts on the Natural Environment

The development requires the removal of four (4) trees, however, none are identified as containing high ecological or amenity value. The proposed landscaping will compensate for the vegetation removed and the visual impact of the building. Conditions have been recommend that the landscaping is maintained to a good standard.

6.1.3.7 Section 4.15(1)(c) the suitability of the site for the development

The site is considered suitable for the proposed development. It is appropriately sized to support the operation of the health facility as demonstrated in this report.

The applicant provided details on the site selection process. The site is considered the most appropriate location to support the ambulance facility based on the following:

- This site is located in an area that is well placed to provide ambulance services based on statistical evidence.
- The site characteristics are suitable for the facility, including flood impact, access to the road network, and surrounding land use conflicts.
- The ambulance facility was not located at the Tamworth Hospital as it was not identified the most viable location for ambulances to be situated in terms of efficiently responding to call outs.
- The North Tamworth area is identified in Blueprint 100 and the New England North West Regional Plan 2036 as a future health precinct and already includes a number of medical practices and supporting health industries. Council seeks to

encourage the growth of the health precinct in North Tamworth which will enable complementary business co-location, shared infrastructure and opportunities for future partnerships with health related industries to meet the needs of the community.

The application demonstrates a detailed investigation into the impacts on the surrounding residential receivers and broader suburb has been undertaken by the proponent. The application has included operational practices that can be adhered to, which will reduce any potential adverse impacts, such as from noise, lighting or traffic generation. It is also noted that no submissions were received from surrounding neighbours during the notification period.

At the request of the NRPP at the briefing meeting a response from the applicant and Health Infrastructure on the process for site selection is attached in **APPENDIX M** and **N**.

Based on the above, the site is considered suitable for the proposed development.

6.1.3.8 Section 4.15(1)(d) any submissions made in accordance with this act or the regulations

The application was exhibited on two occasions from 15 October 2021 to 19 October 2021 and 8 November 2021 to 15 November 2021 in accordance with the provisions of the Tamworth Regional Council Community Participation Plan. The second notification period was in consideration of an internal system error. No submissions were received over both notification periods with relation to the subject development proposal.

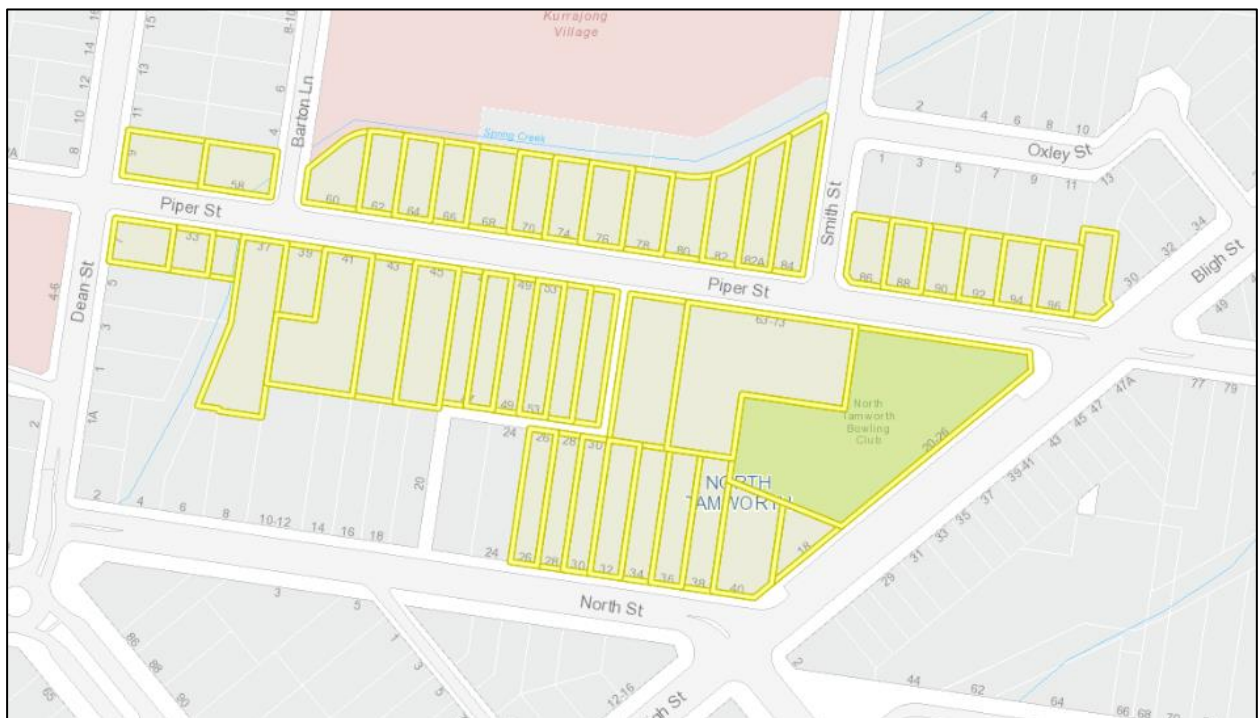


Figure 10 – Notification map

6.1.3.9 Section 4.15 (1)(e) the public interest

The development is in the public interest as demonstrated in this report. Ambulance stations provide an essential service to the community. The site was chosen with due

consideration to many factors relating to operational efficiencies and demand for the service in the Tamworth community.

6.1.4 Contribution towards provision or improvement of amenities or services (developer contributions)

Tamworth Regional Section 7.12 (formerly S94A) Development Contributions Plan 2013.

In this instance, a Section 7.12 (formerly S94A) contribution will not be levied because Health Infrastructure is a public authority and the facility is not for profit.

Water Management Act 2000

Council may levy headworks charges under the Water Management Act 2000 (WMA) as the Local Water Supply Authority. However, the '2016 Developer Charges Guidelines for Water Supply, Sewerage and Stormwater' (The Guidelines), prepared by the former Department of Primary Industries - Water, pursuant to Section 306(3) of the WMA specify exemptions for Crown development.

The guidelines clarify that Crown developments for essential services are generally exempt from general developer charges and Local Water Utilities (LWU) may only charge a Crown development for the portion of the direct connection cost (e.g lead in main) relating to the Crown development. Based on the above, the conditions of consent requiring payment of water and sewer headworks have been removed from the development consent.

Finally, there is currently a draft Environmental Planning and Assessment Amendment (Infrastructure Contributions) Regulation 2021, which is expected to be adopted mid 2022. This draft Regulation outlines in 25J(1)(d) that - '*development carried out by or on behalf of the State for the purposes of schools, health services facilities, emergency services facilities or public administration buildings*' must not be imposed with local levy contributions.

7.0 CONCLUSION

It is recommended that the Northern Regional Planning Panel, as the consent authority, approve development consent to DA 2022-0116 (PPSNTH-126) for the Construction of an Emergency Services Facility (Ambulance Station) at 59-65 Piper Street, North Tamworth (LOT: 65 DP: 1278273), pursuant to Section 4.16 of the EP&A Act subject to the conditions in **Attachment 2**.

Signed (Assessing Officer)



Date: 4th February 2022

**Emily Allen
Principal Development Planner
(Port Stephens Council)**

Reviewed (Supervising Officer)



Date: 4th February 2022

**Ryan Falkenmire
Development Planning Coordinator
(Port Stephens Council)**

Authorised for submission to NRPP



Date: 8th February 2022

**Sam Lobsey
Manager - Development
(Tamworth Regional Council)**