

# COUNCIL ASSESSMENT REPORT

Panel Reference	PPSSTH-73 – WAGGA WAGGA
DA Number	DA20/0708
LGA	Wagga Wagga
Proposed Development	Hospital campus car parking works, including new multi-storey car park, two at-grade car parks, access upgrades and part closure of Doris Roy Lane
Street Address	260 Edward St WAGGA WAGGA NSW 2650
Applicant/Owner	Health Infrastructure / Health Administration Corporation
Date of DA lodgement	15 December 2020
Total number of Submissions Number of Unique Objections	<ul style="list-style-type: none"> <li>5 (Transport for NSW, Essential Energy, Riverina Water, 2 public submissions)</li> <li>2 (public submissions)</li> </ul>
Recommendation	Approval
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011	<p>Crown development over \$5 million</p> <p>Development 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.</p>
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> <li>Wagga Wagga Local Environmental Plan 2010</li> <li>State Environmental Planning Policy (State and Regional Development) 2011</li> <li>State Environmental Planning Policy (Infrastructure) 2007</li> <li>State Environmental Planning Policy No. 55 - Remediation of Land</li> <li>State Environmental Planning Policy No 64 - Advertising and Signage</li> <li>Wagga Wagga Development Control Plan 2010</li> </ul>
List all documents submitted with this report for the Panel's consideration	<ul style="list-style-type: none"> <li>Architectural Plans</li> <li>Landscape Plans</li> <li>Statement of Environmental Effects</li> <li>Traffic Impact Assessment</li> <li>Noise Impact Assessment</li> <li>Heritage Impact Assessment</li> <li>Tree Survey</li> <li>Contamination Investigation</li> </ul>
Clause 4.6 requests	Not Applicable
Summary of key submissions	<ul style="list-style-type: none"> <li>Traffic impacts on highway and surrounding street network</li> <li>Streetscape</li> <li>Flood impacts – PMF</li> <li>Impact on heritage item</li> <li>Privacy and overshadowing impacts</li> <li>Crime and safety</li> </ul>
Report prepared by	Cameron Collins
Report date	5 February 2021

## Summary of s4.15 matters

Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?

Yes

## Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes

*e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP*

## Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?

Not applicable

## Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S7.24)?

*Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions*

Not applicable

## Conditions

Have draft conditions been provided to the applicant for comment?

Yes

## **Executive Summary**

1. The application seeks consent for car parking works within the Wagga Wagga Base Hospital (WWBH) campus. The application includes a new multi-storey car park (MSCP), and two at-grade car parks. The capital investment is \$25,407,566.
2. The development is a Crown development for the purpose of Division 4.6 of the Environmental Planning and Assessment Act 1979.
3. The site is located within the existing Wagga Wagga Base Hospital campus and is on the eastern side Lewis Drive south of its intersection with Edward Street (Sturt Highway). The development will adjoin the proposed UNSW Biomedical Science Centre development fronting Edward Street (subject to DA 20/0409).
4. Under the provisions of the WWLEP2010, the subject site is within the SP2 Infrastructure (hospital) zone. The development is ancillary to the existing hospital use on the site and is permissible in the zone with consent.
5. The application has been referred to Essential Energy and Transport for NSW under the provisions of the infrastructure SEPP. Submissions received from Essential Energy and TfNSW have been considered in accordance with the requirements of the SEPP.
6. A contamination investigation has been undertaken across the development site which identified the presence of an asbestos containing material (ACM) fragment. As a consequence, the investigation recommends that a Remediation Action Plan be prepared and confirms that the site can be made suitable, subject to remediation works, for an above-ground multistorey and on-grade hardstand car parks. Having regard to the provisions of SEPP 55 and the findings of the investigation discussed above, it is satisfied that the site will be suitable, after remediation, for the proposed purpose.
7. The application proposes signage (wayfinding pylon signage) which has been assessed against the provisions of SEPP 64 and deemed satisfactory.
8. Matters raised in the submission by TfNSW and also comments from Council's traffic engineer have been considered and recommended conditions of consent proposed. This includes concerns regarding the potential for the driveway configuration for the MLCP to cause impacts on the Sturt Highway (Edward Street). Appropriate conditions have been recommended to require an amendment to the driveway configuration to reduce the potential for queuing.
9. Council's traffic engineer has identified concerns with the standard of Rawson Lane with regard to its capacity for traffic discharged from the proposed Yathong Carpark. Appropriate conditions have been recommended to require an amendment to the driveway location for this carpark so that it discharges directly to Yathong Street.
10. The development will require the closure of the western section of Doris Roy Lane and the construction of a truck/vehicular turning bay to allow for its continued function. Conditions of consent will require dedication of the reconfigured laneway as public road.
11. The hospital campus site is identified under Schedule 5 of the LEP 2010 as containing an item of environmental heritage (Item number I261 - Wagga Wagga Base Hospital (c1960 building)). The item was demolished in 2018 as part of the overall hospital redevelopment project. The development will not result in any detrimental impact on the significance of the item.
12. Alterations to proposed landscaping works have been recommended to ensure a proposed

courtyard area to the east of the MLCP building will not result in any crime/safety or amenity impacts on the adjacent residential properties to the east.

13. Two public submissions have been received in relation to the development. Matters raised in the submissions have been addressed including recommended conditions of consent to ameliorate concerns raised.
14. The development is recommended for approval subject to conditions.

# Report of Development Application

## Pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979

### APPLICATION DETAILS

<b>Application No:</b>	DA20/0708
<b>Council File No:</b>	D/2020/0708
<b>Date of Lodgement:</b>	15/12/2020
<b>Applicant:</b>	Health Infrastructure Locked Bag 2030 ST LEONARDS NSW 1590
<b>Proposal:</b>	Hospital campus car parking works, including new multi-storey car park, two at-grade car parks, access upgrades and part closure of Doris Roy Lane
<b>Development Cost</b>	\$25,407,566.00
<b>Description of Modification:</b>	N/A
<b>Other Approvals:</b>	Nil
<b>Determination Body &amp; Reason:</b>	Officer Delegation 7.39
<b>Assessment Officer:</b>	Cameron Collins

### SITE DETAILS

<b>Subject Land:</b>	260 Edward St WAGGA WAGGA NSW 2650 Lot 334 DP 1190643
<b>Owner:</b>	Health Administration Corporation

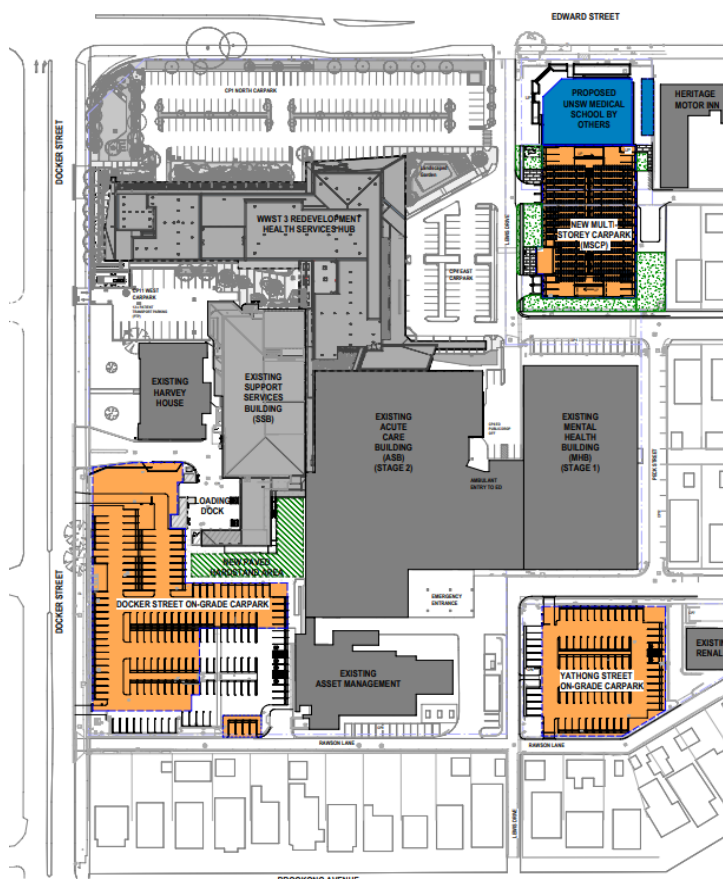
### REPORT

Type of Application:	Development Application
Concurrence Required:	No
Referrals:	Internal
Adjoining Owners Notification:	21/12/2020 until 13/1/2021
Advertising:	21/12/2020 until 13/1/2021
Owner's Consent Provided:	Yes
Location:	The hospital campus is bounded by Edward Street, Docker Street, Rawson Lane and Peck Street.

## Description of Development

The application seeks consent for car parking works within the Wagga Wagga Base Hospital (WWBH) campus. The application includes a new multi-storey car park (MSCP), and two at-grade car parks. The DA seeks approval for:

- Demolition of existing buildings and structures, relocation of demountable buildings and site preparation works;
- Tree removal;
- Provision of an additional 387 carparking spaces on the campus across three areas (illustrated below in orange), comprising:
  - o a new multi-storey car park (MSCP) (6 main levels comprising 12 split levels) in the north-east of the campus (see further description below).
  - o an at-grade car park expansion off Docker Street in the south-west of the campus.
  - o an at-grade car park expansion off Yathong Street in the south-east of the campus.
- Associated pedestrian and vehicular access upgrades;
- Upgrades to the existing loading dock, accessed off Docker Street;
- Installation of way finding signage;
- Landscape works;
- Service connections, including installation of a new substation; and
- Stormwater infrastructure works.





The following image and table provide a breakdown of the existing parking currently on the site and the carparking proposed under this application. This application proposes 3 areas of additional parking which are in the locations identified as:

1. CP2 & CP3 (including UNSW site) - proposed multi level structure
2. CP8 - proposed on grade expansion (Yathong Street)
3. CP10 - proposed on grade expansion (Docker Street)



Location	Proposal	Existing (upon Stage 3 Completion)	Proposed	Net Increase
CP1 (north car park)		154	154	0
CP2 (includes UNSW site)	Multi level carpark structure	71	358	+214
CP3 (east - under decant facility)		73		
CP4 (forecourt car park)		39	39	0

CP5 (near Mental Health)		14	14	0
CP6 (at emergency entry)		6	6	0
CP7 (Renal)		8	8	0
CP8 (Yathong Lodge)	On grade expansion	15	74	+59
CP9 (Rawson Lane)		24	24	0
CP10 (Dental)	On grade expansion	44	158	+114
CP11 (Patient Transfer)		24	24	0
CP12 (Peck Lane)		13	13	0
CP13 (Under Stage 3)		72	72	0
<b>TOTAL</b>		<b>557</b>	<b>944</b>	<b>387</b>

### Multi Level Car Park (MLCP)

The MSCP is a six level (12 split levels of parking) structure accommodating 358 visitor parking spaces (including 8 accessible spaces). It is located directly to the south of the proposed UNSW Biomedical Sciences Centre (subject to DA20/0409). A fire wall will provide fire separation between the two buildings. The MSCP has a maximum height of approximately 19m. The car park is naturally ventilated, with an open façade comprising vertical aluminium battens.

### **The Site and Locality**

The development is spread across the Wagga Wagga Base Hospital campus which is bounded by Edward Street (Sturt Highway) to the north, Docker Street to the west, Rawson Lane to the south and Peck Street to the east.

The proposed car parking works are located on three separate sites within the WWBH campus, as follows:

- The MSCP is located in the north-east of the campus, directly to the south of the proposed UNSW Biomedical Science Centre (subject to DA 20/0409);
- The Docker Street at-grade car park is located in the south-west corner of the campus, at the corner of Docker Street and Rawson Lane; and
- The Yathong Street at-grade car park is located in the south-east of the campus, at the corner of Yathong Street and Lewis Drive.

The site is legally described as part of Lot 334 in DP1190643.

The parts of the site are generally flat and contain existing at grade car parking areas along with a number of buildings (Lewis House, Dental Clinic and Yathong Lodge) which will be demolished and a series of demountable buildings that will be removed as part of the development.

## Easements and Covenants

The site of the proposed MLCP contains 2 major parallel stormwater easements that traverse the site from south to north and contain two 375mm stormwater mains. The stormwater mains converge at an existing stormwater pit located near the north eastern corner of the site. Council is the benefited authority with respect to both easements.

The applicant proposes to remove both mains and to relocate this infrastructure within a new easement proposed along the eastern side of the proposed MLCP. This will involve the upgrade of the capacity of the new stormwater main within the easement to a 525mm pipe.

The removal of the redundant mains and extinguishment of easements will allow for the proposed MLCP building footprint to be accommodated without any encroachment over this infrastructure. The new easement and stormwater main will be unencumbered along the eastern side of the building.

Council's Development Engineer has reviewed the proposed works and raises no objection subject to compliance with recommended conditions of consent.

There are no further easements or restrictions that have been identified that would restrict the proposed development of the site.

## Previous Development Consents

The site is subject to consents issued by the Department of Planning with respect to the redevelopment of the Wagga Base Hospital (Stages, 1, 2, 3a and 3b). It is satisfied that the proposed development is not impacted by these consents, none of which consent to any works within the parts of the site that are the subject of this application.

## MATTERS FOR CONSIDERATION PURSUANT TO SECTION 4.15(1)

### Section 4.15(1)(a)(i) - The provisions of any environmental planning instrument

#### Wagga Wagga Local Environmental Plan 2010

#### Part 2 Permitted or prohibited development Land Use

Under the provisions of the WWLEP2010, the subject site is within the SP2 Infrastructure (hospital) zone. The objectives of the SP2 zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The development is for carparking for the purpose of the hospital and other ancillary land uses within the campus. Development for the purpose of a hospital is permitted within this SP2 zone with consent and is entirely consistent with the zone objectives.

#### Part 3 Exempt & Complying Development

The proposed development is not Exempt or Complying Development. The application is seeking consent.



## Part 4 Principal development standards

### Clause 4.3 - Height of Buildings

There is no prescribed Height of Building standard identified for the site.

### Clause 4.4 - Floor Space Ratio

There is no prescribed Floor Space Ratio standard identified for the site.

## Part 5 Miscellaneous provisions

### Clause 5.10 - Heritage Conservation

The relevant objectives of this clause are to conserve the environmental heritage of Wagga Wagga and to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views. The clause requires that the consent authority must consider the effect of the proposed development on the heritage significance of a heritage item and the conservation area where concerned.

The hospital campus site is identified under Schedule 5 of the LEP 2010 as containing an item of environmental heritage (Item number I261 - Wagga Wagga Base Hospital (c1960 building)). The item was demolished in 2018 as part of the overall hospital redevelopment project. The demolition of the building was consented to as part of Stage 2 of the redevelopment of the hospital site.

Despite the demolition, an assessment against the provisions of Section 3.2.4 (Development in the vicinity of a heritage item) of the DCP 2010 has been undertaken later in this report. Having regard to the findings of this assessment, it is satisfied that effect of the proposed development on the heritage significance of the site has been appropriately considered and that it will not result in any detrimental impact on the significance of the item.

## Part 6 Urban Release Areas

The site is not located within an urban release area.

## Part 7 Additional Local Provisions

### 7.2 - Flood Planning

- (1) The objectives of this clause are as follows:
  - (a) to minimise the flood risk to life and property associated with the use of land,
  - (b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,
  - (c) to avoid significant adverse impacts on flood behaviour and the environment.
- (2) This clause applies to:
  - (a) land that is shown as "Flood planning area" on the Flood Planning Map, and
  - (b) other land at or below the flood planning level.
- (3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the

- development:
- (a) is compatible with the flood hazard of the land, and
  - (b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and
  - (c) incorporates appropriate measures to manage risk to life from flood, and
  - (d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and
  - (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.

The hospital campus is not subject to inundation during a 1:100 ARI flood event and therefore is not subject to the provisions of this Clause of the LEP. However, given that the hospital is an 'essential community service' and the site is subject to inundation during a PMF event, the application is subject to assessment under the relevant provisions of Section 4.2 of the DCP 2010 later in this report.

#### 7.6 - Groundwater Vulnerability

As the application site is identified as 'Groundwater' on the Water Resource Map, the development would be subject to assessment under this clause. However, given the land use is not development specified under this clause no further consideration is required.

#### 7.9 - Primacy of Zone B3 Commercial Core

Development consent must not be granted to development on any land unless the consent authority is satisfied that the development maintains the primacy of Zone B3 Commercial Core as the principal business, office and retail hub of Wagga Wagga. It is satisfied that the development will not detrimentally impact the primacy of the CBD.

There are no additional local provisions under the LEP relevant to the application.

### State Environmental Planning Policies (SEPPs)

#### State Environmental Planning Policy (State and Regional Development) 2011

Under Section 4.5(b) of the Act a regional planning panel is identified as the consent authority for development of a kind that is declared by an environmental planning instrument as regionally significant development. Development specified in Schedule 7 of this SEPP is declared to be regionally significant development for the purposes of the Act and includes (of relevance to this application):

*Crown development over \$5 million  
Development 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.*

The development is a Crown development for the purpose of Division 4.6 of the Environmental Planning and Assessment Act 1979 (EP&A Act). As the development has a capital investment value of approximately \$25 million, the development is declared as regionally significant development and the Southern Regional Planning Panel is the consent authority.

**State Environmental Planning Policy (Infrastructure) 2007****Clause 44 and 45**

Due to the proximity to electricity infrastructure and the encroachment of electricity infrastructure on the site, the application has been referred to Essential Energy in accordance with the provisions of these clauses.

A response has been received from Essential Energy who raise no objection to the proposal subject to a series of recommendations relating to:

- Compliance with any encumbrances in favour of Essential Energy.
- Compliance with relevant industry guidelines during works.
- Compliance with other relevant safety requirements (including “Dial Before You Dig” and SafeWork NSW requirements).

The comments from Essential Energy will be addressed in recommended conditions of consent.

**Clause 101**

The Sturt Highway (Edward Street) is a classified road and therefore the development is subject to the provisions of Clause 101 of the SEPP. This clause requires that the consent authority must not grant consent to development that has frontage to a classified road unless it is satisfied that:

*(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road,*

Comment - No vehicular access is proposed directly from the classified road (Edward Street). All proposed access driveways to the car parking areas will be from local roads including Lewis Drive, Yathong Street, Rawson Lane and Docker Street.

*(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of-*

*(i) the design of the vehicular access to the land, or*

*(ii) the emission of smoke or dust from the development, or*

*(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*

Comment - A submission has been received from TfNSW addressing the potential impacts of the development on the safety, efficiency and ongoing operation of the adjacent Sturt Highway. Having regard to the content of the TfNSW submission and the discussion and recommendations contained under Section 2.1 (Vehicle access and movements) of the DCP 2010 later in this report, it is satisfied that the safety, efficiency and ongoing operation of the Sturt Highway will not be adversely affected by the matters identified in (b) above.

*(c) 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 traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The development is for car parking and will not be sensitive to traffic noise or vehicle emissions.

### **Clause 102**

This clause relates to the impact of road noise or vibration on non-road development (including hospitals) that the consent authority considers is likely to be adversely affected by road noise or vibration. Whilst the development is for the purpose of a hospital, the proposed carparking will not be adversely affected by road noise or vibration.

### **Clause 104**

Clause 104 of the SEPP relates to traffic Generating development. Clause 104 is triggered as the proposed development is a new premise that will provide for carparking in excess of 200 spaces. The clause requires that, before determining the application, Council notify RMS (Transport for NSW - TfNSW) and take into consideration:

- (a) 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*
- (b) the accessibility of the site concerned, including-*
  - (i) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and*
  - (ii) the potential to minimise the need for travel by car, and*
- (c) any potential traffic safety, road congestion or parking implications of the development.*

With respect to (a), a submission has been received from TfNSW addressing the potential impacts of the development on the safety, efficiency and ongoing operation of the adjacent Sturt Highway. Refer to the discussion and recommendations contained under Section 2.1 (Vehicle access and movements) of the DCP later in this report for further detail.

With respect to (b) and (c) it is satisfied that the matters raised have been appropriately considered within the assessment and recommendations contained under Section 2.1 (Vehicle access and movements) of the DCP later in this report.

### **State Environmental Planning Policy No. 55 - Remediation of Land**

A contamination investigation has been undertaken across the development site which identified the presence of an asbestos containing material (ACM) fragment, whilst all other contaminants of potential concern (CoPCs) that were analysed for were identified as being below the adopted assessment criteria. As a consequence, the investigation recommends that a Remediation Action Plan be prepared and confirms that the site can be made suitable, subject to remediation works, for commercial/industrial land use as an above-ground multistorey and on-grade hardstand car parks.

With regard to the provisions of Clause 7 of SEPP 55, the following comments are provided:

- (1) A consent authority must not consent to the carrying out of any development on land unless:*

*(a) it has considered whether the land is contaminated, and*

Comment - the findings of a submitted contamination investigation have been considered. The findings of the investigation have identified that the site is contaminated.

*(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*

Comment - The findings of the contamination investigation have recommended that a Remediation Action Plan be prepared and confirm that the site can be made suitable, subject to remediation, for commercial/industrial land use as an above-ground multistorey and on-grade hardstand car parks.

*(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Comment - A recommended condition of consent will require the provision of a Site Audit Statement and Report prepared by an accredited NSW Contaminated Site Auditor confirming that the site is suitable for the uses approved under this development consent. This will be required prior to the commencement of any works.

*(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subclause (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.*

*(3) The applicant for development consent must carry out the investigation required by subclause (2) and must provide a report on it to the consent authority. The consent authority may require the applicant to carry out, and provide a report on, a detailed investigation (as referred to in the contaminated land planning guidelines) if it considers that the findings of the preliminary investigation warrant such an investigation.*

Comment - The findings of a contamination investigation have been considered.

Having regard to the provisions of SEPP 55 and the findings of the investigation discussed above, it is satisfied that the site will be suitable, after remediation, for the proposed purpose. The development is consistent with the provisions of SEPP 55.

### **State Environmental Planning Policy No 64 - Advertising and Signage**

SEPP 64 applies to all signage that, under an environmental planning instrument, can be displayed with or without development consent and is visible from any public space or public reserve. The proposal seeks approval for a number of wayfinding signs associated with the operation of the proposed car parks. These signs are summarised as follows:

Sign Type	Location	Dimensions	Illumination
Pylon sign	Docker Street at-grade car park entry	420W x 1400H x 80D	No
Pylon sign	Docker Street at-grade car park exit	420W x 1400H x 80D	No
Pylon sign	Yathong Street at-grade car park entry	420W x 1400H x 80D	No
Pylon sign	Yathong Street at-grade car park exit (on Rawson Lane)	420W x 1400H x 80D	No
Pylon sign	Rawson Lane (at clinic parking)	420W x 1400H x 80D	No

None of these signs fall into the category of 'Advertising Signage'. The proposed signs are best classified as 'building identification signs' under SEPP 64, and therefore the controls in Part 3 of SEPP 64 do not apply to this application.

Accordingly, only the objectives of SEPP 64 and the criteria in Schedule 1 - Assessment Criteria of SEPP 64 are required to be considered.

All of the proposed signs are consistent with the relevant objective of the SEPP under Clause 3 which is:

- a) *To ensure that signage (including advertising):*
- Is compatible with the desired amenity and future character of the area, and*
  - Provides effective communication in suitable locations, and*
  - Is of high quality design and finish,*

The proposed signs are consistent with the above objective, as they will facilitate the provision of high quality signage, consistent with the proposal's location within the WWBH campus, as well as the proposed car park use.

Schedule 1 of SEPP 64 contains a range of assessment criteria which are matters for consideration in assessing signage. Having regard to the assessment provided in the table below, it is satisfied that the application satisfied the criteria specified.

Character of the area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The signage is consistent with the evolving hospital campus and the future character of the surrounding health and knowledge precinct. The signage will contribute positively to the operation of the car parking areas.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no adopted theme for advertising in the area.
Special areas	
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,	The site is not located in an area recognised for any of the listed matters.



waterways, rural landscapes or residential areas?	
<b>Views and vistas</b>	
Does the proposal obscure or compromise important views?	The signage does not obscure or compromise important views.
Does the proposal dominate the skyline and reduce the quality of vistas?	The signage is low set (1400mm) and will not dominate the skyline or reduce the quality of any vistas.
Does the proposal respect the viewing rights of other advertisers?	The proposal will not impact views to other signage in the locality.
<b>Streetscape, setting or landscape</b>	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signs are of an appropriate scale to serve their purpose whilst not detracting from the streetscape.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage has a way finding function with a simple aesthetic which is appropriate for the streetscape setting.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable.
Does the proposal screen unsightliness?	No. The signage is free standing and located at the entry/exit points of the proposed car parks.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No.
Does the proposal require ongoing vegetation management?	Ongoing vegetation management may be required to ensure visibility is maintained to the signs, however this is not a concern given that adjacent landscaping will be managed as part of the overall campus maintenance regime.
<b>Site and building</b>	
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?	The signage is of a scale and character which integrates with the campus surrounds.
Does the proposal respect important features of the site or building, or both?	The proposed signage has been designed so that it will not detract from key elements of the site.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage is well designed and strategically positioned for wayfinding purposes.
<b>Associated devices and logos with advertisements and advertising structures</b>	
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?	No safety devices or platforms are required.
<b>Illumination</b>	

Would illumination result in unacceptable glare?	The signs are not proposed to be illuminated.
Would illumination affect safety for pedestrians, vehicles or aircraft?	The signs are not proposed to be illuminated.
Would illumination detract from the amenity of any residence or other form of accommodation?	The signs are not proposed to be illuminated.
Can the intensity of the illumination be adjusted, if necessary?	The signs are not proposed to be illuminated.
<b>Safety</b>	
Would the proposal reduce the safety for any public road?	The wayfinding purpose of the signage will assist in improving public road safety.
Would the proposal reduce safety for pedestrians/cyclists?	The signage will not impact detrimentally on the safety of pedestrians and cyclists. The signage is of an appropriate scale to direct and provide information to motorists and cyclists, while not reducing safety for pedestrians or cyclists.
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The signage will not reduce safety for pedestrians by obscuring sightlines. The proposed signage serves a wayfinding function, and is considered appropriate.

**Section 4.15(1)(a)(ii) - Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority**

There are a number of state environmental planning policies currently subject to review, including some which have involved consultation and notification. With the exception of the following, none of these are applicable to this application.

Draft State Environmental Planning Policy - Remediation of Land

The Draft SEPP was placed on exhibition until 31 March 2018. The SEPP will replace SEPP 55. The Explanation of Intended Effects outlines that the key operation framework of SEPP 55 will remain. Changes in the SEPP relate primarily to land undergoing remediation work. Therefore, for a development such as this, little will change between SEPP 55 and the Remediation of Land SEPP.

Draft State Environmental Planning Policy - Environment

The Draft SEPP Environment was released for public exhibition in October 2017 and aims to repeal and replace a number of SEPPs and SREPs that currently apply in NSW. Under the Draft SEPP, the site is identified as being within an area of 'Urban Bushland' and as such would be subject to controls relating to the protection of land that is reserved for public open space. No part of the site is zoned for this purpose at this time, and as such these provisions of the Draft SEPP do not apply.

## Section 4.15(1)(a)(iii) - any development control plan

### Wagga Wagga Development Control Plan 2010

Proposed development complies with the development standards of the Wagga Wagga Development Control Plan 2010 as follows:

#### Section 1 - General

##### 1.10 Notification of Development Application

The application was notified and advertised from 21/12/2020 until 13/1/2021 in accordance with the requirements of this section of the DCP. Two public submissions were received during this period which are addressed later in this assessment report. Submissions were also received from Riverina Water, Essential Energy and Transport for NSW have also been addressed elsewhere in this assessment report.

#### Section 2 - Controls that Apply to All Development

##### 2.1 Vehicle access and movements

###### Multi Level Car Park (MLCP)

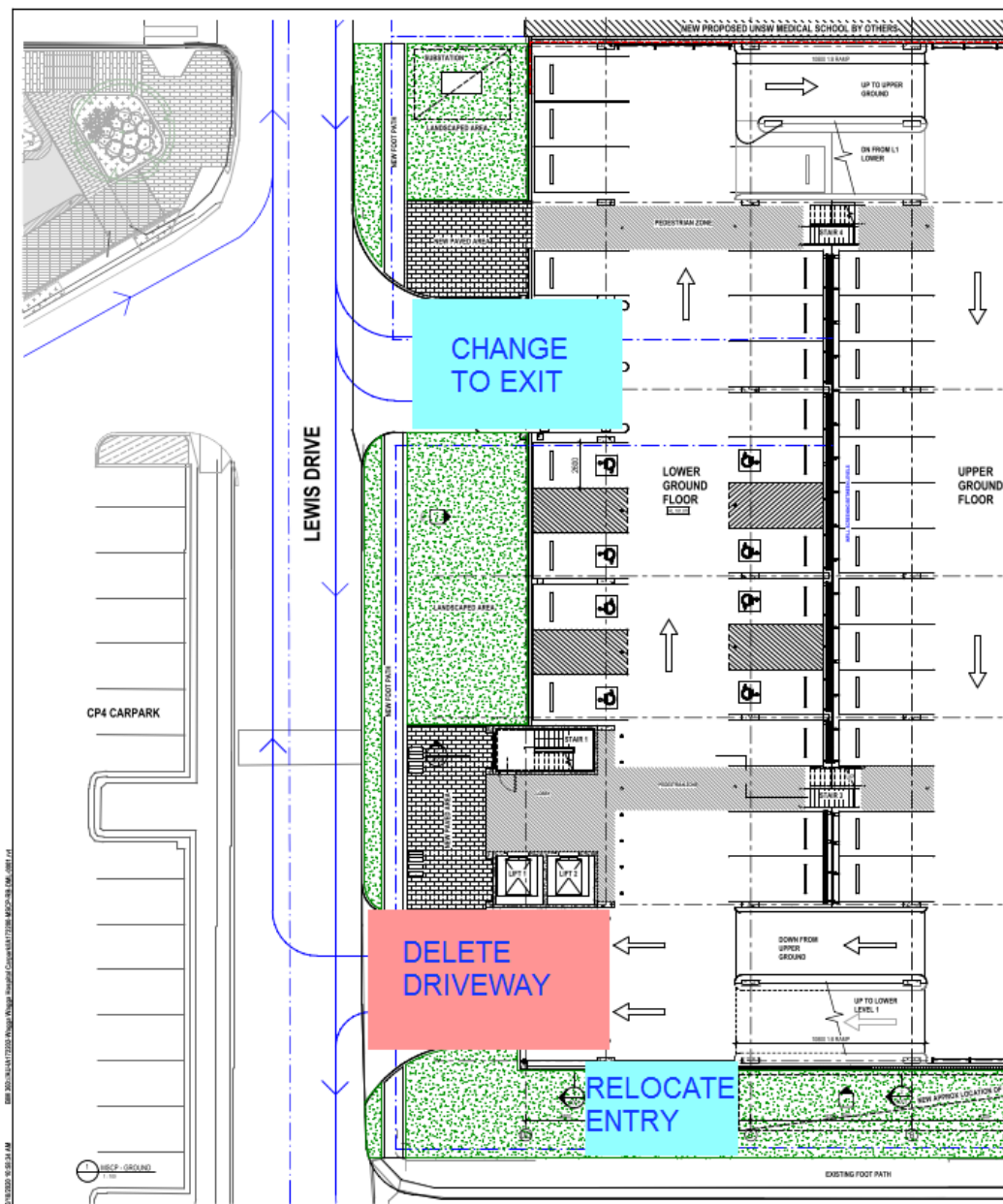
The MLCP will provide for a total of 358 carparking spaces across 6 levels. The MLCP will replace a total of 144 at grade spaces currently on the site. These include spaces that will be lost as a result of the adjacent UNSW development (DA20/0409). The MLCP proposes two access driveways that will be serviced from Lewis Drive - the northern driveway being designated as the entry and the southern driveway the exit. Motorists are able to access the driveways in Lewis Drive from the north via Edward Street or from the east via Murray and Yabtree Streets.

As detailed earlier in this report, the development is defined as 'traffic generating development' and has been referred to transport for NSW (TfNSW) in accordance with the Infrastructure SEPP. In addition, TfNSW have an interest in the development with respect to its potential impact on the functioning of the adjacent Sturt Highway (Edward Street).

TfNSW has recommended alterations to the proposed driveway configuration servicing the MLCP as detailed below. These recommendations are supported by Council's traffic engineer.

- TfNSW recommendation - relocation of the southern driveway to Yabtree Street for entry to MLCP and conversion of northern driveway to Lewis Drive for egress.
- TfNSW alternate recommendation (on the basis that the first recommendation is not accepted by the proponent) - the swapping of the existing driveways (entry to the south and egress to the north).

The following diagram illustrates the recommendation:



The recommendations are supported for the following reasons:

- The relocation of the entry driveway to Yabtree Street will encourage and improve the redistribution of access via Murray Street lights to the carpark. This will reduce the focus of access being from the Edward Street intersection (and impact on the existing limited right turn lane in Edward Street).
- The further separation of driveways will better distribute traffic from the entry/exit points. Traffic that would have used the Lewis Drive entry would be redistributed to the Yabtree Street entrance resulting in each road receiving a more balanced traffic flow.
- The relocation of the entry to Yabtree Street (or at least further to the south) will reduce the potential for queuing across the existing access to the open carpark on the western side of Lewis Drive. It will also reduce the risk of queuing back to Edward Street.

- d) Lewis Drive is a low speed environment (10km/h) and will be formalised as a high pedestrian activity area. Increased pedestrian activity in Lewis Drive has the potential to delay traffic which will impact on queue lengths.
- e) Both options as recommended involve minimal alteration to the internal/external configuration of the MLCP including internal traffic circulation.

It is recommended that a condition of consent require that, prior to the commencement of works, revised plans be provided identifying the reconfiguration of the proposed access driveways on Lewis Drive so that the northern driveway functions as the egress and the southern driveway is relocated to operate as an entry from Yabtree Street.

#### Existing shared zone

Lewis Drive and Yabtree Street are currently designated as a 10km/h shared zone from the intersection with Edward Street through to the intersection with Peck Street. As a result of the increased pedestrian traffic that will occur within this shared zone as a result of the location of the MLCP, both Council's traffic engineer and TfNSW have recommended that the applicant be required to undertake enhancements to this area.

These enhancements include:

- a) installation of a wombat crossing in Lewis Drive adjacent to the proposed foyer of the MLCP to provide improved safety for pedestrians crossing Lewis Drive at this location to access the main public entry to the Hospital.
- b) installation of enhanced threshold treatment at the approaches of the shared zone (at the intersections of Lewis Drive with Edward Street and Peck Street) to reinforce the status of the area as a low speed environment.

It is recommended that a condition of consent require that, prior to the commencement of works, revised plans be provided identifying the enhancement of the existing shared zone adjacent to the Multi Level Car Park building through the installation of a wombat crossing in Lewis Drive adjacent to the proposed foyer and the installation of enhanced threshold treatment at the commencement of the shared zone (at the intersections of Lewis Drive with Edward Street and Peck Street).

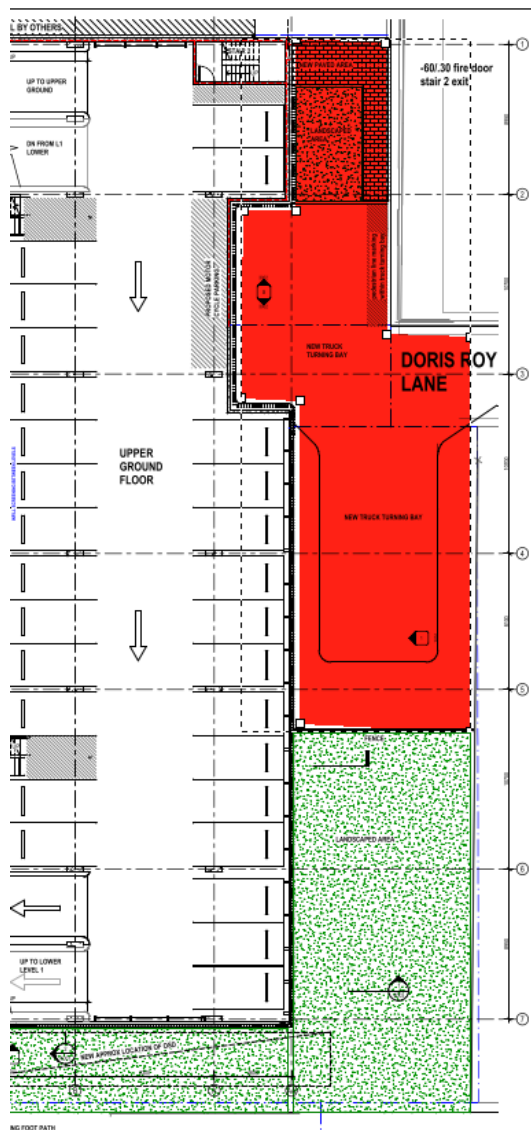
#### Closure of Doris Roy Lane

The applicant has obtained the agreement of Council for the closure of the western end of Doris Roy Lane to allow for the construction of the proposed MLCP. The closure of the lane will require the installation of vehicular turning bays which will be large enough to cater for a garbage truck or similar sized vehicle. The applicant has provided detailed design drawings of the proposed turning bays including a swept path review to confirm that vehicles (including a 9.7 metre long garbage truck) are able to turn appropriately within the roadway. Council's development engineer and traffic engineer have reviewed this information and raise no objection to the proposed works.

A recommended condition of consent will require that the proposed truck turning bays be dedicated as public roadway. In addition to this, it is recommended that the road dedication include a section of the site to the north of the turning bay extending to the boundary of the proposed allotment that will contain the UNSW Biomedical Science Centre development (DA20/0409). The extension of the lane will provide service access to the UNSW site which



will allow the lane to be utilised for bin collection and other service type access. The following diagram identifies the approximate area to be dedicated under the recommended condition:



### Docker Carpark

This proposed expansion of the existing carpark will result in an increase in car parking from 44 to 158 spaces. The works propose the deletion of the existing vehicular entry/exit that is currently accessed via the western section of Rawson Lane. A new left in entry driveway and a new left out exit driveway are proposed in Docker Street.

The proposed access arrangements have been considered by Council's Traffic Engineer who raises no objection on the basis that the proposed driveways will be restricted to left in and left out only as a result of the existing central median in Docker Street. In addition to this, the removal of access from Rawson Lane is supported as the current width of the laneway is inadequate to cater for the increase in traffic movements from the expanded car park.



### Yathong Carpark

This proposed expansion of the existing carpark will result in an increase in car parking from 15 to 74 spaces. The applicant proposes to utilise the existing entry driveway from Yathong and the existing exit driveway to Rawson Lane. To minimise impact on Lewis Drive (emergency vehicle access), the applicant proposes a left out only restriction from the exit driveway into Rawson Lane. This restriction will force vehicles along Rawson Lane in an eastward direction back to Yathong Street and away from Lewis Drive.

Council's traffic engineer is concerned with the existing standard and width of the eastern section of Rawson Lane in relation to the increase in traffic that it will be required to support as a result of the proposed exit arrangements. The following comments have been received from the engineer:

- Rawson Lane functions as a laneway (or service road) in Council's road hierarchy, primarily serving residential properties along its length. Given its original intended function and the very low residential traffic volumes expected, it was only intended as a laneway with a 5.0m in width.
- The existing Yathong Street car park currently provides 15 car parking spaces. This car park has two access driveways - one for entry on Yathong Street and the other for exit on Rawson Lane.
- As part of the proposed development, the existing Yathong Street car park is to be expanded to provide a total of 74 spaces.
- Due to this expansion, the applicant, proposes entry via Yathong Street and LEFT ONLY exit on to Rawson Lane.
- This proposal indicates that the eastern section of Rawson Lane will carry higher volumes of traffic than that it was designed for.
- In order to maintain status quo, Rawson Lane will need to be upgraded to function as a local road with a desirable carriageway width (kerb to kerb) of 5.5m to cater to the additional traffic volumes.
- Due to space constraints, the required width cannot be achieved.
- It is also noted there are concerns raised by a resident in relation to extra traffic generated by the expanded car park and its impact on road infrastructure and residential amenity.
- In order to address the above concerns, it is recommended that the existing/proposed exit driveway on Rawson Lane be closed and all vehicle entry and exit points be located on Yathong Street for this car park.

Having regard to the traffic engineer's comments and recommendations, it is recommended that a condition of consent require that, prior to the commencement of works, revised plans be provided identifying the deletion of the proposed exit driveway and its relocation to Yathong Street.

### Upgrades to the existing loading dock

The hospital campus currently operates a loading dock that is accessed via an existing driveway from Docker Street. The application proposes an internal expansion of the loading dock to improve existing operational procedures that occur within this area. The expansion will not affect the existing access arrangement to Docker Street and will have a negligible impact on the volume of vehicles utilising this access. No objection is raised to the proposed loading dock works.

## 2.2 Off-street parking

The purpose of the development is to supplement the existing shortfall of parking on the campus and to also ensure the replacement of lost carparking resulting from development activities occurring across the campus (including the proposed UNSW development).

As detailed in the description of the development, the development will result in the provision of an additional 387 carparking spaces on the campus across three areas comprising:

- a new multi-storey car park (MSCP) (6 levels) in the north-east of the campus.
- an at-grade car park expansion off Docker Street in the south-west of the campus.
- an at-grade car park expansion off Yathong Street in the south-east of the campus.

It is satisfied that the proposed car parks will be generally compliant with the relevant controls under this section of the DCP and that they have been designed to comply with the relevant standards (including AS2890.1.2004, AS2890.2 2002 and AS/NZS2890.6.2009).

## 2.3 Landscaping

Landscape Plans have been prepared for landscape works surrounding the proposed MSCP, as well as landscaping within the Docker and Yathong Street at-grade car parks.

For the MSCP, the proposed works comprise:

- Avenue style plantings to Lewis Drive and Yabtree Street adjacent to the MLCP.
- A landscaped courtyard to the east of the MLCP which will contribute to the usable open space areas across the wider campus. This area will also assist in buffering the residential property to the east from the MDCP.

Note - this courtyard area is the subject to an objection received in relation to this application. The concerns are detailed later in this report and recommendations with regard to the management and treatment of this area to address these concerns are detailed below.

- Pedestrian paths and seating will be provided along the frontage of the MLCP on Lewis Drive and Yabtree Street.

Landscaping within the Docker and Yathong Street at-grade car parks comprises shade and feature tree plantings with understory planting. Existing trees and landscaping will be retained within these areas where possible.

Subject to the recommendations in relation to the objection received (see below), it is satisfied that the proposal adequately meets the objectives and controls under this section.

### Objection to landscaped courtyard

An objection has been received with regard to the courtyard proposed to the east of the MLCP. The objection is summarised as follows:

*The landscaped area between the multi storey carpark (MSCP) and the residential area of Yabtree St has potential to be a gathering point to exhibit anti-social*

*behaviour particularly at night and a resulting safety concern for residents and pedestrians. It is obscured by the MSCP and is therefore not able to be easily observable and also has the potential to become a smoking area. A lack of illumination of this area will result in security concerns whilst the provision of lighting may have negative impacts on adjacent residential properties.*

The location and configuration of this area in relation to the MLCP, Doris Roy Lane and the adjoining residential property does raise potential for crime and safety risks. Despite these concerns, the area has the potential to become a valuable open space area for the use of staff and visitors to the hospital campus providing it is designed and managed appropriately. Whilst the application includes a conceptual design for this area, it is recommended that further detail be provided addressing the following specific design elements to assist in reducing the potential for safety issues and to minimise impacts on the immediately adjacent residential property. It is recommended that a revised landscape plan be provided for this area detailing the following matters:

- Restricting the use of the area as a thoroughfare between Doris Roy Lane and Yabtree Street.
- The maintenance of clear visibility through the courtyard from Yabtree Street to Doris Roy Lane including sightlines through proposed soft and hard landscape features and the avoidance of screened or enclosed areas.
- The introduction of a lighting design that will ensure that visibility is maintained at all times whilst ensuring light spill impacts are minimised for the adjacent residential property.
- Treatment of boundary fencing to minimise privacy, acoustic and light impacts.

Further recommended conditions of consent will require the approved landscaping works to be in place prior to operation of the carpark and also for the works to be maintained for the life of the development.

## 2.4 Signage

Signage proposed under this application is described in detail in the assessment under State Environmental Planning Policy No 64 (Advertising and Signage) earlier in this report. This section of the DCP contains a series of development controls that relate to signage generally and also for specific sign types including pylon signs. An assessment of the proposed signs against the objectives, general requirements and also controls relating to specific sign types has been completed. It is satisfied that the proposed signage is consistent with the relevant objectives and controls of this section of the DCP.

## Section 3 - Heritage Conservation

The relevant parts of this section of the DCP are Section 3.2.4 given that the development will be in the vicinity of a listed item of environmental heritage, and section 3.3 given that part of the development will be immediately adjacent to the heritage conservation area.

The relevant objective of section 3.2.4 is to encourage development in the vicinity of a heritage item to be designed and sited to protect the significance of the heritage item. The relevant controls are to minimise the impact on the setting of the item by:

- a) Providing an adequate area around the heritage item to allow its interpretation.*

- b) Retaining original or significant landscaping associated with the heritage item.*
- c) Protecting and allowing the interpretation of archaeological features associated with the heritage item.*
- d) Retaining and respecting significant views to and from the heritage item.*

The relevant objectives of section 3.2.4 is to encourage new buildings to respond positively to the character of adjoining and nearby buildings and to ensure that new work is sympathetic to the bulk, mass and scale of characteristic buildings in the conservation area.

#### Discussion

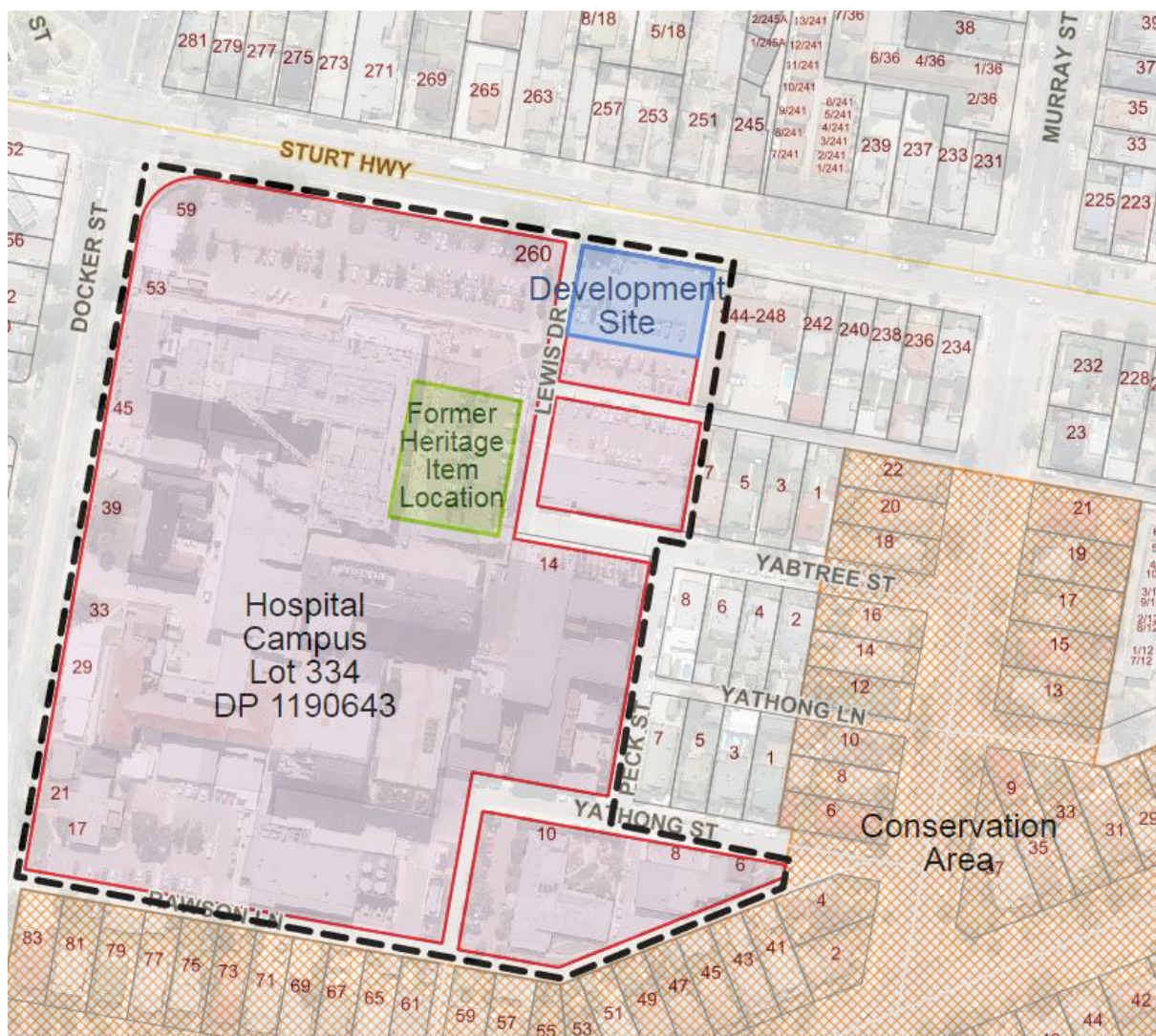
The hospital campus site is identified under Schedule 5 of the LEP 2010 as containing an item of environmental heritage. The following table is an extract from Schedule 5:

Suburb	Item Name	Address	Property Description	Significance	Item No
Wagga Wagga	Wagga Wagga Base Hospital (c1960 building)	260 280 Edward Street	Lot 13, DP 659184	Local	I261

It is noted that the site of the proposed development does not originally form part of the property containing the item (Lot 13 DP 659184) as described in the table above. The development site is located immediately to the east and is separated by Lewis Drive. However the site has now been consolidated into the hospital campus site (now Lot 334 in DP 1190643). See plan below.

It is noted that the item, the former Wagga Wagga Base Hospital (c1960) building was demolished in 2018 as part of the overall redevelopment project. The demolition of the building was consented to as part of Stage 2 of the redevelopment of the hospital site.





Despite the demolition of the former hospital building, a Heritage Impact Statement has been prepared and submitted by the applicant. The statement concludes:

*Wagga Wagga Base Hospital is listed on the s170 Register of NSW Health. Part of the site (not including the site of the proposed works) is listed as a heritage item by the Wagga Wagga LEP 2010. The site also lies within the vicinity of the Wagga Wagga Conservation Area listed by the Wagga Wagga LEP 2010.*

*Wagga Wagga Hospital has undergone significant redevelopment over the past 10 years. Its primary significance now lies in its social significance as a long serving local health care facility. Only one historically an architecturally significant building still stands, being Harvey House.*

*The proposed works support the social significance of the site by facilitating its function as a hospital and will have no impact on significant fabric. The six storey car park will read as one of a number of contemporary structures of a similar massing and scale on the site. It is sufficiently separated from Harvey House and the nearby Conservation Areas to have no impact on direct view corridors to/from these items and no addition impact on the setting of these items/area over and above the recently*

*constructed buildings on the site. The two proposed at-grade car parks lie within the immediate vicinity of Harvey House and the southern part of the Wagga Wagga Conservation Area. Their impact on the setting of Harvey House and Conservation Area is minimal and acceptable because they are located at grade, will not block significant view corridors and will include landscaping.*

*The proposed works fulfil the requirements for new works within the vicinity of significant buildings and Conservation Areas provided by the Wagga Wagga LEP and DCP.*

Having regard to the conclusions of the Heritage Impact Statement and the requirements of this Section of the DCP (and Clause 5.10 of the LEP 2010), it is satisfied that effect of the proposed development on the heritage significance of the site and also the adjacent heritage conservation area has been appropriately considered and that it:

- a) will not result in any detrimental impact on the significance of the item; and
- b) will not result in development that is unsympathetic to the character, bulk, mass or scale of the buildings within the adjoining part of the heritage conservation area.

## **Section 4 - Environmental Hazards and Management**

### **4.2 Flooding**

The site is located within the area identified under this section as 'Central Wagga protected by the Levee'. The site is not subject to inundation during a 1:100 year event however the site is located below the PMF level.

The relevant objectives and controls of this section of the DCP 2010 are as follows:

#### **Objectives**

- O1 Minimise the public and private costs of flood damage.*
- O2 Minimise the risk of life during floods by encouraging construction and development that is "flood proofed" and compatible with the flood risk of the area.*
- O3 Ensure that development and construction are compatible with the flood hazard.*
- O4 Require compatibility with the Flood Plain Development Manual 2005 as relevant.*

#### **Controls**

*C1 Essential community services are not suitable for location in any of the flood risk precincts other than Central Wagga where they are to be above the Probable Maximum Flood (PMF) level. For the purposes of this Section, essential community services include:*

- Community, information and education facilities which may provide an important role in notifying the community of flood dangers or evacuation requirements during flood events.*
- Emergency services facilities.*
- Health service facilities.*



Given the proposal is for a health service facility, and is subject to inundation during the PMF, the provisions of Control C1 must be considered. However, the question of whether the site is suitable for the hospital due to the PMF implications is unnecessary as the hospital has historically existed on this site and is now further entrenched at this location given the substantial investment in its redevelopment over recent years.

It must also be taken into account that the development is for the provision of additional parking facilities for the already existing hospital campus on this site. For this reason, it is satisfied that the intention of the control to restrict 'essential community services' in this area cannot be reasonably enforced with regard to the circumstances of the proposed car park development.

A risk assessment has been carried out and the development is considered acceptable.

## **Section 5 - Natural Resource and Landscape Management**

### **5.4 Environmentally sensitive land**

The relevant section (Natural Resources Sensitivity - groundwater) has been addressed under Clause 7.6 (Groundwater Vulnerability) of the LEP 2010 earlier in this report.

There are no further sections of the DCP 2010 that are relevant to the assessment of this proposal.

### **Section 4.15(1)(a)(iiia) - any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4**

No planning agreement has been entered into under section 7.4.

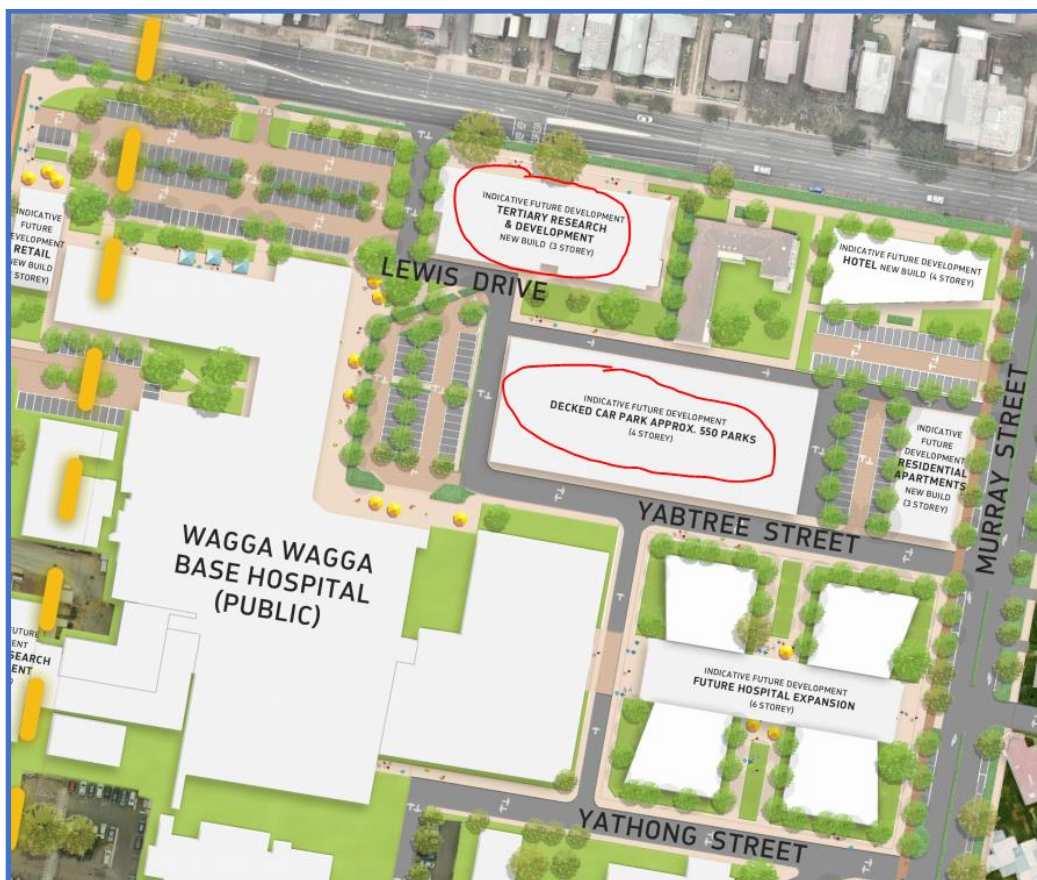
### **Section 4.15(1)(a)(iv) - the regulations**

Matters prescribed by the Environmental Planning and Assessment Regulation 2000 have been satisfied including the requirement for the proposed demolition of buildings to comply with AS 2601.

### **Section 4.15(1)(b) - likely impacts of the development**

#### **Context & Setting**

The site forms part of the hospital campus which is dominated by the main hospital building which has been developed over a number of stages and is nearing completion. The hospital campus sits within the wider 'Health and Knowledge Precinct' which is supported by a masterplan that has been adopted by Council. The proposed development is generally consistent with the adopted masterplan as it will locate the MSCP behind the proposed UNSW Biomedical Science Centre (Da20/0409), which proposes a prominent and attractive building fronting Edward Street, at the entry to the campus (see image from masterplan below).



### Streetscape and Public Domain

The MLCP building has been designed to be compatible with the new hospital buildings located to the west and south west. The position of the MLCP (and UNSW development) will complete the eastern side of the main hospital campus forecourt (see image below). From the north, the MSCP will be partially screened by the UNSW development which will provide the main façade to Edward Street.



The key component of the MSCP façade is a vertical aluminium batten system. Along with the proposed colour scheme, the facade has been designed to complement the façade of the recently completed Stage 3 hospital building located to the west. The main western façade (Lewis Drive) incorporates a main lift and stair core that provides articulation and the use of full height glazing to highlight the main entry and assist with wayfinding (see image below).



Appropriate setbacks to Lewis Drive, Yabtree Street and the eastern boundary of the site have been selected to provide separation and landscaping opportunities to soften the appearance of the building.

Having regard to the selected design elements, it is satisfied that the development will contribute positively to the streetscape and the hospital campus as a whole.

#### Traffic, access and parking

Refer to discussion under Sections 2.1 and 2.2 of DCP 2010 earlier in this assessment report.

#### Utilities

All required utilities are available at the site and are of a sufficient capacity to cater for the proposed development. Comments have been received from both Riverina Water and Essential Energy confirming that there is no objection to the proposal subject to recommended conditions of consent.

Council's development engineer is satisfied with the capacity of stormwater infrastructure servicing the site. As discussed elsewhere in this report, the development will involve the relocation of existing stormwater mains traversing the site. Requirements relating to this work have been addressed in recommended conditions of consent.

## Heritage

Refer to assessment under Clause 5.10 of LEP 2010 and Section 3 of the DCP 2010 earlier in this assessment report.

## Water Quality & Stormwater

There are no perceived water quality or stormwater issues. The site is currently occupied by hardstand parking areas and buildings which currently discharge to Council's stormwater infrastructure. The redevelopment of these areas is unlikely to result in any significant change with regard to the quality or quantity of stormwater leaving the site.

The intended use of the proposed development for carparking will not result in any risks to stormwater, groundwater or other water resources.

## Soils, soil erosion

Appropriate sediment and erosion control will be in place during the construction phase of the development. Upon completion of the development the entire site will be occupied by the MLCP building and paved/landscaped carparking areas. The completed development will not pose any significant risk with regard to sediment loss or soil degradation.

## Air and microclimate

The intended use of the development for carparking is not expected to result in any detrimental impact on air quality. The MLCP building will remove an existing hardstand car park area which will result in a positive impact on the microclimate on this part of the site. Landscaping will be introduced to the proposed at grade carpark extensions which will provide opportunity for shade and will assist in reducing heat generated by hardstand surfaces. With the exception of solar access/shadowing (discussed below), the development is not expected to result in significant changes to microclimate.

## Flora and Fauna

As the site is currently occupied by existing hardstand carparking areas and buildings, there is not expected to be any significant impacts on flora or fauna with the exception of the removal of a number of trees.

The application proposes the removal of 26 trees (including 3 street trees in Docker Street). The application seeks to ameliorate lost vegetation through the introduction of high quality landscaping (as described earlier in this assessment) including a substantial number of planted trees.

The proposed tree removal has been supported by a comprehensive arboricultural assessment. This assessment has been reviewed by Council's Supervisor Tree Planning & Management who is satisfied with the recommendations. Council's Supervisor Tree Planning & Management has recommended a series of conditions relating to the standards required for the removal of the trees and also the standards require to ensure the protection of trees to be retained as part of the development. Further to this, Council's Supervisor Tree Planning & Management has recommended a condition requiring the replacement of the 3 trees to be removed in Docker Street with 6 new street tree specimens including details of required standards and processes for these works.



## Waste

Construction waste will be addressed via the conditional requirement for the preparation of a Construction Environmental Management Plan (CEMP) which will incorporate a Construction Waste Management Sub-Plan.

Operational waste generation is expected to be minimal and can be appropriately managed as part of the overall hospital campus maintenance regime.

## Solar access - overshadowing

Shadowing caused by the MDCP building is not considered to result in any impact on surrounding properties with the exception residential properties located immediately to the east and south-east in Yabtree Street. Mid winter shading indicates that the proposed building will start to shade the first (adjacent) residential property from early afternoon (approximately 2pm) - see diagram below. This dwelling and dwellings further to the east/south-east will retain uninterrupted sunlight in excess of 3 hours throughout the morning and the early afternoon. On this basis, it is satisfied that the development will not result in an unacceptable impact with respect to overshadowing.



SHADOW DIAGRAM - 3PM JUNE 21

## Privacy

The MLCP development will result in potential privacy impact on residential properties located to the east. The current vertical louvred façade will not prevent users of the upper levels of the carpark from overlooking these properties. A condition of consent has been recommended requiring revised plans detailing the provision of screening along the eastern façade of the MLCP building that will prevent overlooking from all levels into the rear yards and windows of residential properties located to the east.

Outlooks from the upper levels of the MLCP towards the west, south and south west will be towards the existing hospital building and will not result in any privacy concerns.

The positioning of the proposed at grade carparks are not expected to result in any detrimental privacy concerns.

### Landscaping

Appropriate landscaping has been incorporated into the design of the proposed works. Refer to discussion under Section 2.3 of the DCP earlier in this report.

### Natural hazards - Flooding - Bushfire Prone Area map

Flooding impacts have been addressed earlier in this report. The site is not subject to threat from bushfire.

### Disabled access

An Access Report provided by the applicant confirms that the proposal will comply with the Disability Discrimination Act (DDA), Building Code of Australia (BCA), relevant Australian Standards and enhanced benchmark requirements.

### Signage

Refer to earlier assessment under SEPP 64.

### Noise & vibration

The application includes a Noise Impact Assessment. The assessment provides a series of recommendations which should be incorporated into the development to address potential noise sources including the operation of the MLCP, traffic and mechanical plant. It is recommended that a condition of consent require that, prior to the commencement of works, revised plans be provided detailing the incorporation of all recommendations of the Noise Impact Assessment. The assessment concludes that provided that the recommendations presented in the report are adopted, noise emissions from the operation of the site will comply with acoustic criteria.

The assessment also identifies construction noise a key impact and recommends the preparation and implementation of a construction noise and vibration management plan. This requirement has also been addressed as a recommended condition of consent.

### Technological Hazards

Land contamination and remediation has been addressed earlier in this report (see discussion under SEPP 55 - Remediation of Land).

### Socio- Economic Impact in the Locality

The proposed development will have a positive social and economic impact as it will provide improved facilities for patients, visitors and staff and relieve demand for on-street parking in the surrounding area. This in turn will support the development and ongoing use of the WWBH campus and will deliver economic and social benefits to the broader community.



Further, the development will have a positive impact through the creation of temporary job opportunities in manufacturing, construction and construction management for the residents of the wider Wagga Wagga LGA.

### The Principles of Ecologically Sustainable Development

The following are principles of ecological sustainability:

*1 The precautionary principle Where there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*  
*(a) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*  
*(b) an assessment of the risk-weighted consequences of various options.*  
*The principle requires decision-making to give the environment the benefit of the doubt.*

*2 Intergenerational equity The present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations (that is, a partnership among all of the generations that may use or expect to benefit from the nation's resources).*

*3 Conservation of biological diversity and ecological integrity Conservation of biological diversity and ecological integrity should be a fundamental consideration.*

*4 Improved valuation, pricing and incentive mechanisms Environmental factors should be included in the valuation of assets and services:*  
*(a) polluter pays (that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement), and*  
*(b) the users of goods and services should pay prices based on the full cycle costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste, and*  
*(c) environmental goals having been established should be pursued in the most cost-effective way by establishing incentive structures, including market mechanisms which enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*

The proposed development will not result in any anticipated irreversible environmental damage. The proposal involves the redevelopment of existing at grade carparking areas and buildings within the hospital campus and therefore is not considered to impact on biological diversity or ecological integrity. The proposal is consistent with the precautionary principle to the extent that all potential threats to the environment have been identified and assessed. Accordingly, the principles of ESD are considered to have been followed.

### Section 4.15(1)(c) - The suitability of the site for the development

The site is suitable for the proposed development for the following reasons:

- The development will expand and enhance the provision of parking facilities at the WWBH campus to meet existing and future demand;
- The site does not have any environmental constraints which would prevent the

- proposed car parking and access works; and
- The site is capable of being developed without any adverse impacts on the environment or adjoining properties.

## Section 4.15(1)(d) - any submissions made in accordance with the Act or the regulation

### Referrals

The application was referred to the following public authorities:

- Riverina Water County Council (RWCC)
- Essential Energy
- Transport for NSW

### Notification

The application was notified to adjoining and nearby landowners from 21/12/2020 until 13/1/2021.

### Advertising

The application was placed on public exhibition from 21/12/2020 until 13/1/2021.

### Public Submissions and those from public authorities

Two public public submissions were received which are summarised and addressed in the table below.

Submissions received from Essential Energy and Transport for NSW have been addressed earlier in this report.


A submission received from RWCC includes the following comments:

- For the car parking works, there will be no impact on Riverina Waters network (no additional demand on the system) and therefore no development contributions required. For a fire service (fire suppression system), there are no development contributions applied. A Certificate of Compliance for water supply is not required for this development.
- As there will be water supply plumbing works onsite, a Riverina Water Plumbing Certificate is required prior to Occupation Certificate.

These comments have been noted and the requirement for a Plumbing Certificate has been addressed in a recommended condition of consent.

Public Submission Summary	Comment
The landscaped area between the multi storey carpark (MSCP) and the residential area of Yabtree St has potential to be a gathering point to exhibit anti-social behaviour particularly at night and a resulting safety concern for residents and pedestrians. It is obscured by the MSCP and is therefore not	The contents of this submission have been addressed earlier in this report. Refer to discussion and

able to be easily observable and also has the potential to become a smoking area. A lack of illumination of this area will result in security concerns whilst the provision of lighting may have negative impacts on adjacent residential properties.	recommendations under Section 2.3 (Landscaping).
The façade of the Multi-Storey Car Park is not solid and does not adequately prevent a line of sight being created from the MSCP into backyards and windows of residences to the east. Residents will be forced to shut window coverings day and night to preserve privacy. dramatically reducing the amount of light that enters our home and directly impacting on our enjoyment of our home. The proposed MSCP development will also create a viewing platform into our backyard, our fence which is already 2 meters will need to be extended to preserve and protect our privacy and ensure the continued enjoyment of our home, an expense that we should not have to bear.	An assessment of the proposed façade details has revealed that users of the upper levels of the car park will have largely unobstructed views to the east. It is considered that the design of the façade will allow for internal screening to be incorporated to prevent this overlooking. A condition of consent has been recommended requiring the provision of screening along the eastern facade of the Multi Level Car Park building that will prevent overlooking from all levels into the rear yards and windows of residential properties located to the east.
Council should change the parking in Yabtree St to residential parking only, to encourage patients and staff to use the new parking facility.	This is not a matter for consideration under this application.
<p>Rawson lane concerns:</p> <ul style="list-style-type: none"> <li>• Impact of 59 more carparking spaces egressing onto Rawson Lane.</li> <li>• Potential for Rawson lane to be restricted to one-way operation as a result</li> <li>• Rawson lane (eastern section) is so narrow and will be barely adequate to cope.</li> <li>• Rawson lane (eastern section) is badly damaged from heavy traffic access during previous hospital development on the site.</li> <li>• The development of the hospital wing that has the helipad, from concrete trucks that drove down that small lane daily. That lane should have been resealed following the earlier development.</li> <li>• Plans show vehicle movement one way and logistic vehicle movement the other direction in Rawson Lane (see referenced plan below). This two way movement can only be possible if the lane is a minimum of 5.5 meters. The current Rawson lane is 5.3 meters wide. The Renal building boundary would need to be moved to make this possible.</li> </ul>	This matter has been addressed under Section 2.1 of the DCP. As discussed, a recommended condition of consent will require that the exit driveway for the Yathong carpark be relocated so that it discharges to Yathong Street and not Rawson lane.

 <ul style="list-style-type: none"> <li>Rawson Lane (western section) is not wide enough for 2 way traffic (4.9 meters). It should be a priority to have Rawson lane wide enough around a hospital, as ambulance vehicle movement cannot be impeded in any way.</li> </ul>	
<p>Landowners in Brookong Avenue were not notified of the Development Application This does not comply with the NSW planning rules. For the DA to proceed, the plans for DA20/0708 must be clear and correct for all owners in the adjacent area to be made aware.</p>	<p>The application was notified in accordance with the requirements of section 1.10 of the DCP 2010. This included letters the owners of all properties within a selected perimeter surrounding the hospital campus site. A check of Council's records identifies that notification letters were sent to the owners of the specific properties referred to in the submission.</p>

### Section 4.15(1)(e) - the public interest

#### Wagga Wagga Health and Knowledge Precinct

The site forms part of Wagga Wagga's Health and Knowledge Precinct. A revised Master Plan and Structure Plan for the precinct was released by Council in December 2019. The Master Plan outlines the 25-30 year vision for the area around Wagga Wagga's two major hospitals to develop a central activity hub to enhance current and new health services in Wagga Wagga and the Riverina, and to support local employment in this key industry.

The proposal will facilitate development that is compatible with the Wagga Wagga Health and Knowledge Precinct. In particular, the provision of upgraded parking facilities at WWBH campus:

- Provides new and expanded parking choices, including decked parking, within the precinct;
- Locates the MSCP within the campus, so as not to detract from the ability to active key street frontages;
- Locates the MSCP behind the proposed UNSW Biomedical Science Centre, which

- will provide a welcoming arrival experience and an attractive streetscape;
- Does not prevent the future construction of a Health Research Innovation Precinct at the corner of Docker Street; and
- Provides for spaces that are sociable, healthy and inclusive.

Taking into account the objectives of the Health and Knowledge Precinct masterplan and the full range of matters for consideration under Section 4.15 of the Environmental Planning and Assessment 1979 (as discussed within this report) it is considered that approval of the application is in the public interest.

### **Development Contributions - Section 7.11/7.12 Environmental Planning & Assessment Act & Section 64 Local Government Act, 1993 and Section 306 Water Management Act, 2000**

#### **Section 7.11/7.12**

Section 7.11 and 7.12 of the Environmental Planning and Assessment Act 1979 and the Wagga Wagga Local Infrastructure Contributions Plan 2019-2034 enables Council to levy contributions where anticipated development will or is likely to increase the demand for public facilities. However, the subject development, being development for “public infrastructure to be carried out by or on behalf of any public authority including the Council”, is exempt from contributions as per the provisions of Section 1.7 of the plan.

#### **Sewer and Stormwater**

Section 64 of the Local Government Act 1993, Section 306 of the Water Management Act 2000 as well as the City of Wagga Wagga Development Servicing Plan for Stormwater 2007 and the City of Wagga Wagga Development Servicing Plan for Sewerage 2013 enable Council to levy developer charges based on the increased demands that new development will have on sewer and/or stormwater.

#### **Stormwater**

The site currently consists of a hard stand carpark with only small areas of perimeter soft landscaping. The proposed development will therefore not increase the existing hard stand area of the site or the impact on Council's stormwater system. It is recommended that no charge be applied.

#### **Sewer**

The development proposes no connection to Council's sewer system and will therefore have no impact on the sewer network. It is recommended that no charge be applied.

### **Other Legislative Requirements**

Section 1.7 and Part 7 of the Biodiversity Conservation Act 2016 (Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats)

Section 1.7 of the EPA Act 1979 and Part 7 of the Biodiversity Conservation Act 2016 (Test for determining whether proposed development or activity likely to significantly affect



threatened species or ecological communities, or their habitats)

On 21st November 2017, certain zones of the WWLEP 2010 achieved Biodiversity Certification under the Biodiversity Conservation Act 2016, including all Business, Industrial, Residential and Special Infrastructure Zones that were in place at the time of the making of the Biodiversity Conservation Act 2016. The subject site falls within an area subject to the Biodiversity Certification Order (SP2 zone).

The effect of the Biodiversity Certification, as set out by Section 8.4 of the Biodiversity Conservation Act 2016 is that:

*An assessment of the likely impact on biodiversity of development on biodiversity certified land is not required for the purposes of Part 4 of the Environmental Planning and Assessment Act 1979.*

*A consent authority, when determining a development application in relation to development on biodiversity certified land under Part 4 of the Environmental Planning and Assessment Act 1979, is not required to take into consideration the likely impact on biodiversity of the development carried out on that land.*

Therefore, no further consideration of these matters is required.

### Section 733 of the Local Government Act 1993

Section 733 of the Local Government Act 1993 provides that Councils will not incur liability for decisions or omissions concerning flood liable land or land subject to the risk of bushfire have been considered. A risk assessment has been completed and Council will be able to demonstrate that it has acted appropriately in its decision making when defending claims in liability or in circumstances where administrative decisions are challenged.

#### Flooding Risk Assessment

The development has been considered against the relevant provisions of the LEP 2010 and DCP 2010. The hospital campus is not subject to inundation during a 1:100 ARI flood event however is subject to inundation during a PMF event. Whilst the DCP 2010 identifies hospitals as 'essential community services' which are not suitable within areas subject to the PMF, it must be taken into account that the development is for the provision of additional parking facilities for an already existing hospital campus on this site. For this reason, it is satisfied that the intention of the control to restrict 'essential community services' in this area cannot be reasonably enforced in this circumstance.

A risk assessment has been carried out and the development is considered acceptable.

#### Bush Fire Risk Assessment

The development has been considered against the relevant provisions of the LEP2010 and DCP 2010. Adjoining land has been assessed as managed land and has been determined to present no bush fire threat. A risk assessment has been carried out and the development is considered acceptable in this regard.

### Council Policies

No additional Council policies apply to this development.

### Other Approvals:

The application is not Integrated Development under section 95 of the EP&A Act 1979.

No Activity Approvals have been sought under Section 68 of the Local Government Act 1993.

### **Conclusion:**

This assessment has given consideration to the matters listed where relevant and has been undertaken in accordance with the provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979. The development is considered to be satisfactory based on the foregoing assessment and is recommended for approval.

### **Recommendation**

It is recommended that application number DA20/0708 for Hospital campus car parking works, including new multi-storey car park, two at-grade car parks, access upgrades and part closure of Doris Roy Lane be approved, subject to the following conditions:-

## **CONDITIONS**

### **A. SCHEDULE A – Reasons for Conditions**

The conditions of this consent have been imposed for the following reasons:

- A.1 To ensure compliance with the terms of the Environmental Planning and Assessment Act 1979 and Regulation 2000.
- A.2 Having regard to Council's duties of consideration under Section 4.15 and 4.17 of the Act.
- A.3 To ensure an appropriate level of provision of amenities and services occurs within the City and to occupants of sites.
- A.4 To improve the amenity, safety and environmental quality of the locality.
- A.5 Having regard to environmental quality, the circumstances of the case and the public interest.
- A.6 Having regard to the Wagga Wagga Development Control Plan 2010.
- A.7 To help retain and enhance streetscape quality.
- A.8 Ensure compatibility with adjoining and neighbouring land uses and built form.
- A.9 To protect public interest, the environment and existing amenity of the locality.
- A.10 To minimise health risk to neighbouring residents and workers.

### **B. SCHEDULE B – Deferred Commencement Conditions**

N/A

### **C. SCHEDULE C – Conditions**

**Approved Plans and Documentation**

- C.1 The development must be carried out in accordance with the approved plans and specifications as follows.

Plan/DocNo.	Plan/Doc Title	Prepared by	Issue	Date
IA172202-WCP-AR-0000	Wagga Hospital Car Park - Cover Sheet	Jacobs	3	30/10/20
IA172202-WCP-AR-13G1	Wagga Hospital Car Park - General Arrangement Plan Ground Docker Carpark	Jacobs	4	30/10/20
IA172202-WCP-AR-13G2	Wagga Hospital Car Park - General Arrangement Plan Ground Yathong Carpark	Jacobs	3	30/10/20
IA172202-WCP-AR-1010	Wagga Hospital Car Park - Demolition and Make Good Site Plan	Jacobs	2	30/10/20
IA172202-WCP-AR-1100	Wagga Hospital Car Park - Shadow Plans	Jacobs	2	30/10/20
IA172202-WCP-AR-1220	Wagga Hospital Car Park - Site Plan	Jacobs	5	30/10/20
IA172202-WCP-AR-1300	Wagga Hospital Car Park - MSCP Ground Level	Jacobs	4	30/10/20
IA172202-WCP-AR-1301	Wagga Hospital Car Park - MSCP Level 01	Jacobs	4	30/10/20
IA172202-WCP-AR-1302	Wagga Hospital Car Park - MSCP Level 02	Jacobs	4	30/10/20
IA172202-WCP-AR-1303	Wagga Hospital Car Park - MSCP Level 03	Jacobs	4	30/10/20
IA172202-WCP-AR-1304	Wagga Hospital Car Park - MSCP Level 04	Jacobs	4	30/10/20
A172202-WCP-AR-1305	Wagga Hospital Car Park - MSCP Level 05	Jacobs	4	30/10/20
IA172202-WCP-AR-1600	Wagga Hospital Car Park - Roof Plan	Jacobs	4	30/10/20
IA172202-WCP-AR-3001	Wagga Hospital Car Park - Elevations Sheet 1	Jacobs	3	30/10/20
IA172202-WCP-AR-3002	Wagga Hospital Car Park - Elevations Sheet 2	Jacobs	3	30/10/20
IA172202-WCP-AR-4001	Wagga Hospital Car Park - Sections Sheet 1	Jacobs	4	30/10/20
IA172202-WCP-AR-4003	Wagga Hospital Car Park - Sections Sheet 2	Jacobs	4	30/10/20

-	External Finishes Sampleboard	Jacobs	-	30/10/2020
002 - 007	Landscape Schematic Design	Site Image	E	30/10/2020
S3349-02 (Sheets 1 - 10)	Wagga Wagga Base Hospital Carparks - Wayfinding and Signage	Minale Tattersfield	B	20/11/2020
2200434	Statement of Environmental Effects	Ethos Urban	-	26/11/2020
N144845	Transport Impact Assessment	GTA Consultants	B	4/11/2020
20201223.1	Noise Impact Assessment	Acoustic Logic	1	9/11/2020
20/387C	Wagga Wagga Hospital Carparks Tree Survey	Mark McCrone	-	3/10/2020
J4575	Heritage Impact Statement	Weir Phillips	-	October 2020

The Development Application has been determined by the granting of consent subject to and as amended by the conditions of development consent specified below.

NOTE: Any modifications to the proposal shall be the subject of an application under Section 4.55 of the Environmental Planning and Assessment Act, 1979.

### Requirements before the commencement of any works

C.2 Prior to commencement of any works, the applicant shall:

- a) Provide Council with a Site Audit Statement and Report prepared by an accredited NSW Contaminated Site Auditor under the Contaminated Land Management Act 1997 confirming that the site is suitable for the uses approved (above ground multi storey car park and on-grade hardstand car parks) under this development consent.

Note: Any required remediation works may require further development consent.

- b) Provide Council with copies of all relevant documents preceding the Site Audit Statement referred to in part 1 of this condition, including any:
  - Detailed Site Investigation reports
  - Remediation Action Plans
  - Environmental Management Plans
  - Previous Site Audit Statements
- c) Obtain written notification from Council that it is satisfied that all requirements of this condition have been met.

- C.3 Prior to the commencement of any works associated with the construction of the Multi Level Car Park, the applicant shall provide revised plans detailing the following amendments:
- a) The proposed access driveways on Lewis Drive servicing the Multi Level Car Park building shall be reconfigured so that the northern driveway functions as the egress and the southern driveway is relocated to operate as an entry from Yabtree Street.
  - b) The provision of screening along the eastern facade of the Multi Level Car Park building that will prevent overlooking from all levels into the rear yards and windows of residential properties located to the east.
  - c) A detailed design for the proposed landscaped court yard adjacent to the eastern façade of the multi storey car park building addressing the following matters
    - Restricting the use of the area as a thoroughfare between Doris Roy Lane and Yabtree Street.
    - The maintenance of clear visibility through the courtyard from Yabtree Street to Doris Roy Lane including sightlines through proposed soft and hard landscape features and the avoidance of screened or enclosed areas.
    - The introduction of a lighting design that will ensure that visibility is maintained at all times whilst ensuring light spill impacts are minimised for the adjacent residential property.
    - Treatment of boundary fencing to minimise privacy, acoustic light impacts.
  - d) The incorporation of all noise mitigation recommendations contained in the approved Noise Impact Assessment (Revision 1 dated 9 November 2020), including the noise absorptive lining and impact barrier treatment to the eastern façade.
  - e) Enhancement of the existing shared zone adjacent to the Multi Level Car Park building through the installation of a wombat crossing in Lewis Drive adjacent to the proposed foyer and the installation of enhanced threshold treatment at the commencement of the shared zone (at the intersections of Lewis Drive with Edward Street and Peck Street).
  - f) The proposed exit driveway for the Yathong car park shall be deleted and relocated so that it discharges to Yathong Street. Note - Consideration should be given to utilising the exiting driveway to Yathong Street currently servicing the existing renal unit.

The revised plans shall be submitted to Council and shall be to the satisfaction of the General Manager or their delegate.

- C.4 Prior to commencement of construction, the Applicant must prepare a Construction Environmental Management Plan (CEMP) and it must include, but not be limited to, the following:
- a) Details of:
    - i. hours of work;
    - ii. 24-hour contact details of site manager;



- iii. management of dust and odour to protect the amenity of the neighbourhood;
- iv. stormwater control and discharge;
- v. measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site;
- vi. external lighting in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting;
- vii. community consultation and complaints handling;
- b) Construction Traffic and Pedestrian Management Sub-Plan (see Condition C5);
- c) Construction Noise and Vibration Management Sub-Plan;
- d) Construction Waste Management Sub-Plan;
- e) Construction Dust Management Sub-Plan;
- f) Construction Soil and Water Management Sub-Plan including Erosion and Sediment Control Plan;
- g) an unexpected finds protocol for Aboriginal and non-Aboriginal heritage and associated communications procedure;
- h) details of tree protection areas to ensure no secondary impacts to extant trees not to be removed;
- i) waste classification (for materials to be removed) and validation (for materials to remain) be undertaken to confirm the contamination status in these areas of the site.

The CEMP shall be submitted to Council and shall be to the satisfaction of the General Manager or their delegate prior to commencement of any works.

- C.5 A Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared in consultation with Council. The CPTMP must specify, but not limited to, the following:
- a) be prepared by a suitably qualified and experienced person(s);
  - b) be prepared in consultation with Council and TfNSW;
  - c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
  - d) assess cumulative impacts associated with other concurrent construction activities (including the adjacent UNSW Biomedical Science development);
  - e) assess the road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
  - f) detail construction program, the anticipated construction duration and milestones and events during the construction process;
  - g) detail anticipated peak hour and daily truck movements to and from the site including strategies to avoid peak traffic periods;
  - h) detail access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
  - i) detail strategies for the provision of displaced on-site parking during these activities
  - j) detail temporary cycling and pedestrian access during construction;
  - k) detail proposed construction vehicle access arrangements (including management of loading and unloading of materials on the site) at all stages;
  - l) detail heavy vehicle routes, access and parking arrangements;
  - m) include a Driver Code of Conduct to:
    - i. minimise the impacts of earthworks and construction on the local and regional road network;

- ii. minimise conflicts with other road users;
  - iii. minimise road traffic noise; and
  - iv. ensure truck drivers use specified routes;
- n) detail temporary traffic controls, including detours and signage;
- o) include procedures for notifying the local community about project-related traffic impacts;
- p) include procedures for managing impacts to bus stops;
- q) include procedures for receiving and addressing complaints from the community about development-related traffic;
- r) include measures for minimising potential for conflict with buses, school zone operating times, emergency vehicles and other motorists as far as practicable;
- s) include procedures for responding to any emergency repair or maintenance requirements;
- t) include a program to monitor the effectiveness of these measures; and
- u) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

The CTPMSP shall be submitted to Council and shall be to the satisfaction of the General Manager or their delegate prior to commencement of any works

- C.6 Prior to the commencement of any works, the applicant must engage a suitably qualified person to prepare a pre-construction dilapidation report. This report shall include clear photos and descriptions of all existing public infrastructure adjacent to the subject site. A copy of the dilapidation report shall be submitted to and shall be approved by Council.
- C.7 No works are to take place to any services without prior written approval from the relevant authority.
- NOTE: Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone on 1100 before excavating or erecting structures.
- C.8 Prior to the commencement of any works associated with the proposed Multi Level Car Park, an application for a Build Over Permit is required to be lodged with and approved by Council for the works proposed over the existing sewer main currently located within the section of Doris Roy Lane to be closed. Details of how the sewer main is to be protected and the angle of influence addressed are to be provided.
- NOTE: Contact Council's Waste and Stormwater Division on 1300 292 442 in relation to obtaining the required Approval/Permit to Encumber a Service Line and or Easement.
- C.9 No part of the development, including cut, fill, or footings is to encroach the stormwater easement located on the eastern side of the proposed multi level car park. Prior to the commencement of any works associated with the proposed Multi Level Car Park the applicant is required to submit plans that show that the footings address the angle of influence taking into account the depth of existing/proposed infrastructure in the easement.
- C.10 Prior to works or activities commencing within the road reserve, approval under Section 138 of the Roads Act 1993 is required from Council.

A written application for Consent to Work on a Road Reserve is required to be submitted to and approved by Council. This shall include the preparation of a certified Temporary Traffic Management Plan (TTP) for the works.

It should be noted that work in the existing road reserve can only commence after the plan has been submitted and approved and then only in accordance with the submitted TTP. Please contact Council's Activities in Road Reserves Officer on 1300 292 442.

- C.11 Prior to the commencement of works, an Activity Approval is required under Section 68, Part B - 4, 5 and 6, of the Local Government Act 1993 for any public infrastructure sewer / stormwater works, where that work is proposed to be carried out on public or private or Council owned land.

NOTE: Prior to the commencement of works a bond may be required to be lodged with Council for public infrastructure works. Refer to Council's Section 68 Activity Approval Application Guide for detail.

- C.12 Prior to the commencement of works, an Activity Approval is required under Section 68, Part B - 4, 5 and 6, of the Local Government Act 1993 for any private internal sewer / stormwater works being carried out on the site.

The licensed plumber must submit to Council, at least two (2) days prior to the commencement of any plumbing and drainage works on site a "Notice of Works".

NOTE: A copy of the Notice of Works form can be found on Council's website.

- C.13 Prior to the commencement of works erosion and sediment control measures are to be established and maintained to prevent silt and sediment escaping the site or producing erosion. This work must be carried out and maintained in accordance with:

a) The approved Construction Environmental Management Plan (CEMP).

b) Managing Urban Stormwater: Soils and construction - Volume 1 (latest edition).

All vehicles involved with the construction and/or demolition process and departing the property with demolition material, spoil, debris and loose material must have their loads covered before entering the public road. Suitable measures shall be in place to ensure that sediment is not tracked onto the roadway by vehicles leaving the site. This may require the installation of an all-weather temporary driveway for all construction vehicles accessing and leaving the site.

It is an offence to allow, permit or cause materials to pollute waters.

- C.14 Prior to works commencing a container must be erected on site for the enclosure of all building rubbish and debris, including that which can be wind blown. The container shall be approved by Council and be retained on site at all times prior to the disposal of rubbish at a licenced Waste Management Centre. The container must be retained on site for the duration of all demolition and construction works.

Materials, building rubbish/debris, site facilities/buildings or machinery associated with the development must not be stored or stacked on Council's footpath, nature strip, road reserve or roadway.

Weighbridge certificates, receipts or dockets that clearly identify where waste has been deposited must be retained. Documentation must include quantities and nature of the waste. This documentation must be available to Council upon request.

Note: Wagga Wagga City Council's Gregadoo Waste Facility is the EPA licensed facility within the Local Government Area to accept waste material

- C.15 Prior to works commencing on site, toilet facilities must be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site. Each toilet provided must be:

- a) a standard flushing toilet connected to a public sewer, or
- b) if that is not practicable, an accredited sewage management facility approved by Council, or
- c) if that is not practicable, any other sewage management facility approved by Council.

NOTE 1: The provision of toilet facilities in accordance with this condition must be completed before any other work is commenced and the toilet facility must not be removed without the prior written approval of Council.

NOTE 2: "Vicinity" in this condition is defined to mean within 50 metres of the subject building site.

NOTE 3: The toilet facilities are to comply with all WORK COVER NSW requirements.

### **Requirements during construction or site works**

- C.16 The applicant shall prepare and implement a program of works to ensure that the maximum number of car parks are available for use across the hospital campus site through the construction process.
- C.17 The permitted construction hours are Monday to Friday 7.00am to 6.00pm and Saturday 7.00am to 5.00pm, excepting public holidays. All reasonable steps must be taken to minimise dust generation during the demolition and/or construction process. Demolition and construction noise is to be managed in accordance with the Office of Environment and Heritage Guidelines.
- C.18 The Applicant must ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under this condition.
- C.19 The Applicant must implement, where practicable and without compromising the safety of construction staff or members of the public, the use audible movement alarms of a type that would minimise noise impacts on surrounding noise sensitive receivers.
- C.20 The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent. In addition to any dust management requirements contained within the approved Construction Environmental Management Plan (CEMP), the Applicant must ensure that during construction:
- a) exposed surfaces and stockpiles are suppressed by regular watering;
  - b) all trucks entering or leaving the site with loads have their loads covered;

- c) trucks associated with the development do not track dirt onto the public road network;
  - d) public roads used by these trucks are kept clean; and
  - e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.
- C.21 All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.
- C.22 If any Aboriginal object is discovered and/or harmed in, on or under the land, all work must cease immediately and the area secured so as to avoid further harm to the Aboriginal object. Heritage NSW shall be notified as soon as practicable on 131 555, providing any details of the Aboriginal object and its location, and no work shall recommence at the particular location unless authorised in writing by Heritage NSW.
- C.23 The demolition works must be carried out in accordance with the provisions of Australian Standard AS2601-2001: The Demolition of Structures.

Within fourteen (14) days of completion of demolition, the following information shall be submitted to Council for assessment and approval:

- a) an asbestos clearance certificate prepared by a competent person; and
- b) a signed statement from a suitably qualified person verifying that demolition work and the recycling of materials was undertaken in accordance with the Construction Waste Management Plan (contained within the Construction Environmental Management Plan) approved under this consent. In reviewing such documentation Council will require the provision of actual weighbridge receipts for the recycling/disposal of all materials.

- NOTE 1: Developers are reminded that WorkCover requires that all plant and equipment used in demolition work must comply with the relevant Australian Standards and manufacturer specifications.
- NOTE 2: Demolition works involving the removal and disposal of asbestos cement must only be undertaken by contractors who hold a current WorkCover "Demolition Licence" and a current WorkCover "Class 2 (Restricted) Asbestos Licence".
- NOTE 3: Competent Person (as defined under Safe Removal of asbestos 2nd Edition [NOHSC: 2002 (2005)]) means a person possessing adequate qualifications, such as suitable training and sufficient knowledge, experience and skill, for the safe performance of the specific work.
- NOTE 4: A licence may be required for some of the tasks described in the document entitled Safe Removal of Asbestos 2nd Edition as requiring a competent person.

- C.24 If an excavation associated with the erection/demolition of a building extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made:
- a) must preserve and protect the building from damage, and
  - b) if necessary, must underpin and support the building in an approved method, and



- c) must, at least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars to the owner of the building being erected/demolished.

NOTE 1: The owner of the adjoining allotment of land is not liable for any part of the cost of the work carried out for the purposes of this condition, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

NOTE 2: For the purposes of this condition allotment of land includes a public road or any other public place.

C.25 If the work involved in the erection or demolition of a building or structure:

- a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or

- b) building involves the enclosure of a public place,

a hoarding or fence must be erected between the development site/works and the public place prior to works commencing on site.

All construction materials, waste, waste skips, machinery and contractors vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractor's vehicles will be permitted within the public space.

If necessary, an awning must be erected, sufficient to prevent any substance, from or in connection with the work, falling into the public place. Further the work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

NOTE 1: Any such hoarding, fence or awning must be removed when the work has been completed.

NOTE 2: Any external lighting required by this condition must be designed and positioned so that, at no time, will any light be cast upon any adjoining property.

NOTE 3: Prior to any hoarding being erected, the applicant must ensure that an application for a Hoarding Permit is submitted to and approved by Council.

C.26 Stormwater drainage must be constructed and maintained so as to provide a 1 in 10 year pipe system, satisfactory overland flow path and not adversely affect adjacent properties.

C.27 Stormwater drainage shall be constructed in accordance with the approved civil construction plans so that:

- a) Post Stormwater flows from the site are limited to pre-developed flows for all storms up to and including the 100 Year ARI event.
  - b) The stormwater system is connected to Council's stormwater main.
  - c) The finished paving levels are constructed so that the stormwater overland flow path is directed towards the street or an alternative appropriate point of discharge (including the provision of overland flow paths for storms which exceed a 1 in 10 year event).
- C.28 Vehicular access within the road reserve must be constructed to Council standards, at full cost to the developer, by a licensed Council approved contractor. A list of Contractors can be found on Council's website at- <<https://wagga.nsw.gov.au/city-of-wagga-wagga/engineering-services/traffic-and-transport/working-in-a-road-reserve-or-footpath>> Driveway design and grades shall comply with AS2890.1: 2004 (or as amended) and Council's Engineering Guidelines for Subdivisions and Developments.
- C.29 Works shall be undertaken in accordance with the following requirements of Essential Energy:
- a) Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above properties shall be complied with.
  - b) Essential Energy has existing underground powerlines in the location of the proposed car parking works. Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the Electricity Supply Act 1995 (NSW).
  - c) All proposed landscaping and planting in the location of all existing electrical infrastructure (overhead and underground) must comply with the latest industry guideline currently known as ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure. Approval may be required from Essential Energy should these works encroach on the electricity infrastructure.
  - d) Essential Energy's records indicate there is electricity infrastructure located within the properties and within close proximity of the properties. Any activities within these locations must be undertaken in accordance with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure.
  - e) Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW ([www.safework.nsw.gov.au](http://www.safework.nsw.gov.au)) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice - Work near Overhead Power Lines and Code of Practice - Work near Underground Assets.
- C.30 For the duration of the construction works:

- a) street trees must not be trimmed or removed unless it forms part of this development consent or prior written approval from Council is obtained or is required in an emergency to avoid the loss of life or damage to property;
- b) all street trees must be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction due to an emergency, must be replaced, to the satisfaction of Council; and
- c) if access to the area within any protective barrier is required during the works, it must be carried out under the supervision of a qualified arborist. Alternative tree protection measures must be installed, as required. The removal of tree protection measures, following completion of the works, must be carried out under the supervision of a qualified arborist and must avoid both direct mechanical injury to the structure of the tree and soil compaction within the canopy or the limit of the former protective fencing, whichever is the greater.

- C.31 Only those trees indicated on the approved plans for removal (tree removal plan), shall be removed as part of the development. Consent is also granted for the removal of the additional street trees numbered T10 and T 13 on the approved tree removal plan. Consent under Council's Tree Preservation Order is not required for removal of the subject trees.

The approved works shall be executed so as to comply with the NSW Work Cover Code of Practice - amenity tree industry 1998 No. 034.

Any works associated with tree removal shall be carried out in Accordance with Australian Standards - AS 4373-2007, Pruning of Amenity Trees.

All tree stumps shall be removed below ground level and the surface area reinstated to prevent potential injury.

All waste material from the subject tree/s shall be removed from site in conjunction with clearing.

- C.32 The developer shall identify all trees to be retained prior to commencement of construction works. All care must be taken to protect existing trees to be retained from damage, including street trees and trees located adjacent to the proposed development.

A Tree Protection Zone (TPZ) shall be constructed for all existing trees to be retained within the development in accordance with Australian Standards - AS 4970-2009 Protection of Trees on Development Sites and shall remain in place until the end of construction.. The TPZs shall be completed and inspected by Council's Supervisor of Tree Planning and Management, prior to the commencement of any site works. Contact can be made by phoning 1300 292442 during normal business hours.

Temporary access through Tree Protection Zones during construction requires the approval of Council's Supervisor of Tree Planning and Management who shall be notified of such need and a site inspection will be carried out to determine the level of access.

Services that require passing through or within close proximity of protected tree's root zone shall be installed underground and under bored. Under boring shall start and finish two (2) metres outside of the tree's drip zone with a minimum depth of 900 mm. Utility authorities should make use of a common trench where possible to minimise impact to the tree's root system.

If damage of any sort should occur to any protected trees / vegetation within the development, contact shall be made with Council's Supervisor of Tree Planning and Management to determine what remedial action should be taken. Throughout the construction period regular inspections of protected trees shall be carried out to ensure trees retained are of good health and vigour.

- C.33 The 3 street trees approved for removal in Docker Street shall be replaced with 6 street trees at full cost to the applicant in locations to be confirmed in consultation with Council.

Works shall be carried out by Council or a contractor approved by WWCC. Works include the supply, planting and two years maintenance for each street tree. Street trees are to be supplied in pot sizes ranging from 45ltr to 100ltr dependant on availability, with 45ltr being the minimum pot size.

If the applicant chooses to engage WWCC, they are to pay to Council a fee of \$500.00 per street tree proposed for installation prior to operation of the development.

Using this fee Council will undertake the supply and installation of containerised stock, and will maintain them for a period of two years following installation. Installation will occur during the next available planting season (generally May-August each year).

NOTE: The fee per street tree will be in accordance with the figure nominated in this condition or in accordance with Council's adopted Revenue and Pricing Policy at the time of payment of this fee whichever is the greater.

### **Requirements prior to operation**

- C.34 Prior to commencement of operation, the applicant must prepare a Car Park Management Plan (CPMP) for all existing and proposed hospital campus car parks. The CPMP is to provide an overview for the efficient management of car parking across the campus, with a view to minimising the use of on-street parking by both staff and visitors to the hospital.
- C.35 Prior to operation, the applicant shall prepare and implement a strategy to promote the connectivity of the different public car parking areas across the hospital campus site include details of public information and way finding signage. The strategy shall be submitted to Council and shall be to the satisfaction of the General Manager or their delegate.
- C.36 Bicycle wayfinding signage must be installed within the site to direct cyclists from footpaths to designated bicycle parking areas prior to occupation.
- C.37 Prior to operation, all noise mitigation recommendations in the approved Noise Impact Assessment (Revision 1 dated 9 November 2020), shall be in place.
- C.38 All approved wayfinding and directional signage must be installed prior to operation.
- C.39 Prior to occupation of the building, the applicant must undertake all landscape works detailed in the Landscape Management Plan required by condition B15B15 to the satisfaction of the Certifying Authority.

C.40 Prior to operation of each carpark, Works-As-Executed (WAE) plans of the constructed On-Site Detention system shall be submitted to Council. The WAE plans shall confirm the volume of constructed storage areas, installation of orifice plates, pipe and pit levels and surface levels of overland flow paths. Certification shall be provided by a practising Civil Engineer that the constructed On-Site Detention system will function as intended in accordance with the approved plans.

C.41 Prior to operation of the Multi Level Car Park, the proposed works to the stormwater main shall be completed including the construction of the new main and the removal of the redundant mains.

Note: Prior to commencing these works the applicant is required to obtain a Section 68 (PUBLIC) approval from Council for stormwater works.

C.42 Prior to the operation of the Multi Level Car Park, easements benefitting Wagga Wagga City Council shall be registered over:

i) the relocated stormwater main

ii) the existing sewer main

C.43 Prior to operation, the paving of all vehicular movement areas (including truck turning bays to be dedicated as roadway) must be either a minimum of 150mm thick flexible pavement and sealed or 150mm thick reinforced concrete. Alternatively, a design for a sealed pavement can be carried out accordance with AUSROADS standards.

C.44 Prior to operation of the Multi Level Car Park, the proposed truck turning bays shall be dedicated as public roadway. This shall include the area of the turning bay located within the under croft section of the building and also a section of the site to the north of the turning bay extending to the boundary of the proposed allotment containing the University of NSW Biomedical Science Centre development.

C.45 The applicant must engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of construction. This report is to ascertain whether the construction created any structural damage to adjoining buildings or infrastructure.

The report shall include a comparison with the with the pre-construction dilapidation report required by these conditions and have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure.

The report shall be submitted to and shall be approved by Council.

Unless the Applicant and the applicable authority agree otherwise, the Applicant must:

- a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; and
- b) relocate, or pay the full costs associated with relocating any infrastructure needs to be relocated as a result of the development.



- C.46 Prior to the issue of an Occupation Certificate a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.

NOTE 1: The applicant is to obtain a Plumbing Permit from Riverina Water County Council before any water supply/plumbing works commence and a Compliance Certificate upon completion of the works. Contact Riverina Water County Council's Plumbing Inspector on 6922 0618. Please be prepared to quote your Construction Certificate number.

### **General requirements**

- C.47 Upon commencement of works and in perpetuity, the applicant shall comply with all ongoing requirements of the audit report referred to in Condition C2 including the requirements of any associated Remediation Action Plan and any associated Environmental Management Plan.
- C.48 Wagga Wagga City Councils Engineering Guidelines for Subdivisions and Development shall be referred to for the design of engineering requirements. Any aspect of the design which is not covered in Councils document should reference relevant specifications selected from other sources. Any aspect of the design that is not in accordance or not covered in Council's document shall be listed and submitted with the plans for separate approval.
- C.49 The car park and all associated facilities must be laid out in accordance with Australian Standards AS2890.1.2004, AS2890.2 2002 and AS/NZS2890.6.2009.
- C.50 All carpark lighting must comply with AS 1158.3.1:2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements. All lighting must also be designed and installed in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Lighting shall be mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.
- C.51 The Applicant must maintain the landscaping and vegetation on the site for the duration of occupation of the development.

## **D. SCHEDULE D – Activity Approval Conditions (Section 68)**

N/A

## **E. SCHEDULE E – Prescribed Conditions**

Conditions under this schedule are prescribed conditions for the purposes of section 4.17 (11) of the Environmental Planning and assessment Act 1979.

- E.1 Compliance with Building Code of Australia and insurance requirements under the Home Building Act 1989 (clause 98 EP&A Reg 2000)
- (1) For development that involves any building work, the work must be carried out in accordance with the requirements of the Building Code of Australia.
  - (2) In the case of residential building work for which the Home Building Act 1989 requires there to be a contract of insurance in force in accordance with Part 6 of that Act, such a contract of insurance shall be in force before any building

work authorised to be carried out by the consent commences.

- (3) For a temporary structure that is used as an entertainment venue, the temporary structure must comply with Part B1 and NSW Part H102 of Volume One of the Building Code of Australia.

NOTE 1: This condition does not apply:

- (a) to the extent to which an exemption is in force under clause 187 or 188 of the Environmental Planning and Assessment Regulation 2000 (the Regulation), subject to the terms of any condition or requirement referred to in clause 187(6) or 188(4) of the Regulation, or
- (b) to the erection of a temporary building, other than a temporary structure to which part (3) of this condition applies.

NOTE 2: In this condition, a reference to the Building Code of Australia is a reference to that Code as in force on the date the application is made for the relevant:

- (a) development consent, in the case of a temporary structure that is an entertainment venue, or
- (b) construction certificate, in every other case.

NOTE 3: There are no relevant provisions in the Building Code of Australia in respect of temporary structures that are not entertainment venues.

## E.2 Erection of signs (clause 98A EP&A Reg 2000)

For development that involves any building work, subdivision work or demolition work, a sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

- (a) showing the name, address and telephone number of the principal certifying authority for the work, and
- (b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
- (c) stating that unauthorised entry to the work site is prohibited.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

NOTE 1: This condition does not apply in relation to building work, subdivision work or demolition work that is carried out inside an existing building that does not affect the external walls of the building.

NOTE 2: This condition does not apply in relation to Crown building work that is certified, in accordance with section 6.28 of the Environmental Planning and Assessment Act 1979, to comply with the technical provisions of the State's building laws.

NOTE 3: Principal certifying authorities and principal contractors must also ensure that signs required by this clause are erected and maintained.

E.3 Shoring and adequacy of adjoining property (clause 98E EP&A Reg 2000)

If the development involves an excavation that extends below the level of the base of the footings of a building, structure or work (including any structure or work within a road or rail corridor) on adjoining land, the person having the benefit of the development consent must, at the person's own expense:

- (a) protect and support the building, structure or work from possible damage from the excavation, and
- (b) where necessary, underpin the building, structure or work to prevent any such damage.

NOTE: This condition does not apply if the person having the benefit of the development consent owns the adjoining land or the owner of the adjoining land has given consent in writing to that condition not applying.

**F. SCHEDULE F – General Terms of Approval (Integrated Development)**

N/A

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