

## PPSSTH-73 – WAGGA WAGGA

### ADDENDUM TO ASSESSMENT REPORT FOR DA20/0708 - HOSPITAL CAMPUS CAR PARKING WORKS

#### APPLICANT'S CONSENT TO RECOMMENDED CONDITIONS OF CONSENT (CROWN DEVELOPMENT)

This document is provided as an addendum to the Section 4.14 assessment report for the subject development Application. The recommended conditions of consent have been referred to the applicant, Health Infrastructure (HI), seeking its consent (as the Crown) for imposition these conditions in accordance with Clause 4.33 (Division 4.6) of the Environmental Planning and assessment Act 1979. The document summarises feedback received from HI with respect to its acceptance and provides further discussion regarding requested amendments.

HI have consented to all conditions apart from the following conditions:

- Condition C3 (**see Section 1**) - HI have advised that they will not consent to certain requirements contained in this condition. This is supported by a more extensive discussion which has been included in Section 1 of this document.
- Conditions C2, C5, C8, C14, C15, C23, C33, C34, C35, C36, C37, C38, C39 and C46 (**see Section 2**) - HI seek minor amendments to these conditions. The requested amendments are all acceptable to Council and have been recommended for adoption. Refer to Section 2 of this document for further details of the recommended amendments.

**Section 3** of this document provides a complete set of conditions incorporating the recommendations under Sections 1 and 2.

#### SECTION 1 – CONDITION C3

**Condition C3** (original recommended wording)

***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 and 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.***
- f) ***The proposed exit driveway for the Yathong car park shall be deleted and relocated so the 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.***

HI has consented to parts (b) and (d) of the condition as drafted. HI has not consented to parts (a), (c), (e) and (f) as discussed below.

### **Condition C3(a)**

Health Infrastructure (HI) seeks the deletion of part (a) of Condition C3 which is worded as follows:

- 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.***

HI Comments in support of deletion:

*Relocating the entry will not result in an improved outcome.*

*This condition is not agreed and is to be deleted for the following reasons:*

*By relocating the entry to Yabtree Street, it is likely that there would only be a minor increase in people entering the MSCP via the Murray Street intersection instead of*

*Lewis Drive, largely related to drivers approaching from the east. The remaining drivers from the west (Docker Street) would likely still enter via Lewis Drive rather than travelling past the hospital on Edward Street and doubling back to enter via Yabtree Street. Drivers from the south would either travel north via Docker Street and enter Lewis Drive from Edward Street or travel via Brookong Ave, Murray Street, Yabtree Street.*

*It is noted that from a patient safety perspective the Main entry point to the Campus for the majority of consumers is via Lewis Drive. This provides clear and consistent wayfinding for consumers and ensures they are able to access services in as safe and efficient way as possible.*

*This would also present an increase in potential conflict points between inbound and outbound vehicles compared with the proposed access arrangement.*

*The proposed access arrangement allows for vehicles entering the drop off area adjacent to CP4 to easily exit and access the MSCP for longer term parking. Placing the exit of the MSCP opposite the exit of the drop off area and CP4 would increase vehicle conflicts in this area of Lewis Drive, and also increase vehicle movements between the two access points. The wayfinding strategy of the hospital is to have the Main Entrance from Lewis Drive and this is the access that the majority of visitors would use.*

*Relocating the entry and exit is unlikely to result in a noticeable change to traffic volumes entering via Lewis Drive. Modelling undertaken at the access points (based on the proposed access arrangements) confirms that the intersections are expected to operate well in both the AM and PM peak hours in a 2031 future design year.*

*The proposed location of an access point on Yabtree Street is also not recommended from a safety perspective. It would be located in proximity to a blind corner, where entering vehicles from Yabtree Street would cross the path of oncoming vehicles around the blind corner. Both proposed entry and exit locations on Lewis Drive provide improved visibility for approaching vehicles.*

*The queuing assessment indicates a likely 95<sup>th</sup> percentile queue at the entrance to the MSCP of two vehicles (one per lane), with capacity provided for four vehicles (two per lane). As such, the chance of a vehicle exiting CP4 and queuing across Lewis Drive while waiting to enter the MSCP is low. Further, it is noted that the queuing assessment was completed to assess the 95<sup>th</sup> percentile queue in the event that boom gates are installed at the entrance. We note that this is a conservative assessment as no access controls are proposed at the entry to the MSCP.*

*Pedestrian movements could potentially hold up traffic regardless of the access location to the MSCP. As detailed in the responses above, it is not expected that there will be a queuing issue. Further, the alternative option will not materially reduce the number of vehicles entering Lewis Drive from Edward Street.*

*Relocating the entry and exit would create a number of conflict points within the car park (and externally), as the entry into the car park would be opposite to the ramp down from the upper ground floor level. To this end, any minor reduction in traffic entering Lewis Drive from Edward Street would be offset by a poor design configuration which would increase the number of conflict points between inbound and outbound vehicles both internal and external to the MSCP.*

Council Comment

Justification for Council's recommendation for this condition is provided within the Section 4.14 assessment report. Following receipt of HI's response to the recommended condition, Council's Traffic Engineer has provided the following further clarification with respect to Council's recommendation:

*The current entry and exit arrangements encourage the use of Lewis Drive off Edward Street as the primary access point to the above car park. With the volume of vehicles expected to use the car park and the 10km/h enhanced shared zone, there is potential for delays and formation of queues, at times along Lewis Drive. Also, there is limited vehicle storage capacity in the right turning lane into Lewis Drive off Edward Street. At peak times vehicle queues on the right turning lane could spill into the adjacent through lane thereby leaving only one lane available for through traffic on Edward Street thereby reducing its capacity. A strategic way forward would be to redistribute traffic to the MSCP via the Yabtree Street entry driveway so as to minimise impacts on Lewis Drive and Edward Street. By the placement of way finding signs at strategic locations in the surrounding road network, drivers should be encouraged to use the Yabtree Street entry driveway so that a balance is maintained.*

Recommendation

Part (a) of the condition has been deleted from the consent due to the applicant's non-acceptance of the condition.

### **Condition C3(c)**

Health Infrastructure (HI) seek a modification to part (c) of Condition C3 which is worded as follows:

- 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 and light impacts.**

HI Comments in support of the amendment:

HI do not agree with the requirement of the condition to avoid 'screened or enclosed areas'. HI has advised that consideration is being given to the fencing of both ends of the this area to segregate it from the remainder of the hospital in order to better manage campus security. This fencing could be in the form of palisade fencing with the enclosed area only accessible through a locked gate for maintenance. An operational plan for the new carpark (including this open area) is currently being developed and this part of the draft condition may hinder this process with respect to employing the most appropriate mechanisms available for the area's management.

HI recommend the following rewording of the relevant part of the condition:

- *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.~~*

Recommendation

The condition be reworded as proposed by HI due to its non-acceptance of this requirement.

### **Condition C3(e)**

Health Infrastructure (HI) seek a modification to part (e) of Condition C3 which is worded as follows:

- 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.***

HI Comments in support of the amendment:

*Further investigation/consultation is necessary to assess if there are clinical and patient safety impacts to the installation of marked crossings or enhanced threshold treatments noting that Lewis Drive is the primary access to Emergency Department drop off area.*

HI recommend the following rewording:

***Before the operation of the Multi Level Car Park, a Consultative Committee comprising WWCC, MLHD and HI must be established to assess, develop and implement an appropriate shared zone strategy for Lewis Drive.***

Council Comment:

Council raises no objection to the intent of the amendment however recommends that part (e) of Condition C3 be deleted and the requirement for the development and implementation of a strategy for the shared zone be required via 2 additional recommended conditions as follows:

**Additional Recommended Condition (Condition C3.1):**

*Before operation of the Multi Level Car Park, a Consultative Committee comprising WWCC, MLHD and HI must be established to assess, develop and implement an appropriate shared zone strategy for Lewis Drive.*

**Additional Recommended Condition (Condition C44.1):**

*The shared zone strategy developed under condition C3.1 of this consent shall be implemented prior to operation of the Multi Level Car Park.*

### **Condition C3(f)**

Health Infrastructure (HI) seek a modification to part (f) of Condition C3 which is worded as follows:

- 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.**

HI has agreed to the deletion of the exit driveway to Rawson Lane and its relocation to Yathong Street as required by the condition. However, HI does not agree to the submission or revised plans for the approval of Council and seeks for the revised design to be to the satisfaction of the PCA. Despite this position, HI has confirmed that it is prepared to liaise with Council to achieve a satisfactory solution with regards to the revised exit driveway to Yathong car park.

Council Comment:

Council raises no objection to the amendment proposed by HI on the basis that HI will liaise with Council in developing a final design for the relocated exit. However, rather than amending part (f) of the condition, it is recommended that part (f) be deleted and that an addition condition be included as follows:

**Additional Recommended Condition (Condition C3.2):**

*The proposed exit driveway for the Yathong car park shall be deleted and relocated so that it discharges to Yathong Street. The applicant shall liaise with Council with respect to developing a satisfactory solution in relation to the final details of the relocated driveway. The revised plans shall be to the satisfaction of the Principal Certifying Authority prior to commencement of any works on the Yathong carpark.*

## SECTION 2 – OTHER AMENDMENTS

### Condition C2

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
<p>Prior to commencement of any works, the applicant shall:</p> <p>a) ...</p> <p>b) ...</p> <p>c) ...</p>	<p>The car park works will be delivered in stages. This condition is agreed subject to the condition being amended to enable Site Audit Statements to be prepared separately for each parking area.</p>	<p>Prior to commencement of any <b><u>new construction works for the relevant car park</u></b> the applicant shall:</p> <p>a) ...</p> <p>b) ...</p> <p>c) ...</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

### Condition C4

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
<p>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:</p> <p>...</p> <p>...</p> <p>...</p> <p>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.</p>	<p>This condition is accepted subject to the change that the CTPMSP be submitted to the Council for information, rather than approval and that the CTPMSP be prepared to the satisfaction of the PCA.</p>	<p>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:</p> <p>...</p> <p>...</p> <p>...</p> <p>....</p> <p>The CEMP shall be submitted to Council <b><u>for information</u></b> and shall be to the satisfaction of the <b><u>Principal Certifying Authority General Manager or their delegate</u></b> prior to commencement of any works.</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

### Condition C5

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
<p>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:</p> <p>...</p> <p>...</p> <p>...</p>	<p>This condition is accepted subject to the change that the CTPMSP be submitted to the Council for information, rather than approval and that the CTPMSP be prepared to the satisfaction of the PCA.</p>	<p>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:</p> <p>...</p> <p>...</p> <p>...</p> <p>The CTPMSP shall be submitted to Council</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

<p>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.</p>		<p><b>for information</b> and shall be to the satisfaction of the <b><u>Principal Certifying Authority General Manager or their delegate</u></b> prior to commencement of any works.</p>	
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### Condition C8

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
<p>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.</p> <p>NOTE: ...</p>	<p>This condition is accepted subject to the amendment of the condition to require the Build Over Permit to be obtained prior to the commencement of 'new construction works'. This will enable demolition and site preparation works to be undertaken for the other work areas ahead of the Build Over Permit being obtained for the Multi Level Car Park.</p>	<p>Prior to the commencement of any <b><u>new construction</u></b> 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.</p> <p>NOTE: ...</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

### Condition C14

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
<p>Prior to works commencing a container must be erected on site for the enclosure of all building rubbish and debris,</p>	<p>This condition is accepted subject to the removal of the requirement for Council approval of the container.</p>	<p>Prior to works commencing a container must be erected on site for the enclosure of all building rubbish and debris, including that</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>



<p>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.</p> <p>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.</p> <p>Note: ...</p>		<p>which can be wind blown. The container shall be <del>approved by Council and be</del> 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.</p> <p>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.</p> <p>Note: ...</p>	
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**Condition C15**

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
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<p>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:</p> <p>a) ...</p> <p>b) ...</p> <p>c) ...</p> <p>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.</p> <p>NOTE 2: ....</p> <p>NOTE 3: ...</p>	<p>This condition is accepted subject to Note 1 being amended to remove the requirement for Council to approve the removal of the toilet facilities.</p>	<p>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:</p> <p>a) ...</p> <p>b) ...</p> <p>c) ...</p> <p>NOTE 1: The provision of toilet facilities in accordance with this condition must be completed before any other work is commenced <b>and the toilet facility must not be removed without the prior written approval of Council.</b></p> <p>NOTE 2: ...</p> <p>NOTE 3: ...</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>
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### Condition C23

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
The demolition works must be carried out in	This condition is accepted subject to the removal of the	The demolition works must be carried out in accordance with the	No objection.

<p>accordance with the provisions of Australian Standard AS2601-2001: The Demolition of Structures.</p> <p>Within fourteen (14) days of completion of demolition, the following information shall be submitted to Council for assessment and approval:</p> <p>...</p> <p>...</p> <p>...</p>	<p>requirement for Council to assess and approve the documents. This information will be provided to Council for information and to the PCA for approval.</p>	<p>provisions of Australian Standard AS2601-2001: The Demolition of Structures.</p> <p>Within fourteen (14) days of completion of demolition, the following information shall be submitted to Council for <b>information assessment and approval: and to the Principal Certifying Authority for approval.</b></p> <p>...</p> <p>...</p> <p>...</p>	<p>Recommended that condition be reworded as proposed by HI.</p>
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### Condition C33

<b>Draft Condition Wording</b>	<b>HI Comment</b>	<b>HI Proposed Wording</b>	<b>Council Comment</b>
<p>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.</p> <p>...</p>	<p>This condition is accepted subject to the removal of the requirement to install 6 replacement trees and amended to require 3 replacement street trees.</p> <p>There is limited space on the Docker Street frontage, and 6 trees cannot be accommodated without compromising the health of the trees. This represents a like-for-like replacement and is therefore considered acceptable.</p>	<p>The 3 street trees approved for removal in Docker Street shall be replaced with <del>6</del> 3 street trees at full cost to the applicant in locations to be confirmed in consultation with Council.</p> <p>...</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

### Condition C34

<b>Draft Condition Wording</b>	<b>HI Comment</b>	<b>HI Proposed Wording</b>	<b>Council Comment</b>
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<p>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.</p>	<p>This condition is accepted subject to the amendment of the condition to require the CPMP prior to the operation of the Multi Storey Car Park (MSCP) rather than the operation of the at-grade parking areas at Yathong and Docker Streets.</p> <p>Given that the MSCP will have the most significant impact on car park management, undertaking the preparation of the CPMP prior the operation of the MSCP is considered appropriate.</p>	<p>Prior to commencement of operation <b><u>of the Multi Storey Carpark</u></b>, 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.</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>
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### Condition C35

<b>Draft Condition Wording</b>	<b>HI Comment</b>	<b>HI Proposed Wording</b>	<b>Council Comment</b>
<p>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.</p>	<p>This condition is accepted subject to the amendment of the condition to require the strategy prior to the occupation of the MSCP, rather than prior the operation of the at-grade parking areas at Yathong and Docker Streets.</p> <p>Given that the MSCP will have the most significant impact on way finding, undertaking the preparation of the strategy until prior the operation of the MSCP is considered appropriate.</p>	<p>Prior to operation <b><u>of the Multi Storey Carpark</u></b>, 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.</p>	<p>No objection.</p> <p>Recommended that condition be reworded as proposed by HI.</p>

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### Condition C36

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
Bicycle wayfinding signage must be installed within the site to direct cyclists from footpaths to designated bicycle parking areas prior to occupation.	This condition is accepted subject to the amendment of the condition to be satisfied prior to the occupation of the MSCP, rather than the at-grade parking areas at Yathong and Docker Streets.	Bicycle wayfinding signage must be installed within the site to direct cyclists from footpaths to designated bicycle parking areas prior to <u>occupation of the Multi Storey Carpark.</u>	No objection.  Recommended that condition be reworded as proposed by HI.

### Condition C37

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
Prior to operation, all noise mitigation recommendations in the approved Noise Impact Assessment (Revision 1 dated 9 November 2020), shall be in place.	This condition is accepted <u>subject to the amendment of the condition</u> to be satisfied prior to the occupation of the MSCP, rather than the at-grade parking areas at Yathong and Docker Streets.  The recommendations contained in the Noise Impact Assessment relate only to the MSCP.	Prior to operation <u>of the Multi Storey Carpark</u> , all noise mitigation recommendations in the approved Noise Impact Assessment (Revision 1 dated 9 November 2020), shall be in place.	No objection.  Recommended that condition be reworded as proposed by HI.

### Condition C38

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
All approved wayfinding and directional signage must be installed prior to operation.	This condition is accepted subject to an amendment clarifying that all approved wayfinding and directional signage is to be installed prior to the operation of each individual carpark.	<u>Prior to operation of each carpark</u> , all approved wayfinding and directional signage must be installed <u>that is relevant to that carpark. prior to operation.</u>	No objection.  Recommended that condition be reworded as proposed by HI.

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### Condition C39

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
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.	There is no Condition B15 and no requirement for a Landscape Management Plan. It is assumed that this condition is an error, and it is requested it be reworded.	<b><u>Prior to operation of each carpark, the applicant must undertake all landscape works detailed in the Landscape Schematic Design approved under Condition C1 of this consent relevant to that carpark.</u></b>	Agreed – condition is an error as it does not reflect the works proposed in the approved landscape plan.  Recommended that condition be reworded as proposed by HI.

### Condition C46

Draft Condition Wording	HI Comment	HI Proposed Wording	Council Comment
Prior to the issue of an Occupation Certificate a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.  ...	This condition is accepted subject to the amendment of the condition to remove the reference to an Occupation Certificate and to require the issue of a Water Plumbing Certificate prior to occupation of the relevant car park, noting that this requirement may not be applicable to the at-grade parking areas at Yathong and Dockers Streets.	Prior to the <b>occupation of the relevant carpark issue of an Occupation Certificate</b> a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.	No objection.  Recommended that condition be reworded as proposed by HI.

## SECTION 3 – RECOMMENDED CONDITIONS OF CONSENT INCORPORATING AMENDMENTS

Note – additional conditions have been numbered as C3.1, C3.2 and C44.1 to enable comparison and for clarity. All conditions will be renumbered sequentially in any final notice of determination.

All new and amended conditions have been highlighted.

## 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 new construction works for the relevant car park 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) DELETED

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.
- 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.

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) DELETED

f) DELETED

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

C.3.1 Before the operation of the Multi Level Car Park, a Consultative Committee comprising WWCC, MLHD and HI must be established to assess, develop and implement an appropriate shared zone strategy for Lewis Drive.

C.3.2 The proposed exit driveway for the Yathong car park shall be deleted and relocated so that it discharges to Yathong Street. The applicant shall liaise with Council with respect to developing a satisfactory solution in relation to the final details of the relocated driveway. The revised plans shall be to the satisfaction of the Principal Certifying Authority prior to commencement of any works on the Yathong carpark.

- 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 for information and shall be to the satisfaction of the Principal Certifying Authority 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 for information and shall be to the satisfaction of the Principal Certifying Authority 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 new construction 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 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.

**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 information and to the Principal Certifying Authority for 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 3 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 of the Multi Storey Carpark**, 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 of the Multi Storey Carpark**, 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 of the Multi Storey Carpark.**
- C.37 **Prior to operation of the Multi Storey Carpark**, all noise mitigation recommendations in the approved Noise Impact Assessment (Revision 1 dated 9 November 2020), shall be in place.
- C.38 Prior to operation of each carpark, all approved wayfinding and directional signage must be installed that is relevant to that carpark.**
- C.39 Prior to operation of each carpark, the applicant must undertake all landscape works detailed in the Landscape Schematic Design approved under Condition C1 of this consent relevant to that carpark.**
- 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 undercroft 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.44.1 The shared zone strategy developed under condition C3.1 of this consent shall be implemented prior to operation of the Multi Level Car Park.**

- 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 occupation of the relevant carpark,** a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.

NOTE: 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 Council's 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.