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13 February 2008

Mr Michael File  
Director, Strategic Assessments  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Ms Liesl Codrington

Dear Mr File

**JUSTINIAN HOUSE REDEVELOPMENT - MEDICAL RESEARCH FACILITY (MP 07\_0102) –  
RESPONSE TO SUBMISSIONS**

**1.0 INTRODUCTION**

An Environmental Assessment Report for the Project Application for the redevelopment of Justinian House for a Medical Research Facility was exhibited for 40 days from 5 December 2007 to 14 January 2008. A total of seven submissions were received by the Department of Planning during this period.

JBA Urban Planning Consultants and our client, St Vincents and Mater Health Sydney Limited (SV&MHS) have reviewed and considered the submissions and, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, has submit this response to issues raised.

Submissions were received from North Sydney Council, the Ministry of Transport and State Transit Authority. Four submissions were also received from the general public. The agencies generally supported the proposal, however submissions received from the public did not. It is understood each of the public submitters were local residents.

The matters raised in the submissions were generally similar in nature, and relate to the following key issues:

- \* Suitability of the development for the site and locality;
- \* Access and traffic;
- \* Built form and impact on visual privacy; and
- \* Construction impacts.

SV&MHS's response to issues raised in the submissions is in sections 2.0 to 5.0 below. A comprehensive response to submissions is at **Appendix A**. A revised Statement of Commitments is at **Appendix B**.

## **2.0 SUITABILITY OF THE DEVELOPMENT FOR THE SITE AND LOCALITY**

Several public submissions raised concerns as to the appropriateness of the proposed medical research facility in Rocklands Road, Wollstonecraft.

### **2.1 Permissibility within the zone**

As noted in the Environmental Assessment Report submitted with the Project Application (EAR), the site is zoned Residential C (a high density residential zone) in the *North Sydney Local Environmental Plan 2001* (North Sydney LEP). Development for the purposes of hospitals (which includes medical centres) and educational facilities are permitted with consent in the zone. In addition, the proposed medical research facility is consistent with the aims and objectives of residential zones, in that it is compatible with the buildings in its immediate context and is sympathetic to, and promotes the character of the neighbourhood.

The proposed building is of a similar scale to the existing structure on the site, is generally consistent with the building height and building height plane controls applying to the land. In addition, the façade of the medical research facility is highly articulated, is residential in scale, and a larger percentage of the site is landscaped (including deep soil landscaping) than currently exists on the site.

### **2.2 Variations to development standards**

As noted by North Sydney Council and in the EAR, the proposed redevelopment of Justinian House for the purposes of a medical research facility breaches the building height, building height plane and landscaped area development standards of the North Sydney LEP.

Pursuant to clause 75R(3) of the *Environmental Planning and Assessment Act 1979*, environmental planning instruments (other than State environmental planning policies) need not apply to or in respect of project under Part 3A of the EP&A Act. Despite this, the medical research facility has been designed to be consistent with the objectives and permissible land uses of the North Sydney LEP, and the planning controls applying to the land under both the North Sydney LEP and DCP.

The departures from the development standards are considered reasonable in this case given the proposed building is substantially within the existing building envelope, and delivers a better planning outcome in terms of a superior building that is more compliant with the local controls, when compared to the existing building. In addition, the scale, bulk, height and setbacks of the proposed building are generally within the envelope of the existing building on the site. A full justification for the variations to the development standards is provided in section 7.3 of the EAR.

### **2.3 Increased medical premises in the locality**

The site is located within the Upper Slopes area of Waverton/Wollstonecraft, as defined by the North Sydney Development Control Plan 2002. The DCP notes the provision of a range of uses in the area, including medical premises (the proposed medical research facility is located opposite the existing Mater Hospital and in close proximity to the foreshadowed Mater Clinic). Locating similar uses in an area enables practitioners and patients to combine visits (and reduce travel) between facilities.

The site is also located within very close proximity to the Pacific Highway, and the higher density residential and commercial uses on it, which are compatible with the proposed medical research facility.

All the facilities in this area are permissible under the current North Sydney LEP. Collocating this new building with the Mater Hospital and Medical Centre on Gillies Street allows for synergies to be created in a sustainable and practical vicinity. It should also be noted that whilst the proposed medical research facility deals primarily with clinically based melanoma cancer research, the other facilities offer aligned but different functions.

The Mater Hospital offers orthopaedic, maternity, heart-lung and vascular treatment as well as some cancer care and associated rehabilitation, education and counselling services. In comparison, the Mater Medical Centre offers supporting consulting rooms, diagnostic and clinic facilities to support The Mater hospital. Together they contribute to a medical precinct that offers a diverse but synergetic selection of health treatment for local, state and countrywide patients.

### **3.0 ACCESS AND TRAFFIC**

The capacity of the existing road network to accommodate vehicles associated with the proposed medical research facility was raised in three of the four public submissions received during the exhibition period. North Sydney Council noted the findings of the traffic assessment, and the Ministry of Transport recommended a minimalist approach to on-site carparking be adopted to encourage public transport use by patients and staff of the new facility.

#### **3.1 Traffic volume and capacity of roads**

As noted by North Sydney Council in their submission on the proposed medical research facility, the proposed development will generate additional traffic on Rocklands Road, an already-busy collector road. However, Council noted that the number of vehicles on Gillies and Sinclair Streets is below the RTA's Guide to Traffic Generating Development's goal for local streets.

As noted in the EAR, the intersection of the Pacific Highway and Rocklands Road currently operates at a "B" level of service, and the intersections of Rocklands Road with Sinclair and Gillies Streets operates at "A/B" levels of service. Intersections with service levels of "A" and "B" have some spare capacity.

As part of their assessment of the traffic impacts of the proposed development (at **Appendix K** to the EAR), Colston Budd Hunt & Kafes Pty Ltd determined that the performance of these intersections will not diminish as a result of traffic generated by both the proposed development, and the development of a clinic associated with the Mater Hospital on Gillies Street.

Council also noted in its submission that a number of access arrangements have been investigated to minimise impacts on local residents. Primary car access to the site via Rocklands Road has been designed to provide the least impact on the least number of residents. This will be achieved by prescribing a route for delivery vehicles to access the loading dock on the site (access via Rocklands Road then Gillies Street, only, and no deliveries between 7pm and 7am), encouraging staff, patients and visitors to the facility to use public transport whenever possible to access the site, and ensuring the driveway into the facility off Rocklands Road is designed to minimise queuing.

### **3.2 Approach to provision of on-site parking**

A total of 118 carparking spaces have been provided in two basements to the medical research facility. This includes two dedicated disabled spaces (designed in accordance with draft Australian Standard 2890.6) and ten bicycle parking spaces.

#### ***Provision of parking spaces***

On-site carparking has been provided in accordance with section 9 – Carparking of the North Sydney Council Development Control Plan 2002. The DCP prescribes a **maximum** number of carspaces for any type of development, namely 4 spaces per 100 m<sup>2</sup> of gross floor area for a medical centre outside the North Sydney, St Leonards and Milsons Point Centres.

The provision of 118 on-site carspaces is less than the maximum permitted for this type of development in this location, and is consistent with Roads and Traffic Authority's recommendation that the development adopt a "minimalist approach" to the provision of on-site carparking. In addition, this level of parking is consistent with demand for on-site parking for similar developments across Sydney. Thus, although the maximum permitted number of parking spaces has not been provided on site, it is appropriate given the proposed land use. It will also minimise demand for on-street parking in an area that already has nearly 100% of on-street carparking spaces occupied on weekdays.

The interior of the carpark will comply with AS 2890.1, including signage, and carspaces typically 2600 x 5400 mm, as required for medical centres.

In addition, two parking spaces (equivalent to 1-2% of carspaces), that are compliant with draft AS 2890.6 have been provided in Basement 1.

The North Sydney DCP also requires that parking for motor cycles be provided at the minimum rate of 1 space per 10 cars or part thereof, with each bay being 1.2m x 3m. A total of 12 motor cycle spaces are provided in Basement 1, in line with the provisions of the DCP.

To encourage cycling as a viable mode of transport to the medical research facility, ten bicycle lockers (in accordance with the North Sydney DCP control of 1 bicycle locker per 600m<sup>2</sup> of gross floor area), plus shower and changing facilities, have been provided in Basement 1.

#### ***Proximity to public transport***

As noted in the EAR, the proposed medical research facility is well-served by public transport: Sydney Buses route 265 passes by the site en route to Wollstonecraft station and the Pacific Highway, the Wollstonecraft, North Sydney and Waverton railway stations are less than 1 km from the site, and numerous local and regional bus routes travel along the nearby Pacific Highway, 24 hours a day.

To highlight the accessibility of the medical research facility to public transport services, a Travel Access Guide (as detailed in the Roads and Traffic Authority publication *Producing and Using Transport Access Guides*) will be prepared prior to final occupation of the facility. In addition (and as indicated in the EAR), access to local pedestrian and cycle routes (including the Walk North Sydney routes) will be clearly marked, and staff, patients and visitors will be encouraged to maximise their use of public transport, walking or cycling to access the facility.

### **3.3 Vehicular access**

#### ***Access off Rocklands Road***

The vast majority of vehicles accessing the facility will do so via a new driveway off Rocklands Road. This driveway into the basements will be located east of the existing bus shelter to minimise conflict between pedestrians and vehicles, and access will be controlled by boom gates located 25 metres within the site, to allow for queuing for up to four cars.

The entrance to the driveway will be two way and 6 metres wide at the top of the layback, and has been positioned to coordinate with the existing levels and minimise impacts on the root systems of the existing street trees (Camphor laurels).

#### ***Access off Gillies Street***

Vehicular access into the facility via Gillies Street will be limited to delivery and heavy vehicles between 7am and 7pm. Access is via the existing driveway close to the northern boundary of the site, which will be improved through the provision of a roller door located 50 metres from the Gillies Street boundary. A further gate, which will be designed not to conflict with the sloping driveway or impede pedestrian access, will be provided at the Gillies Street boundary.

Signage and route maps will be provided for delivery vehicles to minimise use of local streets such as Gillies and Sinclair Streets. In addition (as stated in the EAR), contractors servicing the nearby Mater Hospital will be engaged to service the facility, thus reducing the number of heavy and delivery vehicle trips in the vicinity of the site.

### **4.0 BUILT FORM AND IMPACT ON VISUAL PRIVACY**

The proposed medical research facility has been designed to create a built form that is not "institutional" or intrusive, is more visually appealing than the previous development on the site, and respects the residential properties to the north, east and west of the site. This has been achieved through a reduced building envelope and footprint, increased landscaped setbacks along site boundaries, and architectural treatment that is compatible with the adjacent residential uses.

#### **4.1 Impact on visual privacy**

In relation to Gillies Street frontage, the proposed development is setback a greater distance from Gillies Street than the existing development: the first built element for the medical research facility (the terrace wall of the carpark) is setback 6 metres from the Gillies Street boundary. The pool enclosure for the existing development had a zero setback from Gillies Street, and the roof terrace over the existing chapel range from 3-5 metres from the boundary. The proposed new terrace on the Gillies Street frontage is typically 9 metres from the boundary and approximately 1 metre lower than the current roof terrace.

Window openings of the proposed development have been limited in the upper floors, comparable to the scale of openings in the existing development. These windows range from 9-11 metres from the boundary. Further screening of views across Gillies Street (which is approximately 20 metres wide), is provided by plantings at lower levels of the building and the edge of the terrace.

In summary, west-facing windows on the proposed development are around 30 metres from residential properties on the opposite side of Gillies Street.

Overlooking from the northern façade is similar or reduced when compared to the existing development. Indeed, as well as the bulk of the building being further setback from the northern boundary, windows on upper floors now benefit from the installation of sunshading devices (which reduces overlooking), and landscaping at ground level will screen the Gillies Street driveway and loading dock.

#### 4.2 Built form

One submitter raised concerns as to the height of the proposed development on the Gillies Street frontage, when compared to the existing development.

The overall height of the development is no higher than the ridge levels of the existing Justinian house and is substantially lower on the actual Gillies Street frontage. Although the proposed development projects approximately 5 metres further to the west along part of the Gillies Street frontage, it is setback further from the boundary by a up to an additional 3 metres on other parts of the Gillies Street frontage. The additional projection is offset by the elimination of the bulk of the chapel in the existing development at lower levels of the medical research facility.

It should also be noted that the overall height of the building along the Gillies Street frontage is completely within the allowable North Sydney LEP building height and building height plane controls; this is shown in the massing diagram on page 11 of the Architectural Design Statement at **Appendix C** to the EAR.

#### 5.0 CONSTRUCTION IMPACTS

Several submissions, including the State Transit Authority and Ministry of Transport, made recommendations to minimise impacts associated with construction of the medical research facility. Specifically, the State Transit Authority has sought assurances that the local bus route will not be affected during construction and the existing bus shelter will remain in place; other submitters recommended that pedestrian, cyclist and other pedestrian traffic will not be impeded during construction.

The Draft Construction Management Plan at (**Appendix T** of the EAR) will be finalised to consider impacts associated with the demolition of the existing Justinian House on the site, and construction of the new medical research facility, in consultation with the Traffic Committee of North Sydney Council. This will occur following the appointment of the contractor for the demolition of Justinian House and construction of the new medical research facility. Despite this, the Draft Construction Management Plan has included commitments to minimise impacts on nearby properties and the immediate locality as much as possible, through:

- \* Construction vehicles will access the site via Rocklands Road, and avoid Gillies Street;
- \* Vehicles will enter and leave the site in a forward motion;
- \* Prior to the commencement of works, approval will be sought from North Sydney Council for appropriately located works zones, that minimise impacts on on-street carparking and the flow of traffic (including larger vehicles and buses);
- \* The existing bus shelter on Rocklands Road will be protected throughout construction;
- \* Safe access for pedestrians and cyclists around the site will be maintained throughout construction;
- \* Noise and vibration will be managed through the development of a Construction Noise and Vibration Management Plan; and
- \* Airborne dust from trucks and other vehicles entering or leaving the site will be minimised by watering down driveways.

## 6.0 AMENDMENT TO PROJECT APPLICATION

Following a review of the needs of the new Medical Research Facility, the following amendments have been made:

### 6.1 Liquid nitrogen on site

It has been determined that additional liquid nitrogen is to be stored on site than was estimated in the Project Application. Specifically, around 230 litres (in comparison to 30 litres as originally proposed) may be stored or used on site.

The adequacy of the existing structure and proposed safety arrangements have been reviewed to accommodate this additional material, and a Preliminary Hazards Analysis has been undertaken in accordance with SEPP 33 – Hazardous and Offensive Development (refer **Appendix C**).

Liquid nitrogen will be required in the laboratory area, and will be stored in dewars of about 30 litres capacity. It will be gradually consumed due to evaporation, and will be replaced, approximately weekly by the gas manufacturer.

Issues associated with the proposed liquid nitrogen storage are summarized in the attached Dangerous Goods Risk Assessment at **Appendix C**. The Report identifies no off-site risks associated with the additional liquid nitrogen, however it makes certain recommendations as to ventilation and oxygen monitoring which should be addressed in detailed building design.

The dangerous goods report incorporates a draft risk assessment of the proposed installation dealing with the specific risk controls required by Regulation 174R ff of the Occupational Health and Safety Dangerous Goods Regulation. It recommends that the measures incorporated into the draft risk assessment be implemented, and the assessment be expanded to also cover the operational risks and control measures associated with the delivery, use and disposal of the gas.

### 6.2 Diesel on site

As discussed in the Environmental Assessment Report, a diesel generator will be installed in the facility to provide capacity for 36 hours' supply in the event of a supply breakdown. The generator will provide power on mains failure to biospecimen bank freezers, selected laboratory lighting and power circuits, sprinkler pumps, carpark exhaust, lifts, communications racks and associated mechanical services.

As discussed in the dangerous goods report at **Appendix C**, the fuel tank for the diesel generator will be located underground, as this provides a higher level of safety. The Department of Environment and Climate Change is in the process of updating their guidelines to ensure tank integrity and minimise the risk of soil contamination. The underground fuel tank will be designed and located to comply with these requirements.

## 7.0 CONCLUSION

The redevelopment of Justinian House for a medical research facility, as outlined in the Environmental Assessment Report to the Project Application has been planned and designed to minimise impacts on its immediate locality, particularly in terms of built form, traffic generation and construction impacts.

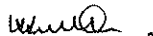
The development will complement the existing medical facilities in the area, while delivering a facility that will generate significant research benefits for NSW and Australia.

Matters raised in the public and agency submissions received during the exhibition period can be addressed as Statement of Commitments and standard conditions of approval to be addressed prior to, or following the receipt of a construction certificate for the development. No changes to the Project Application that was publicly exhibited are proposed, however a revised Statement of Commitments is at **Appendix B**. Proposed amendments to the Statement of Commitments relate to the provision of a Transport Access Guide, limiting access for delivery vehicles and confirming disabled parking spaces will be provided in accordance with AS 2890.6.

It is therefore recommended that the Minister for Planning approve the Project Application for the redevelopment of Justinian House, Wollstonecraft for a medical research facility.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962.

Yours faithfully



Kathryn Werner  
*Principal Planner*

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Appendix A – comprehensive response to matters raised in submissions

Appendix B – revised Statement of Commitments

Appendix C – revised Dangerous Goods Compliance Report, prepared by Premier Engineering Services Pty Ltd

## Justinian House redevelopment for a Medical Research Facility – Environmental Assessment Report for Part 3A Project Application

### Summary of issues raised in community submissions

Issue	Comment
* Rocklands Road and Gillies Street are local roads that are already too busy	Existing roads perform at less than environmental goals for their road classes.
* This development will generate congestion at local intersections (especially Rocklands Road and the Pacific Highway)	The intersections of Rocklands Road and the Pacific Highway will continue to have a "B" level of service, following the construction of the medical research facility.
* Development provides too much on-site carparking	A total of 118 on-site carparking spaces are provided. This is less than the maximum permitted in the North Sydney DCP, and is consistent with the RTA guidelines for this type of development.
* Patients and staff should be encouraged to use public transport	Access to nearby pedestrian and cycle routes (including the Walk North Sydney routes) will be clearly marked, and staff, patients and carers encouraged to maximise their use of public transport, walking or cycling to access the site.
Incompatibility of the use with the locality	
* Incompatibility of medical development with surrounding residential area	Medical centres and hospitals are permitted with consent in the zone.
* Increased medical suites in vicinity of Rocklands Road and Gillies Street	The medical research facility deals primarily with clinically based melanoma cancer research, while nearby other facilities offer aligned but different functions.
Increased presence of Mater Hospital	
* Too much development associated with the Mater Hospital	Collocating this new building with the Mater Hospital and Medical Centre allows for synergies to be created in a sustainable and practical vicinity.
Built form	

Issue	Comment
<p>» Gillies Street frontage – impact on privacy from terrace and windows</p>	<p>The proposed development is setback further from Gillies Street than the existing development, with the first built element being the terrace wall of the carpark which is 6m from the Gillies Street boundary. The existing pool enclosure was located at the Gillies Street frontage, with a roof terrace over the chapel approx 3-5m from the boundary. The proposed new terrace is approx 9m from the boundary and 1m lower than the roof terrace of Justinian House. These windows also range from 9-11m from the boundary. Landscaping the Gillies Street frontage will include planting at lower levels and along the edge of the terrace to screen views across Gillies Street. Due to the width of Gillies Street, the proposed development is 30m from the properties on the opposite side of Gillies Street.</p>
<p>» Development is higher at Gillies Street frontage than currently</p>	<p>The overall height of the development is no higher than the ridge levels of the existing Justinian House and is substantially lower on the actual boundary alignment. The proposed development approximately projects up to 5m further to the west along Gillies Street, but it is setback further by up to 3 m along the same frontage. The additional projection is offset by the elimination of the bulk of the existing chapel. The overall height of the building along the Gillies Street frontage is completely within the allowable LEP envelope controls.</p>
<p><b>Construction impacts</b></p>	
<p>» Impact of demolition and construction on Rocklands Road and Gillies Street (dust, noise, heavy vehicles)</p>	<p>A Construction Management Plan will be prepared, following consultation with North Sydney Council, to minimise impacts on nearby properties.</p>

### Summary of issues raised by key stakeholders

Issue	Comment
<b>Ministry of Transport</b>	
* On site carparking should be minimised	Carparking is less than the maximum permitted by North Sydney Council.
* A Travel Access Guide be prepared	Statement of Commitment
* Provide storage and change room facilities for cyclist	10 bicycle spaces, 2 change rooms including basin, WC and shower are provided.
* Construction management plan to identify measures to mitigate impacts on pedestrians and cyclists	A construction management plan will be prepared, following consultation with North Sydney Council, to mitigate impacts on pedestrians and cyclists.
* Department of Planning to continue to consult with MoT on this project	Noted
* Should a Voluntary Planning Agreement be prepared, it should include contributions toward local and regional bus services	The development will make section 94 contributions in line with the North Sydney Development Contributions Plan 2006.
<b>State Transit Authority</b>	
* Ensure provision for buses to set down and pick up passengers on the northern side of Rocklands Road between Sinclair Street and Gillies Street during construction and operation of the facility	Operation of the bus route will not be impeded during construction.
* Bus shelter to remain at the bus stop	The bus shelter will be protected throughout construction and operation of the medical research facility.
<b>North Sydney Council</b>	
* Departure from building height, building height plane and landscape area controls requires a SEPP 1 objection	Not required as Part 3A

Issue	Comment
<ul style="list-style-type: none"> <li>■ On-street parking controls in the vicinity were changed in December 2007.</li> </ul>	<p>Noted</p>
<ul style="list-style-type: none"> <li>■ Traffic on Rocklands Road between Sinclair Street and the Pacific Highway – existing road volume is above the maximum, this will increase as a result of the development</li> </ul>	<p>Existing intersections and road capacities are in accordance with environmental standards.</p>
<ul style="list-style-type: none"> <li>■ The approved Mater Hospital redevelopment is to install a raised pedestrian crossing on Rocklands Road, north of the intersection with Sinclair Street. This will reduce traffic speeds on Rocklands Road.</li> </ul>	<p>Noted</p>
<ul style="list-style-type: none"> <li>■ Staff to be encouraged to use public transport and a workplace travel plan to be provided to all staff</li> </ul>	<p>A Transport Access Guide will be prepared in accordance with the RTA guidelines.</p>
<ul style="list-style-type: none"> <li>■ Delivery vehicles</li> <li>● Access to loading dock on Gillies Street to be limited to 7am-7pm only.</li> <li>● Access route to loading dock: Pacific Highway, Rocklands Road, Gillies Street (not via Gillies Street north of the site).</li> <li>● Traffic route map to be prominently displayed.</li> <li>● Access / egress to loading dock only in a forward manner.</li> <li>● Roller door/gateway/security access be min 9m from boundary.</li> </ul>	<p>Access into the loading dock will be restricted to 7am-7pm, and route map will be prominently displayed. The roller door is 50m inside the boundary, with a further gate located at the boundary.</p>
<ul style="list-style-type: none"> <li>■ Demolition and Construction Traffic Management Plans to be submitted to North Sydney Council traffic committee</li> </ul>	<p>Noted</p>
<ul style="list-style-type: none"> <li>■ All vehicles to enter and leave the site in a forward direction</li> </ul>	<p>Statement of Commitment</p>
<ul style="list-style-type: none"> <li>■ Carpark:                             <ul style="list-style-type: none"> <li>● to comply with AS 2890.1 (off street parking) and AS2890.6 (spaces for people with disabilities)</li> </ul> </li> </ul>	<p>The carpark will comply with AS 2890.1. Carspaces are typically 2600 x 5400mm as required for medical centres. Three disabled spaces of 3200 x 5400mm are provided. Signage will be documented to comply with the Australian Standard.</p>

Issue	Comment
<ul style="list-style-type: none"> <li>• "stop" and "give way to pedestrians" signs to be installed</li> <li>• arrows to be painted on the carpark and driveway indicating direction of travel</li> <li>• vehicle height clearance to be marked at Rocklands Road entrance</li> </ul>	<p>The proposed development includes space for 10 bicycles in accordance with AS 2890.3. Two change rooms including basin, WC and shower are included. Space for 10 lockers are also provided</p>
<p>• Bicycle facilities to comply with AS2890.3 and showers to be provided</p>	<p>The bus shelter will be protected throughout construction and operation of the medical research facility.</p>
<p>• Bus shelter and bus zone in Rocklands Road to be maintained during construction and operational phases</p> <p>• Rocklands Road driveway max 6m wide at top of layback</p>	<p>The driveway will be max 6m wide at the top of the layback. To minimise interference with the roots of nearby trees, the successful contractor will carefully dig along proposed driveway edge to determine presence of roots, prior to the commencement of construction.</p>