



Planning &  
Infrastructure

**STATE SIGNIFICANT DEVELOPMENT  
ASSESSMENT REPORT:  
Tamworth Hospital Redevelopment  
31 Dean Street, North Tamworth  
(SSD 5204)**



Director-General's Assessment Report  
Section 89H of the  
*Environmental Planning and Assessment Act 1979*

December 2012

## ABBREVIATIONS

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Applicant	Health Infrastructure
CIV	Capital Investment Value
Department	Department of Planning and Infrastructure
DoPI	Department of Planning and Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning and Infrastructure, or his delegate/nominee
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
LEP	Local Environmental Plan
Minister	Minister for Planning and Infrastructure
PAC	Planning Assessment Commission
Regulation	Environmental Planning and Assessment Regulation 2000
RtS	Response to Submissions
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development

## HYPERLINKS

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[Hyperlinks](#) (CTRL + click to access) are included in this document to allow quick navigation to explanations and interpretations of commonly used legal, scientific or industry terms / phrases used in this document. The explanations / interpretations appear in the glossary appendix. Be sure to print the relevant glossary appendix to enable interpretation of these terms or phrases when printing the main body of the report.

Cover Photograph: Artist perspective of main entrance (Source: McConnel Smith & Johnson Architects)

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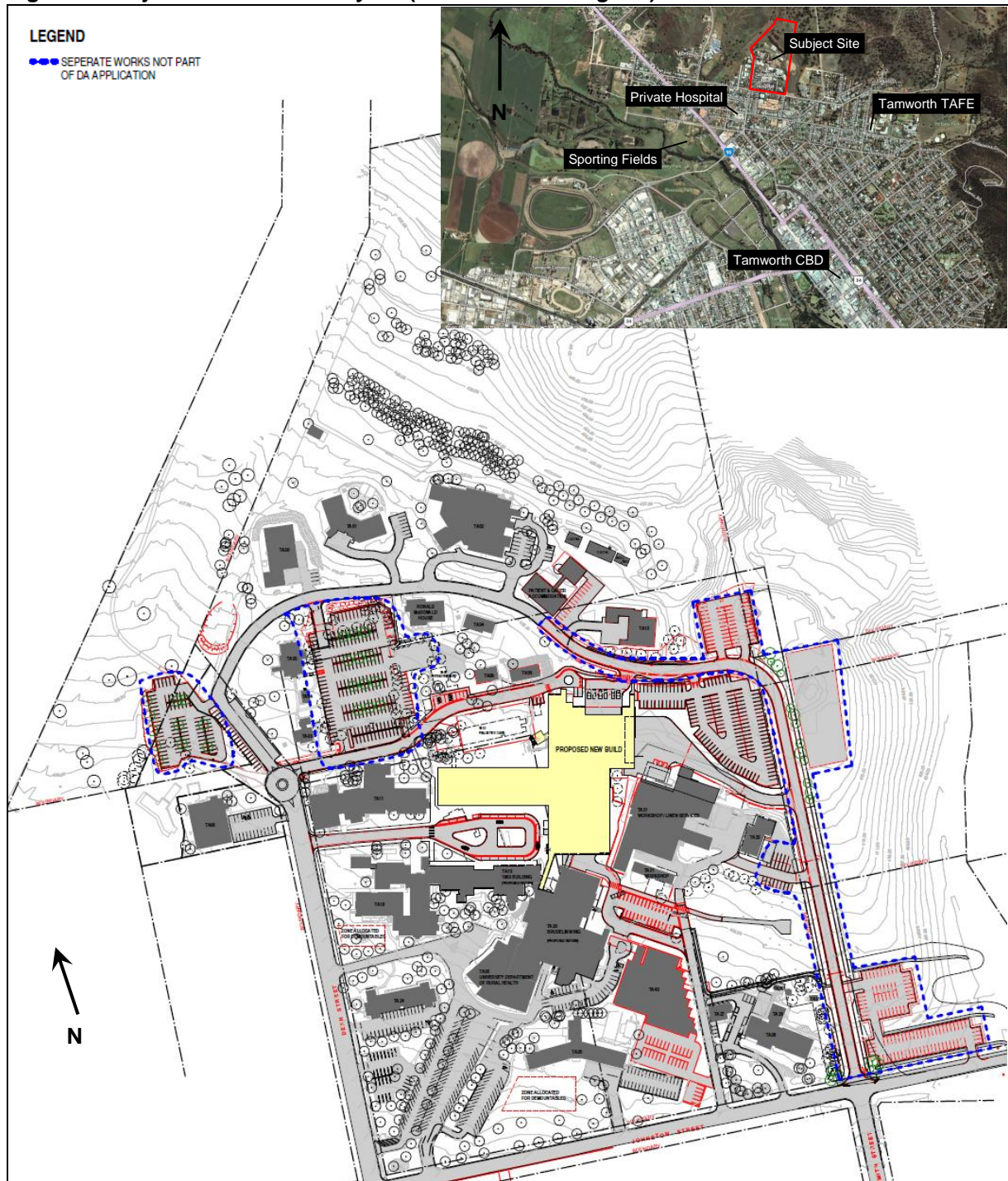
## 1. PROPOSED PROJECT AND SITE DESCRIPTION

## 1.1 The Proposal

Health Infrastructure proposes to construct and operate a new five level Acute Services Building (ASB) and associated infrastructure, at Tamworth Hospital, 31 Dean Street, Tamworth (Lot 99 DP 753848 and Lot 2 DP 533835). A new hospital entry road from Dean Street and additional parking areas are also proposed.

The project location and proposed layout is shown in Figure 1.

**Figure 1: Project Location and Layout (inset location diagram)**





## 1.2 Site Description

Tamworth Regional Hospital covers an area of approximately 37 hectares. The ASB site is located centrally within the campus. Table 1 provides a summary of the key descriptors of the ASB site and the surrounds.

**Table 1: ASB Site Description**

<b>Topography</b>	Low scale buildings, open grassed areas and hardstand areas (vehicle pathways) with a rising slope from the south-west to the north-east (see Figure 2)
<b>Site history</b>	The site has been used for hospital purposes since 1885 when Tamworth Hospital commenced operations. Prior to the hospital operations, the site was generally vacant and grazing land
<b>Current use of site</b>	The site is currently used for hospital purposes comprising a number of hospital buildings, ancillary buildings and car parking
<b>Surrounding land use(s)</b>	The buildings immediately surrounding the proposed building site are used for hospital purposes. The land uses surrounding the hospital campus include: rural land to the north, a former quarry to the east, low density residential development and allied health services to the south and the Tamworth Correctional Centre to the west

**Figure 2: View of ASB site from the south-east**



## 1.3 Key Project Components and Features

The Tamworth Hospital redevelopment will deliver the Acute Services Building, which will support the consolidation of the clinical services in a purpose built hospital building and allow existing smaller scale buildings within the campus to be utilised for other services. Table 2 provides a summary of the development proposal's key components and features.

**Table 2: Project Details**

<b>Project Summary and features</b>	<ul style="list-style-type: none"> <li>• demolition and bulk earthworks, including excavation</li> <li>• construction of a five storey building (to be known as the Acute Services Building), including a new public hospital entrance, and linkages to existing hospital buildings, including minor works to the Brudelin building to facilitate the connection</li> <li>• construction of at-grade car parks, loading area, new access road and traffic management measures</li> <li>• construction of temporary facilities to accommodate displaced medical facilities</li> <li>• landscaping works</li> </ul>
<b>Gross Floor Area (GFA)</b>	32,600 sqm
<b>Building Height</b>	24.3 metres
<b>Parking</b>	162 spaces
<b>Facilities</b>	332 beds and 44 treatment areas (increase of 24 beds and 2 treatment areas on the health campus)
<b>Services</b>	Mortuary, palliative care, pharmacy, food services, emergency, imaging, operating suites, day surgery, intensive care, critical care, offices, maternity and birthing
<b>Capital Investment Value</b>	\$137,251,000
<b>Jobs</b>	1,284 operational jobs (increase in 46 operational jobs) and 180 construction jobs

#### 1.4 Tamworth Hospital REFs

Health Infrastructure approved two minor works packages, under Part 5 of the EP&A Act and Divisions 10 and 17 of State Environmental Planning Policy (Infrastructure) 2007, in June and July 2012 as development without consent. The minor works packages include works to prepare the hospital campus for the proposed redevelopment.

The minor works package accompanied by the June 2012 Review of Environmental Factors (REFs) allowed for Stage 1A and 1B of the minor works to be undertaken, comprising:

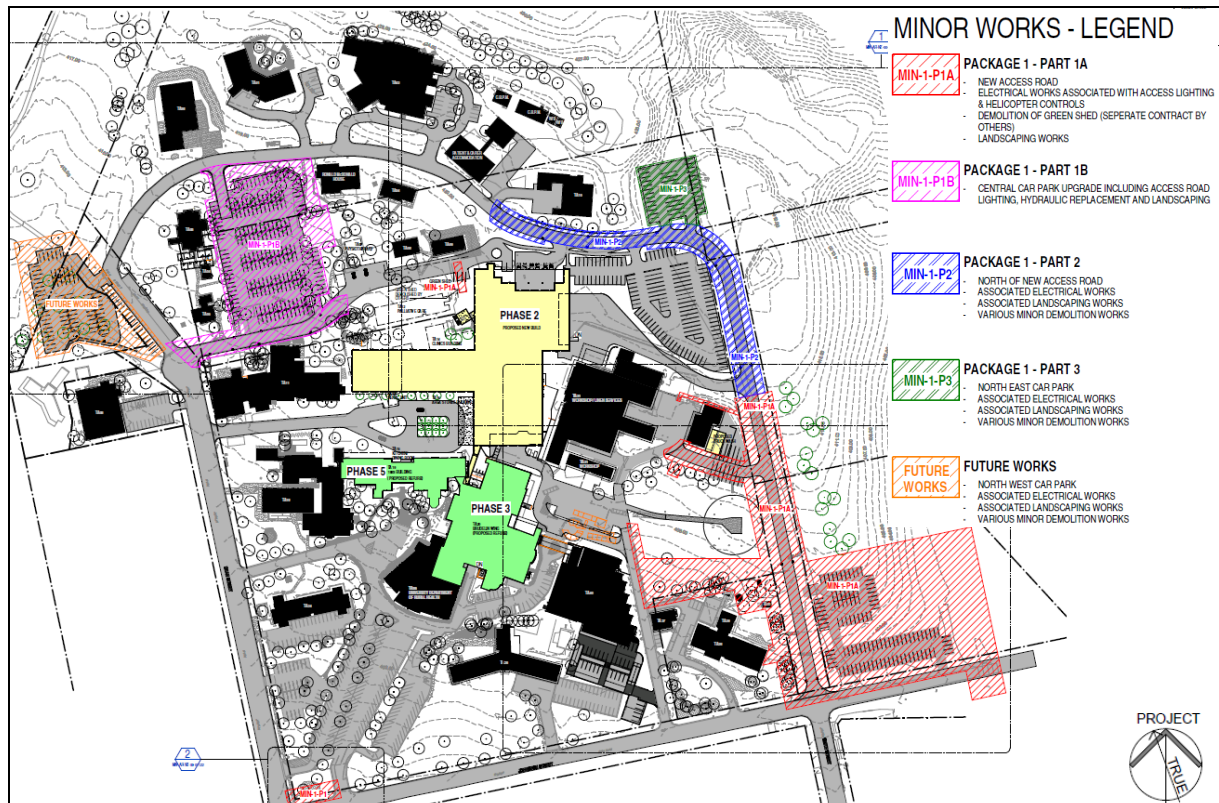
- construction of eastern portion of new ring road through the hospital
- provision of contractor temporary car park off Johnston Street
- upgrade of existing car park to provide additional parking for the hospital
- provision of drainage, lighting, road controls and associated services
- demolition of green shed
- removal of trees and associated landscaping.

The minor works package accompanied by the July 2012 REF allowed for Stage 2 and 3 of the minor works to be undertaken, comprising:

- construction of north-eastern section of the ring road and staff car park in the north-eastern area of the campus
- provision of drainage, lighting, road controls and associated services
- removal of trees and associated landscaping.

Figure 3 depicts works approved as development without consent in context with the ASB proposed under the subject SSD application (shown as Phase 2 in Figure 3). Works on site approved under the REF have substantially commenced.

**Figure 3: Site plan illustrating redevelopment of the site including approved minor works as outlined in the REFs**



## 2. STATUTORY AND STRATEGIC CONTEXT

### 2.1. SEPP (State and Regional Development) 2011

The proposal is for State significant development because it is development for the purpose of a hospital with a capital investment value (CIV) in excess of \$30 million under clause 14 (Hospitals, medical centres and health research facilities) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011. Therefore, the Minister for Planning and Infrastructure is the consent authority.

### 2.2. Consent Authority

On 14 September 2011, the Minister for Planning and Infrastructure [delegated responsibility](#) for the determination of State significant development under Division 4.1 of Part 4 of the EP&A Act to the Executive Director, Major Projects Assessment. The proposal complies with the [terms of that delegation](#).

### 2.3. Permissibility and Zoning

The site is zoned R1 General Residential under Tamworth Regional Local Environmental Plan 2010 and the development is permissible in the zone.

### 2.4. Environmental Planning Instruments

The department's consideration of relevant [EPIs](#) (including SEPPs) is provided in [Appendix B](#). The proposal is consistent with the relevant requirements of the EPIs.

### 2.5. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the [objects of the Act](#), as set out in section 5 of the Act. The proposal complies with the objects because the proposal would promote the orderly and economic use and development of previously disturbed land for community purposes, thereby protecting the land for public purposes and promoting the social and economic welfare of the community.



## 2.6. Ecologically Sustainable Development

The EP&A Act adopts the definition of [Ecologically Sustainable Development](#) (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes.

The department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process via a thorough and rigorous assessment of the environmental impacts of the project. The proposal is considered to be consistent with ESD principles as described in Section 4.5 of the applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Regulation.

The proposal is located on the urban fringe on a previously developed and disturbed site and would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats. The site is not subject to any known effects of flooding and is not subject to bushfires. The site would not be impacted by changes in sea level rising resulting from climate change.

The applicant has incorporated ecologically sustainable design initiatives in this proposal, including sustainability measures that will target a 4 Star Green Star rating whilst not being formally assessed using this tool. These measures include:

- electrical control devices to facilitate energy auditing, monitoring and troubleshooting
- energy efficient fixtures including motion sensors, timers, daylight sensors
- high performance glazing to improve thermal performance
- high efficiency, low loss water-cooled chillers
- target 50 per cent supply of hot water through a gas boosted solar hot water system
- water efficient fixtures and minimise use of PVC in pipe work
- maximise opportunities for natural light.

The department is satisfied that the proposal and proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

## 2.7. Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

## 2.8. Strategic Context

The department considers that the proposal is appropriate for the site given:

- it is consistent with the priorities of NSW 2021, the State's 10 year plan, to increase investment in infrastructure and making more beds available, which will provide improved healthcare whilst also supporting economic growth of the health and community services industry in the region
- it supports the strategic role of Tamworth City, a regional city, as identified in the Tamworth Regional Development Strategy, to provide higher order services including hospitals. Tamworth hospital is a referral hospital that provides higher order services, and the expansion and consolidation of the clinical services, supports its role as a referral hospital
- it is consistent with the local strategic direction in the Tamworth Regional Development Strategy to facilitate improved community access and delivery of health and community services and facilities by improving the functionality of Tamworth Hospital through enhancement of the clinical services and improved connectivity with the main hospital buildings
- it will provide critical public infrastructure to cater for the increased demand for health services required for the ageing population
- it will provide direct investment in the region of \$137,251,000, which would support 180 new construction jobs and support 1,284 operational jobs, including 46 new operational jobs.

## 2.9. Director Generals Requirements

Sections 3 and 4 of the EIS address compliance with the Director General's Requirements. These matters have been addressed in the EIS sufficiently to enable an adequate consideration and assessment of the proposal for determination purposes.

### 3. EXHIBITION CONSULTATION AND SUBMISSIONS

#### 3.1. Exhibition

In accordance with section 89F of the EP&A Act and clause 83 of the EP&A Regulation, the Director-General has made the application and accompanying information publicly available for at least 30 days following the date of first publication, in accordance with the Regulation. The department publicly exhibited it:

- on the department's website from 29 July 2012 until 27 August 2012 (30 days)
- at the department's Information Centre, the department's Tamworth Offices and Tamworth Regional Council's offices from 29 July 2012 until 27 August 2012 (30 days).

The department also advertised the public exhibition in the Tamworth Northern Daily Leader on the 28 July 2012 and notified adjoining landholders, and relevant State and local government authorities in writing.

The department received nine submissions during the exhibition of the application - six submissions from public authorities and three submissions from the general public. A summary of the issues raised in submissions is provided below.

#### 3.2. Public Authority Consultation and Submissions

Relevant public authorities have been consulted. A total of six submissions were received from public authorities, as described in Table 3.

**Table 3: Summary of public authority submissions**

Public Authority	Comments	DoPI Comments
Tamworth Regional Council	<ul style="list-style-type: none"> <li>• no objections raised</li> <li>• identified stormwater drainage capacity and on-site detention requirements</li> <li>• capacity of the Smith Street sewer main is to be confirmed prior to finalisation of hydraulic plans</li> <li>• car parking should be managed to ensure adequate car parking is provided to patients/visitors as well as staff</li> <li>• additional car parking signage should be installed</li> <li>• supports the indicative revision to the bus route and recommends placing conditions requiring the provision of additional bus stops</li> <li>• detailed plans for the right turn lane at the staff and main entrance as well as the roundabout should be approved by the Tamworth Local Traffic Committee</li> </ul>	Recommended conditions in accordance with council's comments
Roads and Maritime Services (RMS)	<ul style="list-style-type: none"> <li>• no objections raised</li> <li>• supports internal hospital ring road and new Johnston Street and Smith Street connection</li> <li>• adequate on-site car parking shall be provided and noted that on-street car parking in the vicinity is not provided for the exclusive use of the hospital</li> <li>• does not support the right turn bays in Dean Street as traffic should be directed to the new roundabout</li> <li>• consider rationalising the six access points along Dean Street, including creating a western stub to the proposed roundabout for access to the campus west of Dean Street</li> <li>• access arrangements for emergency vehicles should be re-considered given the travel distance is greater than that for private vehicles</li> </ul>	Refer to Section 4.2 – department's assessment of key issues and other matters
Department of Primary Industries (DPI)	<ul style="list-style-type: none"> <li>• no objections raised</li> <li>• unlikely to encounter groundwater given the disturbed nature and previous development of the site</li> <li>• indicative future works on Crown Land would require a lease or licence</li> </ul>	Noted
Transport for NSW	<ul style="list-style-type: none"> <li>• no objections raised</li> </ul>	Noted



Office of Environment and Heritage (OEH)	<ul style="list-style-type: none"> <li>no objections raised</li> </ul>	Noted
Environmental Protection Agency	<ul style="list-style-type: none"> <li>no objections raised</li> </ul>	Noted

### 3.3. Public Submissions

A total of three submissions were received from the public. One of the public submissions supported the project but identified traffic impacts as an issue and two of the submissions did not object but raised concerns regarding traffic impacts, management of construction impacts, car parking provisions, potential increased helicopter traffic and noise impacts.

The department has fully considered the issues raised in submissions in Section 4 of this report.

### 3.4. Applicant's Response to Submissions

AECOM, on behalf of Health Infrastructure, has provided a response to the issues raised in the submissions. The response included further comments regarding: traffic and access, stormwater management, environmental and residential amenity. The applicant's response was reviewed by council and council has indicated that matters raised in its submission have been adequately addressed. The matters raised by RMS regarding vehicle access are considered in Section 4.2 of this report.

## 4. ASSESSMENT

### 4.1. Section 79C Evaluation

Table 4 identifies the matters for consideration under s. 79C that apply to State significant development, in accordance with s. 89H of the EP&A Act. The table represents a **summary** for which additional information and consideration is provided for in Section 4 (Key and Other Issues) and relevant appendices or other sections of this report and the EIS, referenced in the table.

The EIS has been prepared by the applicant to consider these matters and those required to be considered in the DGRs and in accordance with the requirements of s. 78(8A) of the EP&A Act and Schedule 2 of the EP&A Regulation.

**Table 4: Section 79C(1) Matters for Consideration**

<a href="#">Section 79C(1) Evaluation</a>	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies - see Appendix B
(a)(ii) any proposed instrument	Not applicable
(a)(iii) any development control plan	Satisfactorily complies*- see Appendix B
(a)(iia) any planning agreement	Not applicable
(a)(iv) the regulations [Refer Division 8 of the EP&A Regulation]	The development application satisfactorily meets the relevant requirements of the Regulation, including the procedures relating to development applications (Part 6 of the Regulations), public participation procedures for SSD's and schedule 2 of the Regulation relating to environmental impact statements. Refer to discussion at Section 2.7.
(a)(v) any coastal zone management plan	Not applicable
(b) the likely impacts of that development	Appropriately mitigated or conditioned - refer to Section 4.2
(c) the suitability of the site for the development	Suitable - Refer to Sections 2.8 and Section 5
(d) any submissions	Refer to Sections 3.2, 3.3 and 4.2
(e) the public interest	Refer to Section 5
Biodiversity values exempt if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable

\* Under clause 11 of the SRD SEPP, development control plans do not apply to state significant development. Notwithstanding, consideration of relevant controls has been given at Appendix B.

## 4.2. Key and Other Issues

The department considers the key environmental issues for the application to be:

- transport and traffic
- built form
- heritage.

### 4.2.1. Transport and Traffic

#### Vehicular Access

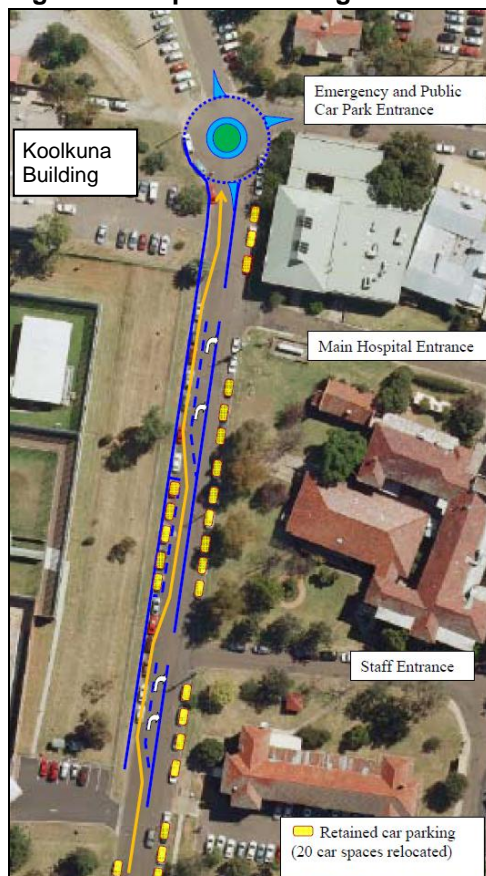
The vehicular access arrangements within and around the campus are being improved to support the proposed new facilities. The internal traffic improvements form part of the minor works package undertaken as development without consent, which included the construction of the eastern portion of the new ring road through the hospital and the north-eastern section of the ring road.

The proposal incorporates the external traffic improvements being the new right hand turn bays and a roundabout on Dean Street to complete the new ring road works and a new access road to the new main hospital entrance, which forms part of the ASB.

The department has reviewed the proposed changes to access arrangements along Dean Street and considers the changes will complement the internal works to establish a ring road, which will improve the overall permeability of the campus and appropriately distribute traffic across the surrounding local road network given the new hospital access point. The right hand turn bay at the new main entrance of the hospital will also support direct access to the ASB. Council raised no issues with the new internal or external access arrangements. Whilst RMS also supports the internal works, it recommends that:

- the right turn bays along Dean Street (see Figure 4) be reconsidered, with traffic directed to circulate via the proposed roundabout, as this would allow for the greater retention of on-street car parking
- consider rationalising the six access points along Dean Street to reduce conflict points
- a western stub to the proposed roundabout be provided for access to the 'Koolkuna' building west of Dean Street
- access arrangements for emergency vehicles be reconsidered given the travel distance is greater than that for private vehicles.

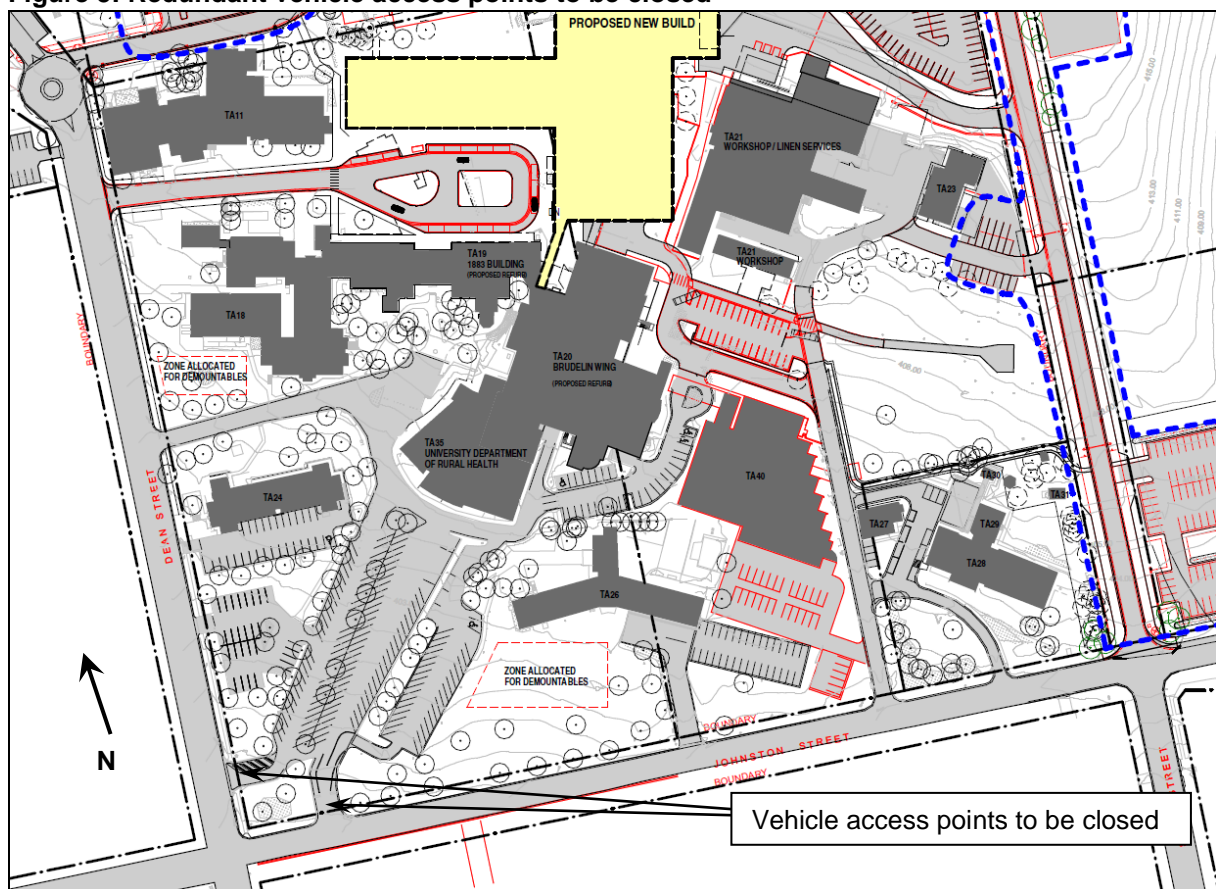
**Figure 4: Proposed new right hand turn bays and roundabout**



The applicant has argued that the right turn bays on Dean Street would improve access and would have minimal traffic impacts given the low traffic volumes on Dean Street. The applicant also argued that construction of a median strip and directing vehicles to use the roundabout and travel back would cause unnecessary additional travel time, cause confusion and is unnecessary as Dean Street primarily serves the hospital and the correctional centre. The department considers that as Dean Street is primarily providing access to the hospital campus and the right hand bay turns are to the north of the correctional centre entrance, it would be more efficient for traffic to perform right hand turns to enter the campus than travelling to the roundabout and doubling back to make a left hand entrance. Accordingly, the department supports the right hand turn bays.

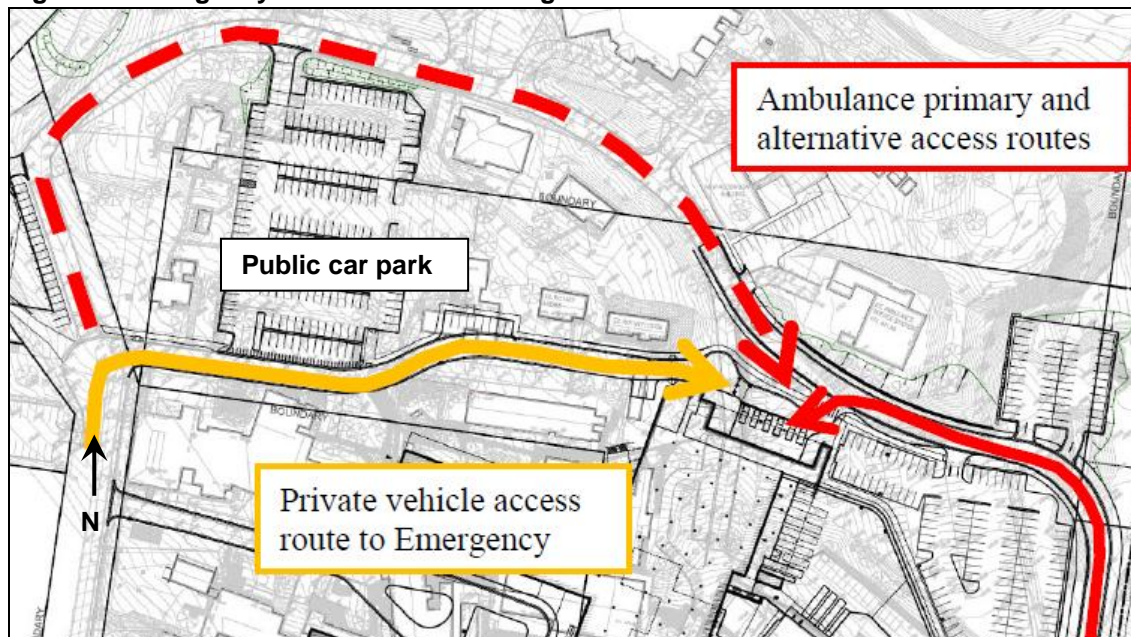
In terms of rationalising the access points on Dean Street, the applicant has confirmed that the redundant access points (see Figure 5) will be removed after car parking areas are consolidated. The department has recommended a condition that requires this to be undertaken prior to operation of the new facilities. With regard to the creation of a western stub at the roundabout for access to the car park for the 'Koolkuna' building, the applicant has argued that this would result in creating a fifth leg off the roundabout which would cause unnecessary confusion given the car park generates low traffic movements with the provision of only 23 car spaces. The department accepts that a fifth leg would result in confusion and would not be necessary in this instance. In regards to RMS's recommendation that the Dean Street access arrangements for emergency vehicles be reviewed due to the travel distances being greater than that for private vehicles (see Figure 6), the department notes that the primary entrance is from Smith Street and the Dean Street route is a secondary route to be utilised when the Smith Street access is closed due to the helicopter landing site operations. The department considers that in these instances travelling marginally further is acceptable and more appropriate than a shared route with private vehicles and a boom gate, which would impede direct access to emergency facilities.

**Figure 5: Redundant vehicle access points to be closed**





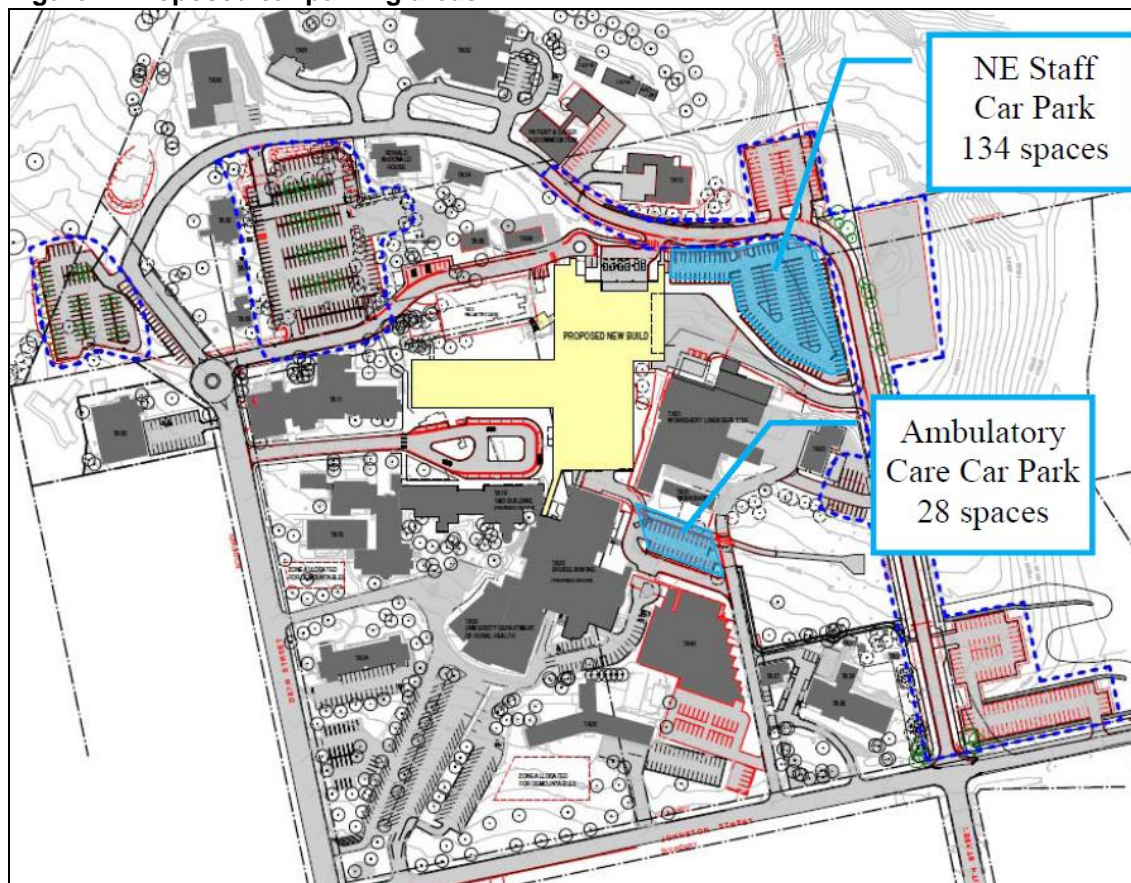
**Figure 6: Emergency vehicle access arrangements**



### Car parking

The redevelopment works would demolish or reconfigure a number of existing car parks, which currently provide a total of 211 car spaces, where the ASB and associated road and landscaping works are proposed. The proposal will provide 162 at grade parking spaces in a staff car park to the east of the proposed ASB and 28 car spaces in the Ambulatory car park to the south-east of the proposed ASB (see Figure 7). As the proposal is consolidating the clinical facilities in a purpose built building and only results in an increase of 24 beds and two treatment areas and 46 additional staff, the applicant has concluded that the proposal would generate minimal demand for additional car parking, being 28 spaces.

**Figure 7: Proposed car parking areas**



Council's DCP and RMS guidelines do not recommend a car parking rate for hospitals. The applicant has therefore calculated the demand based on the profiles of the existing staff and patient/visitor parking demand across the campus. This equated to a maximum existing demand of 1,022 car parking spaces comprising:

- 822 for staff based on a current modal split of 93 per cent of staff driving to work
- 200 for patients and visitors.

Based on the same car parking demand profile, the new facilities and new staff supported by the proposal would generate an additional car parking demand of 28 car parking spaces (as detailed in Table 5), which factors in a modal shift from 93 per cent to 90 percent of staff travelling to work by car, which would be supported by an improved bus service and green transport plan, which would promote the use of public transport, walking and cycling by employees. This equates to the overall staff car parking demand easing by 25 car parking spaces. Consequently, the total demand generated by the staff and patients/visitors would be 1,050 car spaces, excluding the patient and visitor spaces for the new cancer centre, which has approval to construct 30 spaces on the campus.

**Table 5: Existing and proposed car parking demand**

	Existing Demand	Future Demand	Change
<b>Staff</b>	822*	837**	+15
<b>Patients</b>	103	110	+7
<b>Visitors</b>	97	103	+6
<b>Total</b>	1,022	1,050***	+28

\* 93 per cent mode split of trips by private vehicular use

\*\* 90 per cent mode split of trips by private vehicular use

\*\*\* A project approval for the Tamworth Regional Cancer Centre (MP 10\_0176) identified a demand for 36 staff and 30 patient/visitor spaces. The demand for the staff has been absorbed into the staff demand for the whole campus whilst the patient and visitor car parking demand for 30 spaces will be met by the car park approved as part of the project.

The applicant has indicated that the campus currently provides 939 on-site car parking spaces and relies on on-street car parking to meet existing demand (1,022 spaces). Redevelopment works across the campus approved outside of this proposal will result in an additional 191 car spaces on the campus. The new and reconfigured car parks that form part of this application would provide a total of 162 car spaces, which would result in a net loss of 49 car spaces given 211 car spaces are currently provided on the ASB site and surrounds. The redevelopment works across the campus and works the subject of this application would thus provide a total of 1,081 car parking spaces on the campus, which would be supported by 70 on-street car parking spaces. Therefore, the applicant considers the site is capable of supporting the total demand of 1,080 car spaces.

Whilst RMS raised concern with utilising on-street car parking to meet hospital demand as these spaces are there for the local community and not exclusive to the hospital, the department considers that on-site car parking would be able to meet the demand generated by campus. The department considers that even if the modal shift from 93 to 90 per cent cannot be achieved, this would equate to a shortfall of 27 car spaces and whilst it is acknowledged on-street car parking spaces are provided for the broader community, it is also reasonable to expect that these on-street car parking spaces would assist in alleviating any hospital demand and support the supply provided on the campus given the dominant presence of the hospital along these streets, particularly Dean Street which is primarily used as an access to the campus and the correctional centre.

Accordingly, the department considers that the proposed augmentation of the car parking on the site through the REF works and the 162 car spaces to be provided in this development will result in an acceptable quantum of parking spaces on the hospital campus. The department has also recommended that a green transport plan be prepared and implemented prior to occupation of the building to support the modal shift away from private vehicle trips.

### Traffic

The proposal is expected to generate minimal additional traffic given the redevelopment primarily consolidates the clinical services in a new purpose built building, and provides only 24 new beds, two new treatment areas and supports 46 additional staff. The peak traffic generated by the hospital occurs at the afternoon shift change between 2 pm to 3 pm and only 21 additional vehicle movements are predicted. In the afternoon peak period between 4 pm and 5 pm only 16 additional vehicle trips would be generated. The additional vehicles would be dispersed between the existing Dean Street and the new Smith Street extension and would therefore have minimal impact on traffic efficiency.

Additional line marking and parking controls have been proposed to improve the management of the Dean Street and Johnston Street priority controlled intersection.

Council and RMS raised no issue with the traffic generated by the redevelopment, and RMS noted that strategic work being undertaken by RMS on Peel Street, including the Peel and Jewry Street intersection which connects to Dean Street, would identify future intersection works that would address future traffic management concerns for the locality. Council recommend detailed plans for the right turn lane at the staff and main entrance as well as the roundabout should be approved by the Tamworth Local Traffic Committee. The department has included conditions requiring the detailed design be approved and the works constructed prior to the operation of the new facilities.

### Public Transport

The hospital campus is supported by two bus services. The applicant is proposing to provide improved access and bus stops in consultation with the bus service operators and a green transport plan to support a three per cent modal shift to sustainable transport modes. This will be supported by a new bus stop to be constructed as part of the redevelopment at the new main entrance. The applicant has indicated that consideration will be given to preparation of a green transport plan to identify specific measures to promote the use of public transport and active transport modes for staff and patrons/visitors. The department recommends that the green transport plan be prepared prior to the operation of the new facilities and should identify specific measures and incentives that would be provided to staff to support public transport, car sharing or car pooling initiatives, including incentives and subsidies to ensure that the modal shift is achieved and to ease demand on car parking and location and design of bus stops and shelters.

### 4.2.2. Built Form

The new building is a five storey stand alone building to be located centrally on the hospital campus and to the north of the existing main hospital buildings. The proposal consists of 32,600 sqm of GFA and will have a maximum building height of 24.3 metres (see Figure 8).

**Figure 8: Western elevation**



The Tamworth Regional Local Environmental Plan 2010 (TRLEP 2010) does not set any height controls or floor space controls for the site, however, a height constraint that does apply to the site is the Tamworth Airport Obstacle Limitation Surface (OLS). The OLS height for buildings on the site is 45 metres above ground. The proposed building, at a maximum height of 24.3 metres, does not penetrate the OLS.

The proposed building could also potentially impact approach and departure procedures for the helicopter landing site (HLS) on the hospital campus. The HLS is not a regulated HLS and the proposed ASB is located in close proximity to existing hospital buildings of similar heights. Accordingly, the ASB does not require commonwealth approval. The department considers the operations of the HLS would not be adversely affected by the proposal, however, construction activities may have an impact due to installation and use of cranes. The department considers that any construction impacts can be managed and co-ordinated between the hospital operators and the users of the HLS (i.e. Tamworth Westpac Rescue).

The proposal is marginally higher than existing buildings on the site, which range in height from one to four storeys. The department considers the provision of a large scale building is acceptable given its central location on the campus. The department considers the construction of a larger scale building with a large building footprint (and the demolition of the smaller ad hoc buildings) suitable for the site as it would result in improved service delivery through optimisation of resources and rationalisation of the floor space on the campus. The proposed building would also be linked to existing buildings to improve service delivery, and will be purpose designed and built to facilitate the delivery of modern healthcare practices.



The ASB will be located a minimum 180 metres from the Johnston Street boundary and a minimum 85 metres from the Dean Street boundary, and will generally be screened by other hospital buildings to Johnston Street and conform to the existing hospital landscape along Dean Street (see Figure 9). The proposed building is articulated on all façades (utilising various materials and finishes) to minimise the expanse of solid walls and reduce the dominance of the proposal by adding visual interest to the various elevations. Landscaping has also been provided to soften the appearance of the prominent facades of the building that are visible from Dean Street.

**Figure 9: Photomontage view from Dean Street**



Accordingly, the height and scale of the building is considered acceptable within the context of the site and the surrounding locality. The department considers the design of the building would revitalise the campus and provide a modern building that would provide a strong presence for the main entrance to the hospital whilst complementing the existing hospital buildings on the campus.

#### **4.2.3. Heritage**

The hospital campus accommodates the “Main group of hospital buildings”, which are collectively listed as a local environmental heritage item in the TRLEP 2010. The EIS includes a Heritage Impact Statement (HIS) which details that the items with heritage significance that warrant conservation are the Victorian single storey brick structure known as the ‘1883’ building, and the two storey face brick building with a terracotta tiled roof and simple brick chimneys known as Dean House. The site also contains significant trees that would require transplantation.

The ASB would be located immediately to the north-west of the ‘1883’ building and the proposed main vehicular entrance road/roundabout will be located immediately to the north of the ‘1883’ building. The new ASB includes linkages to the Brudelin Wing of the main hospital building and abuts the ‘1883’ building. This requires the demolition of a number of hospital buildings to facilitate the redevelopment, including additions to the ‘1883’ building. The proposed works would have a negligible impact on the significance of Dean House given the separation between the buildings and the screening provided by existing buildings.

The HIS concluded that whilst a number of the buildings to be demolished, including the Kitchen Wing and the Renal Unit, contribute to the hospital’s local social significance, given the ongoing use as a hospital for over 150 years, it would not warrant the retention of these items. However, recording should be undertaken prior to demolition of any of these buildings.

Council did not identify any issues in regards to impacts on the locally listed heritage item.

The proposal replaces existing buildings that would have partially impacted views or vistas to and from the heritage ‘1883’ building. The ASB would increase the impact on the views to and vista from the north of the ‘1883’ building given the larger solid form compared to the smaller dispersed buildings being demolished. The aesthetic significance is more prominent on the southern façade and the proposal would not adversely impact these views. The ability to view the building ‘in the round’ has

been significantly compromised by previous additions and the surrounding development. The proposal seeks to demolish the Kitchen building which was a later addition to the '1883' building.

The department considers that the conclusion in the HIS that the proposal would have minimal and acceptable level of impact on the locally listed heritage items is reasonable. Accordingly, the proposed demolition and building works are acceptable. The department has recommended conditions requiring archival recording be undertaken.

The development also includes the transplantation of two trees registered on council's significant tree register. Council raised no issues regarding the tree relocation. The arborist report recommended that the relocation be undertaken in consultation with council given its experience. The applicant has included transplantation in the proposed mitigation measures. The department considers the tree relocation acceptable in order to allow the construction of the hospital building and recommends that the final location of the trees be approved by council.

The department is satisfied that the proposal would have minimal impacts on the heritage significance of the items located on the site.

#### **4.2.4. Other issues**

##### **Stormwater Management**

Council identified stormwater drainage capacity and on-site detention provisions as an issue. Council recommended that:

- appropriate connections to Johnston Street be provided for catchment 1
- on site detention should be provided: to control discharge to 0.6 cubic metres per second for events up to and including the 1 in 10 year ARI event for catchment 2 and appropriate connections be provided to the Dean and Johnston Street intersection infrastructure
- stormwater be controlled to 1 in 100 year ARI event for all roof and hardstand areas for catchment 3.

The applicant has indicated that the requirements for catchment 1 will be provided, however, the requirements for catchments 2 and 3 cannot be provided. The applicant considers that reducing flows to that recommended by council for catchments 2 and 3 would be excessive given the development does not fall within these catchments and the recommended flows are more onerous than maintaining pre-development levels of 1.531 cubic metres per second for catchment 2.

The proposed stormwater management plans have been reviewed by council and it considers the requirements outlined in its submission are still appropriate. The department has included recommend conditions that final stormwater plans be prepared to council's specifications (see Appendix D).

##### **Utilities**

The proposed water connections are adequate, however, the sewerage connections require further calculations to determine whether the capacity of the Smith Street sewer main is adequate for the new building. The department has recommended a condition that requires the applicant to obtain a compliance certificate in accordance with the *Water Management Act 2000*.

##### **Noise Impacts**

Noise impacts from helicopter activities was raised as an issue in a public submission, however, as the new facilities are predominantly consolidating existing services, the department considers that there would be minimal increase in the intensity in the use of the helicopter landing site and therefore the proposal would be unlikely to generate substantial adverse noise impacts.

Conditions have been recommended to ensure plant and services are selected to meet the relevant criteria for hospital uses.

The department has also recommended conditions to manage the construction noise impacts.

##### **Helicopter Operations**

With regards to safety concerns from the operation of the helicopter landing site raised in the public submission, the department considers that as the proposal would not impact on existing approach and departure procedures, the development would not warrant a review of the existing safety procedures.

**Overshadowing**

The proposal would result in an acceptable level of overshadowing as any shadows cast would fall entirely on existing hospital buildings within the campus.

**Development contributions**

Council's Tamworth Urban Section 94 Contributions Plan 2006-2011 is generally applied to residential dwellings or new lots and commercial development. As the proposal is not for residential or commercial purposes and will not be creating any additional lots, council's Contributions Plan does not apply to the proposal.

In accordance with section 75R(4) and consequently section 94B(2) of the EP&A Act, the Minister may impose a different contribution after having had regard to council's Contributions Plan. The department considers as the proposal is providing a community service, it is recommended that no development contributions be applied to the development.

## 5. CONCLUSION

The redevelopment of the clinical facilities for Tamworth Hospital, comprising the construction of a new acute health services building and associated car parking, road works, traffic management works and landscaping will significantly benefit the regional community through the provision of increased and improved health services. The proposed development will also provide new purpose built health facilities in one consolidated location and support an additional 24 beds and two treatment areas.

The department is satisfied that the proposed development satisfactorily responds to the issues raised and recommends that the SSD application for the Tamworth Hospital Redevelopment be approved. The department's recommended conditions of consent will ensure that the construction and future operation of the proposed facility will maintain the environmental and residential amenity of the surrounding environment and more specifically, ensure that archival recording is undertaken prior to the demolition works, a Green Transport Plan be prepared to promote sustainable and active transport modes, adequate vehicle and pedestrian access can be provided to the new facilities and adequate car parking is provided within the campus.

## 6. RECOMMENDATION

In accordance with s. 89E of the *Environmental Planning and Assessment Act 1979*, it is recommended that the Executive Director, Major Projects Assessment, as delegate for the Minister for Planning and Infrastructure grants development consent for the construction and operation of the Tamworth Hospital Redevelopment (SSD 5204) in accordance with the delegation executed on 14 September 2011 and effective from 1 October 2011.

Prepared by


 7/12/12  
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Catherine Wilson  
EO MP 11-12.12



## APPENDIX A RELEVANT SUPPORTING INFORMATION

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The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Infrastructure's website as follows.

1. Environmental Impact Statement

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=5204](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5204)

2. Submissions

[http://majorprojects.planning.nsw.gov.au/index.pl?action=list\\_submissions&job\\_id=5204](http://majorprojects.planning.nsw.gov.au/index.pl?action=list_submissions&job_id=5204)

3. Applicant's Response to Submissions

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=5204](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5204)

## APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S)

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

The aims of this SEPP are to identify State significant development and State significant infrastructure and confer the necessary functions to joint regional planning panels to determine development applications.

The proposal is for SSD in accordance with s. 89C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of a hospital with a capital investment value (CIV) in excess of \$30 million, under clause 14 (Hospitals, medical centres and health research facilities) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

### **State Environmental Planning Policy No. 33 – Hazardous and Offensive Development**

SEPP 33 provides clear definitions of hazardous and offensive industries and aims to facilitate development defined as such and to ensure that in determining developments of this nature, appropriate measures are employed to reduce the impact of the development and require advertisement of applications proposed to carry out such development.

The proposed development primarily consists of consolidation of existing services. The applicant has indicated that the type of quantities of dangerous goods currently found on site do not exceed the relevant threshold to warrant a preliminary hazard analysis and would remain the same for the proposed development. The applicant has indicated that the Waste Management Guidelines, which identify the relevant dangerous goods on the site will need be revised to reflect the new procedures given the new facilities. The department is satisfied that the proposed development will manage hazardous materials in accordance with established procedures and that a preliminary hazard analysis assessment is not required as the quantities contained on the site do not exceed the relevant thresholds.

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

SEPP 55 aims to provide a state wide approach to the remediation of contaminated land. In particular, SEPP 55 aims to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment by specifying under what circumstances consent is required, specifying certain considerations for consent to carry out remediation work and requiring that remediation works undertaken meet certain standards.

A phase 1 Environmental Site Assessment (phase 1 assessment) and Targeted Phase 2 Contamination Assessment (phase 2 assessment), were submitted by the applicant to support the proposed development of the subject site.

The phase 1 assessment found potential for contamination given the previous landfill operations to the east of the site, fill used on the site and potential contaminants from previous structures. The phase 2 assessment included more detailed testing, with further borehole drilling and sample testing. The phase 2 assessment found that concentrations of potential contaminants were below the site assessment criteria within the areas for Package 1 and Phase 2 works. Contaminants above the land use criteria were encountered in an area of the site designated for a future car park and any development of this part of the site would require further investigation and a remedial action plan.

Accordingly, the department is satisfied that the applicant has demonstrated, through the phase 1 and 2 assessments undertaken for the parts of the site relevant to this application, that the concentration of potential contaminants are below their respective thresholds and that the subject site is considered suitable for the proposed development.

#### **State Environmental Planning Policy (Infrastructure) 2007**

The aim of the Infrastructure SEPP is to facilitate the effective state wide delivery of infrastructure by providing greater flexibility in the location of infrastructure and service facilities, allowing the development of surplus government land, identifying relevant environmental assessment categories for development and relevant matters to be considered and providing for consultation with relevant public authorities.

Schedule 3 of the Infrastructure SEPP requires traffic generating development to be referred to the RMS. The proposal was referred to the RMS, who raised no objections to the project proceeding. RMS's comments are discussed in Section 3 and 4 of the report. A program of early works was also approved under Part 5 of the EP&A Act, relying on Divisions 10 and 17 of the Infrastructure SEPP, to facilitate redevelopment of the site, including construction of road works and at-grade car parking areas.

#### **Tamworth Regional Local Environmental Plan 2010 (TLEP 2010)**

The aim of the TLEP 2010 is to provide controls on development in the Tamworth Regional local government area in accordance with the standard environmental planning instrument and to encourage orderly, economic and equitable development while safeguarding the community's interests and residential amenity and strengthen employment opportunities. Consideration of the relevant clauses of the LEP is provided in Table 1.

**Table 1: Consideration of TLEP 2010**

<b>TLEP 2010</b>	<b>Criteria</b>	<b>Complies</b>	<b>Department Comment / Assessment</b>
Clause 5.9	Preservation of trees or vegetation	Complies	Considered acceptable based on the transplantation of significant trees and planting to be undertaken as part of the landscaping of the site
Clause 5.10	Heritage conservation	Complies	Considered acceptable as the proposal would not have significant impacts on the heritage values of the site, see discussion at Section 4.2.3 of the report.
Clause 7.1	Earthworks	Complies	Proposed earthworks are ancillary works included as part of the proposal and the impacts of earthworks have been considered as part of the proposal.
Clause 7.6	Development in flight path	Complies	The development is below the obstacle height limit.

#### **Tamworth Regional Development Control Plan 2010**

It is noted that clause 11 of State Environmental Planning Policy (State and Regional Development) 2011 provides that development control plans do not apply to SSD. Notwithstanding, consideration of relevant controls has been given in Table 2.

**Table 2: Consideration of Tamworth DCP 2010**

<b>DCP</b>	<b>Department Comment / Assessment</b>	<b>Complies</b>
1.8 Community Consultation	The development is a kind identified as advertised development. The proposal was advertised in	Yes

	accordance with SSD requirements, which exceeds the minimum requirements of the DCP.	
<b>Step 3: General Development Specifications</b>		
<i>Other Types of Development Controls</i>		
Parking	As no parking rate is provided for hospitals, the requirements have been assessed based on the peak demand generated by the future hospital users and with consideration of sustainable transport alternatives.	Yes
Landscaping	Proposed landscaping works address the shading and visual relief objectives in the DCP.	Yes
Outdoor Lighting	The applicant has indicated that lighting will meet Australian Standards and a condition to this effect has also been recommended.	Yes
<i>Environmental Controls</i>		
Environmental effects	The EIS addresses the environmental impacts of the development and identifies mitigation measures to address the impacts of the development.	Yes
Soil and Erosion Control	A sediment and erosion control plan has been prepared for the construction phase and the proposal incorporates stabilisation and revegetation works to minimise potential erosion.	Yes
Vegetation	The proposal will support the retention of significant trees through transplantation	Yes
Waste Management	The development will adopt the existing waste management practices of the hospital and update the waste management plan to incorporate the new facilities	Yes
Noise	The development is not expected to generate adverse noise impacts provided the recommendation in the noise report to install acoustic screens for the cooling towers is adopted. The department has included recommended conditions to ensure that the mitigation measure is adopted.	Yes
Geology	A geotechnical assessment was undertaken and takes into consideration the soil profile of the site.	Yes
<b>Step 5: Discretionary Development Standards</b>		
Other Development Standards 1.32 Outdoor Lighting	The applicant has indicated that lighting will meet Australian Standards and a condition to this effect has also been recommended.	Yes
Environmental Standards 1.44 Vegetation	The proposal includes the transplantation of significant trees and landscaping works to offset the tree removal within the building footprint.	Yes



## APPENDIX C GLOSSARY

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### Delegated Authority

On 14 September 2011, the Minister for Planning and Infrastructure delegated his functions under s. 89E of the *Environmental Planning and Assessment Act 1979*, and effective from 1 October 2011, to Executive Director, Major Projects Assessment to determine applications where:

- (a) the relevant council has not made an objection, and
- (b) a political disclosure statement has not been made, and
- (c) there are less than 10 public submissions in the nature of objections.

**Ecologically Sustainable Development** can be achieved through the implementation of:

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
  - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
  - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*
- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
  - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
  - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
  - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.(Cl.7(4) Schedule 2 of the Regulation)*

### Objects of the Act

- (a) *to encourage:*
  - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
  - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
  - (iii) *the protection, provision and co-ordination of communication and utility services,*
  - (iv) *the provision of land for public purposes,*
  - (v) *the provision and co-ordination of community services and facilities, and*
  - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
  - (vii) *ecologically sustainable development, and*
  - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

## Relevant Environmental Planning Instruments

These are EPIs that are required to be taken into consideration in the assessment of the project under s. 79C. A detailed evaluation of each is provided at Appendix B.

## Section 79C Evaluation

### (1) **Matters for consideration—general**

*In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:*

*(a) the provisions of:*

- (i) any environmental planning instrument, and*
- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan, and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and*
- (v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979),*

*that apply to the land to which the development application relates,*

- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) the suitability of the site for the development,*
- (d) any submissions made in accordance with this Act or the regulations,*
- (e) the public interest.*

**Note.** See section 75P (2) (a) for circumstances in which determination of development application to be generally consistent with approved concept plan for a project under Part 3A.

**Note.** The consent authority is not required to take into consideration the likely impact of the development on biodiversity values if:

- (a) the development is to be carried out on biodiversity certified land (within the meaning of Part 7AA of the Threatened Species Conservation Act 1995), or*
- (b) a biobanking statement has been issued in respect of the development under Part 7A of the Threatened Species Conservation Act 1995.*

## APPENDIX D RECOMMENDED CONDITIONS OF CONSENT

### A ADMINISTRATIVE CONDITIONS

#### Development Description

- A1 Except as amended by the conditions of this consent, development consent is granted only to carrying out the development as described in Condition A2.

#### Development in Accordance with Plans and Documents

- A2 The applicant shall carry out the project generally in accordance with the:
- Tamworth Hospital Redevelopment State Significant Development (SSD 5204) Environmental Impact Statement* prepared by Architectus, dated July 2012
  - Tamworth Hospital Redevelopment SSD – 5204 Submissions Report* prepared by AECOM, dated 16 October 2012 and letter titled *Re: Tamworth Hospital Redevelopment SSD 5204* from Health Infrastructure dated 12 November 2012
  - following drawings, except for:
    - any modifications which are Exempt or Complying Development
    - otherwise provided by the conditions of this consent.

<b>Architectural (or Design) Drawings prepared by McConnel Smith &amp; Johnson Architects</b>			
<b>Drawing No.</b>	<b>Revision</b>	<b>Name of Plan</b>	<b>Date</b>
SSD-AR-NZ-00-01011	5	SITE PLAN – PROPOSED	27-06-2012
SSD-AR-NZ-00-01070	2	SITE DEMOLITION PLAN	14-06-2012
SSD-AR-NZ-LG-02010	2	AREA PLAN – LOWER GROUND	14-06-2012
SSD-AR-NZ-GF-02011	2	AREA PLAN – GROUND FLOOR	14-06-2012
SSD-AR-NZ-01-02012	3	AREA PLAN – LEVEL 1	14-06-2012
SSD-AR-NZ-02-02013	2	AREA PLAN – LEVEL 2	14-06-2012
SSD-AR-NZ-03-02014	2	AREA PLAN – LEVEL 3	14-06-2012
SSD-AR-NZ-RF-02015	2	AREA PLAN – ROOF	14-06-2012
SSD-AR-NZ-00-04111	2	EAST ELEVATION	14-06-2012
SSD-AR-NZ-00-04112	2	NORTH ELEVATION	14-06-2012
SSD-AR-NZ-00-04113	2	WEST ELEVATION	14-06-2012
SSD-AR-NZ-00-04114	2	SOUTH ELEVATION	14-06-2012
SSD-AR-NZ-00-05110	2	SECTIONS – OVERALL SHEET 1	14-06-2012
<b>Landscape Drawings prepared by Site Image</b>			
<b>Drawing No.</b>	<b>Revision</b>	<b>Name of Plan</b>	<b>Date</b>
DA-000	A	Landscape Cover Sheet	04.06.2012
DA-101	A	Landscape Masterplan	04.06.2012
DA-104	A	Landscape Plan Central Public Carpark	04.06.2012
DA-501	A	Landscape Details	04.06.2012

#### Inconsistency between documents

- A3 If there is any inconsistency between the plans and documentation referred to above, the most recent document shall prevail to the extent of the inconsistency. However, conditions of this consent prevail to the extent of any inconsistency. Where there is an inconsistency between approved elevations and plans, the elevations prevail.

#### Lapsing of approval

- A4 This consent will lapse five years from the date of consent unless the works associated with the project have physically commenced.



### **Limits of Approval**

- A5 This consent does not approve works marked as 'Separate works not part of DA Application' on drawing no. SSD-AR-NZ-00-01011, revision 5, entitled Site Plan – Proposed, dated 27-06-2012.

### **Prescribed Conditions**

- A6 The applicant shall comply with all relevant prescribed conditions of development consent under Part 6, Division 8A of the Regulation.

### **Director General as Moderator**

- A7 Where this consent requires further approval from public authorities, the parties shall not act unreasonably in preventing an agreement from being reached. In the event that an agreement is unable to be reached within 2 months or a timeframe otherwise agreed to by the Director-General, the matter is to be referred to the Director-General for resolution. All areas of disagreement and the position of each party are to be clearly stated to facilitate a resolution. The Director-General's resolution of the matter will be binding on the parties.

### **Long Service Levy**

- A8 For work costing \$25,000 or more, a Long Service Levy shall be paid. For further information please contact the Long Service Payments Corporation on their Helpline 13 1441.

### **Legal notices**

- A9 Any advice or notice to the consent authority shall be served on the Director-General.

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## **B PRIOR TO COMMENCEMENT OF WORKS**

### **Certified Plans**

- B1 Plans certified in accordance with section 109R of the EP&A Act are to be submitted to the Certifying Authority and the department prior to commencement of each stage of the construction works and shall include details as required by any of the following conditions.

### **Reflectivity**

- B2 The building materials used on the facades of the buildings shall have a maximum normal specular reflectivity of visible light of 20 percent and shall be designed so as not to result in glare that causes any discomfort or threatens the safety of pedestrians or drivers. A statement demonstrating compliance with these requirements is to be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works.

### **Outdoor Lighting**

- B3 All outdoor lighting within the site shall comply with, where relevant, AS/NZ1158.3: 1999 Pedestrian Area (Category P) Lighting and AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. Details demonstrating compliance with these requirements are to be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works.

### **Access for People with Disabilities**

- B4 The building must be designed and constructed to provide access and facilities for people with a disability in accordance with the Building Code of Australia. The Certifying Authority must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on any certified plans.

### **Erosion and Sedimentation Control**

- B5 Soil erosion and sediment control measures shall be designed in accordance with the document *Managing Urban Stormwater–Soils & Construction Volume 1* (2004) by Landcom. Details are to be submitted to the satisfaction of the Certifying Authority prior to the commencement of any works.

## Pre-Construction Dilapidation Reports

- B6 The applicant is to engage a qualified structural engineer to prepare a Pre-Construction Dilapidation Report detailing the current structural condition of all retained existing and adjoining buildings, infrastructure and roads within the 'zone of influence'. This zone is to be defined as the horizontal distance from the edge of the excavation to twice the maximum excavation depth. Any entry into private land is subject to the consent of the owner(s) and any inspection of buildings on privately affected land shall include details of the whole building where only part of the building may fall within the 'zone of influence'. The report shall be submitted to the satisfaction of the Certifying Authority prior to the commencement of any works. A copy of the report is to be forwarded to the council.

## Number of Car Spaces

- B7 A total of 162 car spaces are to be provided for the development. Details confirming the parking numbers shall be submitted to the satisfaction of the Certifying Authority prior to commencement of above ground works.

## Car Park and Service Vehicle Layout

- B8 Plans demonstrating compliance with the following traffic and parking requirements shall be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works:
- a) all vehicles should enter and leave the Subject Site in a forward direction. In the event that site constraints do not permit heavy rigid vehicles to enter and leave the Subject Site in a forward direction, then all reversing movements should be undertaken under the control of certified traffic controllers to ensure public safety when vehicles are reversing;
  - b) car parking associated with the proposal (including queuing areas, grades, turn paths, sight distance requirements, aisle widths, and parking bays) should be in accordance with AS 2890.1-2004, AS2890.6 for accessible spaces and AS 2890.2-2002 for heavy vehicle usage;
  - c) appropriate pedestrian advisory signs are to be provided at the egress from the car park;
  - d) All works/regulatory signposting associated with the proposed developments shall be at no cost to the relevant roads authority;
  - e) The swept path of the longest vehicle (including garbage trucks) entering and exiting the Subject Site, as well as manoeuvrability through the Subject Site, shall be in accordance with AUSTROADS.

## Structural Details

- B9 Prior to the commencement of works, the applicant shall submit to the satisfaction of the PCA structural drawings prepared and signed by a suitably qualified practising Structural Engineer that demonstrate compliance with:
- a) the relevant clauses of the BCA, and
  - b) the development consent.

## Mechanical Ventilation

- B10 All mechanical ventilation systems shall be installed in accordance with Part F4.5 of the Building Code of Australia and shall comply with Australian Standards AS1668.2 and AS3666 *Microbial Control of Air Handling and Water Systems of Building*, to ensure adequate levels of health and amenity to the occupants of the building and to ensure environment protection. Details shall be submitted to the satisfaction of the Certifying Authority prior to the issue commencement of works.

## Design of Food Premises

- B11 The fitout of the food premises shall be carried out in accordance with AS 4674 Design, *construction and fit-out of food premises*. Details of compliance with the relevant provisions of the Code shall be prepared by a suitably qualified person and submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works.

## Storage and Handling of Waste

- B12 The building plans and specifications accompanying the relevant plans submitted to the principal certifying authority prior to the commencement of any works shall demonstrate that an

appropriate area will be provided within the premises for the storage of garbage bins and recycling containers and all waste and recyclable material generated by this premises. Requirements of these storage areas shall be designed to council's satisfaction, including:

- a) all internal walls of the storage area are rendered to a smooth surface, coved at the floor/wall intersection, graded and appropriately drained with a tap in close proximity to facilitate cleaning;
- b) include provision for the separation and storage, in appropriate categories, of material suitable for recycling;
- c) include provision for separate storage and collection of organic/food waste.

### **Stormwater and Drainage Works Design**

B13 Final design plans of the stormwater drainage systems, prepared by a qualified practicing professional and in accordance with the requirements of council shall be submitted to the certifier prior to the commencement of any works. The hydrology and hydraulic calculations shall be based on models described in the current edition of Australian Rainfall and Runoff

### **Road Design**

B14 Kerb and gutter, stormwater drainage, full road width pavement including traffic facilities (roundabouts, median islands etc) and paved footpaths shall be constructed along the areas where roads works are to be undertaken. All roads and traffic facilities (roundabout and right hand turn bays) shall be designed to meet the requirements of council and the RMS (if applicable). Final road design plans shall be prepared by a qualified practising Civil Engineer and endorsed by the Tamworth Local Traffic Committee and submitted to the Certifying Authority prior to the commencement of the road works.

### **Treatment of Vehicular Entry**

B15 In order to improve the appearance of the building when viewed from the street, any part of the walls and ceilings of vehicular entry points that are visible from the street shall be finished in high quality materials and no service ducts or pipes are to be visible and shall be detailed in the building plans and specifications accompanying the relevant building plans submitted to the principal certifying authority prior to the commencement of any above ground works.

### **Demolition**

B16 The demolition work shall comply with the provisions of Australian Standard AS2601: 2001 *The Demolition of Structures*. The work plans required by AS2601: 2001 shall be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard. The work plans and the statement of compliance shall be submitted to the satisfaction of the PCA prior to the commencement of works.

### **Notice of Commencement of Works**

B17 The PCA and council shall be given written notice, at least 48 hours prior to the commencement of building or subdivision works on the Subject Site.

### **Construction Environmental Management Plan**

B18

- a) Prior to the commencement of any works on the Subject Site, a Construction Environmental Management Plan (CEMP) shall be submitted to the PCA. The Plan shall address, but not be limited to, the following matters where relevant:
  - i) hours of work,
  - ii) 24 hour contact details of site manager,
  - iii) traffic management, in consultation with the local council,
  - iv) construction noise and vibration management, prepared by a suitably qualified person,
  - v) management of dust to protect the amenity of the neighbourhood
  - vi) erosion and sediment control,
  - vii) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the Subject Site,
  - viii) external lighting in compliance with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting,
  - ix) flora and fauna management.

- b) The CEMP must not include works that have not been explicitly approved in the development consent. In the event of any inconsistency between the consent and the CEMP, the consent shall prevail.
- c) The applicant shall submit a copy of the CEMP to the department and to the council, prior to commencement of work.

### **Waste Management Plan during construction**

B19

- a) Prior to the commencement of any works on the Subject Site, a Construction Waste Management Plan prepared by a suitably qualified person in consultation with the council, shall be submitted to the PCA. The Plan shall address, but not be limited to, the following matters:
  - i) Recycling of demolition materials including concrete;
  - ii) Removal of hazardous materials and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines, prior to the commencement of any building works
- b) Details demonstrating compliance with the relevant legislative requirements, associated with the removal of hazardous waste, particularly the method of containment and control of emission of fibres to the air, are to be submitted to the satisfaction of the PCA prior to the removal of any hazardous materials.
- c) The applicant shall submit a copy of the plan to the department and to the council, prior to commencement of work.
- d) The applicant must notify the Roads and Maritime Authority's Traffic Management Centre (TMC) of the truck route(s) to be followed by trucks transporting waste material from the Subject Site, prior to the commencement of the removal of any waste material from the Subject Site.

### **Traffic & Pedestrian Management Plan**

B20

- a) Prior to the commencement of any works on the Subject Site, a Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to the PCA. The Plan must be prepared in consultation with the council, and where required, the approval of the council's traffic committee obtained.
- b) The Plan shall address, but not be limited to, the following matters:
  - i) ingress and egress of vehicles to the Subject Site,
  - ii) loading and unloading, including construction zones,
  - iii) predicted traffic volumes, types and routes,
  - iv) pedestrian and traffic management methods, and
- c) The applicant shall submit a copy of the final plan to the council, prior to the commencement of work.

### **Heritage Archival Recording**

- B21 No works shall commence until an archival record of the Kitchen Wing and the Renal Unit on the Subject Site has been prepared and submitted to the council. This shall include measured drawings and an archival photographic record before any work commences. This archival record shall be prepared in accordance with guideline, *Photographic Recording of Heritage Items using Film or Digital Capture* (Heritage Office, 2006).

### **Utility Services**

- B22 Prior to the commencement of work the applicant is to negotiate with the utility authorities (e.g. Ausgrid and Telecommunications Carriers) in connection with the relocation and/or adjustment of the services affected by the construction of the underground structure.
- B23 Prior to the commencement of above ground works written advice shall be obtained from the electricity supply authority, an approved telecommunications carrier and an approved gas carrier (where relevant) stating that satisfactory arrangements have been made to ensure provision of adequate services.



## C DURING CONSTRUCTION

### Hours of Work

- C1 The hours of construction, including the delivery of materials to and from the Subject Site, shall be restricted as follows:
- a) between 7:00 am and 6:00 pm, Mondays to Fridays inclusive;
  - b) between 7:00 am and 4:00 pm, Saturdays;
  - c) no work on Sundays and public holidays.
  - d) works may be undertaken outside these hours where:
    - i) the delivery of materials is required outside these hours by the Police or other authorities;
    - ii) it is required in an emergency to avoid the loss of life, damage to property and/or to prevent environmental harm;
    - iii) variation is approved in advance in writing by the Director General or his nominee.

### Erosion and Sediment Control

- C2 All erosion and sediment control measures, are to be effectively implemented and maintained at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer acts as a source of sediment.

### Disposal of Seepage and Stormwater

- C3 Any seepage or rainwater collected on-site during construction or groundwater shall not be pumped to the street stormwater system unless separate prior approval is given in writing by council.

### Approved Plans to be On-site

- C4 A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification shall be kept on the Subject Site at all times and shall be readily available for perusal by any officer of the department, council or the PCA.

### Site Notice

- C5
- a) A site notice(s) shall be prominently displayed at the boundaries of the Subject Site for the purposes of informing the public of project details including, but not limited to the details of the Builder, PCA and Structural Engineer.
  - b) The notice(s) is to satisfy all but not be limited to, the following requirements:
    - i) Minimum dimensions of the notice are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size;
    - ii) The notice is to be durable and weatherproof and is to be displayed throughout the works period;
    - iii) The approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice; and
    - iv) The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the Subject Site is not permitted.

### Protection of Trees

- C6
- a) No street trees are to be trimmed or removed unless it forms a 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 shall be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction due to an emergency, shall be replaced, to the satisfaction of council.
  - c) All trees on the Subject Site that are not approved for removal are to be suitably protected by way of tree guards, barriers or other measures as necessary are to be provided to protect root system, trunk and branches, during construction.

## Construction Noise Management

- C7 The development shall be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009). All feasible and reasonable noise mitigation measures shall be implemented and any activities that could exceed the construction noise management levels shall be identified and managed in accordance with the Construction Noise and Vibration Management Plan.
- C8 If the noise from a construction activity is substantially tonal or impulsive in nature (as described in Chapter 4 of the NSW Industrial Noise Policy), 5dB(A) must be added to the measured construction noise level when comparing the measured noise with the construction noise management levels.
- C9 The applicant shall schedule rock breaking, rock hammering, sheet piling, pile driving and any similar activity only between the following hours unless otherwise approved in the Construction Noise and Vibration Management Plan.
  - a) 9.00 am to 5.00 pm, Monday to Friday; and
  - b) 9.00 am to 12.00 pm, Saturday
- C10 Wherever practical, and where sensitive receivers may be affected, piling activities are completed using bored piles. If driven piles are required they must only be installed where outlined in a Construction Noise and Vibration Management Plan.
- C11 Any noise generated during the construction of the development must not be offensive noise within the meaning of the *Protection of the Environment Operations Act, 1997* or exceed approved noise limits for the Subject Site.

## Vibration Criteria

- C12 Vibration caused by construction at any residence or structure outside the Subject Site must be limited to:
  - a) for structural damage vibration, German Standard DIN 4150 Part 3 Structural Vibration in Buildings. Effects on Structures; and
  - b) for human exposure to vibration, the evaluation criteria presented in British Standard BS 6472- Guide to Evaluate Human Exposure to Vibration in Buildings (1Hz to 80 Hz) for low probability of adverse comment.
  - c) Vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria specified above.
  - d) These limits apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved by the Director-General.

## Heritage Superintendent

- C13 Works on heritage components of the Subject Site shall be superintended by a consultant(s) experienced in the conservation of similar heritage buildings.

## Work Cover Requirements

- C14 To protect the safety of work personnel and the public, the work site shall be adequately secured to prevent access by unauthorised personnel, and work shall be conducted at all times in accordance with relevant Work Cover requirements.

## Hoarding Requirements

- C15 The following hoarding requirements shall be complied with:
  - (a) No third party advertising is permitted to be displayed on the subject hoarding/fencing.
  - (b) The construction site manager shall be responsible for the removal of all graffiti from any construction hoardings or the like within the construction area within 48 hours of its application.

## Impact of Below Ground (sub-surface) Works – Non-Aboriginal Relics

- C16 If any archaeological relics are uncovered during the course of the work, then all works shall cease immediately in that area and the OEH Heritage Branch contacted. Depending on the possible significance of the relics, an archaeological assessment and an excavation permit under the *NSW Heritage Act 1977* may be required before further works can continue in that area.

## **Discovery of Aboriginal Heritage**

- C17 In the event that surface disturbance identifies a new Aboriginal object, all works must halt in the immediate area to prevent any further impacts to the object(s). A suitably qualified archaeologist and the registered Aboriginal representatives must be contacted to determine the significance of the objects. The site is to be registered in the Aboriginal Heritage Information Management System (AHIMS) which is managed by OEH and the management outcome for the site included in the information provided to AHIMS. The proponent must consult with the Aboriginal community representatives, the archaeologist and OEH to develop and implement management strategies for all objects/sites.

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## **D PRIOR TO OCCUPATION OR COMMENCEMENT OF USE**

### **Mechanical Ventilation**

- D1 Following completion, installation and testing of all the mechanical ventilation systems, the applicant shall provide evidence to the satisfaction of the PCA, prior to the occupation of the building, that the installation and performance of the mechanical systems complies with:
- a) The Building Code of Australia;
  - b) Australian Standard AS1668 and other relevant codes;
  - c) The development consent and any relevant modifications; and,
  - d) Any dispensation granted by the New South Wales Fire Brigade.

### **Road Damage**

- D2 The cost of repairing any damage caused to council or other Public Authority's assets in the vicinity of the Subject Site as a result of construction works associated with the approved development, is to be met in full by the applicant/developer prior to the occupation of the building.

Note: Should the cost of damage repair work not exceed the road maintenance bond, council will automatically call up the bond to recover the costs. Should the repair costs exceed the bond amount, a separate invoice will be issued.

### **Registration of Easements**

- D3 Prior to the occupation of any building, the applicant shall provide to the PCA evidence that all matters required to be registered on title including easements required by this consent, approvals, and other consents have been lodged for registration or registered at the NSW Land and Property Information.

### **Compliance Certificate**

- D4 A Certificate of Compliance under the provisions of section 306 of the Water Management Act must be obtained prior to occupation of the building.

### **Post-construction Dilapidation Report**

- D5 Prior to occupation of the building:
- a) The applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works. This report to ascertain whether the construction works created any structural damage to adjoining buildings, infrastructure and roads.
  - b) The report is to be submitted to the PCA. In ascertaining whether adverse structural damage has occurred to adjoining buildings, infrastructure and roads, the PCA must:
    - i) compare the post-construction dilapidation report with the pre-construction dilapidation report required by these conditions and
    - ii) have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads.
  - c) A copy of this report is to be forwarded to the council.

### **Fire Safety Certification**

- D6 Prior to the occupation of the building, a Fire Safety Certificate shall be obtained for all the Essential Fire or Other Safety Measures forming part of this consent. A copy of the Fire Safety Certificate must be submitted to the relevant authority and council. And prominently displayed in the building

**Structural Inspection Certificate**

- D7 A Structural Inspection Certificate or a Compliance Certificate must be submitted to the satisfaction of the PCA prior to the occupation of the building. A copy of the Certificate with an electronic set of final drawings (contact approval authority for specific electronic format) shall be submitted to the approval authority and the council after:
- a) The site has been periodically inspected and the Certifier is satisfied that the structural works is deemed to comply with the final design drawings.
  - b) The drawings listed on the Inspection Certificate have been checked with those listed on the final Design Certificate/s.

**Road Works**

- D8 Prior to the occupation of the building, all road works and traffic facilities (roundabout and right hand turn bays) shall be completed.

**Green Transport Plan**

- D9 Prior to the occupation of the building, the applicant must prepare a green travel plan and identify all measures and incentives that would be provided to promote a modal shift to 90 per cent private vehicle mode share of journeys to work, including incentives to promote car pooling and measures to support the use of the bus service.

**Signage**

- D10 Additional way finding signage and signage identifying public car parks for patients and visitors shall be installed prior to occupation of the building.

**Bus Stops**

- D11 Prior to the occupation of the building, the applicant must consult with council and the local bus operator to ensure adequate bus stops and shelters are constructed.

**Redundant Vehicle Crossings**

- D12 Prior to the occupation of the building, the applicant must close the vehicle crossing immediately to the east of the Johnston and Dean Street intersection on Johnston Street and the vehicle crossing immediately to the north of the Johnston and Dean Street intersection on Dean Street.

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**E POST OCCUPATION****Compliance with Food Code**

- E1 The applicant is to obtain a certificate from a suitably qualified tradesperson, certifying that the kitchen, food storage and food preparation areas have been fitted in accordance with the AS 4674 *Design, construction and fit-out of food premises*. The applicant shall provide evidence of receipt of the certificate to the satisfaction of the PCA prior to the occupation of the building(s) or commencement of the use.

**Loading and Unloading**

- E2 All loading and unloading of service vehicles in connection with the use of the premises shall be carried out wholly within the Subject Site at all times.

**Unobstructed Driveways and Parking Areas**

- E3 All driveways and parking areas shall be unobstructed at all times. Driveways and car spaces shall not be used for the manufacture, storage or display of goods, materials or any other equipment and shall be used solely for vehicular access and for the parking of vehicles associated with the use of the premises.

**Noise Control – Plant and Machinery**

- E4 Noise associated with the operation of any plant, machinery or other equipment on the Subject Site, shall not exceed 5dB(A) above the background noise level when measured at the boundary of the Subject Site and shall include all measures outlined in *Tamworth Hospital –*



*Stage 2 Environmental Acoustic Assessment*, prepared by *Wood and Grieve Engineers*, dated *4 June 2012*, including acoustic screens for external mechanical plant.

**Storage of Hazardous or Toxic Material**

- E5 Any hazardous or toxic materials must be stored in accordance with Workcover Authority requirements and all tanks, drums and containers of toxic and hazardous materials shall be stored in a bunded area. The bund walls and floors shall be constructed of impervious materials and shall be of sufficient size to contain 110% of the volume of the largest tank plus the volume displaced by any additional tanks within the bunded area.

**Public Way to be Unobstructed**

- E6 The public way must not be obstructed by any materials, vehicles, refuse, skips or the like under any circumstances.

**External Lighting**

- E7 External Lighting shall comply with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. Upon installation of lighting, but before it is finally commissioned, the applicant shall submit to the consent authority evidence from an independent qualified practitioner demonstrating compliance in accordance with this condition.
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## DEFINITIONS

Advisory Notes	Advisory information relating to the consent but do not form a part of this consent
Applicant	Health Infrastructure, or anyone else entitled to act on this consent
Application	The development application and the accompanying drawings plans and documentation described in Condition A2.
BCA	Building Code of Australia
Construction	Any works, including earth and building works
Council	Tamworth Regional Council
Certification of Crown Building works	Certification under s109R of the EP&A Act
Certifying Authority	Means a person who is authorised by or under section 109D of the EP&A Act to issue a construction certificate under Part 4A of the EP&A Act; or in the case of Crown development, a person qualified to conduct a Certification of Crown Building works
Day time	The period from 7am to 6pm on Monday to Saturday, and 8am to 6pm on Sundays and Public Holidays
Department	Department of Planning and Infrastructure or its successors
Director-General	Director-General of the Department of Planning and Infrastructure, or nominee/delegate
Director General's approval, agreement or satisfaction	A written approval from the Director- General (or nominee/delegate) Where the Director-General's approval, agreement or satisfaction is required under a condition of this approval, the Director-General will endeavour to provide a response within one month of receiving an approval, agreement or satisfaction request. The Director-General may ask for additional information if the approval, agreement or satisfaction request is considered incomplete. When further information is requested, the time taken for the Applicant to respond in writing will be added to the one month period.
EEC	Endangered ecological community
Evening	The period from 6pm to 10pm
EIS	Environmental Impact Statement titled <i>Tamworth Hospital Redevelopment State Significant Development (SSD 5204) Environmental Impact Statement</i> prepared by <i>Architectus</i> , dated July 2012
EPA	Environment Protection Authority, or its successor
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation or Regulation	Environmental Planning and Assessment Regulation 2000
Minister	Minister for Planning and Infrastructure, or nominee
Night time	The period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays
NOW	NSW Office of Water, or its successor
OEH	Office of the Environment and Heritage, or its successor
PCA	Principal Certifying Authority, or in the case of Crown development, a person qualified to conduct a Certification of Crown Building works
RTS	Response to Submissions report titled <i>Tamworth Hospital Redevelopment SSD – 5204 Submissions Report</i> prepared by <i>AECOM</i> , dated 16 October 2012 and letter titled <i>Re: Tamworth Hospital Redevelopment SSD 5204</i> from <i>Health Infrastructure</i> dated 12 November 2012
Reasonable and Feasible	Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and the nature and extent of potential improvements. Feasible relates to engineering considerations and what is practical to build
RMS	Roads and Maritime Services Division, Department of Transport or its successor
Subject Site	31 Dean Street, North Tamworth (Lot 99 DP 753848 and Lot 2 DP 533835)
Sensitive receiver	Residence, education institution (e.g. school, university, TAFE college), health care facility (e.g. nursing home, hospital), religious facility (e.g. church) and children's day care facility.