

## APPENDIX **B**

### Submissions



**Peter McManus - ASA RESPONSE: Wagga Wagga Base Hospital Redevelopment (NSW-MA-187)**

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**From:** "Neidert, Jessica" <Jessica.Neidert@AirservicesAustralia.com>  
**To:** Peter McManus <Peter.McManus@planning.nsw.gov.au>  
**Date:** 5/27/2013 3:03 PM  
**Subject:** ASA RESPONSE: Wagga Wagga Base Hospital Redevelopment (NSW-MA-187)

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Hi Peter

I refer to your request for the assessment of Wagga Wagga Base Hospital redevelopment, NSW.

The highest elevation of the proposed hospital and helipad is 220.745m AHD. On the basis that the height provided is in AHD and the hospital redevelopment distance of 6 nautical miles from ARP, the proposed structure will not be significant to Wagga Wagga instrument procedures. However, if the actual top height of the structure is higher than 220.745m AHD, further obstacle assessment is necessary to determine its impact to instrument procedures at Wagga Wagga aerodrome.

On the basis that the proposed development site is approximately 10 km from Wagga Wagga airport and that there are no Airservices Communications, Navigation or Surveillance facilities within this 10 km radius, the proposed development will not adversely impact the performance of Airservices Precision/Non-Precision Nav Aids, HF/VHF Comms, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links.

Please feel free to contact me if you have any enquires.

Kind Regards

**Jessica Neidert**

Airport Development Assistant | C&IA Group

Our Values: Excellence, Inclusion, Cohesion, Initiative

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E-mail: [jessica.neidert@airservicesaustralia.com](mailto:jessica.neidert@airservicesaustralia.com)

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Our reference: FIL06/1315-08 DOC13/14000  
Contact: Chris Burton 02 6022 0609

Team Leader Metropolitan and Regional Projects North  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Attention: Peter McManus

Dear Mr Gibson

**Re Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD 5237-2012)**

I refer to your letter dated 8 April 2013 to the Environment Protection Authority (EPA) seeking comments in relation to the Environmental Impact Statement (EIS) for the construction of a new eight storey acute hospital building in Wagga Wagga.

The EPA has briefly reviewed the proposed works detailed in the Environmental Impact Statement (EIS) for phases 2 and 3 for the redevelopment. The proposed works are not scheduled works under the *Protection of the Environment Operations Act 1997* and therefore do not require an environment protection licence from the EPA.

As the works are not scheduled, Wagga Wagga City Council will be the appropriate regulatory authority (ARA) under the *Protection of the Environment Operations Act 1997* for these works.

Based on the information provided, we have no further comments to make on the proposal at this stage.

If you have any further enquiries about this matter please contact Chris Burton by telephoning 02 6022 0609.

Yours sincerely

 22.4.2013

**CRAIG BRETHERTON**  
**Manager South West**  
**Environment Protection Authority**

1 May 2013

Mr Peter McManus  
C/- David Gibson Planning NSW Major Projects Assessment  
GPO Box 39 Sydney  
Sydney NSW 2000

Dear Peter

**Re: Wagga Wagga Base Hospital Redevelopment Phases 2 & 3 (SSD 5237-20120)  
Notice of Exhibition**

The Wagga Wagga Base Hospital (WWBH) Redevelopment Team, WWBH Staff and the Murrumbidgee Local Health District (MLHD) Executive have been actively involved, consulted and have provided feedback during the development phases of the WWBH Redevelopment and Environmental Impact Statement.

Thus far MLHD feedback has been incorporated into the WWBH Redevelopment (SSD 5237-2012) Development Application & Environmental Impact Statement. Furthermore we will take the opportunity to visit the exhibition and will provide any comments on design or recommended conditions of consent as required.

I hope this provides sufficient detail re this matter, should you have any questions regarding this matter, please do not hesitate to contact Mark Baker MLHD Project officer on (02) 6938 6133 or 0428 103 094

Yours sincerely



Ms Jill Ludford  
**A/Chief Executive**  
**Murrumbidgee Local Health District**

Cc Rosemary Garthwaite MLHD A/Director of Operation  
Darren Green MLHD Asset Manager  
Mark Baker MLHD Wagga Project Officer



Contact: Rajeev Maini  
Telephone: 9873 85  
Rajeev.maini@heritage.nsw.gov.au  
B no.: A1415048  
Barcode no.: PHER000770  
HOD no.: 5061444  
File: 11/16220  
Your reference

Mr David Gibson  
Team Leader  
Metropolitan and Regional Projects North  
GPO 39  
**SYDNEY NSW 2001**

ATTN: Mr Peter Mcmanus

Dear Mr Gibson,

**Re: Comment on DA & EIS – State Significant Development Application for Phase 2 & 3 of the Redevelopment of Wagga Wagga Base Hospital, Edward Street, Wagga Wagga (SSD 5237 - 2012).**

I refer to your letter received by the Heritage Branch on 10 April 2013 referring State Significant Development (5237-2012) for Wagga Wagga Base Hospital redevelopment Phase 2 & 3.

It is noted that the subject property is listed on the Local Environmental Plan, not on the State Heritage Register. Therefore, Heritage Council is not a consent authority in this case.

Although demolition of heritage items of local significance is not a desirable outcome, it is considered that if demolition is unavoidable, thorough archival recording should be carried out to document as much information about the heritage item as possible.

If you have any query in this regard, please contact Rajeev Maini on (02) 98738592.

Yours sincerely



**23/04/2013**

**Vincent Sicari**  
Manager, Conservation Team  
Heritage Branch,  
Office of Environment and Heritage  
**AS DELEGATE OF THE NSW HERITAGE COUNCIL**

**Peter McManus - FW: DOC13/14019 Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD 5237-2012)**

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**From:** Mark Sheahan <Mark.Sheahan@environment.nsw.gov.au>  
**To:** "Peter.McManus@planning.nsw.gov.au" <Peter.McManus@planning.nsw.gov.au>  
**Date:** 4/10/2013 10:01 AM  
**Subject:** FW: DOC13/14019 Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD 5237-2012)  
**CC:** Matt Cameron <Matt.Cameron@environment.nsw.gov.au>, Harvey Johnston <Harvey.Johnston@environment.nsw.gov.au>

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Peter,

This project falls within OEH South Branch's area, and I co-ordinate our planning responses for this region.

As it is sited on an already highly developed site, OEH will not have any further interest in the project.

Regards,

Mark

Mark Sheahan  
 A / Mgr, Landscape & Aboriginal Heritage Protection Section - South  
 Regional Operations Group  
 Office of Environment and Heritage  
 NSW Department of Premier and Cabinet  
 PO Box 733 Queanbeyan NSW 2620  
 T: 02 6229 7092  
 M: 0407 84 1490  
 W: [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

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**From:** Doran Sheree **On Behalf Of** CaRD Branch Support Unit Mailbox  
**Sent:** Tuesday, 9 April 2013 10:57 AM  
**To:** Sheahan Mark  
**Subject:** DOC13/14019 Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD 5237-2012)

Hi Mark, for any appropriate action

[\\hurstfp01\group\CaRD\One Stop Shop\South Branch\WAGGA LGA\Wagga Wagga Base Hospital](#)

Thanks

Sheree

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**From:** Peter McManus [mailto:Peter.McManus@planning.nsw.gov.au]  
**Sent:** Monday, 8 April 2013 1:50 PM  
**To:** CaRD Mailbox  
**Subject:** Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD 5237-2012)



Dear Sir/Madam

Health Infrastructure has submitted a Development Application (DA) for the Wagga Wagga Base Hospital Redevelopment Phases 2 and 3, located at the corner of Edward Street and Docker Street, Wagga Wagga.

The proposal involves:

- construction of a new 25,000 sqm, eight storey Acute Hospital building, comprising a rooftop helipad, new and expanded emergency department, operating theatres, increased support services, pharmacy and new main entrance (including café and retail area)
- demolition of the existing multi-storey Ward Block hospital building
- modified vehicle access arrangements from Edward Street
- new car parking facilities
- integrated landscaping.

The DA and Environmental Impact Statement (EIS) will be on public exhibition from **Thursday, 11 April 2013** until **Monday, 27 May 2013**. These documents may be viewed on the department's website ([majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au)).

Regards,

**Peter McManus**  
**Senior Planner, Metropolitan and Regional Projects North**  
**NSW Department of Planning & Infrastructure | GPO Box 39 | SYDNEY NSW 2001**  
**T 02 9228 6316 E [Peter.McManus@planning.nsw.gov.au](mailto:Peter.McManus@planning.nsw.gov.au)**



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CR2013/002564  
SF2011/002256  
MM

30 May 2013

The Manager  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Attention: Peter McMannus

**SSD 5237-2012 – PROPOSED PHASE 2 AND 3, WAGGA WAGGA BASE HOSPITAL DEVELOPMENT, EDWARD STREET (HW14), WAGGA WAGGA.**

I refer to your correspondence regarding the subject application which was referred to the Roads and Maritime Services (RMS) for assessment and comment.

The proposal for stages 2 and 3 is supported by an Environmental Impact Statement (EIS) dated 15 March 2012 prepared by LFA (Pacific) Pty Ltd and a Traffic and Accessibility Report prepared by Mott MacDonald dated March 2013. It is noted that this stage is the last stage within the current funding allocation.

From the submitted material it is understood that the proposal is for stages 2 and 3 of the redevelopment of the Wagga Wagga Base Hospital with Stage 2 to include;

- The construction of a new building to a height of 8 storeys to replace the existing Acute Hospital building, and
- New parking and access arrangements to the surrounding road network.

And stage 3 to include;

- the demolition of the existing multi-storey Ward Block, and
- the construction of a new entry forecourt and carpark.

Wagga Wagga Base Hospital is part of a wider existing health care precinct which includes the nearby Calvary Hospital and multiple private medical practices and clinics. The Wagga Wagga Base Hospital site has frontage to Edward Street which forms part of the Sturt Highway (HW14) and to Docker Street which forms part of the Wagga Wagga – Holbrook Road (MR 211) which are both classified roads under the provisions of the Roads Act and to Yathong Street, Yabtree Street, Doris Roy Lane, Yathong Lane, Rawson Lane and Lewis Drive which are local roads.

The Wagga Wagga Base Hospital functions as a regional facility which services a broad regional area surrounding Wagga Wagga, not just Wagga Wagga. Therefore the hospital site is accessed by persons on a regular basis who have knowledge of Wagga Wagga and the hospital site and persons who access the facility infrequently that have little knowledge of the site, or its location within Wagga Wagga. Often people accessing hospital facilities do so during times of duress. Therefore the development needs to provide appropriate facilities for the convenient and safe movement of people (not just vehicles) to the site, ease of circulation and navigation ("way finding") within the site and appropriate parking provision.

The current application and the supporting documentation only relate to stages 2 and 3 of the hospital redevelopment. Previously both RMS and Council had the opportunity to comment on a Concept Plan for the overall redevelopment of the hospital site to which both parties provided comment. The proponent has since withdrawn the Concept Plan and now appears to be requesting approval for the individual stages of the redevelopment. The withdrawal of the Concept Plan, part way through the process, and the separate applications for different components, some of which have been, or are to be, dealt with via the Infrastructure SEPP, has not allowed for appropriate consideration of the full impacts of the finished development.

The application for stage 1 and 1A was assessed whilst the Concept Plan was still a head of consideration. This is evident in the Director General's (DG) Assessment report for stage 1 and 1A dated May 2012 which refers to the Concept Plan being the basis upon which the staged development of the hospital was being undertaken. The DG report refers to the extension of Yathong Street and the Docker Street intersection/signalising as essential components of the Concept Plan for the redevelopment of the hospital and also notes the commitment of the proponent to the redevelopment as proposed and to the inclusion of these road works.

RMS based its assessment of stage 1 and 1A on a similar understanding and noted that these were initial stages of a broader concept plan for redevelopment of the site which would allow for consideration of the overall traffic impacts of the development. The Preferred Project Report (PPR) prepared on behalf of the proponent in respect to the submissions to stage 1 & 1A referred to the internal road between Yathong and Docker Streets but advised that it was outside the scope of that phase. It did not object to or reference any intent to remove this from the concept for the redevelopment of the site, The PPR also acknowledged the need for the treatment of the intersection of Murray and Edwards Street as part of subsequent phases of the redevelopment of the hospital.

The current proposal represents significant changes to the traffic arrangements for the finished redevelopment of the hospital site to that included as part of the original Concept Plan and the traffic arrangements for Stages 1 and 1A. These changes include;

- The relocation of the ambulance access to the Emergency Department to the rear of the hospital building,
- The deletion of the internal road way linking Yathong Street to Docker Street and the signalised intersection treatment at Docker Street,
- The retention of the new driveway to the loading docks from Docker Street as a permanent access rather than a temporary arrangement till the internal road way was constructed as previously indicated,
- Lewis Drive to Edward Street to be available for two-way vehicular movement not one-way as previously proposed,
- The access driveway and Channelised Right Turn (CHR) treatment in Edward Street to allow for right turn access for all light vehicles, not restricted to emergency vehicle only as previously proposed.

As raised in previous submissions to the redevelopment of the Wagga Wagga Base Hospital site both the Wagga Wagga City Council and RMS favoured the construction of the internal roadway linking Yathong Street to Docker Street with appropriate intersection treatment as this option benefitted the hospital development and the encompassing health care precinct in terms of vehicular and pedestrian access and circulation. The benefits of this internal road option and intersection treatment were outlined in previous submissions to phase 1 and the concept plan.

Given the scale of the redevelopment of the hospital facility and its potential impacts on the road network a Traffic Impact Assessment to assess and address the implications of the generated traffic and its impacts on the surrounding road network within the precinct, not just nearby intersections, would be appropriate. RMS had advised of this requirement at the outset of the redevelopment project. The Traffic and Accessibility Report submitted with the current proposal is limited to stages 2 and 3 only and undertakes traffic modelling to year 2021. The EIS indicates that the development is planned to meet projected capacity to 2021. It is understood that the projected completion date for site works is anticipated to be 2017/18.

Whilst the assessment of the traffic implications for the individual stages of a development may not be considered to represent significant traffic impacts when compared to existing traffic levels within the nearby road network, it is the cumulative impact of the whole development and the anticipated traffic generated by the finished hospital establishment that needs to be considered.

The traffic impact assessment and any required mitigation measures should not simply focus on providing a satisfactory level of service (LOS) at intersections at commencement of operation and shortly thereafter, but should have regard for the anticipated growth in the traffic generation of the development and the expected growth within the surrounding road network for a period consistent with the life of the development. Documents such as the Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development identify that a design life of 10 and 20 years after the completion of a development is often adopted for larger developments.

The documentation submitted with the current application indicates the changes in bed and Full Time Equivalent (FTE) staff associated with each of the phases as follows;

	Full Time Equivalent Employment	Beds
Prior to Phase 1 commencement	654	243
Upon completion of Phase 1	738	273
Upon completion of Phase 2/3	912	299

The submitted Traffic and Accessibility Report for stages 2 and 3 only considers the increase of 26 beds and 174 staff when compared to phase 1. However as phase 1 was assessed as part of the concept plan which has since been withdrawn it is considered appropriate that the current application address the change from the current hospital facility to the finished facility which would equate to an increase of 56 beds and 258 FTE staff as per the figures in the above table.

However the Traffic and Parking Report dated Sept 2011 submitted with the application for stage 1 & 1A identified that the current hospital facility provided 231 beds and employed 510 FTE staff prior to the commencement of works for that stage. Based on these figures the redevelopment appears to represent an increase in 68 beds and 402 FTE staff. Clarification of these figures may be required however as the revised plans have significantly changed the traffic arrangements the figures for all 3 stages should be used in any assessment of traffic impacts of this redevelopment proposal not the changes proposed by stages 2 and 3 alone.

Due to the geographical location of the hospital site within the urbanised area of Wagga Wagga and the existing road network a significant proportion of the population would access the site from the south along Docker Street. The latest layout of the hospital redevelopment removes the option of the road way link between Yathong and Docker streets and denies vehicular access for the general public from Docker Street. This deletion and the orientation of the proposed building and the public access area towards the north and east will focus increased traffic volumes, including emergency vehicles, through Brookong, Murray and Yabtree Streets, which are residential streets.

Due to the changed access arrangements between stages 1 & 1A and the current stage, the resulting potential access routes to the hospital site and the anticipated traffic generation it is considered that the road network within the surrounding precinct, particularly Brookong Avenue and Murray Streets and their respective intersections with Docker and Edward Streets, need to be assessed using the traffic loadings resulting from the whole redevelopment and appropriately treated to safely manage the increased traffic levels. To further increase the volume of traffic through these intersections without appropriate intersection treatment will increase the potential for serious incidences at these intersections. The intersection of Murray and Edward Street currently has a crash history. As Edwards Street is part of the Sturt Highway it currently carries a high proportion of heavy vehicles.

It is noted that the submitted Traffic and Parking Report for phase 2 and 3 only indicates that the Level of Service (LOS) for the intersection of Murray and Edward Streets as being A. The level of service for the intersection as a whole is heavily weighted to Edward Street due to the dominant traffic volumes on this street. It is noted that the level of service for the Murray Street leg of this intersection is reported to be as low as F during the morning peak. The changed access arrangements between stages 1 & 1A and the current stage increase the reliance of the redevelopment on the intersection of Murray and Edward Streets for access from the site to the east, towards the CBD. The treatment of this intersection is required because of the increased traffic loading anticipated due to the hospital redevelopment.

Between the concept plan, the application for Stages 1 & 1A and the current application for stages 2 and 3 the reliance on access to the Sturt Highway (Edward Street) and via Lewis Drive has increased. Initially as part of the concept plan Lewis Drive was proposed to be one-way into the hospital and the access to Edward Street was left turn ingress only with a continuous central median along Edward Street. The application for stages 1 & 1A included a right turn from Edward Street which was limited for use by emergency vehicles to allow for ease of access to the Emergency Department. Now as part of the current application Lewis Drive is to be 2 way and the right turn bay from Edward Street is for general access purposes. Initially the right turn access from Edward Street was requested for convenient ambulance access to the Emergency Department which is now located to the rear of the hospital site as part of the current application.

The need to retain access from the Sturt Highway (Edward Street) is not preferred by RMS but its retention has been dictated by the evolution of the design of the proposed redevelopment of the hospital. The Channelised Right Turn (CHR) intersection treatment at the Lewis Drive access is required due to turning traffic generation resulting from the hospital and the volume of traffic, including heavy vehicles, along the Sturt Highway (Edward Street). Access between the hospital site and Edward Street is to be restricted to deny right turn from the hospital site for safety reasons. The Channelised Right Turn (CHR) treatment to Lewis Drive is to be created by the extension of the existing central median within the highway to the eastern boundary of the subject site.

Parking requirements for such a facility are variable across the state and RMS does not have access to any studies regarding parking requirements. However the proponent may be in the best position to quantify realistic parking requirements for such facilities given their involvement in the development and operation of other regional hospital facilities. It is noted that the parking provision for the proposed redevelopment appears to be deficient as the current facility has a history of complaint due to insufficient parking provision and the redevelopment proposal relies on parking within the surrounding road network as is evident from the submitted documentation.

On-site parking has been an issue for the current hospital facility and parking demands of the current hospital have overflowed onto the surrounding road network. It is apparent from the submitted information that the proponent does not intend to provide parking on-site to address the peak demands for parking for the staff and public anticipated to be generated by the finished development and the redevelopment relies on on-street parking within the surrounding road network. As a result pedestrian access and pathways from the external road network for staff and the general public needs to provide for convenient access for all levels of mobility, be obvious and safe. Consideration for night time access is required as the hospital operates 24 hours.

Any internal roadway and off-street car park associated with the redevelopment of the hospital should be in accordance with AS 2890.1-2004 "Off-street car parking" and AS 2890.2-2002 "Off-street commercial vehicle facilities" and be designed to allow vehicles to enter and exit the site in a forward direction. The on-site parking located along the Edwards Street frontage of the subject site should be designed to remove any decision point on Lewis Drive away from the entrance from Edward Street and remove the need to access Lewis Drive by providing for ease of access between the carpark in the north eastern corner of the site and Yabtree Street.

Results of a survey of travel patterns of hospital staff undertaken in 2007 and submitted with the concept plan revealed that greater than 85% of staff travelled to work by car and 11% either walked or cycled. A high proportion of the car travel was by single occupancy vehicle. These figures are generally consistent with the 2006 ABS data for travel patterns within Wagga Wagga. This usage pattern impacts on traffic generation and parking demands resulting from the development. It is noted that the hospital intends to promote alternative modes of transport to the site for its staff.

RMS encourages the adoption of practices relating to the use of alternative modes of transport to the private vehicle. The concept plan indicated the intention to provide quality and connected pedestrian and cycle facilities. The following matters should be addressed and included as conditions of consent:

1. Develop in consultation with local council a scheme restricting parking on residential streets in the walking catchment of the hospital;
2. Develop a pedestrian access and circulation plan maximising the number of pedestrian entry points to the site aligned with the local streets and buildings' entrances;
3. Develop a cycle access and circulation plan including the connections to the surrounding cycle network (existing and planned) and the access points aligned with the proposed location of the end-of-trip facilities;

Notwithstanding the pedestrian access from on-street parking the hospital facility also generates significant pedestrian movement across Docker Street between the site, Calvary Hospital and the various medical practices located in the surrounding medical precinct. This is acknowledged in the submitted Traffic and Accessibility Report which proposes the installation of a signalised pedestrian facility across Docker Street. Given the various intersections along Docker Street and restrictions on stand alone pedestrian signals in close proximity to intersections it may be preferable to provide a signalised intersection as referred in the Traffic and Accessibility Report at the intersection of Docker with either Hardy Avenue or Brookong Avenue. The development should be conditioned to provide such a facility within Docker Street however the selection of the location of the signalised pedestrian facility will require further investigation and discussion between the proponent, RMS and the Wagga Wagga City Council.

The submitted plans provide for pedestrian access for the general public into the proposed building via the proposed main public entry or the emergency department. However due to the proposed orientation of the hospital buildings these entrances are oriented towards the car park located towards the northeast end of the development site. The retention of the former hospital building located near the Edward Street frontage of the site forces pedestrians from Docker Street to navigate around the site in order to access the building. As the development generates pedestrian traffic from the surrounding road network and particularly the medical precinct along Docker Street provision for obvious, safe and convenient access for the general public into the building from Docker Street is to be provided.

Ease of pedestrian access and circulation to, and within, the site to the building needs to be addressed. Pedestrian movement paths and desire lines to the building need to be obvious and safe with minimal potential for conflict with vehicles. Pedestrians accessing the site may be regular users of the facility or may have little knowledge of the site or even Wagga Wagga. A strategy needs to be developed to provide for pedestrian access to and within the site.

Due to the process followed and the design changes of the premises between the various stages of the redevelopment the Wagga Wagga City Council and RMS have not had the opportunity to comment on the overall development as a whole, particularly in relation to traffic related issues. Ideally for a development of this nature a traffic impact assessment that is consistent with the final design for the development that addresses the total redevelopment proposal and its impacts within the surrounding road network would be undertaken and submitted for review.

Given the construction period for the development an option may be to reassess the traffic impacts presented by the development closer to the time of operation when all influences can be considered with greater certainty. This approach may be appropriate for such a development given its scale and importance to Wagga Wagga subject to an undertaking by the proponent to undertake further assessment of the road network within the surrounding precinct and provide appropriate works to address the impacts on the road network within the immediate precinct required as a result of the finished development to the satisfaction of Wagga Wagga City Council and RMS.

Roads and Maritime Services acknowledges the importance of the redevelopment of the Wagga Wagga Base Hospital given the benefits to the wider community and supports the proposal however requests that the issues outlined above be considered and addressed with the objective being to recognise the impacts of the development and provide a road and pedestrian network within the surrounding precinct that can accommodate the traffic demands placed on it as a result of the expansion of the hospital for the life time of the facility.

Further to issues raised above should consent be granted to the development as proposed Roads and Maritime Services (RMS) provides the following items as conditions for the consideration of the consent authority in relation to the current proposal for the redevelopment of the hospital facilities.

1. The proposed extension of the raised central median in Edward Street (the Sturt Highway) to the eastern extremity of the development site and the Channelised Right Turn (CHR) intersection treatment at the intersection of the access driveway (Lewis Drive) and Edward Street is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services.

2. Vehicular access into the site from the Sturt Highway via Lewis Drive and through the Channelised Right Turn (CHR) treatment in Edward Street is to be restricted to light vehicles only. This restriction is to be appropriately signposted.
3. Right turn from Lewis Drive to Edward Street is to be denied. A raised median structure is to be constructed within Lewis Drive at its intersection with Edward Street directing vehicles exiting Lewis Drive to turn left into Edward Street. This turn restriction is to be appropriately signposted at the intersection and within the subject site.
4. The intersections of Murray Street with Edward Street and Docker Street with Brookong Avenue are to be treated to the satisfaction of the Roads and Maritime Services (RMS) to maintain a Level of Service C or better in year 20 after completion of stages 2 and 3 of the development. The intersection treatment is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services.
5. The signalised pedestrian facility proposed to be installed in Docker Street is to be located, designed and constructed in accordance with the relevant Australian Standards and the guidelines for signalised facilities adopted by Roads and Maritime Services (RMS).
6. A convenient and safe pedestrian access pathway from Docker Street to the public circulation areas on the ground floor / main entry within the new hospital building is to be provided and signposted for ease of access for pedestrians into the building. A similar pedestrian access pathway is to be provided from Docker Street for staff and authorised persons to the staff circulation areas within the new hospital building.
7. Works are to be undertaken within the road network to provide for convenient and smooth access for emergency vehicles. As a minimum kerb extensions and gutter replacement is to be undertaken at the intersection of Docker Street with Rawson Lane and Brookong Avenue with Lewis Drive. The works are to be designed and constructed to the satisfaction of the Wagga Wagga City Council.
8. The Sturt Highway is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 6938 1111 for further detail.

The developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for assessment and approval by Roads and Maritime Services. However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by Roads and Maritime Services prior to undertaking the detailed design phase.

9. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents. It should be noted that any works within the road reserve of a classified road will require concurrence from Roads and Maritime Services under section 138 of the Roads Act 1993 prior to commencement of any works.



10. A Traffic Management Plan shall be prepared for construction and demolition activities and submitted prior to the commencement of works. The management plan is to address access and parking and maintain safe access for pedestrians and cyclists and access and parking for vehicles to meet the continued operational needs of the current hospital facility. The Plan shall include, but not be limited to, the following matters which are to be addressed by suitably qualified person(s):
- i) Strategies to manage traffic volumes and movement anticipated during construction and demolition.
  - ii) management of loading and unloading of materials on the site and not from the adjoining road reserves;
  - iii) Identify strategies for the provision of displaced on-site parking during these activities
  - iv) Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking requirements within the area.
  - v) measures to minimise the impact of construction traffic on the surrounding road network including the restriction on access for large vehicles during the morning and afternoon peak traffic periods from and/or to Edwards Street and Docker Street.
  - vi) Complaint management and contingency measures.
11. All works associated with the proposed development shall be at no cost to Roads and Maritime Services.

Further to issues raised in the preceding Roads and Maritime Services (RMS) provides the following items for the consideration of the consent authority in relation to future proposal for the redevelopment of the hospital facilities

- a. Any off-street car park associated with the redevelopment of the hospital including driveway design and location, internal aisle widths, ramp grades, parking bay dimensions and loading bays are to be in accordance with AS 2890.1-2004 "Off-street car parking" and AS 2890.2-2002 "Off-street commercial vehicle facilities" and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction.
- b. Pedestrian access into the site is to be provided separate to the vehicle driveways and is to cater for all forms of pedestrian mobility. Landscaping and/or fencing are to be provided along the frontages of the site to the public roads to direct pedestrians to the defined pedestrian access point. Pedestrian linkages within the site shall be easily recognisable and provide for convenient and safe access with the site and to the adjoining road reserves.
- c. Traffic calming devices are to be installed within the subject site to minimise conflict between pedestrians and vehicles within the subject site. Pedestrian crossing stripes are not to be placed in the site as these resemble pedestrian crossings on the road and creates confusion as to who has priority.
- d. Appropriate directional signage and line marking is to be installed and maintained throughout the hospital site to enforce the required directions of vehicle travel through the site and to assist in directing vehicles around and through the facility.
- e. All lighting for the illumination of carpark and pedestrian areas shall comply with AS1158 – "Lighting for roads and public spaces" and AS4282 – "Control of 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 issue of a Construction Certificate.

- f. The provision of on-site car parking, including disabled parking, associated with the subject development is to be in accordance with Council requirements. All car parking spaces required by the development are to be provided on-site and not to be compensated by the on-road parking in the vicinity. Parking, particularly disabled parking, is to be located with convenient pedestrian access to the entry doors of the premises.

Roads and Maritime Services has assessed the development proposal based on the documentation provided. Any enquiries regarding this correspondence may be referred to the Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611.

Yours faithfully

Per;  
Mitch Judd  
Acting Regional Manager  
South West Region



**Ref. No: 260-280 Edward Street**  
**Contact: Cameron Collins**

31 May 2013

Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

**ATTENTION: PETER McMANUS**

Dear Sir/Madam

**WAGGA WAGGA BASE HOSPITAL REDEVELOPMENT PHASES 2 AND 3  
(SSD 5237-2012), 260-280 EDWARD STREET, WAGGA WAGGA**

**Your Reference: SSD 5237-2012**

I refer to your letter dated 8 April 2013 and thank you for the opportunity to comment on this project application.

As previously advised to the Department, Council is aware of the issues surrounding our existing hospital and its inability to provide the necessary modern healthcare services that are essential to cater for the current and future needs of the region. The Wagga Wagga Base Hospital Redevelopment project is therefore critical to provide the necessary infrastructure to meet this demand.

In addition to the more obvious health related benefits, the provision of modern health infrastructure is also important for the continued economic growth and stability of our City and region. As previously stated by Council, the hospital redevelopment has been identified as an important driver in both the 'Community Strategic Plan, Our City...Our Tomorrow, 2008/2018' and the 'Wagga Wagga Spatial Plan 2008'.

It is for these reasons that Council would be supportive of a conditional consent being granted for Phases 2 and 3 of the redevelopment.

Prior to issuing of any consent, however, Council raises the following specific concerns with regard to the potential implications of the development on the surrounding traffic network (including pedestrian access).

## Impact on Road Network

Council has previously provided comments with regard to the original Concept Plan (CP) proposal (now withdrawn) for the hospital redevelopment and its potential to impact on the surrounding road network. Council requested that careful consideration be given to the timing of the delivery of road infrastructure to ensure that it is able to meet the needs of the staged development and to ensure that impacts on the surrounding road network and neighbourhoods are minimised.

The proponent has now moved away from the development of a CP for the site and has instead taken an approach of seeking approval on a piecemeal basis (including the Phase 1 approval, a number of developments under the Infrastructure SEPP and the current application for Phases 2 and 3). This has led to a situation which makes it very difficult for Council to understand and comment on the impact of the overall (including any future) redevelopment of the site particularly with regard to issues surrounding traffic management and the impact of the development on the surrounding road network.

At the time of Council's consideration of the Phase 1 development, it was apparent that there was still a commitment from the proponent to develop the extension of Yathong Street and the new signalised intersection with Docker Street. This is highlighted in the Director General's Assessment Report (May 2012) for the Phase 1 application by comments such as:

*"Further road works are proposed to be undertaken as part of other future Phases of the redevelopment of the hospital, including the construction of Docker Street connection and traffic lights." (page 12)*

*"It is noted that the vehicular use of the Murray Street access/egress is an existing situation that will continue as a temporary situation and will be addressed as part of future stages of the hospital re-development." (page 12)*

*"The Yathong Street extension and Docker Street intersection/signalising are essential components of the CP for the total redevelopment of the hospital site as they provide for the efficient, predominantly one way flow of traffic through the site. The proponent has made a commitment to the future redevelopment of the site and to include these road works." (page 13)*

The assessment was satisfied that the temporary traffic impacts of Phase 1 were acceptable and this situation would markedly improve when the proposed link and intersection with Docker Street was provided at a later stage. Council was supportive of this strategy.

Despite this commitment being relied upon to enable the initial phase of the redevelopment to occur, the subsequent withdrawal of the CP proposal and the current application for Phases 2 and 3 clearly identify that there is no longer any intention to proceed with a through access and signalised intersection with Docker Street.

The application now proposes 4 significant alterations which were not considered at the time of the Phase 1 application. They are:

- The deletion of the proposed Yathong Street extension including the signalised intersection with Docker Street.
- The proposed temporary access for the loading dock from Docker Street (pending the extension of Yathong Street) becoming a permanent access.
- The one way operation of Lewis Drive being altered to a 2 way operation to allow egress back onto Edward Street.
- Access to the site from the east bound traffic lanes in Edward Street from a protected right turn lane (previously restricted to emergency vehicles only).

Council contends that these significant alterations (particularly the loss of the new signalised Docker Street intersection) have now placed focus on the importance of both the Murray St/Edward St and the Brookong Ave/Docker St intersections and their role in supporting the surrounding road network.

The submitted Transport and Accessibility Report (dated March 2013) identifies that the only required road works to accommodate the impacts of the Phase 2 and 3 development will be the median protected right turn lane from Edward Street to Lewis Drive together with the left in left out arrangement (incorporating the 2 way operation of Lewis Drive). These works are supported in the study by its conclusion that the Phase 2 and 3 developments will generate relatively minor increases in traffic volumes on adjacent streets which will be within the capacity of the road system to accommodate.

It is noted that the report bases its findings and conclusions solely on the increase in bed numbers of 26 and the increase in full time equivalent employment of 174 over and above the figures for Phase 1 (i.e. the findings are based on the increase generated by Phase 2 only). In addition the report discusses the traffic movements generated by the proposed additional 70 carparking spaces proposed to be provided on-site at the completion of Phase 3.

Given that the Director Generals assessment of Phase 1 clearly sets aside the potential traffic impacts of that development as being temporary and able to be catered for as part of later phases of the development, it is contended

that the traffic assessment now be based on the impacts of the overall development and not just Phases 2 and 3. The findings should be based on an increase of 56 beds, an increase of 258 full time equivalent staff and the provision of an additional 140 carparking spaces across the site.

Councils concerns are:

- The fact that the Director General's recommendations with regard to Phase 1 of the development were largely based on commitments that are no longer proposed.
- The fact that the current traffic assessment report appears to only consider the impacts of Phases 2 and 3 of the development despite the fact that the Director General's recommendations were largely based around an expectation that the temporary impacts of the Phase 1 development would be addressed as part of later Phases of the development.

#### Recommendation

It is recommended that careful consideration be given to the impacts of the development on the surrounding road network with particular attention to the status of both the Murray St/Edward St and the Brookong Ave/Docker St intersections and the role that they will play in this regard. Council is prepared to partake in further discussions with all relevant parties to enable an appropriate resolution to this matter.

#### **Pedestrian network**

The application provides little information on the provision of pedestrian access within the surrounding precinct. The importance of good pedestrian linkages is critical given the following factors:

- The continued growth of the medical precinct located between the Hospital site and the Calvary precinct and the associated growth in pedestrian movement between these areas.
- The heavy reliance on street carparking to service the needs of the hospital and the associated need for staff and visitors to be able to safely and efficiently move within the surrounding street network.

The hospital is designed to provide a primary access point for the public which is oriented towards Edward Street and the existing on site carparking areas in the north eastern corner of the site. There appears to be reasonable pedestrian linkages provided to the main entry when approaching from Edward Street and also from the Murray Street areas.

Pedestrian access from Docker Street (including the Calvary precinct) and from the Brookong Avenue area is less apparent. Whilst there may be points of entry available to staff members from these directions into the hospital, the pedestrian pathways for the public (including those less familiar with the site) are less apparent.

### Recommendation

It is recommended that the following critical areas be addressed as conditions of any consent:

- The provision of an appropriate pedestrian crossing point in Docker Street to allow for safe and convenient crossing.
- A legible, safe and continuous safe travel path for pedestrians in Docker Street providing access to the main public entry to the building.
- A legible, safe and continuous safe travel path for pedestrians in Brookong Avenue providing access to the main public entry to the building. This should include pedestrian access following the existing Lewis Drive from its intersection with Brookong Avenue.
- A review of the existing standard of footpath infrastructure surrounding the precinct to ensure that it is of an appropriate standard to allow for the safe travel of pedestrians to and from the surround street parking areas (noting that the hospital will continue to rely heavily on street parking within the surrounding neighbourhood to support its operations).

### **OTHER RECOMMENDATIONS**

A number of further recommendations are provided below. This includes a series of recommended conditions of consent.

#### **Building Requirements**

##### Recommended Conditions

1. All building work must be carried out in accordance with the requirements of the Building Code of Australia (as in force on the date the application for the relevant Construction Certificate is made).



2. Provision must be made in the building and on the site for:
  - a) access to the building for people with disabilities in accordance with the Building Code of Australia;
  - b) toilet facilities for people with disabilities in accordance with the Building Code of Australia, and such toilet facilities must be accessible to all persons working in, or using, the building; and
  - c) motor vehicle parking spaces on the site for the exclusive use of people with disabilities in accordance with Table D3 of the Building Code of Australia.

3. The building shall comply with the requirements of the Commonwealth Disability Discrimination Act 1992, the NSW Anti-Discrimination Act 1977 and the relevant provisions of the Disability (Access to Premises - Buildings) Standards 2010.

NOTE 1: The Disability Discrimination Act 1992 and the Anti-Discrimination Act 1977 provide that it is an offence to discriminate against a person in a number of different situations. IT IS THE OWNER'S RESPONSIBILITY TO ENSURE THAT THE BUILDING COMPLIES WITH THIS LEGISLATION.

NOTE 2: Guidelines in respect of disabled access and produced by the Human Rights and Equal Opportunity Commission, are available from the Commission or from Council's Planning Directorate.

4. All excavation and backfilling associated with the erection/demolition of the building must be properly guarded and protected to prevent them from being dangerous to life or property.

Excavations must be undertaken in accordance with the terms and conditions of Section 2.7 of the Wagga Wagga Development Control Plan 2010.

## **Fire Safety Requirements**

### Recommended Conditions

5. Prior to occupation of the building, the owner must submit to Council a final Fire Safety Certificate stating that each essential fire safety measure specified in the current Fire Safety Schedule for the building to which the certificate relates:

- a) has been assessed by a properly qualified person; and
- b) was found, when it was assessed, to be capable of performing to a standard not less than that required by the current Fire Safety Schedule for the building.

Further, the assessment must be carried out within a period of three (3) months of the date on which the final Fire Safety certificate was issued. The owner of the building must forward a copy of the certificate to the New South Wales Fire Brigades and must prominently display a copy in the building.

NOTE: A final Fire Safety Certificate must be provided before occupation of the building and must be provided if a Fire Safety Order is made in relation to the building premises.

- 6. The owner must submit to Council an Annual Fire Safety Statement, each 12 months after the final Safety Certificate is issued. The certificate must be on, or to the effect of, Council's Fire Safety Statement.

## **Site Requirements During Construction**

### Recommended Conditions

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

Materials and sheds or machinery to be used in association with the construction of the building must not be stored or stacked on Council's footpath, nature strip, reserve or roadway.

NOTE 1: No building rubbish or debris must be placed, or be permitted to be placed on any adjoining public reserve, footway, road or private land.

NOTE 2: The applicant must retain weighbridge certificates, receipts or dockets that clearly identify where waste has been deposited. Documentation must include quantities and nature of the waste.

NOTE 3: The suitable container for the storage of rubbish must be retained on site until occupation of the building.

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

- a) Development Control Plan 2010 (Section 2.8 and Appendix 2)
  - b) Erosion and Sediment Control Guidelines for Building Sites; and
  - c) Soils and Construction Volume 1, Managing Urban Stormwater
- Prior to commencement of works, a plan illustrating these measures shall be submitted to, and approved by, Council.

NOTE: All erosion and sediment control measures must be in place prior to earthworks commencing.

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

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

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

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

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

10. Prior to works commencing, a sign must be erected in a prominent position on any work site on which work involved in the erection or demolition of a building is being carried out:

- a) stating that unauthorised entry to the site is prohibited, and

- b) showing the name of the person in charge of the work site and a telephone number at which that person may be contacted outside work hours
- c) the development consent or complying development consent number, the name and contact details of the Principal Certifying Authority.

Any sign must be removed when the work has been completed.

11. Materials, machinery/equipment and temporary buildings to be used in association with the construction of the building must not be located or stored on the surrounding public footpath, nature strip or roadway.

NOTE 1: No building rubbish or debris must be placed, or be permitted to be placed on any adjoining public reserve, footway, road or private land.

NOTE 2: The applicant must retain weighbridge certificates, receipts or dockets that clearly identify where waste has been deposited. Documentation must include quantities and nature of the waste. This documentation must be made available to Council upon request.

NOTE 3: The suitable container for the storage of rubbish must be retained on site until completion of all building works on the site.

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

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

b) building involves the enclosure of a public place,

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

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

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

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

**NOTE 3:** Prior to any hoarding being erected, the applicant must ensure that application for a Hoarding Permit is made with Council's Development Services business unit.

## **Demolition Requirements**

### Recommended Conditions

13. The demolition must be carried out in accordance with the provisions of Australian Standard AS2601-2001: The Demolition of Structures.

Within fourteen (14) days of completion of demolition, the applicant shall submit to Council:

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

**NOTE 1:** Developers are reminded that WorkCover requires that all plant and equipment used in demolition work must comply with the relevant Australian Standards and manufacturer specifications.

**NOTE 2:** Demolition works involving the removal and disposal of asbestos cement must only be undertaken by contractors who hold a current WorkCover "Demolition Licence" and a current WorkCover "Class 2 (Restricted) Asbestos Licence".

**NOTE 3:** Competent Person (as defined under Safe Removal of asbestos 2nd Edition [NOHSC: 2002 (2005)]) means a person possessing adequate qualifications, such as suitable training and sufficient knowledge, experience and skill, for the safe performance of the specific work.

**NOTE 4:** A licence may be required for some of the tasks described in the document entitled Safe Removal of Asbestos 2nd Edition as requiring a competent person.

14. The Applicant is to ensure that should asbestos material be found, that it is handled, transported and disposed of in accordance with the legislative requirements and standards determined by NSW WorkCover.

**NOTE:** All asbestos material needs to be double wrapped in 200µm thick plastic and disposed of at an EPA licensed facility. In this regard it should be noted that Wagga Wagga City Council's Gregadoo Waste Facility is the only EPA licensed facility within the Local Government Area to accept asbestos material. Council's Waste Management Supervisor requires 24 hours notice prior to disposal of this material

## **Lighting Requirements**

### Recommended Conditions

15. Illumination of the car park must be in accordance with AS 1158.3.1.2005, as amended, lighting for roads and public spaces.
16. All exterior lighting associated with the development must be designed and installed so that no obtrusive light will be cast onto any adjoining property.

**NOTE:** Compliance with Australian Standard AS4282.1997 "Control of the Obtrusive Effects of Outdoor Lighting" will satisfy this condition.

## **Acoustic impacts and Air Quality Requirements**

### Recommendation

It is recommended that the applicant be required to prepare and implement a Construction Noise Management Plan outlining measures to manage and minimise construction noise impacts. The plan should address:

- Identification of noise generating activities
- Details of the length and staging of construction
- Identification of all sensitive receivers
- Monitoring procedures
- Proposed noise mitigating procedures and treatments
- Notification procedures and complaint management
- Contingency measures

### Recommended Condition

17. The permitted construction hours are Monday to Friday 7.00am to 6.00pm and Saturday 7.00am to 5.00pm, excepting public holidays. The applicant must take all reasonable steps to minimise dust generation

during the demolition and/or construction process. Demolition and construction noise is to be managed in accordance with the Office of Environment and Heritage Guidelines.

## **Waste Management Requirements**

### Recommendation

It is recommended that the applicant be required to prepare and implement a Construction Waste Management Plan outlining measures to manage and minimise impacts from construction waste. The plan should address:

- Identify the types and quantities of waste that will be generated during the construction phase.
- Outline the measures and standards for storing, processing and disposing this waste
- Outline the measures to minimise the production and impact of waste
- complaint management and contingency measures.

## **Traffic Requirements**

### Recommendation

It is recommended that the applicant be required to prepare and implement a Construction Traffic Management Plan outlining measures to manage and minimise construction traffic impacts. The plan should:

- Identify the traffic volumes and movement that will occur during construction
- Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking requirements within the area.
- Detail the proposed measures to minimise the impact of construction traffic on the surrounding road network
- Complaint management and contingency measures.

### Recommended Condition

18. Prior to works commencing approval under Section 138 of the Roads Act 1993 is required as the work involves joining onto an existing trafficable road. The applicant must submit a written submission and certified Temporary Traffic Management Plan (TTP) for approval. Works shall be carried out in accordance with the approved details.



**Vehicular Access and Carparking Requirements**Recommended Conditions

19. The car park and all associated facilities must be laid out in accordance with Australian Standards AS2890.1.2004 AS2890.2 2002 and AS/NZS2890.6.2009.
20. Prior to occupation, the paving of all vehicular movement areas must be either hotmix sealed or 150mm of reinforced concrete as a minimum.

**Stormwater Requirements**Recommended Conditions

21. Stormwater mains must be extended to the site, at full cost to the developer, in accordance with Council's standards and policies. The works must be carried out by Council or a licensed approved contractor under Council supervision.
22. An easement to drain stormwater 2.5m wide must be created over the existing/proposed drainage line.
23. An easement to drain stormwater 2.5m wide shall be created over the proposed drainage line from Yabtree Street to Edward Street.
24. Stormwater discharge from the completed development shall not exceed pre-development flows. Prior to the issue of the Construction Certificate the applicant shall submit to Council for approval details prepared by an appropriate qualified person that pre-development flows will be maintained.

NOTE: Council acknowledges that this may vary and exceed the requirements of this condition at various stages of development. The completed development shall comply with this condition.

## Plumbing

### Recommended Conditions

25. Any sewer or stormwater works resulting from the development are to meet the requirements of the AS3500 and the Plumbing Code of Australia. Where works are required, it will be necessary to contact a Licensed Plumber and Drainer.

A Section 68 Approval must be obtained from Council prior to any sewer or stormwater work being carried out on the site. Further, a final inspection must be carried out upon completion of plumbing and drainage work prior to occupation/use of the development.

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

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

27. If Council is appointed as the Principal Certifying Authority the applicant must obtain a Compliance Certificate pursuant to Section 109C of the Environmental Planning and Assessment Act 1979, as amended from Council or an accredited certifying authority certifying that the plumbing work identified in column 1 has been installed in accordance with AS/NZS 3500.2003 and Plumbing Code of Australia. For the purposes of obtaining the Compliance Certificates the plumbing works must be inspected by the accredited certifying authority at the times specified in Column 2.

	COLUMN 1	COLUMN 2
A	Internal Drainage	When all internal plumbing work is installed and prior to concealment.
B	External Drainage	When all external plumbing work is installed and prior to concealment.
C	Stormwater Drainage	When all external stormwater drainage work is installed and prior to concealment.
D	Stack Work	When all work is installed and prior to concealment.
E	Final	Prior to occupation of the building.

28. A Certificate of Compliance and Works as Executed Diagram shall be submitted to and approved by Council prior to the issue of a Final Plumbing Certificate.

The Works as Executed Diagram must be submitted in electronic format in either AutoCAD or PDF File in accordance with Council Requirements.

29. Prior to occupation a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.

NOTE 1: The applicant is to obtain an approval from Riverina Water County Council before any water supply / plumbing works commence and a Compliance Certificate upon completion of works. Contact Riverina Water on 6922 0634. Please be prepared to quote your Construction Certificate number.

30. Prior to the commencement of works a person wishing to discharge liquid trade waste to the sewerage system must under Section 68 of the Local Government Act 1993 and Council's Liquid Trade Waste Regulation Policy, obtain prior approval from Council. Discharging liquid trade waste without an approval is an offence under section 626 of the Act. Further information is available from Council's Trade Waste section on 1300 242 442 regarding the application process.

The applicant shall submit detailed sewer layout plans including pre-treatment equipment to allow for the discharge of liquid trade waste to sewer.

Trade waste material is not to be discharged into Council's sewer system and/or stormwater system, without first obtaining such written approval.

All conditions of the approval must be complied with.

31. A final inspection must be carried out upon completion of plumbing and drainage work and prior to occupation of the development. Prior to issuing final plumbing certificate Council must be in possession of Notice of Works, Certificate of Compliance and Works as Executed Diagrams for the works.

NOTE: Additional fees for inspections at the Plumbing Interim Occupancy / Plumbing Occupation stage may apply. This will depend on the number of inspections completed at this stage of the work/s.

32. Council requires a "Certificate of Compliance" and "Works as Executed Diagram" to be submitted and approved by Council prior to the issue of a Final Plumbing Certificate. The Works as Executed Diagram must be submitted in electronic format in either AutoCAD or PDF File in accordance with Council/NSW Fair Trading requirements.

33. All plumbing and drainage work must be carried out by a Licensed Plumber and Drainer and to the requirements of the Plumbing and Drainage Act 2011.

### **Other Infrastructure Requirements**

#### Recommended Conditions

34. Prior to occupation, the applicant shall ensure that all redundant kerb laybacks within the adjoining public streets are replaced with conventional barrier kerbing, and Council's footway rehabilitated, in accordance with Council's Engineering Guidelines for Subdivisions and Developments.
35. A \$15,000.00 contingency deposit is required prior to commencement of works to guarantee no damage is done to Council's infrastructure.
36. Wagga Wagga City Councils Engineering Guidelines for Subdivisions and Development shall be referred to for the design of engineering requirements. Any aspect of the design which is not covered in Council's document should reference relevant specifications selected from other sources. Any aspect of the design that is not in accordance or not covered in council's document shall be listed and submitted with the plans for separate approval.

### **Public Health Requirements**

#### Recommended Conditions

37. The construction and finished area used for the manufacture, preparation, storage, packing, carriage or delivery of food for sale shall be constructed and maintained in accordance with the Food Act 2003 and Regulations 2004.
38. Prior to the issue of the Occupation Certificate and two (2) days prior to the premises opening, the Applicant must contact Council's Environmental and Community Services Directorate for a Health Inspection and registration of the premises in accordance with the Food Act 2003 and the NSW Food Regulations 2010, Food Safety Standards Code.

39. The installation and operation of all cooling towers and warm water systems are to comply with the Public Health (Microbial Control) Regulations and Australian Standard 3666. The applicant is required to register with Council's Environment and Community Services Directorate any and all water cooled cooling towers and/or warm water mixing systems which are installed on the land.

### **Land Consolidation and Public Road Closure Requirements**

#### Recommendation

It is recommended that all allotments the subject of this application be consolidated into one title prior to the occupation of the building.

### **Monetary Contributions**

#### Comment

It is noted that under Schedule 4 of Water Management Act 2000 excludes charges under Section 64. Therefore, it is understood that such charges cannot be imposed conditionally on this development.

However, the following commitment from the applicant in the SEE has been noted:

*".... Council has sought \$200,346.01 in Section 64 contributions for stormwater and sewer for Phase 1, 2 and 3 of the Hospital redevelopment. An initial payment of \$170,000 to Council (\$150,000 for sewer and \$20,000 for stormwater) has been made for the approved Phase 1 development.*

*Accordingly, HI commits to paying the remaining balance of Section 64 contributions prior to the commencement of works for Phases 2 and 3."*

It is noted that the commitment to pay the balance relates to Phase 1 and that there is no commitment to pay any contributions relating to the impacts of Phases 2 and 3.

Yours sincerely



Colby Farmer  
**Development Services Manager**

## Carla Mamaril

---

**From:** Peter McManus <Peter.McManus@planning.nsw.gov.au>  
**Sent:** Friday, 31 May 2013 04:13 PM  
**To:** Carla Mamaril; Leone Mcentee  
**Subject:** SSD 5237-2012: Wagga Wagga Base Hospital Redevelopment Phases 2 & 3 Exhibition Submissions  
**Attachments:** Matthew Howard\_public submission.pdf; OEH Submission.pdf; RMS Submission.pdf; Air Services Aus Submission.pdf; EPA Submission.pdf; Murrumbidgee Local Health District Submission.pdf; NSW Heritage Submission.pdf; Wagga Wagga Council Submission.pdf

Hi Leone/Carla,

Please be advised that the department has finished collating submissions following the end of exhibition of the above project and has attached the submissions received to this email for your information and response. The submissions received may also be viewed on the department's website at the following link:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=5237](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5237)

The department also received a telephone call from a resident interested in the proposal. The following points are a summary of the conversation:

- Ms Paton questioned whether the proposed redevelopment would make provision for a new chapel to replace the existing chapel within the Ward Building that is proposed to be demolished.
- I advised that specific detail on the existing chapel was not provided within the EIS and that further information would needed to be obtained from the applicant.
- Ms Paton responded noting that it would be great if the redevelopment could accommodate such a facility to provide persons visiting the hospital with a place of peaceful respite in times of need.
- Ms Paton then discussed the proposed façade treatment of the proposed development, commenting that the varied façade treatment had too many elements and would date very quickly and that the building finish should be made all white.
- Ms Paton also suggested that the internal finishes within the hospital building should be painted in a colour similar to aqua, which would evoke calming and peaceful emotions at times of stress.

The department has also undertaken a preliminary assessment and requests that further information be provided in relation to the noise and vibration assessment report, details of the separate approvals under the Infrastructure SEPP and the preparation of additional view analysis photomontages from south of the subject site (e.g. Brooking Avenue/Lewis Drive intersection). I am waiting for the department's letter to be signed by my Director and will be emailed/posted this afternoon.

Carla, I received details of Alf's online submission, however there were no attachments or content. I suspect this may have been the summary of comments received during your own public consultation we briefly discussed previously.

Should you wish to discuss any of the above matters, please don't hesitate to contact me.

Thanks,

Peter

Peter McManus  
Senior Planner, Metropolitan and Regional Projects North  
NSW Department of Planning & Infrastructure | GPO Box 39 | SYDNEY NSW 2001  
T 02 9228 6316 E [Peter.McManus@planning.nsw.gov.au](mailto:Peter.McManus@planning.nsw.gov.au)



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## Peter McManus - Submission Details for matthew howard (comments)

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**From:** matthew howard <mshoward2@hotmail.com>  
**To:** <peter.mcmanus@planning.nsw.gov.au>  
**Date:** 4/16/2013 9:24 PM  
**Subject:** Submission Details for matthew howard (comments)  
**CC:** <assessments@planning.nsw.gov.au>

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 Department of Planning

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Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: matthew howard  
Email: mshoward2@hotmail.com

Address:  
28 docker street

wagga wagga, NSW  
2650

Content:  
would seek to gain more information about temporary road closures during the construction phase of wwvh  
Redevelopment 2/3 SSD 5237-2012

suggestions made Docker Street between Edward Street and Brookong Avenue to be closed to through traffic;  
Suggestion made that Brookong Avenue between Lewis Drive and Docker Street to be closed

require details of these issues to be explained please

IP Address: cpe-124-176-121-109.lns8.ken.bigpond.net.au - 124.176.121.109  
Submission: Online Submission from matthew howard (comments)  
[https://majorprojects.affinitylive.com?action=view\\_diary&id=59094](https://majorprojects.affinitylive.com?action=view_diary&id=59094)

Submission for Job: #5237 SSD 5237 Wagga Wagga Hospital Redevelopment Phase 2/3  
[https://majorprojects.affinitylive.com?action=view\\_job&id=5237](https://majorprojects.affinitylive.com?action=view_job&id=5237)

Site: #2670 Wagga Wagga; Edward Street, Wagga Wagga  
[https://majorprojects.affinitylive.com?action=view\\_site&id=2670](https://majorprojects.affinitylive.com?action=view_site&id=2670)

**matthew howard**

E : mshoward2@hotmail.com

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