




# WAGGA WAGGA BASE HOSPITAL REDEVELOPMENT (SSD5237-2012)

## RESPONSE TO SUBMISSIONS



<div><div><div><div>LFA (PACIFIC) PTY LIMITED</div><div>MASTERPLANNING URBAN DESIGN ARCHITECTURE LANDSCAPE ARCHITECTURE INTERIORS</div></div></div><div><div>SUITE 4, EDGECLIFF COURT, 2 NEW McLEAN ST, EDGECLIFF NSW 2027 M PO BOX 250, EDGECLIFF NSW 2027 T 02 9327 6822 F 02 9327 5554 E lfa@lfa.com.au W www.lfa.com.au ABN 92 830 134 905 OM ISO 9001-2008</div><div>NOMINATED ARCHITECTS ALF LESTER NO.2128 STEPHEN ANDERS NO.5764</div><div>LFA (Pacific) Pty Ltd. All rights reserved. This work is covered by copyright and cannot be reproduced or copied in any form or by any means without written permission of LFA (Pacific) Pty Ltd.</div></div></div>	Report	Response to Submissions	Rev	Amendments	Date	Prepared In Conjunction with:
	Project	Wagga Wagga Base Hospital Phases 2 and 3	00	Issued to HI as Preliminary Draft	12.06.2013	Health Infrastructure NSW Billard Leece Partnership Mott MacDonald Acoustic Logic Diadem
	Project Status	Post-Exhibition	01	Revised as per comments received from HI and Consultants	12.07.2013	
	EIS Director	AL	02	Revised as per comments recieved from HI	17.07.2013	
	Checked by	AL	03	Final Report	18.07.2013	
	Date Issued	18 July 2013				
	Issue Type	For Minister's Determination				
	Proponent	 				

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# 1.0 INTRODUCTION

## 1.1 BACKGROUND

In March 2013, NSW Health Infrastructure (the Proponent) lodged a State Significant Development Application (SSDA) and Environmental Impact Statement (EIS) for the Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD5237-2012) under State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

The SSDA and EIS seek consent for the delivery of a new 25,000m<sup>2</sup> hospital building with rooftop helipad to replace the existing Acute Hospital; demolition of the Multi-storey Ward Block; modified access arrangement from Edward Street; new car parking facilities; and integrated landscaping.

The SSDA and EIS was formally lodged on 28 March 2013 and was publicly exhibited by the Department of Planning & Infrastructure (DP&I) from 11 April 2013 to 27 May 2013.

Following public exhibition, a letter from the Department of Planning & Infrastructure (DP&I) dated 1 June 2013 advised the Proponent of the submissions lodged by State government agencies, Wagga Wagga City Council and the general public, with a request that the Proponent respond to such issues.

In addition, DP&I requested the following matters to be addressed:

- Details of the methodology used to predict noise levels generated during demolition, construction and operational phases
- Details of the separate approvals under State Environmental Planning Policy (Infrastructure) 2007, including that for the 20 car spaces
- Additional view analysis of 'existing' and 'proposed' views from the south of the site, such as the Brookong Avenue/Lewis Drive and Murray Street/Yathong Street intersections.

## 1.2 PURPOSE OF THE REPORT

This report has been prepared on behalf of the Proponent as part of the SSDA and EIS under SRD SEPP 2011.

The information contained in the report has been prepared in response to the issues raised in the submissions lodged during Public Exhibition as well as the matters raised by DP&I in their letter dated 1 June 2013.

## 1.3 STRUCTURE OF THE REPORT

This report is structured as follows:

PART	DESCRIPTION
<b>Introduction</b>	Provides an overview of the project and relevant background information.
<b>Schedule of Submissions - Issues and Responses</b>	For each submission, a schedule of issues and responses is set out.
<b>DP&amp;I Matters</b>	Provides additional information to address matters raised by DP&I
<b>Conclusion</b>	Provides a recommendation to approve the proposed development outlined in the Project Application and this Preferred Project Report.
<b>Schedule of Appendices</b>	Documentation in support of the Proponent's responses.

TABLE 01: Structure of the Report

Accordingly, the Proponent looks forward to the Minister's favourable consideration of the SSDA, EIS and this supporting report.

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## 2.0 SCHEDULE OF SUBMISSIONS – ISSUES AND RESPONSES

Following public exhibition of the Project Application and Environmental Assessment, submissions were received from:

- Air Services Australia (ASA)
- Environmental Protection Authority (EPA)
- Murrumbidgee Local Health District (MLHD)
- NSW Heritage Council
- NSW Office of Environment and Heritage
- NSW Roads and Maritime Services
- Wagga Wagga City Council; and
- The general public

In response to DP&I's request for the Proponent to address the issues raised from the above mentioned parties, this section provides a schedule of the key issues and responses for each submission.

Copies of the submissions are provided in Appendix B.

### 2.1 AIR SERVICES AUSTRALIA

ISSUES / COMMENTS	RESPONSE
<p><i>“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.</i></p> <p><i>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.</i></p> <p><i>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.”</i></p>	<p>The Proponent confirms that the actual top height of the proposed Acute Hospital, inclusive of lift overruns, will be no higher than 220.745m AHD as indicated in the exhibited SSDA and EIS.</p> <p>Accordingly, no further obstacle assessment will be necessary.</p>

### 2.2 ENVIRONMENTAL PROTECTION AUTHORITY (EPA)

ISSUES / COMMENTS	RESPONSE
<p><i>“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.</i></p> <p><i>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.</i></p> <p><i>Based on the information provided, we have no further comments to make on the proposal at this stage.”</i></p>	<p>EPA's comments are noted.</p>



## 2.3 MURRUMBIDGEE LOCAL HEALTH DISTRICT (MLHD)

ISSUES / COMMENTS	RESPONSE
<p><b><i>“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.</i></b></p> <p><b><i>Thus far MLHD feedback has been incorporated into the WWBH Redevelopment (SSD 5237-2012) Development Application &amp; Environmental Impact Statement.”</i></b></p>	<p>Noted. Further to MLHD’s comments, Section 3.8 of the EIS outlines the Proponent’s extensive consultation with MLHD throughout the planning and design process for Phases 2 and 3.</p>

## 2.4 NSW HERITAGE COUNCIL

ISSUES / COMMENTS	RESPONSE
<p><b><i>“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.</i></b></p> <p><b><i>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.”</i></b></p>	<p>The redevelopment of the Acute Hospital will require the demolition of the Multi-Storey Ward Block, which is listed as a local heritage item under Schedule 5 Environmental Heritage of the Wagga Wagga Local Environmental Plan 2010.</p> <p>As part of the EIS, a Heritage Impact Statement was prepared, which states on page iv: ‘Demolishing the Main Ward Building will impact upon this site but is unavoidable if the best acute hospital care is to be delivered to the people of Wagga Wagga...The building cannot be adaptively re-used for acute clinical purposes and due to floor to floor heights and levels, the building cannot be integrated into the new facility. Maintaining a non-clinical building of this size and in this location would seriously impede the efficient running of the new hospital’.</p> <p>Accordingly the following mitigation measures will be implemented, as indicated on page 74 of the EIS:</p> <ul style="list-style-type: none"> <li>• The Main Ward Building (Multi-storey Ward Block) and its setting be archivally recorded to NSW Heritage Branch standards prior to demolition.</li> <li>• Moveable heritage items, such as the foundation stone, commemorative plaques etc. be removed and securely stored for potential use in the interpretation of the site.</li> <li>• An interpretation strategy for the site as a whole should be prepared as part of later phases of the site’s redevelopment.</li> </ul> <p>An additional study has been commissioned to locate and assess potential heritage items within the Multi-storey Ward Block which are suitable for retention and incorporation into the Hospital’s Interpretation / Art Strategy.</p>

## 2.5 OFFICE OF ENVIRONMENT AND HERITAGE (OEH)

ISSUES / COMMENTS	RESPONSE
<p><i>“This project falls within OEH South Branch’s area.</i></p> <p><i>As it is sited on an already highly developed site, OEH will not have any further interest in the project.”</i></p>	<p>Noted.</p>

## 2.6 NSW ROADS AND MARITIME SERVICES (RMS)

### 2.6.1 Issues and Comments

Roads and Maritime Services (RMS) 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 the following issues be considered and addressed:

ISSUES / COMMENTS	RESPONSE
<p>RMS-01    <i>“...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.</i></p> <p><i>...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.”</i></p>	<p>RMS’s reference to the Concept Plan for the Wagga Wagga Base Hospital Redevelopment (MP 10_0226) is considered to be misleading in terms of the current Phases 2 and 3 proposal, particularly given that the Concept Plan was formally withdrawn by Health Infrastructure NSW in September 2011, following public exhibition.</p> <p>The withdrawal of the Concept Plan stemmed from a comprehensive re-structuring of the proposed Hospital redevelopment following the identification of a number of key issues and enhanced design resolution of ‘project’ stages. Page 36 of the EIS makes reference to the initial Concept Plan scheme (identified as ‘Option 3’) and associated issues of concern with regard to the delivery of the new Acute Hospital. The revised design approach, which provided for the redevelopment of the Hospital as a series of independent projects, was reflected in the documentation for the approved Phase 1 Mental Health Facility (currently under construction) and the subsequent Phases 2 and 3 SSDA and EIS.</p> <p>Accordingly, the Phases 2 and 3 SSDA and EIS need to be considered in the context of the approved Phase 1 works and not within the context of a now irrelevant Concept Plan that was formally withdrawn several years ago.</p>

ISSUES / COMMENTS	RESPONSE
<p>RMS-02 <b><i>“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.</i>”</b></p>	<p>It is noted that the Phase 1 Project Application did not include a proposal for the extension of Yathong Street to Docker Street.</p> <p>It is arguable that a roadway link between the Yathong Street and Docker Street would effectively bisect the site and introduce potential vehicle conflicts within the Hospital site.</p> <p>The installation of a signalised crossing on Docker Street to facilitate pedestrian and cycle links to Calvary Hospital will be provided as part of the Phases 2 and 3 redevelopment. This pedestrian crossing will be designed to have no impact on the existing Docker and Edward Street intersection. Refer to Figures 1 and 2, which provide an indicative location for the crossing.</p>
<p>RMS-03 <b><i>“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...</i></b></p> <p><b><i>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.”</i></b></p>	<p>The traffic modelling undertaken to year 2021 and associated proposed traffic management measures aligns with the capital funding commitment for the proposed Phases 2 and 3 development. There are currently no further funding commitments for Hospital redevelopment beyond year 2021.</p> <p>The exhibited Transport and Accessibility Study indicated that:</p> <ul style="list-style-type: none"> <li>• It is expected that the additional development associated with Phases 2 and 3 will generate a relatively minor increase in traffic volumes on adjacent streets.</li> <li>• The small increase in traffic volumes caused by the proposed redevelopment is considered to be within the capacity of the existing road system to accommodate.</li> <li>• The traffic layout for the proposed modifications to the Lewis Drive will assist in reducing traffic movements on local streets in the vicinity of the hospital.</li> </ul>

ISSUES / COMMENTS	RESPONSE
<p>RMS-04 <i>“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.</i></p> <p><i>However the Traffic and Parking Report dated Sept 2011 submitted with the application for stage 1 &amp; 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.”</i></p>	<p>The Phases 2 and 3 redevelopment has addressed the measure of change from the approved Phase 1 facility. Given that construction is well under way for Phase 1, consideration of the conditions prior to Phase 1 is not appropriate. Refer to response to RMS-01.</p> <p>The analysis, traffic modelling and traffic forecasting in the exhibited Traffic Report was based on verified bed and FTE numbers.</p>

ISSUES / COMMENTS	RESPONSE
<p>RMS-05 <b><i>“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.</i></b></p> <p><b><i>Due to the changed access arrangements between stages 1 &amp; 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.</i></b></p>	<p>The proposed Phases 2 and 3 redevelopment will not ‘deny’ any vehicular access from for the general public from Docker Street. All existing access/egress points along Docker Street will be maintained. Additional access/egress for service and heavy vehicles to the new loading area will be provided as part of a separate approval process. Further, the installation of a signalised intersection at Docker Street for pedestrians and cyclists will improve public access at Docker Street and improve connections between Wagga Wagga Base Hospital and Calvary Hospital.</p> <p>The exhibited Traffic and Accessibility Report indicates that there will be multiple vehicular access/egress points to the WWBH off the adjoining roads including Edward Street, Docker Street, Rawson Lane, Yathong Street, Yathong Lane, Yabtree Lane and Doris Roy Lane. These vehicular access arrangements and overall road network layout provide for :</p> <ul style="list-style-type: none"> <li>• Flexibility and choice of routes to the hospital facilities</li> <li>• Distribution of traffic throughout the network to assist in managing traffic volumes</li> <li>• Provides alternative traffic routes in the event of vehicle accidents/breakdowns</li> </ul> <p>The report demonstrates that the Edward Street and Murray Street intersection will not be adversely impacted as a consequence of the proposed redevelopment. Furthermore, the new loading dock, which will have immediate access to and egress from Docker Street, will reduce the reliance on Murray Street as an access route to or from the Hospital by service and heavy vehicles.</p> <p>The Wagga Wagga Base Hospital Redevelopment should not be financially burdened with resolving the existing incident history on the Edward Street and Murray Street intersection. Health Infrastructure has offered to facilitate design works on the Edward and Murray Street intersection (through the provision of project management services) which would be carried out concurrently with the proposed Edwards Street median works as part of Phases 2 and 3 Redevelopment project. Accordingly, it is noted that funding for the full extent of any design and construction works relating to the upgrading of the Murray and Edwards Street intersection will not be provided by the Phases 2 and 3 redevelopment project.</p>
<p>RMS-06 <b><i>“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.”</i></b></p>	<p>The overall redevelopment of the WWBH will provide for 440 spaces, 70 of which will be provided as part of Phases 2 and 3. Page 21 of the exhibited Traffic and Accessibility Report states that this quantum meets the parking requirement for a regional hospital. Upon completion of Phases 2 and 3, WWBH will provide a car space to bed ratio of 1.5 spaces per bed, compared to the existing / Phase 1 ratio of 1.3 spaces per bed.</p> <p>It is further noted that a substantial number of existing residential buildings outside of the WWBH site have been approved for use as private medical consulting facilities without providing off street parking. It is arguable that parking demands associated with such facilities have contributed to parking pressures on streets surrounding the Hospital.</p>

ISSUES / COMMENTS	RESPONSE
<p>RMS-07 <b><i>“The development should be conditioned to provide such a facility [pedestrian crossing] 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.”</i></b></p>	<p>Noted that the signalised pedestrian crossing will be designed to have no impact on the existing Docker Street and Edward Street intersection.</p>
<p>RMS-08 <b><i>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.</i></b></p>	<p>A Wayfinding Strategy has been prepared which clearly sets out the pedestrian, public vehicular, ambulance access routes. Extracts of the strategy are provided in Figures 1 and 2.</p> <p>As part of the strategy, a series of marked pedestrian crossings will be provided within the site on the internal access roads and car park aisles. These pedestrian facilities will include in particular :</p> <ul style="list-style-type: none"> <li>• Pedestrian connection from the Lewis Drive access off Edward Street to the main entry into the hospital buildings.</li> <li>• Pedestrian connection from the entry forecourt carpark the main entry into the hospital.</li> <li>• Pedestrian connection from the existing north-eastern carparks to the main entry into the hospital.</li> </ul>

## 2.6.2 Recommended Conditions of Consent

Further to issues raised above, RMS has provided the following items as recommended conditions in relation to the current proposal for the redevelopment of the hospital facilities:

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>RCC-01 <b><i>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.</i></b></p>	<p>Agreed, with works to be completed prior to occupation of Phase 2 works.</p>



# EXTERNAL JOURNEY PLAN/ PUBLIC / VISITOR ACCESS

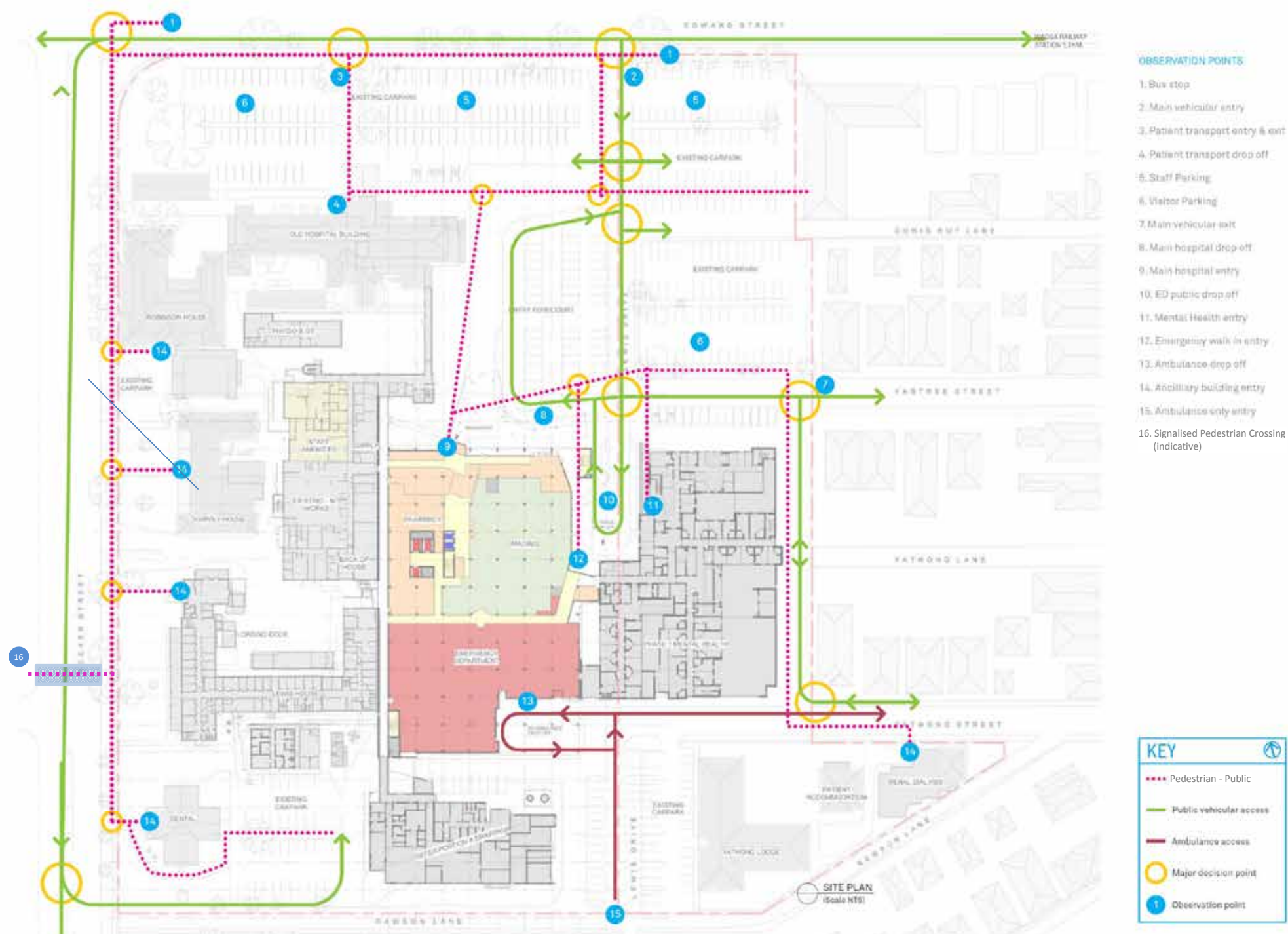


FIGURE 01: Wayfinding Strategy - Public and visitor access

Source: Diadem / Mott MacDonald / HI

# EXTERNAL JOURNEY PLAN/ STAFF ACCESS

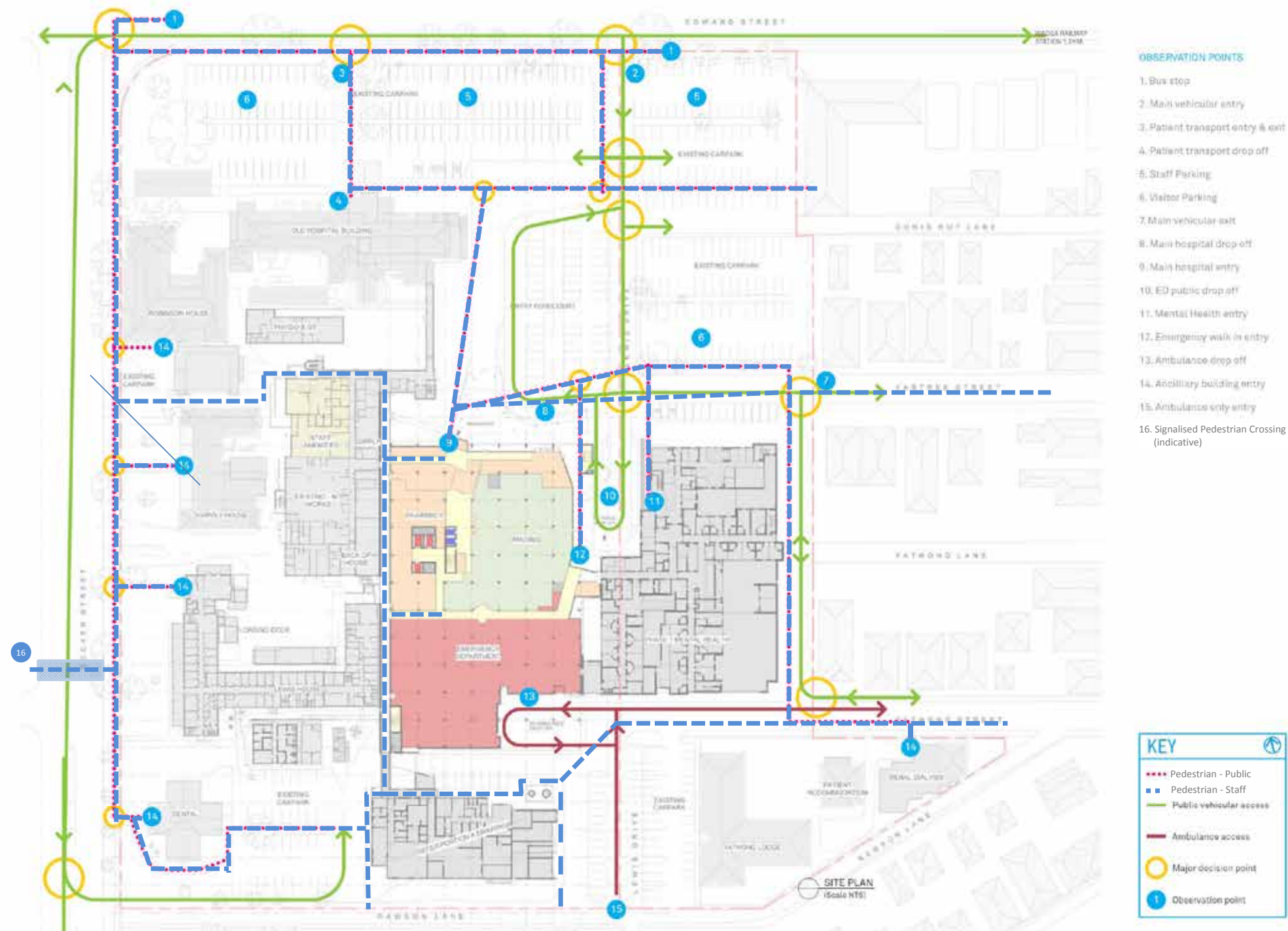


FIGURE 02: Wayfinding Strategy - Staff access

Source: Diadem / Mott MacDonald / HI

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>RCC-02 <b><i>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.</i></b></p>	<p>It is noted that the WWBH layout is expected to determine the traffic pattern i.e:</p> <ul style="list-style-type: none"> <li>• Majority of parking located on the northern side of the site, mostly passenger vehicles via Edward Street .</li> <li>• Loading dock facilities/access on the western side of the site off Docker Street.</li> <li>• Ambulance drop off and parking on the southern side of the site off Rawson Lane</li> </ul> <p>On that basis the right turn from Edwards Street will be mainly catering for light passenger vehicles and with some light commercial vehicles such as patient transport vehicles and ambulances.</p> <p>Accordingly, the Proponent agrees to this condition subject to permitting use by light commercial vehicles, patient transport vehicles and ambulances.</p>
<p>RCC-03 <b><i>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.</i></b></p>	<p>Agreed.</p>
<p>RCC-04 <b><i>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.</i></b></p>	<p>A new signalised pedestrian facility will be provided on Docker Street, as indicated in the Proponent's response to RMS-02.</p> <p>The Proponent does not agree that the proposed upgrading of the Murray and Edward Street intersection be a condition of consent. The Proponent understands that RMS currently seeks an upgrading of the existing Murray and Edward Street intersection with a signalised treatment, based on the existing level of incidences at this intersection.</p> <p>As noted in the response to RMS-05 above, the exhibited Traffic and Accessibility Report indicated that signalised treatment is not required at Murray and Edward Street as a consequence of the proposed Phases 2 and 3 redevelopment. The Wagga Wagga Base Hospital Redevelopment should not be financially burdened with resolving the existing incident history on the Edward Street and Murray Street intersection. Health Infrastructure has offered to facilitate design works on the Edward and Murray Street intersection (through the provision of project management services) which would be carried out concurrently with the proposed Edwards Street median works as part of Phases 2 and 3 Redevelopment project. Accordingly, it is noted that funding for the full extent of any design and construction works relating to the upgrading of the Murray and Edwards Street intersection will not be provided by the Phases 2 and 3 redevelopment project.</p>



RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>RCC-05 <i>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).</i></p>	<p>Agreed. Refer to the response above.</p>
<p>RCC-06 <i>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.</i></p>	<p>Refer to the Proponent's response to RMS-08.</p>
<p>RCC-07 <i>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.</i></p>	<p>Agreed.</p>
<p>RCC-08 <i>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.</i></p> <p><i>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.</i></p>	<p>Noted.</p>

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>RCC-09 <i>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.</i></p>	<p>Noted.</p>
<p>RCC-10 <i>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></p> <ul style="list-style-type: none"> <li><i>(i) Strategies to manage traffic volumes and movement anticipated during construction and demolition.</i></li> <li><i>(ii) Management of loading and unloading of materials on the site and not from the adjoining road reserves;</i></li> <li><i>(iii) Identify strategies for the provision of displaced on-site parking during these activities</i></li> <li><i>(iv) Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking requirements within the area.</i></li> <li><i>(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.</i></li> <li><i>(vi) Complaint management and contingency measures.</i></li> </ul>	<p>Agreed. This requirement shall be included post-Planning Approval with the relevant 109R certification, prior to commencement of works on site.</p>
<p>RCC-11 <i>All works associated with the proposed development shall be at no cost to Roads and Maritime Services.</i></p>	<p>Agreed, with the exception of works related to upgrading of the Edward and Murray Street intersection. Refer to response to RCC-04 above.</p>

## Future Proposals

Further to issues raised in the preceding RMS has provided the following items for the consideration to DP&I in relation to future proposals for the redevelopment of the hospital facilities:

RECOMMENDED CONDITIONS OF CONSENT - FUTURE PROPOSALS	RESPONSE
RCC (a) <b><i>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.</i></b>	Noted.  These parking facilities will be provided in accordance with the mandatory requirements of the relevant Australian Standard.
RCC (b) <b><i>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.</i></b>	Noted.
RCC (c) <b><i>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.</i></b>	Agreed, subject to the following amended wording:  “Traffic calming devices are to be installed to all roads entering the subject site. The provision of any raised platform treatments must be kept clear of any emergency vehicle or patient delivery route. All marked flat pedestrian crossings are to be provided in accordance with Australian Standards.”
RCC (d) <b><i>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.</i></b>	Noted.
RCC (e) <b><i>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.</i></b>	Noted.
RCC (f) <b><i>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.</i></b>	Future development proposals associated with the Wagga Wagga Base Hospital are likely to seek approval via State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) or Infrastructure SEPP, for which the Department of Planning & Infrastructure and Health Infrastructure NSW are the respective relevant determining authorities.  It is noted that under the SRD SEPP, there is no requirement to consider Development Control Plans. Hence any future applications will not be subject to Council’s requirements for on-site car parking provision.



## 2.7 WAGGA WAGGA CITY COUNCIL

### 2.7.1 Issues and Comments

Council has indicated that it is supportive of a conditional consent being granted for Phases 2 and 3 of the redevelopment. However, a number of issues and comments have been raised, as detailed below:

ISSUES / COMMENTS	RESPONSE
<p>WWCC-01 <b><i>“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 Street and the Brookong Ave/Docker Street 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.”</i></b></p>	<p>With regard to the Brookong Avenue / Docker Street and Murray Street / Edwards Street intersections, the exhibited Transport and Accessibility Study found that using the RTA Guideline to Traffic Generating Developments for private hospitals, the estimated additional traffic generation by the Phase 2/3 redevelopment will be in the order of 60 vehicles per hour at peak times. On this basis it is expected that the additional development associated with Phase 2/3 will generate a minor increase in traffic volumes on adjacent streets i.e. in the order of 1 vehicle per minute at peak times spread across a number of access roads.</p> <p>This marginal increase to traffic movements is not expected to have a significant impact on traffic operations on the adjacent roads and intersections. The small increase in traffic volumes caused by the proposed redevelopment is expected to be within the capacity of the existing road system to accommodate.</p>
<p>WWCC-02 <b><i>It is recommended that the following critical areas be addressed as conditions of any consent:</i></b></p> <ul style="list-style-type: none"> <li><b><i>• The provision of an appropriate pedestrian crossing point in Docker Street to allow for safe and convenient crossing.</i></b></li> <li><b><i>• A legible, safe and continuous safe travel path for pedestrians in Docker Street providing access to the main public entry to the building.</i></b></li> <li><b><i>• 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.</i></b></li> <li><b><i>• 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).</i></b></li> </ul>	<p>A key principle in the Phases 2 and 3 redevelopment scheme is the separation of public, service and emergency access routes to minimise potential conflicts. Main public access is focused in the north of the site to take advantage of on-site car parking and public transport access. Access to the new Acute Hospital from the south is anticipated to be mainly used by staff, who will have controlled access into the Hospital complex. Refer to Figures 1 and 2.</p> <p>The following critical areas will be provided with pedestrian facilities in particular :</p> <ul style="list-style-type: none"> <li>• Pedestrian connection from the Lewis Drive access off Edward Street to the main entry into the hospital buildings</li> <li>• Pedestrian connection from the entry forecourt carpark the main entry into the hospital</li> <li>• Pedestrian connection from the existing north eastern carparks to the main entry into the hospital</li> <li>• A signalised pedestrian crossing across Docker Street.</li> </ul>

## 2.7.2 Recommended Conditions of Consent

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-01	<p><b><u>Building Requirements</u></b></p> <p>1. <i>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).</i></p>	<p>Not agreed.</p> <p>BCA compliance will be assessed under 109r of the EP&amp;A Act 1979 by the Project Principal Certifying Authority on behalf of the 'Crown' (as opposed to a traditional Construction Certificate).</p> <p>In accordance with Clause 2(a) of Section 109r, and based on the date of the Request for Tender being 19 April 2013, the applicable version of the BCA for Phases 2 and 3 will be BCA 2012. (It is noted that BCA 2013 was adopted on 1 May 2013).</p>
WCC-02	<p>2. <i>Provision must be made in the building and on the site for:</i></p> <p>a) <i>access to the building for people with disabilities in accordance with the Building Code of Australia;</i></p> <p>b) <i>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</i></p> <p>c) <i>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.</i></p>	<p>Agreed.</p>
WCC-03	<p>3. <i>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.</i></p> <p><b>NOTE 1:</b> <i>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.</i></p> <p><b>NOTE 2:</b> <i>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.</i></p>	<p>Agreed.</p>

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-04	<p><b>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.</b></p> <p><b>Excavations must be undertaken in accordance with the terms and conditions of Section 2.7 of the Wagga Wagga Development Control Plan 2010.</b></p>	Agreed.
WCC-05	<p><b><u>Fire Safety Requirements</u></b></p> <p><b>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:</b></p> <p><b>a) has been assessed by a properly qualified person; and</b></p> <p><b>b) 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.</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>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.</b></p>	Agreed.
WCC-06	<p><b>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.</b></p>	Agreed.

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-07 <b><u>Site Requirements During Construction</u></b></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>NOTE 3: The suitable container for the storage of rubbish must be retained on site until occupation of the building.</i></p>	<p>Agreed.</p>
<p>WCC-08 <b><u>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:-</u></b></p> <ul style="list-style-type: none"> <li>a) <i>Development Control Plan 2010 (Section 2.8 and Appendix 2)</i></li> <li>b) <i>Erosion and Sediment Control Guidelines for Building Sites; and</i></li> <li>c) <i>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.</i></li> </ul> <p><b><i>NOTE: All erosion and sediment control measures must be in place prior to earthworks commencing.</i></b></p>	<p>Agreed, subject to an amendment to c):</p> <p><b>c) <i>Soils and Construction Volume 1, Managing Urban Stormwater Prior to commencement of works, a plan illustrating these measures shall be submitted to Council.</i></b></p> <p>Erosion and sediment control measures will be prepared and implemented as part of the Site Management Plan (Construction Management and Construction Traffic Management Plan) for the Phases 2 and 3 redevelopment project. The works will be carried out and maintained in accordance with the relevant guidelines (as listed in WCC-08). A plan illustrating such measures will be submitted to Council for information only.</p>

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-09 <i>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:</i></p> <ul style="list-style-type: none"> <li><i>a) a standard flushing toilet connected to a public sewer, or</i></li> <li><i>b) if that is not practicable, an accredited sewage management facility approved by Council, or</i></li> <li><i>c) if that is not practicable, any other sewage management facility approved by Council.</i></li> </ul> <p><i>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.</i></p> <p><i>NOTE 2: "Vicinity" in this condition is defined to mean within 50 metres of the subject building site.</i></p> <p><i>NOTE 3: The toilet facilities are to comply with all WORK COVER NSW requirements.</i></p>	<p>Agreed.</p>
<p>WCC-10 <i>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:</i></p> <ul style="list-style-type: none"> <li><i>a) stating that unauthorised entry to the site is prohibited, and</i></li> <li><i>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</i></li> <li><i>c) the development consent or complying development consent number, the name and contact details of the Principal Certifying Authority.</i></li> </ul> <p><i>Any sign must be removed when the work has been completed.</i></p>	<p>Agreed.</p>

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-11 <b><i>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.</i></b></p> <p><b><i>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.</i></b></p> <p><b><i>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.</i></b></p> <p><b><i>NOTE 3: The suitable container for the storage of rubbish must be retained on site until completion of all building works on the site.</i></b></p>	<p>Agreed.</p>
<p>WCC-12 <b><i>If the work involved in the erection or demolition of a building or structure:</i></b></p> <p><b><i>a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or</i></b></p> <p><b><i>b) building involves the enclosure of a public place,</i></b></p> <p><b><i>a hoarding or fence must be erected between the work and the public place prior to works commencing on site.</i></b></p> <p><b><i>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.</i></b></p> <p><b><i>NOTE 1: Any such hoarding, fence or awning must be removed when the work has been completed.</i></b></p> <p><b><i>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.</i></b></p>	<p>Agreed.</p>



RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p><b>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.</b></p>	
<p>WCC-13     <b><u>Demolition Requirements</u></b></p> <p><b>The demolition must be carried out in accordance with the provisions of Australian Standard AS2601-2001: The Demolition of Structures.</b></p> <p><b>Within fourteen (14) days of completion of demolition, the applicant shall submit to Council:</b></p> <ul style="list-style-type: none"> <li>a) <b>an asbestos clearance certificate prepared by a competent person; and</b></li> <li>b) <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 weigh bridge receipts for the recycling/ disposal of all materials.</b></li> </ul> <p><b>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.</b></p> <p><b>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".</b></p> <p><b>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.</b></p> <p><b>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.</b></p>	<p>Agreed.</p>

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-14    <b><i>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.</i></b></p> <p><b><i>NOTE: All asbestos material needs to be double wrapped in 200m 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</i></b></p>	<p>Agreed.</p>
<p>WCC-15    <b><u>Lighting Requirements</u></b></p> <p><b><i>Illumination of the car park must be in accordance with AS 1158.3.1.2005, as amended, lighting for roads and public spaces.</i></b></p>	<p>Agreed.</p>
<p>WCC-16    <b><i>All exterior lighting associated with the development must be designed and installed so that no obtrusive light will be cast onto any adjoining property.</i></b></p> <p><b><i>NOTE: Compliance with Australian Standard AS4282.1997 "Control of the Obtrusive Effects of Outdoor Lighting" will satisfy this condition.</i></b></p>	<p>Agreed.</p>
<p>WCC-17    <b><u>Acoustic impacts and Air Quality Requirements</u></b></p> <p><b><i>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:</i></b></p> <ul style="list-style-type: none"> <li>• <b><i>Identification of noise generating activities</i></b></li> <li>• <b><i>Details of the length and staging of construction</i></b></li> <li>• <b><i>Identification of all sensitive receivers</i></b></li> <li>• <b><i>Monitoring procedures</i></b></li> <li>• <b><i>Proposed noise mitigating procedures and treatments</i></b></li> <li>• <b><i>Notification procedures and complaint management</i></b></li> <li>• <b><i>Contingency measures</i></b></li> </ul>	<p>Agreed. A Construction Noise Management Plan will prepared and implemented as part of the Site Management Plan (Construction Management and Construction Traffic Management Plan) and shall be included post-Planning Approval with the relevant 109R Certification, prior to commencement of works on site.</p>

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-18	<p><b><i>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.</i></b></p>	Agreed.
WCC-19	<p><b><u>Waste Management Requirements</u></b></p> <p><b><i>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:</i></b></p> <ul style="list-style-type: none"> <li><i>Identify the types and quantities of waste that will be generated during the construction phase.</i></li> <li><i>Outline the measures and standards for storing, processing and disposing this waste</i></li> <li><i>Outline the measures to minimise the production and impact of waste</i></li> <li><i>complaint management and contingency measures.</i></li> </ul>	Agreed. A Construction Waste Management Plan will be prepared and implemented as part of the Site Management Plan (Construction Management and Construction Traffic Management Plan) and shall be included post-Planning Approval with the relevant 109R Certification, prior to commencement of works on site.
WCC-20	<p><b><u>Traffic Requirements</u></b></p> <p><b><i>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:</i></b></p> <ul style="list-style-type: none"> <li><i>Identify the traffic volumes and movement that will occur during construction</i></li> <li><i>Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking requirements within the area.</i></li> <li><i>Detail the proposed measures to minimise the impact of construction traffic on the surrounding road network</i></li> <li><i>Complaint management and contingency measures.</i></li> </ul>	Agreed. A Construction Traffic Management Plan will be prepared and implemented as part of the Site Management Plan (Construction Management and Construction Traffic Management Plan) and shall be included post-Planning Approval with the relevant 109R Certification, prior to commencement of works on site.

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-21	<b><i>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.</i></b>	Agreed.
WCC-22	<b><u>Vehicular Access and Carparking Requirements</u></b>  <b><i>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.</i></b>	Agreed.
WCC-23	<b><i>Prior to occupation, the paving of all vehicular movement areas must be either hotmix sealed or 150mm of reinforced concrete as a minimum.</i></b>	Agreed.
WCC-24	<b><u>Stormwater Requirements</u></b>  <b><i>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.</i></b>	Agreed.
WCC-25	<b><i>An easement to drain stormwater 2.5m wide must be created over the existing/proposed drainage line.</i></b>	Agreed.
WCC-26	<b><i>An easement to drain stormwater 2.5m wide shall be created over the proposed drainage line from Yabtree Street to Edward Street.</i></b>	Agreed.
WCC-27	<b><i>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.</i></b>  <b><i>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.</i></b>	Agreed.

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE																		
WCC-28	<p><b><u>Plumbing</u></b></p> <p><i>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.</i></p> <p><i>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.</i></p>	Agreed.																		
WCC-29	<p><i>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”.</i></p> <p><i>NOTE: A copy of the Notice of Works form can be found on Council’s website.</i></p>	Agreed.																		
WCC-30	<p><i>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.</i></p> <table border="1"> <thead> <tr> <th></th><th>COLUMN 1</th><th>COLUMN 2</th></tr> </thead> <tbody> <tr> <td>A</td><td>Internal Drainage</td><td>When all internal plumbing work is installed and prior to concealment.</td></tr> <tr> <td>B</td><td>External Drainage</td><td>When all external plumbing work is installed and prior to concealment.</td></tr> <tr> <td>C</td><td>Stormwater Drainage</td><td>When all external stormwater drainage work is installed and prior to concealment.</td></tr> <tr> <td>D</td><td>Stack Work</td><td>When all work is installed and prior to concealment.</td></tr> <tr> <td>E</td><td>Final</td><td>Final Prior to occupation of the building.</td></tr> </tbody> </table>		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	Final Prior to occupation of the building.	Not Agreed. The proposed condition is not applicable, given that the Wagga Wagga Base Hospital Phases 2 and 3 Redevelopment is a Crown development for which a separate Principal Certifying Authority will be appointed. The development will be certified in accordance with Section 109R of the EP&A Act 1979.
	COLUMN 1	COLUMN 2																		
A	Internal Drainage	When all internal plumbing work is installed and prior to concealment.																		
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RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-31	<p><b><i>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.</i></b></p> <p><b><i>The Works as Executed Diagram must be submitted in electronic format in either AutoCAD or PDF File in accordance with Council Requirements.</i></b></p>	Agreed.
WCC-32	<p><b><i>Prior to occupation a Water Plumbing Certificate from Riverina Water County Council shall be submitted to Council.</i></b></p> <p><b><i>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.</i></b></p>	Agreed.
WCC-33	<p><b><i>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.</i></b></p> <p><b><i>The applicant shall submit detailed sewer layout plans including pretreatment equipment to allow for the discharge of liquid trade waste to sewer.</i></b></p> <p><b><i>Trade waste material is not to be discharged into Council's sewer system and/or stormwater system, without first obtaining such written approval.</i></b></p> <p><b><i>All conditions of the approval must be complied with.</i></b></p>	Agreed.



RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-34 <b><i>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.</i></b></p> <p><b><i>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.</i></b></p>	Agreed.
<p>WCC-35 <b><i>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.</i></b></p>	Agreed.
<p>WCC-36 <b><i>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.</i></b></p>	Agreed.
<p>WCC-37 <b><u>Other Infrastructure Requirements</u></b></p> <p><b><i>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.</i></b></p>	Agreed.
<p>WCC-38 <b><i>A \$15,000.00 contingency deposit is required prior to commencement of works to guarantee no damage is done to Council’s infrastructure.</i></b></p>	Agreed. Payment of such will be made by the Project Contractor.

RECOMMENDED CONDITIONS OF CONSENT		RESPONSE
WCC-39	<b><i>Wagga Wagga City Councils Engineering Guidelines for Subdivisions and Development shall be referred to for the design of engineering requirements. Any aspect of the design which is not covered in Councils document should reference relevant specifications selected from other sources. Any aspect of the design that is not in accordance or not covered in council's document shall be listed and submitted with the plans for separate approval.</i></b>	Not Agreed. The proposed condition is not applicable, given that the Wagga Wagga Base Hospital Phases 2 and 3 Redevelopment is a Crown development for which a separate Principal Certifying Authority will be appointed. The development will be certified in accordance with Section 109R of the EP&A Act 1979.
WCC-40	<b><u>Public Health Requirements</u></b>  <b><i>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.</i></b>	Agreed.
WCC-41	<b><i>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.</i></b>	Agreed.
WCC-42	<b><i>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.</i></b>	Agreed.
WCC-43	<b><u>Land Consolidation and Public Road Closure Requirements</u></b>  <b><i>It is recommended that all allotments the subject of this application be consolidated into one title prior to the occupation of the building.</i></b>	Agreement in Principle has been reached between the relevant parties, and that the consolidation shall be completed in advance of the commencement of the Phases 2 and 3 works.

RECOMMENDED CONDITIONS OF CONSENT	RESPONSE
<p>WCC-44     <b><u>Monetary Contributions</u></b></p> <p><i>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.</i></p>	<p>Council's statement is misleading. An initial payment of \$170,000 against an agreed total of \$200, 346.01 of Section 64 contributions has already been made by Health Infrastructure NSW to Council.</p> <p>Accordingly, page 55 of the Phases 2 and 3 EIS clearly states the following:</p> <p>"...a balance of \$30,346.01 in Section 64 contributions will be paid prior to the commencement of works for Phases 2 and 3."</p>

## 2.8 PUBLIC SUBMISSIONS

### 2.8.1 Ms Paton

ISSUES / COMMENTS	RESPONSE
<i>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>	The existing chapel is located in the Old Hospital building, which does not form part of the proposed Phases 2 and 3 redevelopment. Any redevelopment of the existing chapel will be subject to future funding allocation.
<i>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.</i>	A multicultural facility will be provided at the ground floor of the new Acute Hospital building. The facility is intended to provide the function outline in Ms Paton's comment.
<i>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. It was 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.</i>	<p>Façade design is open to ongoing review by stakeholders and the Wagga Wagga community. The façade has been designed to meet the Section J requirements of the Building Code of Australia, and to represent the colours and patterns of the local environment. It will be the subject of additional environmental assessment as part of its ongoing development in the preparation of construction documentation.</p> <p>The project architect has selected internal colours and finishes in order to provide a peaceful calming experience for both patients, staff and visitors.</p>

### 2.8.2 Mr Matthew Howard

ISSUES / COMMENTS	RESPONSE
<p><i>"Would seek to gain more information about temporary road closures during the construction phase of WWBH Redevelopment 2/3 SSD 5237-2012.</i></p> <p><i>Suggestions made Docker Street between Edward Street and Brookong Avenue to be closed to through traffic;</i></p> <p><i>Suggestion made that Brookong Avenue between Lewis Drive and Docker Street to be closed require details of these issues to be explained please."</i></p>	<p>Details regarding traffic management measures during the construction phase will be addressed in the Construction Traffic Management Plan, which will be prepared and implemented as part of the Site Management Plan (Construction Management and Construction Traffic Management Plan). The plan will address the following matters, as outlined in page 51 of the EIS:</p> <ul style="list-style-type: none"> <li>• Vehicular access to Hospital on site parking</li> <li>• Safety for all road users and pedestrians</li> <li>• Operation of adjacent properties and land uses</li> <li>• Existing road network operation</li> <li>• Parking supply and additional parking demand by construction workers.</li> </ul>

## 3.0 DP&I MATTERS

This section addresses the matters raised by DP&I in its letter dated 1 June 2013, including:

- Noise and Vibration Impact Assessment to be amended to include details of the methodology used to predict noise levels;
- Details of the separate approvals under State Environmental Planning Policy (Infrastructure) 2007, including that for the 20 car spaces; and
- Additional view analysis of 'existing' and 'proposed' views from the south of the site, such as the Brookong Avenue/Lewis Drive and Murray Street/Yathong Street intersections.

### 3.1 AMENDED NOISE AND VIBRATION IMPACT ASSESSMENT

DP&I has requested further details relating to the methodology used to predict noise levels generated during demolition, construction and operation phases of the development at the adjoining sensitive receiver locations.

Accordingly, a revised Noise and Vibration Impact Assessment has been prepared and is provided in Appendix C.

### 3.2 INFRASTRUCTURE SEPP APPROVALS

The SSDA and EIS has identified works adjacent to the Phases 2 and 3 redevelopment which are to be carried out as part of a separate approval process under the provisions of SEPP (Infrastructure) 2007 (Infrastructure SEPP) and Part 5 of the EP&A Act 1979. These include:

- New Loading Dock with new driveway access off Docker Street;
- Alterations and additions to the Clinical Services Building;
- New Mortuary / Opioid Clinic / Central Energy Plant / Asset Management building; and
- Associated car parking facilities (20 spaces).

A number of these works have been subject to Review of Environmental Factors assessment and subsequently approved by Health Infrastructure, the relevant determining authority.

DP&I has requested details of the separate approvals under the Infrastructure SEPP to be provided, including details of works completed and proposed, and the timing of those works.

Table 2 provides an outline of the various REF applications and approvals to date. Copies of the approval documents are provided in Appendix D.

Proposed Works	Description of Works	Date of REF	Approval Status
<b>Relocation of Demountable Buildings and Erection of New Demountable Buildings</b>	<ul style="list-style-type: none"> <li>Removal of three trees and associated landscape works;</li> <li>Relocation of existing Aboriginal Health demountable building;</li> <li>Relocation of existing ASUO, EMU and ED offices demountable buildings; and</li> <li>Erection of two new demountable buildings to facilitate Health Support 1 &amp; 2</li> </ul>	28 October 2012	Approved on 19 November 2012
<b>Alterations and Additions to the Clinical Services Building including Internal Reconfiguration, Relocation of Services and Removal of Trees</b>	<ul style="list-style-type: none"> <li>Partial demolition of internal and external walls;</li> <li>Removal of windows and doors;</li> <li>Demolition of fire stair on the eastern side of the CSB;</li> <li>New addition to the south-east corner to create a new loading dock and bulk store;</li> <li>Creation of a new loading dock for the kitchen;</li> <li>Internal reconfiguration;</li> <li>Construction of new fire stairs on the western side of the CSB;</li> <li>New window openings;</li> <li>Relocation of services; and</li> <li>Removal of 6 (six) trees</li> </ul>	25 November 2012	Approved on 6 December 2013
<b>Provision of a New Loading Dock and access driveway from Docker Street and Alterations and Additions to the Clinical Services Building (CSB) to Construct a Transit Lounge</b>	<p>Loading Dock</p> <ul style="list-style-type: none"> <li>Removal of three (3) trees;</li> <li>Removal of existing concrete driveway/paths/ramps;</li> <li>Partial demolition of internal and external walls;</li> <li>New divided access driveway from Docker Street to be constructed between Harvey House, CSB and Lewis House;</li> <li>Construction of a single storey bulk fluids store and clinical waste room to the northern side of Lewis House;</li> <li>New bin bay, bin wash, compactor and recycling stores to the eastern side of the Community Health Services section of the Lewis House;</li> <li>Installation of new stair and lift between the CSB and Lewis House; and</li> <li>Driveway line-marking</li> </ul> <p>Transit Lounge</p> <ul style="list-style-type: none"> <li>Partial demolition of internal and external walls;</li> <li>Provision of a transit lounge for patients ready to be discharged or relocated;</li> </ul>	18 December 2012	Approved on 21 January 2013

TABLE 02: REF documentation details



Proposed Works	Description of Works	Date of REF	Approval Status
	<ul style="list-style-type: none"> <li>The new layout will include patient lounge with staff station; new male and female toilet facilities; utility room/s; staff dining/lounge room; 2 x meeting rooms; patient storage cupboards; and a Cleaner's room.</li> <li>Patient transport to be provided in association with the transit lounge.</li> </ul> <p>The proposal will require the removal of three trees, however two of these trees are located on the public reserve and do not form part of the subject site.</p>		
<b>Erection of Temporary Multipurpose Shed Asset Management and Engineering Workshop</b>	<ul style="list-style-type: none"> <li>Erection of a 170m<sup>2</sup> metal clad multi-purpose storage shed. The shed will temporarily be used as an asset management and engineering workshop. The shed will be erected within the car park located to the north of the Yabtree Street entry opposite the new Mental Health facility</li> </ul>	14 April, 2013	Approved on 29 April, 2013
<b>Provision of Services, Additional 10 Parking Spaces and Associated Tree Removal</b>	<ul style="list-style-type: none"> <li>Installation of services including hydraulic feeder pipes for the Portion A works at the corner of Rawson Lane and Lewis Drive</li> <li>Removal of five (5) trees</li> <li>Extension of existing car parking area to provide ten (10) additional parking spaces in the vicinity of the existing Dental Building.</li> </ul>	13 June, 2013	Approved on 18 June, 2013

TABLE 02 (CONTINUED): REF documentation details

### Timing and Completion of Works

Contracts for the above works are currently being negotiated, hence details regarding timing and completion cannot be confirmed at this stage.

It is anticipated that the approved REF works will be carried out in phases through to March 2014, with the majority of works targeted for completion in December 2013 and prior to the commencement of the Phase 2 works.

### Future Works

The following works are subject to future REF applications:

- Provision of 10 additional car spaces in the vicinity of Yathong House.
- New Mortuary / Opioid Clinic / Central Energy Plant / Asset Management building.

### 3.2.1 ADDITIONAL VIEW ANALYSIS

The SSDA and EIS identified a number of key existing views to the Hospital site from the following surrounding residential areas:

- Corner of Murray Street and Yabtree Street, looking west towards the Mental Health building and proposed Acute Hospital beyond;
- From Docker Street, looking north-east
- From Edward Street (main approach) looking south down Lewis Drive

Photomontages were provided of the proposed redevelopment, which demonstrated that the proposed bulk and scale of the redevelopment would not adversely impact on the surrounding built form.

Further to the view analysis provided in the exhibited SSDA and EIS, DP&I has requested the preparation of additional view analysis, including existing and proposed images from positions south of the site.

Accordingly, existing photographs and photomontages have been prepared which demonstrate the built form mass of the new Acute Hospital as seen from adjacent streets to the south and east respectively. These include:

- Intersection of Brookong Avenue / Lewis Drive
- Murray Street / Yathong Street.

Refer to Figures 3, 4 and Appendix A.

Figure 1 demonstrates that towards the centre of the view, the new Acute Hospital will have a similar visual impact to the existing Multi-storey Ward Block building. It is apparent that there will be additional massing to the west (being the upper level inpatient units and rooftop helipad), but from this location, the new building is screened by street trees.

Figure 2 demonstrates that the new Acute Hospital will be highly visible from Yathong Street, as a consequence of its location south of the existing Multi-storey Ward

Block. The visual impact of the new Acute Hospital will be similar to the existing Multi-storey Ward Building considering the following:

- The new Acute Hospital will have a similar height to the Multi-storey Ward Building, thus maintaining the Hospital's 'visual landmark' quality in the locality.
- The visual impact of the Multi-storey Ward Building currently experienced on Yabtree Street will effectively shift to Yathong Street, given the proposed location of the new Acute Hospital some 50-60m south of the existing Ward Building.



Existing



Proposed

FIGURE 03: Existing and proposed view looking north up Lewis Drive from Brookong Avenue



Existing



Proposed

FIGURE 04: Existing and proposed view looking east down Yathong Street from Murray Street

## 4.0 CONCLUSION

The responses set out in this report address the issues raised in the submissions lodged by State government agencies, Wagga Wagga City Council and the public.

This report provides clarification on issues raised relating to the information provided in the EIS (including Appendices). It also sets out the Proponents commitments to both addressing the issues raised and the suggested conditions proposed by State government agencies and Wagga Wagga City Council, following careful examination of such as part of the submission review process.

This report and accompanying Appendices A-E, together with the SSDA and EIS and Appendices A- R lodged with the Department of Planning and Infrastructure in March 2013, form the complete application for the Wagga Wagga Base Hospital Redevelopment Phases 2 and 3 (SSD5237-2012).

Accordingly, Health Infrastructure looks forward to the Minister's favourable consideration of the Project Application and this supporting report.

## 5.0 SCHEDULE OF APPENDICES

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**A. Additional Photomontage Drawings**  
Prepared by Billard Leece Partnership

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**B. Submissions**  
Received by the Department of Planning and Infrastructure

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**C. Amended Noise and Vibration Assessment**  
Prepared by Acoustic Logic

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**D. Relevant Approval Documents (REF Works)**  
Prepared by Health Infrastructure NSW

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