

2010SYE034 - 86 – 110 Bellingara Road, Miranda

DA10/0553

ASSESSMENT REPORT APPENDICES

Appendix	A	NSW Police Force
	B	NSW Roads & Traffic Authority
	C	Architectural Review Advisory Panel
	D	Council's Assessment Architect
	E	Traffic Engineer
	F	Community Service
	G	Landscape Architect
	H	Environmental Scientist
	I	Environmental Health
	J	Engineering
	K	Building



NSW Police Force
www.police.nsw.gov.au

Cronulla Police Station
34 Kingsway
Cronulla NSW 2230
Ph. 9527 8199
Fax: 9527 8116

ISSUE:

Submission regarding Development Application No. DA10/0553 at 86-110 Bellingara Road, Miranda, submitted by Leading Senior Constable Tina Davies, Reg'd No. 30499.

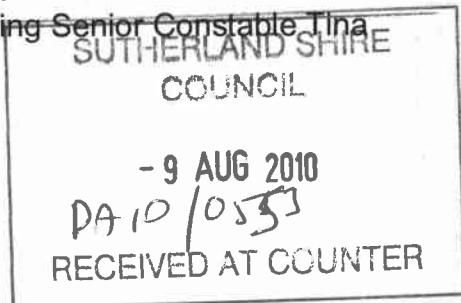
BACKGROUND:

See attached file.

COMMENT:

Subject: Development Application No. DA 10/0553 – Stage 1 of a Seniors Living Development – construction of a 92 bed residential aged care facility and basement car park with vehicular and pedestrian access to Kiama Street and pedestrian access to Bellingara Road (including a pedestrian crossing)

Property: 86-110 Bellingara Road MIRANDA
Police Ref: D/2010/107695



We refer to your development application which seeks approval for the development of the residential aged care facility and associated works. The proposed development will result in an increase in activity, both in and around the location. Such activity will subsequently increase the risk of crime, along with increasing crime opportunities and potential offenders to the development and its surroundings

On Thursday 15th July 2010, a NSW Police Crime Risk Evaluation was performed based on the information provided. This evaluation process is based upon the Australian and New Zealand Risk Management Standard ANZS4360:1999. It is a contextually flexible process that identifies and quantifies crime risks and hazards. The process includes measurement of crime likelihood (probability), consequence (outcome), distributions of reported crime (hotspots) and crime opportunities.

As a result of this process a *low crime risk* rating has been identified for this development on a sliding scale of low, moderate, high, extreme crime risk. The Environmental Planning & Assessment Act, 1979, Section 79C Crime Prevention Guidelines requires Sutherland Shire Council (consent authority) ensure that this development provides safety and security to users and the community.

After perusing the paperwork the following suggested treatment options are submitted for consideration. There are a number of Crime Prevention through Environmental Design (CPTED) factors that should be considered in this development.

Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would-be offenders are often deterred from committing crime in areas with high levels of surveillance.

- **Lighting and Technical Supervision**

Lighting should meet minimum Australian standards. Effective lighting contributes to safety by improving visibility, increasing the chance that offenders can be detected and decreasing fear. Special attention should be made to lighting the entry and exit points from the buildings, pathways throughout the site, car park and access/exit driveways.

The access/exit driveways need to be adequately lit to improve visibility and increase the likelihood that offenders will be detected and apprehended.

At the same time throughout the site transition lighting is needed to reduce vision impairment, i.e. reducing a person walking from dark to light places.

Security lighting should not illuminate observers or vantage points. Within the residential complex, observers are likely to be "inside" dwellings. Light should be projected away from buildings towards pathways and gates – not towards windows and doors. However within the commercial buildings, observers are more likely to be passing motorists and pedestrians outside the building. In this instance, lights should be directed towards the buildings.

- **Landscaping**

The safety objective of "to see and be seen" is important in landscaped areas. Dense vegetation can provide concealment and entrapment opportunities. As this development proposes to have shrubs and trees throughout the site, it must be emphasised that the vegetation be kept trimmed and maintained at all times.

Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property.

Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. The proposed development application demonstrates good use of perimeter fencing and gates at various entry points.

Pathways connecting cul-de-sacs with adjoining streets or green space are often problematic. Crimes such as burglary and vandalism are higher in properties adjoining uncontrolled walkways. This research is to be considered with this proposed development application.

Consideration also needs to be given to monitoring of the patients given their medical condition, i.e. Dementia or Alzheimer's. Police have found that when a Dementia or Alzheimer's resident manages an unauthorised exit from the facility it is extremely difficult for Police or members of the public to communicate with the resident. Police would suggest that these residents wear a bracelet or necklace that will enable the resident to be returned to the facility safely. In addition, consideration should be given to installing a key-code lock at gated egress points to minimise risk of dementia sufferers wandering.

In the absence of such a security system, in order to ensure that the residents suffering dementia do not go astray it is recommended that an external fenced courtyard area be provided with walkways for the resident to stroll. Figure '8' walkways are most successful as the Alzheimer's sufferer believes that they are on different pathways as they stroll through the enclosed walkways, giving the resident a felling of being out for an extensive walk.

The basement car parks include access by the general public and visitors. Given this, Police believe access should be restricted by the installation of security shutters on the basement level. Police would recommend that all authorised staff are allocated access cards to provide temporary activation of security shutters to the basement areas and lobbies. This should reduce the possibility of residents being outside or in unauthorised areas.

The proposal does not indicate whether there will be provision for allocated residential car parking within the basement. Recommend that consideration be given to installing garage doors that are designed and installed to the Australian Standards with quality locks.

"Residents only" access to underground parking through the interior of buildings reduces opportunities for theft from vehicles, motor vehicle theft and entrapment. Consideration should be given to this in the overall design of the building, including access control measures installed within residential elevators.

Police recommend that the underground car parking areas be painted white to greatly help to reflect light. Painted facilities not only look larger and more spacious than unpainted car parks, but can greatly reduce the number of lights required to illuminate the car park and on-going energy costs.

Police would suggest the use of CCTV to monitor the common areas, lobbies, access/exit driveways and underground car parks to ensure resident safety.

Internal residential bedroom doors and frames should be of solid construction. These doors should be fitted with quality deadlock sets, which comply with the Australian/New Zealand standards and Fire Regulations (Australian Building Code) to enable occupants to escape in emergency situations such as a fire. Consideration should be given to installing key operated locks to windows.

Territorial Reinforcement

With few exceptions, criminals do not want to be detected, challenged or apprehended. For offenders, the capability of guardianship (to detect, challenge or apprehend) is an important consideration. It is argued that employees are more effective as guardians (crime deterrents) than passing members of the community.

Territorial reinforcement can be achieved through:

- ✓ Design that encourages people to gather in public space and to feel some responsibility for its use and condition
- ✓ Design with clear transitions and boundaries between public and private space
- ✓ Clear design cues on who is to use space and what it is to be used for. Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

- **Environmental Maintenance**

Clean, well-maintained areas often exhibit strong territorial cues. Rundown areas negatively impact upon perceptions of fear and may affect community confidence to use public space and ultimately, it may affect crime opportunity. Vandalism can induce fear and avoidance behaviour in a public space, therefore the rapid repair of vandalism and graffiti, the replacement of car park lighting and general site cleanliness is important to create a feeling of ownership. Ownership increases the likelihood that people will report or attempt to prevent crime.

Many graffiti vandals favour porous building surfaces, as 'tags' are difficult to remove. Often a ghost image will remain even after cleaning. Easily damaged building materials may be less expensive to purchase initially, but their susceptibility to vandalism can make them a costly proposition in the long term, particularly in at-risk areas. This should be considered when selecting materials for construction.

The overall design of the outdoor "common areas" should include low barrier vegetation, bright/even lighting, wide/even paving, effective guardianship and an absence of entrapment opportunities. This area should contain clearly signposted directional signage to assist both visitors and emergency services personnel.

Other Matters

Lighting

Offenders within the area target this type of development, both in its construction phase and when the units are occupied. Police would recommend the use of security sensor lights and a security company to monitor the site while construction is in progress.

Car Park Security

One of the major issues that have been brought to Police attention in this Local Government Area is the prevalence of offenders breaching the security access to the car park areas, and breaking into the vehicles. Due to the isolation of the garages, these offences are not usually noticed by the owners until much later. It is suggested that this area be monitored by CCTV and appropriately sign-posted to deter potential offenders.

Way-finding

Way-finding in large environments such as this proposed development site can be confusing. Design and definitional legibility is an important safety issue at these locations, particularly given that this development provides 92 bedrooms of aged housing. Knowing how and where to enter, exit and find assistance within the development can impact perceptions of safety, victim vulnerability and crime opportunity. Signage should *reinforce*, but not be an alternative to legible design.

Staff Safety

Related to the application, when nursing staff are working a shift where only one nurse is on site Police would suggest that the nurse be given a mobile panic alarm in the event an unauthorised entry is made. This will enable the nurse to raise the alarm without having to locate and activate a fixed panic alarm.

Medical Supply Security

Additionally, Police would expect that the doors to any Medicine Room/s or cabinets are alarmed as are any doors that give external access to the street. This will enable some control over those patients who are prone to wander and unable to effectively communicate their personal details (i.e. name and/or current address) when located by non-staff.

Traffic

To ensure no concerns exist relating to traffic control issues in and around the proposed development, this file has been forwarded to the Miranda LAC Traffic Supervisor, Sergeant Gary Cooper, for comment.

Your Reference:
Our Reference:
Contact:
Telephone

DA 10/0553
RDC 08M1168.2 – SYD08/00009
Stella Qu
8849 2520



The General Manager
Sutherland Shire Council
Locked Bag 17
SUTHERLAND NSW 1499

Attention: Greg Hansell

PROPOSED STAGE 1 OF A SENIORS LIVING DEVELOPMENT – CONSTRUCTION OF A 92 BED RESIDENTIAL AGED CARE FACILITY AND BASEMENT CAR PARK WITH VEHICULAR AND PEDESTRIAN ACCESS TO KIAMA STREET AND PEDESTRIAN ACCESS TO BELLINGARA ROAD (INCLUDING A PEDESTRIAN CROSSING)

Dear Sir/Madam,

I refer to your correspondence dated 24 June 2010 (Council Reference DA 10/0553) regarding the abovementioned development which was referred to the Roads and Traffic Authority (RTA) for comment.

The RTA has reviewed the development application and provides the following advisory comments to Council for its consideration in the determination of development application:

1. The traffic report submitted with the development application has used a trip generation rate of 0.2 per hour per dwelling for the independent living units and 0.1 vehicles per hour per bed for the residential care facility in the peak hour, which is based on RTA surveys undertaken in 1981.

However, the RTA has recently undertaken detailed surveys of a number of retirement villages and aged care facilities within the Sydney Metropolitan area and the surveys identified that the weekday site peak hour trip generation rate varied from 0.23 vehicle trips per unit to 0.55 vehicle trips per unit with an average of 0.37 trips.

As a result of the above, Council should consider requesting that the traffic impact of the overall master plan of the development site be based on the most recent surveyed data from the RTA.

2. The proposed pedestrian crossing on Bellingara Road shall be referred to the Sutherland Shire Council Traffic Committee for endorsement.
3. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.

Roads and Traffic Authority

27-31 Argyle Street Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2150 DX28555 Parramatta
www.rta.nsw.gov.au | 13 17 82

4. The provision of off-street car parking shall be provided to the satisfactory of Council.
5. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the proposed access driveways to motorists and pedestrians.
6. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement prior to the release of the Construction Certificate.
7. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
8. All vehicles are to enter and leave the site in a forward direction.
9. All work associated with the proposed development is to be at no cost to the RTA.

Any further enquiries in relation to this matter can be directed to Stella Qu on telephone 8849 2520.

Yours sincerely,



James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

20 July 2010

Architectural Review Advisory Panel

Proposal:

Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing)

Property:

86-110 Bellingara Road MIRANDA NSW 2228

Applicant:

Hammondcare

File Number:

DA10/0553

The following is the report of the Architectural Review Advisory Panel Meeting held on *Thursday, 22 July 2010* at the Administration Centre, Sutherland Shire Council, Eton Street, Sutherland. The report documents the Panel's consideration of the proposed development described above.

“Consideration of Development Application No. 10/0553 – Seniors Living Development (Residential Aged Care Facility) at 86–110 Bellingara Road, Miranda

Council's David Jarvis and Greg Hansell outlined the proposal, including providing details of the current approval.

Paul Huxtable, Richard Terry, James Heron, Richard Smyth, Martin Amy and Peter Hamilton addressed the Panel regarding further development of the proposal and how they have addressed the concerns raised by the Panel at the previous meetings.

The proposal consists of the construction of a 92 bed residential aged care facility (RACF) that is divided into six (6) single storey houses each containing either 15 or 16 beds. A single storey service building and a two (2) storey administration building are also provided. A car park and deliveries/services area have also been provided below House No. 6 in the south-eastern corner of the site. The proposal is the first stage in a development application approved village Master Plan that will also provide 250 independent living units and a community centre.

The Panel's assessment followed the principles of SEPP No.65. Nevertheless, most discussion related to “context” because this was identified as the area of greatest uncertainty.

Context

The documentation shows no detail of how the proposed RACF relates back to the proposed village or its impact on the quality of the streets around it. To assess the scheme a better understanding is required of future adjoining buildings and their contribution to adjacent spaces. It is suggested that a public domain plan be provided to better demonstrate these issues.

The road running along the western edge of the proposed RACF will form an interface with a large proportion of the village's independent living units. The quality of this space

has been consistently highlighted by the Panel throughout the Master Plan development application process as an important factor in relating the RACF to the rest of the village and generally creating a successful public domain through out the village. As such a development application condition for the approved Master Plan was incorporated that states:

“A pedestrian link shall be provided along the entire length of the central north-south access road and the building facades addressing the north-south internal access road shall include elements to provide an active frontage and enhance pedestrian activity and passive surveillance along this road”.

The current documentation does not provide sufficient information to establish if this condition of consent will be met. The requested public domain plan should provide sufficient information to address this issue.

It was explained by the applicant that the level of the basement car park located in the south-eastern corner of the site was determined by the requirement to stay above local flood levels. As a result of this issue the RACF floor slab is up to four (4) metres above natural ground level in this location. This issue raises concerns regarding the proposed building's impact upon the adjoining residential dwellings to the south. Consideration should be given to the sectional detail through the access path to the south of House No. 6. An amendment should be made to ensure that this raised walkway does not allow persons to look down into the private areas of the adjoining houses. Alternatively the raised pathway running between the entrance to House No. 6 and Kiama Street could be eliminated completely. The path at ground level should also be set further back from the boundary to allow for a greater depth of screen planting.

Scale

The internal scale of the proposed RACF is generally considered to be reasonable.

Built Form

The treatment of the service links connecting each house on the eastern and western faces of the building is unclear in the documentation provided. However it was explained by the applicant that these links are external walkways with a roof cover and a timber screen fence on the outside face of each walkway. It was further explained that the intention of the staggered timber screens is to allow a level of transparency between the street and the courtyards within the RACF. The success of these elements is considered to be crucial in creating an appropriate relationship with the adjoining streets. The current perspectives show this element as a harsh interface to the streets that would contribute to an institutional appearance. Further development and detail information of the service walkways and their associated screens is required.

The buildings have been stepped down along the length of the site from north to south by 910mm and remain level along the site in an east-west direction. The minor changes in level between the individual buildings in no way responds to the topography of the site. As a result, the proposal's presentation to Kiama Street and interface with the southern boundary are compromised.

Density

The density of the proposed RACF is considered appropriate.

Resource, Energy and Water Efficiency

It is suggested that the proposed rainwater tanks will require pumps to work effectively. Alternatively, a more central water storage system could be explored that will ensure better energy efficiency.

Landscape

The wildlife corridor situated on the northern edge of the RACF does not appear to relate to the rest of the proposal. No contextual information has been provided to show how the corridor is linked to surrounding vegetation to form a corridor for wildlife.

The framework of tree planting around and within the RACF needs to be strengthened. It is suggested that large evergreen trees of local species be used along the site's perimeters and along the central walkway.

Amenity

A high level of amenity will be provided to future residents of the facility. Based upon material provided by the owner the Panel is confident that the amenity for residents will not be compromised by the need for operational efficiency.

Safety and Security

A public domain plan will help to clarify whether the passive surveillance provided by the development is satisfactory.

Social Dimensions

The proposal is acknowledged as being a much needed facility but it needs to have a better social relationship with its context.

Aesthetics

The current documentation presents a scheme that has a uniformity that accentuates an institutional appearance. The description of the proposal provided by the applicant during the review outlines the intent of creating a development which reinforces a "home like" environment. More detail of the edge treatment of the proposal is required to convey this intent and to determine what the final character of the development will be.

Recommendation/Conclusion:

The proposed building will function well as a residential aged care facility and will provide a high level of amenity for its residents.

It is unclear how the proposal will relate to its context. The detail treatment of the building edges is also unclear. From the documentation provided it appears that the proposal will appear harsh and institutional and relate poorly to its immediate context.

A public domain plan and further detail information relating to the edge treatment of the proposal is required to determine how the proposal relates to its context."

Colleen Baker
ARAP Coordinator
02 August 2010

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell

FROM: David Jarvis

DATE: 25 August 2010

FILE REF: DA10/0553

SUBJECT: Application No. DA10/0553
Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing)
Property: 86-110 Bellingara Road MIRANDA NSW 2228

Greg

Please note the following summary of the current status of architectural issues for the above mentioned application:

Context

Additional information has been provided to document how the proposed RACF relates to the rest of the village. However the information provided is insufficient to demonstrate how an active frontage that enhances pedestrian activity and passive surveillance has been developed, as required by the DA condition high lighted above.

The raised path running between the entrance of house 6 and Kiama Street has been omitted and the path at ground level has been set further back from the boundary as suggested. A section has now been provided (LA07 revision A) demonstrating the relationship between the entry path to house 6 and existing adjoining residential properties. It is suggested that the following condition is incorporated:

"The proposed screen shown on LA07 revision A is to be a minimum height of 1.6m above the level of the adjacent path and is to run continuously across the entire length of the east / west running path providing access to house 6."

Scale

The proposal is considered to be of an appropriate scale

Built Form

Further perspective information has been provided to show the proposed screen as a being more transparent. A detailed sketch (SK6118) has also been provided it is suggested that the following condition be incorporated:

*“The proposed fencing to the RACF service corridors is to be constructed continuously along the entire length of the service corridors as per drawing SK6118 and incorporate the following amendments: The height of the solid wall is limited to a **maximum** 1m above finished path level. The transparency of the timber screen is set at a **minimum** of 50% transparency”.*

Density

The density of the proposed RACF is considered appropriate.

Amenity

A high level of amenity will be provided to future residents of the facility. Based upon material provided by the owner the Panel is confident that the amenity for residents will not be compromised by the need for operational efficiency.

Safety and Security

Some passive surveillance from the RACF court yards and access walk ways is now apparent.

Social Dimensions

The proposal is acknowledged as being a much needed facility but it needs to have a better social relationship with its context.

Aesthetics

The current documentation presents a scheme that has a uniformity that accentuates an institutional appearance. The description of the proposal provided by the applicant during the review outlines the intent of creating a development which reinforces a “home like” environment. More detail of the edge treatment of the proposal is required to convey this intent and to determine what the final character of the development will be.

Summary

The proposal is considered to provide a good level of amenity to its future residents is considered to be of an appropriate scale / density and is acknowledged as being a much needed facility. In response to issues raised by ARAP Some improvements are noted in the treatment of paths adjacent to the southern site boundary to help address potential privacy issues with adjoining houses. The treatment of the screens to service walk ways has also improved.

However contextual information remains poorly resolved and the aesthetic of the buildings are considered unconvincing.

Regards

David Jarvis

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell **CC:** Bruce Powe
FROM: Warwick Mertell – Traffic Engineer
DATE: 12 July 2010 **FILE REF:** DA 10 / 0553
SUBJECT: 86 – 110 Bellingara Road, Miranda – Seniors Living Development
Stage 1 and Pedestrian Access to Bellingara Road
Traffic Comments.

I refer to the submitted plans and in particular Taylor Brammer 1:500 scale drawing number LA01 dated June 2010 showing the location of a proposed raised pedestrian crossing in Bellingara Road just north-east of the prolongation of common boundary of Nos.93/95 Bellingara Road.

In regards to condition (f) of the 'Modified Development Consent dated 2 February 2010' the applicant should be requested to make a application to Council's Civil Assets Branch regarding the preparation of design plans of all frontage works in both Kiama Street and in Bellingara Road in accordance with general condition for the "Design and Construction of Works in Public Areas." This application would take account of the proposed raised pedestrian crossing in Bellingara Road and other road / footpath works in Bellingara Road / Kiama Street including street lighting improvements at the proposed pedestrian crossing in Bellingara Road.

The location of above-mentioned raised pedestrian crossing in Bellingara Road as shown on Taylor Brammer 1:500 scale drawing number LA01 dated June 2010 is considered acceptable for future detailed design purposes.

Warwick Mertell
Traffic Engineer

Check Code 22

Internal Memorandum

To: Greg Hansell - Development Assessment Officer
Helen Laverty – Older People And Disability Services Manager and Kerri-Ann
cc: McAreavey Community Safety Officer

From: Marissa Racomelara - Acting Manager Community Services

Date: 13 July 2010
File
Ref: DA 10/0553
Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road
Subject: **(including a Pedestrian Crossing)**

Hi Greg,

Please see below comments from the Community Services Unit regarding this application.

Crime Prevention

In April 2001, the NSW Government introduced amendments to Section 79c of the Environmental Planning and Assessment Act, making it incumbent on consent authorities to consider crime risk when assessing all new development applications. In addition, this development must comply with Sutherland Shire Council's Development Control Plan 2006. The components of this planning control require good levels of surveillance, access control, lighting, and clear building definition and use.

Guidelines issued at the same time ("Crime Prevention and the Assessment of Development Applications", Department of Urban Affairs and Planning) states that "councils have an obligation to ensure that a development provides safety and security to users and the community" (p2). The guidelines further state that a formal crime risk assessment is needed for any development that is likely (in council's opinion) to create a risk of crime. If a development presents a crime risk the guidelines can be used to justify:

- 1) Modification of the development to minimise the risk of crime, or
- 2) Refusal of the development on the grounds that crime risk cannot be appropriately minimised.

Crime Risk

The development is located in a medium crime area. Current issues occurring within this precinct include anti-social behaviour, graffiti and vandalism, and assaults (non-domestic violence related).

Lighting

All access ways and pedestrian routes are to be lit to provide additional surveillance. Pathway lighting must be positioned at a low height to avoid glare and must provide at least 50lux at ground level in accordance with Sutherland Shire Council Development Control Plan 2006 Chapter 9. Communal areas should be easily seen and well lit in accordance with AS/NZS 1158.3.1.

Security

Doors and windows accessible from ground level particularly balconies, should be fitted with appropriate security devices. Security devices such as alarms, doors and window locks, security screens, intercom devices etc should be installed in accordance with Australian Standards.

Access Control

According the Statement of Environmental Effects, the main entry into the facility is through gates adjoining the administration building. The gate should be fitted with appropriate security devices to restrict illegitimate people gaining entry to the site.

The applicant should install appropriate access control and security devices to ensure each house building, residential unit, services wings and administration building can be accessed by only legitimate users. All security devices and access control devices must be installed in accordance with Australian Standards.

Stairs that are required only for fire escape purposes should be designed to restrict entry from exterior areas into buildings. Fire escape stairs should be alarmed at all times to raise attention to people using fire escape stairs as an access route to commit crime and other illegitimate activity.

Basement Car Park

According the Statement of Environmental Effects, the applicant indicates the basement car park is secure. Access should be restricted to residents of the facility. Basement garage doors are to be designed and installed so that they cannot be readily manually over-run by people attempting to gain unauthorised access.

Surveillance to the lobby area in front of the lift is restricted due to the walls. Walls should be made from a transparent material to improve surveillance into this area.

Walls and ceilings in the car park should be painted in white to reflect light.

All doors and other entry points to the basement car park should be fitted with appropriate access control devices.

Landscaping

Plants should be selected to promote surveillance and minimise areas for intruders to hide. Low hedges and shrubs, creepers and ground covers, or high canopied vegetation both within the development and pedestrian routes are suitable. Shrubs and low hedges should be no higher than 600cm in height. High canopied vegetation should not have branches hanging lower than 2m from the ground at maturity. Vegetation should be well maintained at all times.

Target hardening/graffiti prevention

The proposed structure presents many large blank walls. Applicant use appropriate graffiti-prevention measures throughout the development including treating surfaces with anti-graffiti coatings, chemicals or paint, creating textured surfaces or green screening blank walls. Vegetation used to green screen blank walls must not provide entrapment zones or reduce levels of surveillance. Any incidents of graffiti on the building should be removed with 24hours of it being brought to the attention of either the facility manager or cleansing staff.

Way- finding signage

Appropriate way-finding signage such as house numbering should be used throughout the site. It is recommended that visitors to the facility be directed to access the site from the main entrance and through the administration building.

Access

A Statement of Environmental Effects has been submitted with the application. This includes an Access report from a qualified Access Consultant, BCA Compliance and State Environmental Planning Policy (Housing for Seniors or People with a Disability 2004) compliance table. Compliance with this report should be made a condition of consent.

The analysis of the layout of the development generally demonstrates compliance with AS 1428 standards. An 'Alternative Design Solution' has been proposed by the applicant regarding design of the sole occupancy units, which seem reasonable.

All aspects of the development should be encouraged to comply with AS1428.2, and with AS1428.1 as a minimum in line with Council's Access Policy. Should any conflict between AS1428.2 and the Aged Care Certification Standard be apparent then the standard as recommended in the Aged Care Certification Standard should have precedent.

Lifts

The Lift should comply with AS1735.12, also ensuring compliance with AS1428.1 and preferably exceed this to comply with AS1428.2.

Fixtures, Fittings, Signage. Luminance Contrast and Tactile Indicators

The development does not indicate the location or installation of fixtures and fittings (including sanitary, office and directional signage; luminance contrast or tactile indicators); therefore this element cannot be assessed. These must be installed to comply with AS1428.4; it is recommended that detailed compliance is reviewed at construction certificate stage.

Disabled Toilet facilities

Provision of accessible toilet facilities is identified throughout the development. These facilities must comply with AS1428.1 and Council encourages compliance with AS1428.2.

Accessible Path of Travel, Ramps and Doors

The applicant must ensure the door widths, accessible path of travel, ramps and turning spaces are compliant with AS1428.1 throughout the development (both internally and externally). This includes accessible principal entries to all buildings and access between buildings and from the Lifts.

Car and Mobility Scooter Parking

The development includes the provision of disabled/accessible parking spaces. Disabled parking spaces must comply with AS2890 (2009). The applicant should consider some limited storage with a power supply for motorised scooters.

Conditions of consent

It should be a condition of consent that:

1. The development complies with the details included in the (Access Report, BCA compliance and State Environmental Planning Policy Housing for Seniors or People with a Disability 2004 compliance table) Statement of Environmental Effects submitted by the applicant
2. That the development complies with AS 1428.1 2009

3. Lift within the development should comply at a minimum with AS1735.12 and preferably exceed this standard to comply with AS1428.2.
4. That disabled parking is provided in accordance with AS2890.6 – Parking facilities – Off-street parking for people with disabilities
5. Pathway lighting must be positioned at a low height to avoid glare and must provide at least 50lux at ground level in accordance with Sutherland Shire Council DCP 2006 Chapter 9.
6. Communal areas should be easily seen and well lit in accordance with AS/NZS 1158.3.1.
7. Security devices such as alarms, doors and window locks, security screens, intercom devices etc should be installed in accordance with Australian Standards.
8. Plants should be selected to promote surveillance and minimise areas for intruders to hide. Low hedges and shrubs, creepers and ground covers, or high canopied vegetation both within the development and pedestrian routes are suitable. Shrubs and low hedges should be no higher than 600cm in height. High canopied vegetation should not have branches hanging lower than 2m from the ground at maturity. Vegetation should be well maintained at all times.
9. All doors and other entry points to the basement car park should be fitted with appropriate access control devices.
10. Access to the basement car park should be restricted to residents of the facility.
11. Basement garage doors are to be designed and installed so that they cannot be readily manually over-run by people attempting to gain unauthorised access.
12. Walls and ceilings in the basement car park should be painted in white to reflect light.
13. Doors and windows accessible from ground level particularly balconies, should be fitted with appropriate security devices.
14. Surveillance to the lobby area in front of the lift on the basement car park level is restricted due to the walls. It is recommended the walls be made from a transparent material to improve surveillance into this area.
15. Appropriate way-finding signage such as house numbering is used throughout the site.
16. Applicant use appropriate graffiti-prevention measures throughout the development including treating surfaces with anti-graffiti coatings, creating textured surfaces or green screening blank walls. Vegetation used to green screen blank walls must not provide entrapment zones or reduce levels of surveillance.
17. Any incidents of graffiti on the building should be removed with 24hours of it being brought to the attention of either the facility manager or cleansing staff.

Construction Certificate Stage Certify Compliance with Australian Standards:

18. AS1428.1 - Internal dimensions, fixtures and fit out of the development (including installation of fixtures and fittings, signage, luminance contrast and tactile indicators)
19. Provide Tactile Ground Surface Indicators (TGSIs) in line with AS1428.4

Please contact Helen Laverty or Marissa Racomelara if you require more information or would like to discuss further.



Marissa Racomelara
Acting Manager Community Services

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell - Development Assessment Officer

FROM: [John Smith – Environmental Assessment Officer – Landscape](#)

DATE: 28 July 2010

FILE REF: DA10/0553

SUBJECT: Development Application No. DA10/0553
Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing)
Property: 86-110 Bellingara Road MIRANDA NSW 2228

Greg,

Further to a site visit with Council's Engineer (Killian Grennell) and Environmental Scientist (Daniel Robson) I confirm that we walked the site and carried out a thorough assessment of the application.

To specifically address your points set out in the referral I provide the following response;

1. Tree removal

The site as part of stage One (1) shows all trees being removed. The submitted landscape plan indicates removal of trees 1-19, a row of *Eucalyptus tereticornis* (Forest red gum). These trees are in good health and are a significant existing landscape element that should be viewed as a site constraint and considered for retention. This could be achieved in the overall development by incorporating these trees as part of a central north south axis pedestrian spine with avenue planting that includes the row of trees. However in this design and the previous scheme (Approved DA 08/0808) the trees are located within the building footprint with no opportunity for retention. This issue could have been looked at more closely with the original concept plan however now that the application is approved in principle these trees will be removed.

Similarly, trees 22-30 in the north west corner of the development located in the landscaped area will be removed due the concept plan being previously approved. In this instance the removal of the trees is a forgone conclusion and any comments or argument for there retention is irrelevant to this application. With regard to the existing trees on the southern boundary they will not be impacted by the construction of the building.

2. Landscaping

SUTHERLAND SHIRE COUNCIL

TO:	Greg Hansell - Development Assessment Officer
FROM:	Daniel Robson - Environmental Scientist
DATE:	16 July 2010
FILE REF:	DA10/0553
SUBJECT:	Development Application No. DA10/0553 Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing) Property: 86-110 Bellingara Road MIRANDA NSW 2228

Scope of Report

With reference to the proposed works at the above address, I have undertaken an environmental assessment of development application No.DA10/0553. In particular noting the following:

Information type	Drawings/Report	Prepared by
Architectural	Site Plans Dwg No. LH9215 DA-C7	Cardno
Architectural	Landscape Plans Dwg. No. LA02	Taylor Brammer

Acid Sulfate Soils

This issue was adequately addressed as part of the Masterplan application submitted and assessed in 2008. The subject site is extremely unlikely to be affected by ASS given the site elevation, underlying geological substrate and depth to watertable, therefore no further consideration is required.

Contamination

Issues associated with potential contaminated land were adequately addresses as part of the Masterplan application. Conditions of consent were recommended by Council's Environmental Scientist at the time and should therefore be imposed upon the staged development.

Subject to the imposition of suitable conditions of consent, it is considered that the contamination issues have been adequately resolved.

Staged Development Consent

In response to your request regarding whether the modifications outlined in Condition 1 of the approved consent are satisfied, the Stage 1 proposal at hand does not encompass the area of the transmission easement so therefore the modifications are not directly applicable to the current DA. Whether details are required at this stage would probably be more of a planning question and one which I'm sure you can answer.

Greenweb

Given the modifications sought as part of the conditions of consent, the proposal has the potential to meet the objectives of Council's Greenweb program. Whether the proposed landscaping has met the requirements of Condition 1 regarding item (d), clarification from Council's Landscape Architect assessing the proposal should be sought.

All trees not directly affected by the proposed works should be retained and protected.

Recommendation

Based on my understanding and interpretation of all relevant legislation, codes, policies and good scientific practice, it is recommended that approval be granted subject to the following conditions of consent:

Non-Standard Conditions

Substitute for CONS1090

Disposal of site soils

All soils excavated from the subject site are to be classified under the NSW DECC Waste Classification Guidelines (2009). Testing is required prior to off site disposal.

All waste materials must be removed to appropriately licensed waste facilities by a suitably qualified contractor in accordance with NSW DECC Waste Classification Guidelines (2009).

Substitute for CONS1091

Dewatering of Excavation

Any water from excavations to be discharged to Council's stormwater system must meet the following criteria:

- must not contain a concentration of suspended sediment exceeding 50 mg/L;
- must have a pH of between 6.5-8
- must comply with the ANZECC Guidelines for Marine and Freshwater Quality, for Protection of Aquatic Ecosystems (95% protection level)

Water testing shall be carried out to ensure compliance with the above by a suitably qualified environmental scientist, and results provided to Council upon request. A permit may be required to discharge water to Council's stormwater system. Consultation with Council shall be undertaken prior to discharge of any water to stormwater.

Substitute for CONS1092

Soils to be used on site

Soils imported onto the subject site for the purpose of backfilling excavations or any other use shall comprise either Virgin Excavated Natural Material or Excavated Natural Material (as defined in the excavated natural material exemption under the Protection of the Environment Operations (Waste) Regulation 2005). All imported soils utilised on site shall also comply with the relevant Health Investigation Levels set out in the Department of Environment and Climate Change Guidelines for the NSW Site Auditor Scheme (2nd edition). Documentation indicating the suitability of these soils shall be made available to Council officers upon request.

Substitute for CONS1093

Reuse of Asphalt and Base Gravels

Any asphalt or base gravels to be reused on site shall comply with the definition in The Recovered Aggregate Exemption 2008 under Clause 51 and 51A of the Protection of the Environment Operations (Waste) Regulation 2005. The material shall be tested in accordance with the Exemption and shall comply with the Chemical and Other Property Requirements within the Exemption, as well as comply with the relevant Health Investigation Levels set out in the Department of Environment and Climate Change (2008) Guidelines for the NSW Site Auditor Scheme (2nd Edition). Where these materials are to be used as fill (as permitted by the Exemption), a 600mm cap of Virgin Excavated Natural Material or Excavated Natural Material shall be placed over the material where used in garden beds or landscaped areas. If placed under buildings or concrete slabs, no Virgin Excavated Natural Material or Excavated Natural Material cap is required.

Daniel Robson
Environmental Scientist

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell - Development Assessment Officer

FROM: Rochelle Callow- Environmental Health Officer

DATE: 14 July 2010

FILE REF: DA10/0553

SUBJECT: Development Application No. DA10/0553
Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing)
Property: 86-110 Bellingara Road MIRANDA NSW 2228

Greg,

I have assessed the above application and have no objections to it being approved subject to the following conditions:

- CC4090- General Health Condition 1

To minimise the impact of noise from the surrounding environment on the occupants of the Residential Aged Care Facility, 'Houses' 1-6 of the development shall be designed and constructed so the internal noise levels within the patient living and sleeping areas do not exceed a recommended maximum L_{Aeq} sound pressure level of 40dB(A) during the noisiest 1 hour period of the day. This is in accordance with the Environment Protection Authority's *New South Wales Industrial Noise Policy* and Australian Standard 2107:2000 '*Acoustics- Recommended design sound levels and reverberation times for building interiors.*'

- CC6005- External Lighting
- CC6006- Building Ventilation
- CC6010- Noise Control- Design of Plant & Equipment (General Use)
- CC6015- Car Park Ventilation
- CONS1002- Permitted hours of construction and demolition
- CONS1019- Vibration Control- Residential
- PCON2006- Acoustic Treatment
- PCON2007- Noise Emission- Equipment
- PCON2011- Mechanical or Natural Ventilation
- OP1007- External Lighting
- OP1016- Noise Control- Plant & Equipment (General)
- OP1019- Ventilation Operation
- OP1029- Medical Waste

These conditions have been entered electronically into Proclaim.

If you have any questions, please contact me on x5199.

Rochelle Callow
Environmental Health Officer

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell - Development Assessment Officer

FROM: Killian Grennell

DATE: 25 August 2010

FILE REF: DA10/0553

SUBJECT: Development Application No. DA10/0553
 Description: Stage 1 of a Seniors Living Development - Construction of a 92 Bed Residential Aged Care Facility and Basement Car Park with Vehicular and Pedestrian Access to Kiama Street and Pedestrian Access to Bellingara Road (including a Pedestrian Crossing)
 Property: 86-110 Bellingara Road MIRANDA NSW 2228

Greg Hansell

I refer to your memo dated 02/072010 requesting an engineering assessment of the above development application, specifically:

1. Stormwater management
2. Vehicular access, car parking and servicing arrangements having regard to the A2890 series
3. Traffic management (Note: RTA has been consulted)
4. Site management
5. Road frontage works
6. Whether the modifications/requirements as outlined in condition 1 of the staged development consent (as attached), specifically item g, is satisfied
7. Any other matters

Please find below individual comment on the requested and any other engineering issue related to the development.

Drawings and reports used in assessment

Type	Ref. Number	Date	Consultant
Architectural Plans	DA1001, 2100, 3201, Rev 4	16/06/10	AJ+C
Stormwater Plans	LH9215 DA-C1 to C7	04/06/2010	Cardno

1. Stormwater Management

1.1 Parameters

The 49603m² site falls approximately 11m from the North West corner of the site to the South East corner. The site consists of both pervious and impervious areas. The existing impervious area is the remnants of a Sydney water depot being; concrete building slabs and asphalt carpark. There is no evidence of an existing stormwater system other than a depression / informal channel which connects to a head wall prior to the discharge to Council's stormwater system within Kiama St. No part of the site is identified as flood affected under SSLEP2006.

The Eastern boundary runs parallel with Kiama St. The proportion of Kiama St that runs parallel with the Eastern boundary contains two Council stormwater lines.

- Line 1: An on grade stormwater inlet pit is located opposite 16-22 Kiama St approximately 70m along the Eastern boundary from the Northern boundary, connects to a 450mm diameter stormwater line that traverses 185-187 Port Hacking Rd.
- Line 2: An on grade stormwater inlet pit is located opposite 28 Kiama St external of the South Eastern Corner, connects to a 900mm diameter stormwater line that traverses 28 Kiama St connecting to an 1800dia stormwater line within 201-203 Port Hacking Rd. An

overland flow path is located above the 1800mm diameter stormwater line which is identified as flood affected under SSLEP2006.

1.2 Discharge point / impact on Council's stormwater system.

The proposed primary discharge point is to line 2. The effect of this discharge on the potential localised flooding identified under SSLEP2006 is minimal up to the 1 in 100 year storm event as the design employs On Site Detention therefore restricting the post development stormwater discharge rate to that of the predevelopment discharge rate. The upgrade of the inlet pit and the increase in pipe capacity will increase the reliability of the stormwater connection by reducing the potential of pit blockage.

1.3 Stormwater management design

The stormwater plan details both On-Site-Detention and On-Site-Retention as the overall stormwater management mechanisms within the design. The use of On Site Retention is accepted under the clause detailed under SSDCP2006 Chapter 7 5.e.3 (2). The On-Site-Retention capacity may reduce the total On-Site-Detention capacity by one third.

Email from Cosmo Farinola of Cardno detailed the parameters used in the generation of the design of the stormwater management plan. These parameters are considered to be generally compliant with SSDCP2006 requirements and are consistent with assumptions made using engineering best practise.

The extent of the site area will generate overland flows within the site. These overland flows will concentrate due to the sites topography. The stormwater design details open channels to convey the concentrated overland flow across cretin points of the site specifically the Southern boundary. In areas were pedestrian or vehicular traffic is expected through the flowpath the depth velocity product must be below 0.4. (0.4 is the critical point, were pedestrians have a high risk of unstable footing and potential wash away). The applicant will be required demonstrate that any overland flow that flows above a trafficable area has a depth velocity product below 0.4. The documentation demonstrating the above will be required to be submitted to the PCA prior to the issue of the construction certificate.

The stormwater design completed by Cardno numbered LH9215 DA-C1 to C7 dated 04/06/2010 is generally compliant with SSDCP2006 Chapter 8 - Ecologically 'Sustainable Development'; Section 6 - 'Stormwater Management' and Sutherland Shire Environmental Specification – Stormwater Management

1.4 Specific conditions

Drainage Construction (CC5090)

The stormwater drainage on the site is to be constructed generally in accordance with plan LH9215 DA-C1 to C7 prepared by Cardno dated 04/06/2010.

Certification by a suitably qualified engineer of the above plans is to be submitted to the Principle Certifying Authority stating that the design fully complies with, Sutherland Shire Development Control Plan 2006 (Chapter 8 - Ecologically 'Sustainable Development'; Section 6 - 'Stormwater Management') Sutherland Shire Environmental Specification – Stormwater Management and AS-3500.3 2003 The plans and certification shall be submitted prior to the issue of the Construction Certificate. The certification shall specifically address that the depth velocity product within the overland flowpath in areas were pedestrian or vehicular traffic is expected has a depth velocity product below 0.4.

2. Vehicular access, car parking and servicing arrangements having regard to the AS2890 series

The on-site vehicular manoeuvring and parking facilities are generally compliant with AS2890.1 (2004), AS2890.2 (2002) and AS2890.6 (2009) in relation to the design of vehicular access, parking and general manoeuvring.

2.1 Specific conditions

On site parking facilities (CC5091)

The on-site vehicular manoeuvring and parking facilities shall comply with AS2890.1 (2004), AS2890.2 (2002) and AS2890.6 (2009) in relation to the design of vehicular access, parking and general manoeuvring.

A Compliance Certificate issued by an appropriately accredited person to the effect that these design requirements have been met shall accompany the Construction Certificate.

3. Traffic Management

To ensure the development does not adversely affect traffic on the surrounding streets during the construction phase. The applicant shall submit to the Consultative traffic forum a construction traffic management plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and what provisions have been made to reduce the impact on both pedestrian and vehicular traffic on the surrounding streets.

The construction traffic management plan shall be prepared and certified by a suitably qualified person. The plan is to fully comply with AS-1742.3 2002 and include any consent authority's requirements. The plans and certification shall be submitted to the Principle Certifying Authority prior to the issue of the construction certificate.

3.1 Specific conditions

Traffic Management plan (CC5092)

Prior to submission to the principle certifying authority a traffic management plan is to be submitted to and approved by, Consultative traffic forum. The traffic management plan shall be prepared a suitably qualified person. The plan is to detail construction vehicle routes, number of trucks, hours of operation, access arrangements and what provisions have been made to reduce the impact on both pedestrian and vehicular traffic on the surrounding streets. A certification completed by a suitably qualified person shall be submitted stating full compliance with AS-1742.3 2002. The plans and certification shall be submitted to the Principle Certifying Authority prior to the issue of the construction certificate.

4. Site Management

The scale of development and the size of the site will require the applicant to consider the impact of construction on the surrounding areas. Soil and Water Management Plans shall be prepared by a suitably qualified consultant in accordance with the guidelines set out in Part 3 of Chapter 8 of Sutherland Shire Development Control Plan 2006, Sutherland Shire Environmental Specification 2007 - Environmental Site Management and the manual *"Managing Urban Stormwater, Soils and Construction Fourth Edition 2004 Volume 1"* prepared by LANDCOM. The plan is to be submitted to the principle certifying authority to prior to the issue of the construction certificate.

To ensure there are no adverse impacts on Council's assets a dilapidation report will be required to be completed. The extent of the survey must cover the structures that have the potential to be affected by any excavation works including dewatering, and/or construction works including vibration. The dilapidation report will be required prior to the issue of the construction certificate.

4.1 Specific conditions

Predevelopment Dilapidation report (CC5093)

A Dilapidation report must be conducted by a suitably qualified engineer prior to the commencement of any demolition, excavation or construction works. The extent of the survey must cover all council infrastructures road reserve fronting the Kiama St Boundary and any structures that have the potential to be affected by any excavation works including dewatering, and/or construction works including vibration. The Initial dilapidation report must be submitted to Principal Certifying Authority prior to issue of a Construction Certificate

Construction Methodology Report (CC5094)

Where there are structures that have the potential to be affected by any excavation works including dewatering, and/or construction works including vibration. A suitably qualified engineer must prepare a Construction Methodology report,

- demonstrating that the excavation works including dewatering, and/or construction works including vibration will have no adverse impact on any surrounding property and infrastructure
- providing recommendations on appropriate construction techniques to ameliorate any potential adverse impacts.

The report must be submitted to Principle Certifying Authority prior to issue of a Construction Certificate. The development works are to be undertaken in accordance with the recommendations of the Construction Methodology report.

Spoil deposited on public way (GEN1990)

Any spoil deposited on public roads during cartage of materials from or to the site shall be removed immediately to the satisfaction of Council. If Council determines that excessive depositing of spoil onto the public way is taking place then the cartage of spoil shall cease if so directed by Council.

Soil and water management / site management plan (CC5095)

Soil and Water Management / site management plan shall be prepared by a suitably qualified consultant shall be submitted to the principle certifying authority to prior to the issue of the construction certificate. The plan shall be completed in accordance with the guidelines set out in Part 3 of Chapter 8 of Sutherland Shire Development Control Plan 2006, Sutherland Shire Environmental Specification 2007 - Environmental Site Management and the manual *"Managing Urban Stormwater, Soils and Construction Fourth Edition 2004 Volume 1"* prepared by LANDCOM. The soil and water management / site management plan must detail

- a) The actions and works that are to be employed to ensure safe access to and from the site and what protection will be provided to the road and footpath area from building activities, crossings by heavy equipment, plant and deliveries.
- b) The proposed method of loading and unloading excavation machines, building materials.
- c) Areas within the site to be used for the storage of excavated material, construction materials and waste containers during demolition / construction.
- d) How it is proposed to ensure that material is not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways.
- e) The provision of temporary fencing to secure the work site (fencing, hoarding or awnings over public land require Council approval under the Roads Act).

Note: The footpath and road reserve shall not be used for construction purposes (including storage of skips or building materials, standing cranes or concrete pumps, erecting hoardings, or as a construction zone) unless prior approval has been granted by Council under the Roads Act 1993.

5. Road Frontage Works

The scale of the development will require a detailed frontage design to specify the extent of the required works within Council's road reserve. Council's Engineering Service division has issued a Public Place Enquiry PPE08/0021 for the master plan approval. A PPE application was made on 21/06/2010 for the current development application but has yet to be finalised on 24/08/2010. The requirements specific to the extent of the current development application of the PPE08/0021 will be used in determining the required frontage works for stage 1.

"There will be a frontage works required for the Bellingara Road frontage which will include removal of redundant laybacks, construction of footpath from the southern end of the development to the intersection of Box Road, including pram ramps, with the reconstruction of the kerb and gutter/road pavement as required. Construction of a vehicle access and bus shelters on both sides of the street with a magpie pedestrian crossing linking the bus stops PPE08/0021.

The construction of the footpath and bus shelters is generated by the need of public transport for the development and therefore will form part of the requirements of consent for the current development application.

5.1 Specific conditions

(from PPE08/0021)

Design and Construction of Works in Public Areas (CC1006)

Council has determined that the proposed development generates a need for works to be undertaken within the existing or proposed Public Areas. Survey and design plans are to be prepared by Council's Consulting Services Unit and issued by Council's Civil Assets Manager.

The design and construction of the works shall include but not be limited to the following:

- a) Road pavement reconstruction
- b) Stormwater drainage
- c) Demolition of existing kerb and gutter at the proposed access points and replacement with an integral concrete layback crossing.
- d) Removal of all redundant layback crossings and reconstruction with integral concrete kerb and gutter.
- e) Removal of all redundant footpath crossings and reinstatement in accordance with Council's design
- f) Reconstruction of kerb and gutter as shown on the design plan
- g) Construction of a 1.2 meter wide footpath within Bellingara Road for the full frontage and up to the intersection of Box Road as shown on the design plan.
- h) Provision of pedestrian kerb ramps at intersections
- i) Regrading, topsoiling and turfing the remainder of the footpath area to final design levels across all frontages of the site and adjacent properties as required.
- j) Construction of all footpath crossings in accordance with the levels issued by Council
- k) Erosion and sediment controls
- l) Provision of street landscaping, street furniture, signage and linemarking as shown on the design plans.
- m) Street tree pruning and/or removal as shown on Council's design plans
- n) Adjustment to Service Authority infrastructure and installation of conduits where applicable.
- o) Construction of raised pedestrian crossing (magpie crossing) and the provision of Bus Shelters on both sides of the road with Bellingara Road.
- p) Regrading & reconstruction of existing footpath to new bus stop on the western side of Bellingara Road.

It should be noted that the design may require works beyond the boundaries of the site and appropriate transitions to match the existing infrastructure at an acceptable construction joint. The preparation and issue of the plans will be subject to a fee and approval under the provisions of the Roads Act 1993 and/or Local Government Act 1993, prior to the occupation of or commencement of any works within the Public Area.

A fee quotation may be obtained by contacting the Design Branch Manager on telephone 9710 0247. NOTE: In this condition, Council means the Council of the Sutherland Shire.

Approval of the design plans as well as permission under the Roads Act, 1993 shall be obtained from Council prior to the issue of a Construction Certificate.

6. Whether the modifications/requirements as outlined in condition 1 of the staged development consent (as attached), specifically item g, is satisfied

Condition 1(g) of the staged development approval DA08/0808 states:

- (g) *The stormwater drainage plan for the site must be submitted with the stage 1 development application demonstrating that the stormwater generated by the entire development can be dealt with in a manner that will not cause or contribute to local flooding*

The design of the stormwater management plan includes on site detention as element within the design. On site detention is used to restrict the peak flow discharge of the post development stormwater to that of the predevelopment stormwater discharge. This mechanism ensures there is no additional stormwater load placed on existing stormwater infrastructure. The restriction of the increase of load to the existing stormwater system limits the potential of localised flooding from the development.

The extent of the catchment and the maximum potential development must be considered in the generation of the stormwater management plan as the condition requires the design to consider the “*stormwater generated by the entire development*”. The stormwater design has been completed in consideration of the “*ultimate land use*” that is maximum future development.

It is considered that the submitted stormwater design has satisfied the requirements of condition 1.g of development consent DA08/0808

7. Any other matters

The proposed development is recommended for support subject to the conditions detailed within this report.

8. Recommended standard conditions of development consent

GEN1011
GEN2302
CONS1011
CC2004
PCON1002
PCON1003
PCON1006

Regards
Killian Grennell

SUTHERLAND SHIRE COUNCIL

TO: Greg Hansell - Development Assessment Officer
FROM: Peter Thomas – Building Surveyor
DATE: 30/7/10
FILE REF: DA10/0553
SUBJECT: Development Application No. 10/0553
Description: Stage 1 of a Senior's Living Development
Property: 86 – 110 Bellingara Rd MIRANDA 2228

In response to your referral in relation to the proposed development at the above property, I advise as follows;

Information considered in the assessment of this proposal:

- BCA Report dated 3 June 2010 prepared by Blackett, Maguire & Goldsmith
- Architectural plan no. 1002, sheet nos. DA 1000, 1001, 2100, 2101, 2102, 2600, 2601, 3101, 3111, 3112, 3201, 5200, 5201, 5202 dated July 09 prepared by Innovative Architects.

I have assessed the proposal in relation to the BCA compliance and advise the following;

BCA Classification: Class 7a – carpark & services
Class 9c – residential aged care facility
Class 5 – administration

Rise in Storeys: 2

Type of Construction: B

The proposal appears to be able to comply with the requirements of the BCA in terms of structure. Details of how compliance is to be achieved are to be submitted with Construction Certificate application.

Construction, Protection of Openings, Access and Egress and Construction of Exits appear to comply or be able to comply. Details of how compliance is to be achieved are to be submitted with Construction Certificate application.

Recommendation:

That the proposal be supported subject to the following conditions, which have entered into Proclaim.

GEN	1002
CC	1090, 9000, 9004
PREC	1001



Peter Thomas
Development Assessment - Building