

**SUPPLEMENTARY REPORT
JOINT REGIONAL PLANNING PANEL
(Sydney West Region)**

JRPP No.:	2013SYW075 DA
Development Application No.	DA/725/2013 (Lodged 16 July 2013)
Description of Proposal:	Demolition of existing buildings, retention of heritage dwelling 'Strathnoon' and construction of a 125 bed residential care facility.
Property Description:	Pt Lot 1 DP 315877, No. 31 Pacific Highway, Wahroonga Lot 1 DP 780083 and Lot 2 DP 780083, No. 33 Pacific Highway, Wahroonga Lot 2 DP 800575, No. 2 Woolcott Avenue, Wahroonga Lot 2 DP 548937 No. 2A Woolcott Avenue, Wahroonga
Applicant:	Northside Constructions Pty Ltd
Owner:	Thompson Health Care Pty Ltd
Statutory Provisions:	State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 State Environmental Planning Policy No. 55 Remediation of Land State Environmental Planning Policy (Infrastructure) 2007 State Environmental Planning Policy - Sydney Regional Environmental Plan No. 20 Hawkesbury-Nepean River Hornsby Shire Local Environmental Plan 1994 - Residential B (Medium Density) and Residential A (Low Density) zone
Estimated Value:	\$20,600,000
Number of submissions	18
Recommendation	Approval
Report Author:	Cassandra Williams
Instructing Officers:	James Farrington - Group Manager Rod Pickles - Manager Assessments

INTRODUCTION

This Supplementary Report is to advise the Joint Regional Planning Panel of matters that have arisen in respect to the Planning Report JRPP No. 2013SYW075 DA and includes recommendations for additional conditions.

1. LATE SUBMISSION [REDACTED]

[REDACTED] advised he is unable to attend the meeting and raised concerns regarding existing traffic and parking issues in Woolcott Avenue and querying why illegally parked vehicles are not booked by Council's rangers.

The issues raised with regards to traffic and parking in Woolcott Avenue have been addressed in the report and the submission has been forwarded to Council's Traffic and Road Safety Branch to investigate with respect to illegally parked vehicles in the street.

2. LATE SUBMISSION [REDACTED]

[REDACTED] raised concerns that the revised architectural plan does not provide landscaping to the western boundary as originally proposed which would provide visual and acoustic privacy to adjoining properties. Council is in receipt of Revision D of Plan No. DA04 which addresses the inconsistency with the submitted landscape plan and re-instates the area for landscaping to the western boundary. It is recommended that condition No. 2 in Schedule 1 of the report be amended to reflect this change.

The submission also raised concern with regards to the swept path diagrams for the waste vehicle which is addressed in Point 3 below.

3. ROADS AND MARITIME SERVICE

To address concerns raised by the Panel with respect to consideration of traffic issues, including the role and position of the RMS, Section 5.2.1 of the report is amended to read:

5.2.1 Roads and Maritime Service

As discussed in Section 2.5 of the report, the development is not classified as a Traffic Generating Development in accordance with Clause 104 and Schedule 3 of SEPP Infrastructure and referral of the application to the Roads and Maritime Service (RMS) is not required.

Notwithstanding, the application was referred to RMS for comment and preliminary advice indicated that RMS would not grant concurrence to the proposed vehicular crossing on Pacific Highway under Section 138 of the *Roads Act 1993* as the current practise is to limit the number of vehicle conflict points along the arterial road network to maintain efficiency and road safety. The RMS recommended that all vehicle entry/ exit should be via the driveway on Woolcott Avenue.

The applicant submitted an addendum traffic report and the RMS provided the following advice:

1. *'In regards to the two driveways on Pacific Highway, RMS will only support one driveway access for service vehicles and the other driveway access for*

emergency vehicles only, as previously mentioned. All other vehicles are to access the development via Woolcott Ave including staff car parking.

2. *The S-lane along Pacific Highway at the driveways is to be removed and "No Stopping" restriction to be imposed along the Pacific Highway road frontage of the development.*
3. *The truck turning path is based on a non-standard 8m rigid truck. The development needs to provide a driveway and loading dock that can service the Austroads 8.8m rigid truck with the ability to enter and leave in a forward direction at the Pacific Highway vehicular driveway. '*

The applicant's position is to retain the proposed traffic access arrangements for the following reasons:

- Achieve a consolidation and reduction of access points from the pre-existing situation off the highway.
- The access arrangements from the highway represent a reduction in the intensity of the prior approvals for the site particularly the elimination of an access to a former motel use and the approved alternate use of 33 Pacific Highway for 40 resident and visitor parking spaces associated with a 33 unit residential apartment complex.
- The formal entry to the nursing home is largely ceremonial and would be a relatively infrequently used access for patient pick up and set down including ambulance parking.

Clause 101 of *SEPP Infrastructure* requires the consent authority to be satisfied as to the opportunity for alternate access other than the main road; the safety and efficacy of the access as proposed and measures to ameliorate the impacts of noise and vehicle emissions on the development per se.

The applicant contends that in their opinion the referral of the application to RMS is advisory only and the consent authority can determine the application having regard to the matters as required by Clause 101 and to advice from RMS. However RMS does not have a concurrence role in the determination of the application.

Council's traffic assessment considered the points raised by the application and the advice provided by the RMS and raised no objection to the access arrangement proposed for the development on the grounds:

- The development has two driveways which complies with the RMS requirements with the exception of the service vehicle driveway which includes access for staff parking. The Pacific Highway transitions from 2 traffic lanes northbound to 3 traffic lanes with 'No Parking' restrictions along the site boundary. It is proposed to eliminate the driveway adjacent to the 2 traffic lanes and construct the Porte cochere and staff parking driveways where there are 3 northbound lanes. At the proposed driveway locations vehicles slowing to enter the development will be clear of the 2 through traffic lanes with the exception of the 10.2m long service vehicle that will exit the site partially into the first traffic lane. Whilst the RMS generally requires that all vehicles enter the site using the first traffic lane, this arrangement is considered acceptable for service vehicle access. Furthermore, there will be a nett reduction of 8 vehicles

entering/departing the development from the Pacific Highway when compared with approved use of the site for a residential flat building with car parking for 40 cars and the balance of the vehicle movements for the proposed development will occur via Woollcott Avenue.

- Forcing all staff and visitor vehicles via Woollcott Avenue is not recommended as Woollcott Avenue provides access to St Leos School and associated student set down and pick up areas. Council's observations are that queuing occurring in Woollcott Avenue during the PM school peak can reach Windarra Crescent. This is likely to impact on access to the proposed development with the potential for vehicles queuing back to the Pacific Highway if the staff and visitor car park access is restricted to Woollcott Avenue (as per RMS request).
- The driveway has been amended to permit a 10.2m long vehicle to access the site and turning paths have been provided to demonstrate that the driveway and loading dock can service the Austroads 8.8m rigid truck with the ability to enter and leave in a forward direction at the Pacific Highway vehicular driveway. Council's traffic assessment notes that occasional service vehicle access to and from the Pacific Highway is considered acceptable and consistent with similar developments on State Roads in the Shire.

Council's traffic assessment concluded that with the exception of staff car parking accessed from the Pacific Highway, the proposed development complies with the requirements of point 1 and 3 of the RMS and that point 2 could be addressed by an appropriately worded condition requiring the applicant to provide a plan to RMS acceptance for the changes to line marking and signage.

Accordingly, Council is satisfied that the requirements of Clause 101 of the *Infrastructure SEPP* and the RMS have been addressed.

4. AMENDED/ ADDITIONAL CONDITIONS

The recommended conditions in Schedule 1 have been incorrectly numbered. Accordingly, condition number 2 is to be renumbered to Condition No. 1 and amended to reflect the new plan number discussed in Section 2 above:

1. Approved Plans and Supporting Documentation

The development must be carried out in accordance with the plans and documentation listed below and endorsed with Council's stamp, except where amended by Council and/or other conditions of this consent:

Architectural Plans prepared by Geoffrey Martin + Associates Pty Ltd

Plan No.	Plan Title	Rev	Dated
DA02	Site Analysis	C	10 February 2014
DA03	Western Boundary Sections	B	10 February 2014
DA04	Floor Plan - Basement	D	18 March 2014

DA05	Floor Plan - Level 1	C	10 February 2014
DA06	Floor Plan - Level 2	C	10 February 2014
DA07	Floor Plan - Level 3	B	10 February 2014
DA08	Elevations + Sections	B	30 August 2013
DA09	Elevations + Sections	B	30 August 2013
DA10	Roof Plan	B	10 February 2014
DA14	Heritage House Plans and Elevations	A	4 October 2013

Landscape Plans prepared by Jackie Amos Landscape Architect

Plan No.	Plan Title	Rev	Dated
1302-03	Basement Landscape Plan	A	undated
1302-04	Level 1 Landscape Plan	A	undated
1302-05	Level 2 Landscape Plan	A	undated

Supporting Documents

Document Title	Prepared by	Dated
Detail Survey Plan No. SY073117.00 Sheets 1 & 2	Land Partners	1 June 2012
Landscape Design Intent including cross-sections, elevations and plant species (Ref No. 1302-01 - 1302-02 and 1302-06 - 1302-12, Issue A	Jackie Amos Landscape Architect	undated
Arboricultural Impact Assessment Sheets 1-13	Footprint Green Pty Ltd	15 July 2013
Assessment of Traffic and Parking Implications Ref: 12174 Rev B	Transport and Traffic Planning Associates	November 2013
Stormwater Management Report Rev A	Mott MacDonald	8 May 2013
Civil Works Plans Project No. 321337 Dwg No. 0100 - 0102, 0105, 0110 - 0111, 0130 - 0132 and 0160	Mott MacDonald	8 May 2013

- 0161, Rev P1		
Statement of Heritage Impact	NBRS + Partners	July 2013
Schedule of Conservation Works	NBRS + Partners	October 2013
Waste Management Plan	Northside Constructions Pty Ltd	11 November 2012

Section 3 above discussed the RMS requirements and recommended an additional condition be imposed as follows:

2. RMS Requirements

Prior to issue of the Construction Certificate, the applicant is to provide a plan to RMS acceptance for the changes to line marking and signage in relation to the S-lane along the Pacific Highway at the driveways and "No Stopping" restriction to be imposed along the Pacific Highway road frontage of the development.

Attachments:

1. Submission [REDACTED]
2. Submission [REDACTED]
3. Amended Basement Floor Plan
4. Swept Paths

From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]
Date: 19/03/2014 9:34 AM
Subject: The Development at 33 Pacific Hwy Wahroonga.

My neighbour put the notice from the planning panel in relation to the proposed development on the Highway...31-33 Pacific Hwy (2013SYW075-DA/725/2013)...in my letterbox. In fact, I suspect everyone in our little collection of streets got it.

You are familiar with my objections in relation to traffic and parking here...so, it beggars belief that you would do anything to make it worse...

I'm patiently waiting to see if the construction of a car-park at St Leo's will make any difference...and now I'm aware that you have almost certainly had complaints from many of my new neighbours!

Really, if I was a nasty person I'd alert the Hornsby cops and have them come here on any given day to...

A. Book all the cars illegally parked.

B. Observe the racetrack our street is in the morning, cars cutting corners and driving way too fast in this very small residential area.

Instead, you have a Ranger who books people like my Son, for parking the wrong way outside his own house...compared to everything else that goes on around here, that's so bloody-minded it borders on pettiness to say the least.

The residents in Woolcott Ave and adjoining streets deserve a lot more respect and consideration than they get from HSC...and it doesn't surprise me that I'm not alone in my concerns.

It would be nice if we got the same relaxation of road and parking rules afforded to the teachers and students at St Leo's...

[REDACTED]

PS The email is because I'm working tomorrow night, but I remember seeing the DA notice on the front of the Aged Care Facility when we moved in last August, but it was too late to lodge an objection....I repeat, to do anything that would add to the traffic and parking issues here would be negligent in your responsibilities to rate payers.

Sent from my iPad

E-mail Message

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Sent: 12/3/2014 at 11:24 AM
Received: 12/3/2014 at 11:25 AM
Subject: Changes to Driveway not consistent with the landscaping plans (DA - 725 / 2013)

Hi,

I would like to object to the approval of this application. It appears to me that when the architectural plans were modified to enlarge the driveway/loading dock area that the landscaping plans needed to be updated.

The architectural plans submitted in July showed a gap between the western boundary and the driveway to accommodate the planting of hedging. The approved plans show the driveway fully against the property boundary at the north-west and western edges of the site. I believe that the newly submitted plans do not provide room for the planting shown in this area on the landscaping plans.

The original gap and plantings were to ensure that the visual and acoustic privacy of my property and those in McQuoin Park were protected. If these plantings are not present then I believe that I have a strong case to object on the grounds of visual and acoustic privacy.

Could you confirm whether the currently submitted architectural and landscaping plans are inconsistent in this area?

I have also not seen (on the council website) swept path diagrams for a 10.2metre waste disposal vehicle operating in the loading dock. The only diagrams I have seen for this type of vehicle are for entering and leaving on the Pacific Hwy. Have these diagrams been received? If so can they be put on the website? If they don't exist then perhaps they should be requested.

Rereading this email I believe that the tone comes over as kind of gruff. It is not my intention so please do not take offense.

Kind Regards,
[REDACTED]

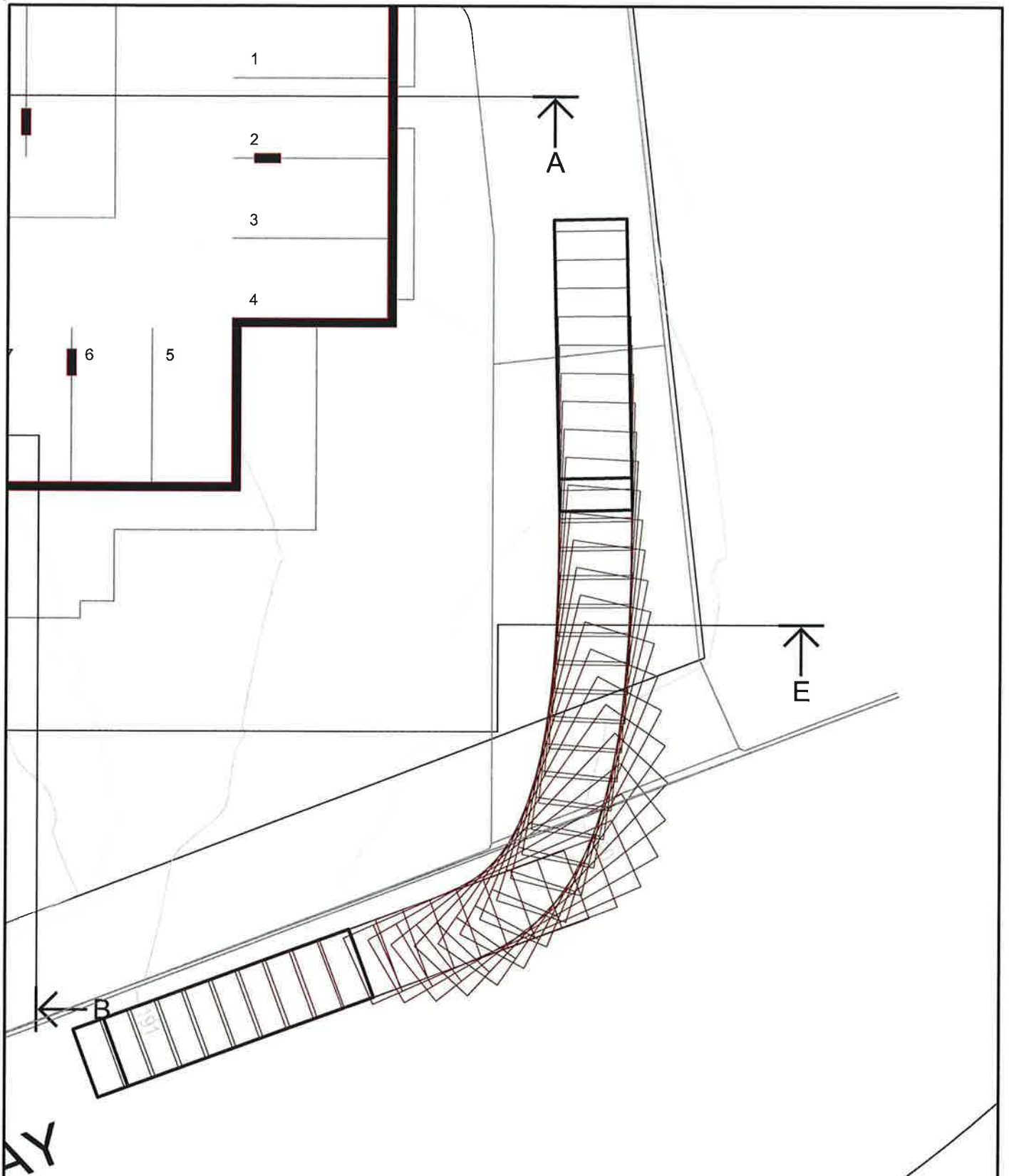
This email has been scanned for viruses by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

[illegible]

For THOMPSON HEALTH CARE

GEOFFREY MARTIN +
Associates Pty Ltd

DA04



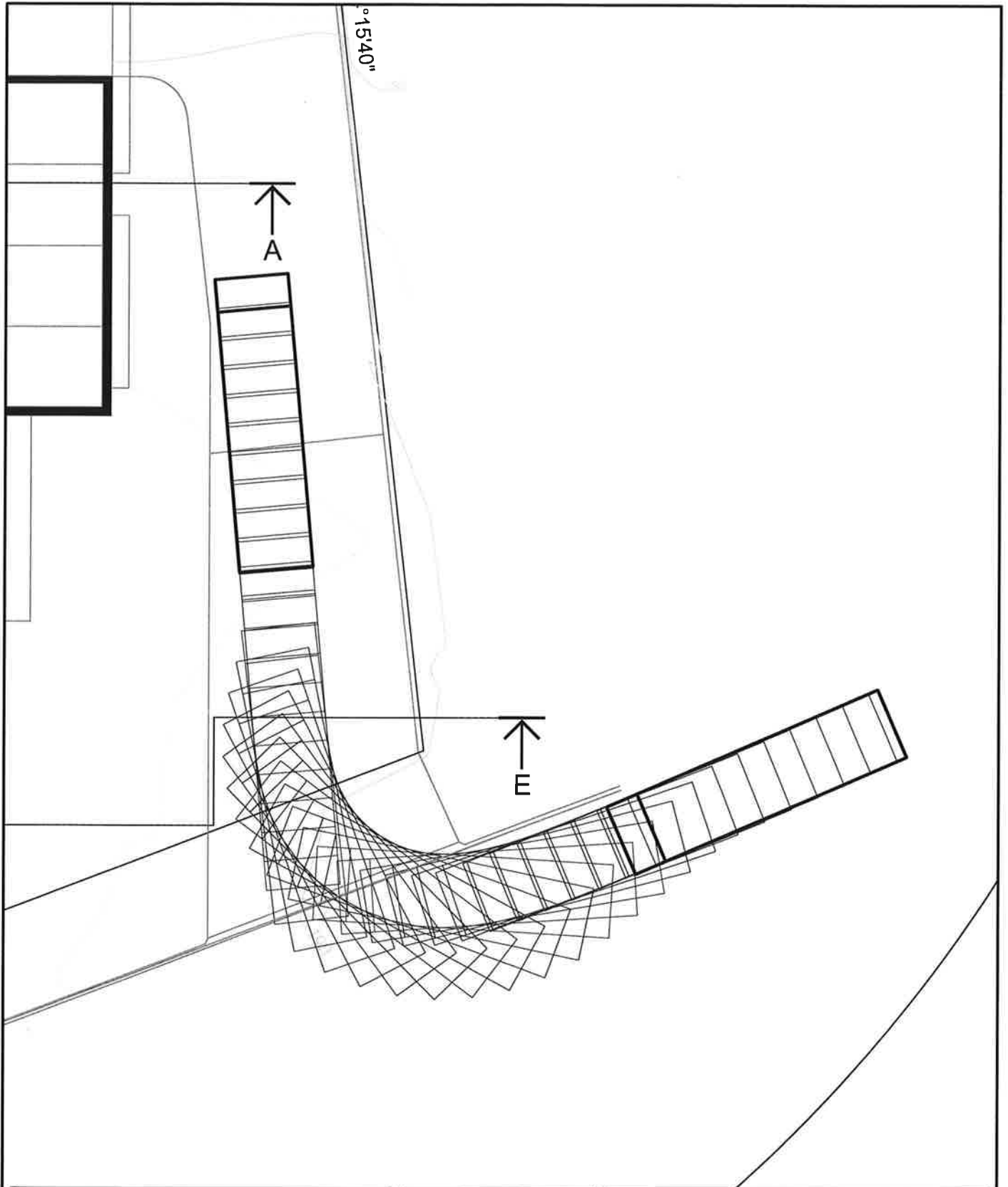
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 10.2m REFUSE VEHICLE
ENTERING THE SITE**

SP 11



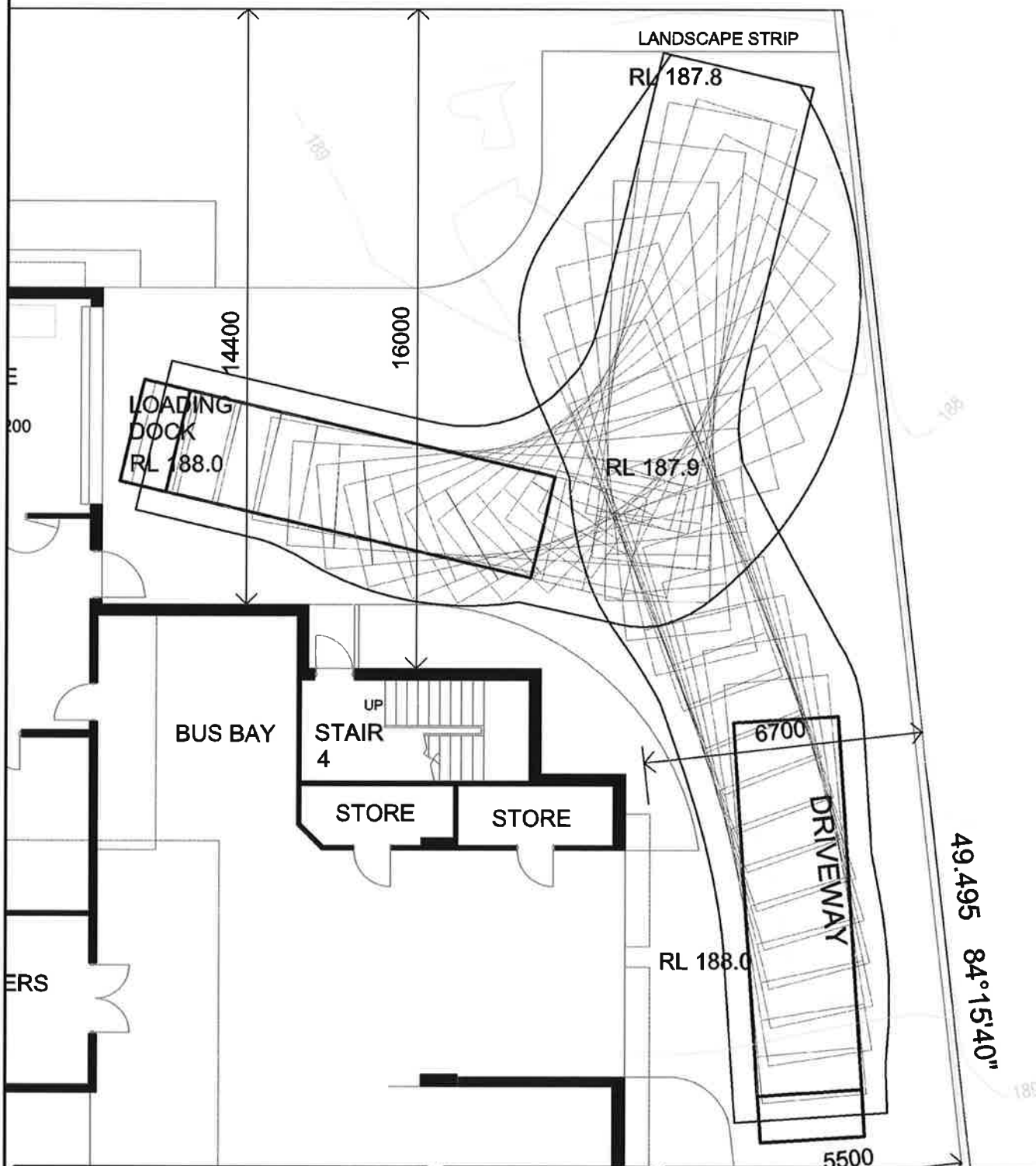
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**SWEPT PATH ANALYSIS
OF AN 10.2m REFUSE VEHICLE
EXITING THE SITE**

SP 12



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 10.2m REFUSE VEHICLE
ENTERING THE LOADING
DOCK**

SP 9

