

Date: 18* March 2015 Our Ref: 14/452

General Manager Clarence Valley Council Locked Bag 23 GRAFTON NSW 2460

Attention: Mr Patrick Ridgeway

Dear Sir,

Re: Development Application DA2014/0596 Lots 10 & 11 Section 127 DP 758470, Lot 9 DP 1095721 and Lot 21 DP 1024231.

Under the instruction from Crown Project Services Pty Ltd, please find attached to this letter the response to the queries raised by Clarence Valley Council in respect to the Whiddon Group proposed Residential Care Facility at 125 Crown Street & 217-221 Queen Street, Grafton.

The attached letter prepared by Crown Project Services (CPS) addresses Council's letter of 19 February 2015 and subsequent emails of 2 March, 10 March and 11 March 2015. To this end, the primary issues raised by Council concerning car parking, provision of an ambulance bay, pedestrian access and the alignment of the private sewer are all addressed within the attached documentation and as such permit Council to finalise their assessment of the application.

I note from our recent discussion, Council has been advised of indicative dates of the 15 & 16 April 2015 for the JRPP meeting. Could Council please advise whether a specific date has been nominated in order to permit representatives from the project team based in Sydney to make arrangements to attend the meeting.

We trust this is the necessary information Council requires at this time. However, should you have any questions, please do not hesitate contacting Mr Damian Chapelle of this office.

Yours sincerely,

NEWTON DENNY CHAPELLE

DAMIAN CHAPELLE Town Planner, BTP CPP.



Ref: S0025-150317 Grafton DA response to council Rev D

17 March 2015

Pat Ridgway, Senior Development Planner Clarence Valley Council, Lock Bag 23, Grafton, NSW 2460

Dear Pat,

RE: DEVELOPMENT APPLICATION No. DA2014/0596
REDEVELOPMENT OF RESIDENTIAL AGED CARE FACILITY, 219 QUEEN STREET, GRAFTON NSW 2460

We refer to your letter to Newton Denny Chapelle dated 19 February 2015 (attached) where you have identified four (4) items requiring a response. Please find our response to the four (4) items as follows;

- Based on the information provided in your letter, clarifying the conditions of Consent No. 2260 we have reviewed the number of on-site car parking spaces proposed as part of the Development Application and note that an additional six (6) spaces will be required. It is proposed that this be provided on site in a location that is to the satisfaction of council prior to the issue of a Construction Certificate and that this be addressed as a condition of Development Consent;
- 2. With respect to a dedicated ambulance parking area and a disable parking space that can be accessed at all time, please refer to letter attached from TEF Consulting 12 March 2015;
- 3. We do not wish to extend the on-street parking as a solution for the shortfall of on-site parking. As noted in item (1) the shortage of on-site parking currently shown in the Development Application shall be address by way of an additional six (6) spaces on-site; and
- 4. While the works shall be phased to allow the relocation of existing residents and the demolition of the existing building, the construction of the building will be continuous. The construction shall not be staged, hence the current development application lodged with Council is not lodged pursuant to Section 83B of the Environmental Planning & Assessment Act.

We refer to your email to Damian Chapelle dated 2 March 2015, 11:49am (attached) and can advise as follows:

- 1. The dimension of the car park and car parking space shall be in accordance with the relevant Australian Standards;
- 2. We note council's proposal to apply a two hour time limit to four (4) on street parking spaces on Crown Street. Given that the Grafton service cares for a higher than average number of supported residents we do not support this proposal as it will predominantly impact their families visiting the facility. Additionally as these visitors are generally emotionally vulnerable due to their circumstances we also believe that this would be an unfair impost to place on them; and
- 3. With respect to the ambulance bay and staged construction, please refer to our response to your letter 19 February 2015 above.



We refer to your email to Damian Chapelle dated 2 March 2015, 2:16pm (attached) and can advise as follows;

- 1. Parking for staff and visitors shall be sign posted accordingly; and
- 2. With respect to access to the main entry from the visitor's carpark (including access for mobility impaired persons), there is a path from the carpark which connects to the footpath which leads directly to the main entry.

We refer to your emails to Damian Chapelle dated 11 March 2015 and 10 March 2015 (attached) with respect to the existing sewer line. We note that there is an existing sewer line from Grafton Base Hospital passing through the site of the proposed development and that this will need to be addressed as part of the development. The sewer line was not identified in the authority records when a search was undertaken prior to the lodgment of the Development Application. Further investigation is required to prepare design options that meets council's requirements. We concur with your proposal that resolution of the existing sewer line be identified as a condition of Development Consent with the final design to follow.

Yours faithfully,

Crown Project Services Pty Ltd

Huy Huynh

Senior Project Manager



12 March 2015

Mr Patrick Ridgway Senior Development Planner Clarence Valley Council Locked Bag 23 GRAFTON NSW 2460 PO Box 215 Bondi NSW 2026

Phone (02) 9332 2024 Fax (02) 9332 2022 Mobile 0414 978 067 e-mail 0.soltefconsult.com.au

www.tefconsult.com.au

RE: DDA2014-0596 Aged Care Facility cnr Crown & Queen Grafton

Dear Mr Ridgway,

I have been requested by Mr Huy Huynh of CPS, on behalf of The Whiddon Group (TWG), to provide a response to a number of traffic and parking matters contained in your information request.

To this end, please find below my advice.

- 1. Ambulance parking provision.
 - a) The proposed development, whilst being a health care facility, is designed to cater for elderly and dementia residents. It does not provide emergency medical services for external patients. Any emergency patients would undoubtedly be referred the Emergency Department of the Grafton Base Hospital, adjacent to The Whiddon Group's residential aged care facility (TWG RACF).
 - b) Some residents may be transferred by an ambulance or a patient transport vehicle (typically an ambulance type vehicle) to or from TWG RACF. Such occurrences are only likely at the times of resident admission or discharge, that is not on a daily basis.
 - c) The likelihood of an ambulance vehicle using the proposed drop-off bay is thus very low. Therefore, the likelihood of an ambulance blocking the way for other vehicles intending to use the drop-off / pick-up area is also very low.
 - d) I note that SHSEPP does not require a dedicated ambulance bay; instead it requires a "parking space suitable for an ambulance". In my professional opinion this wording merely means that one of the car parking spaces should have sufficient dimensions to accommodate an ambulance vehicle if needed. SHSEPP therefore recognises that a dedicated ambulance space, which would not be available for any other vehicles, could not be justified due to a very low demand for its use by ambulances only.
 - e) Our proposal is to install signs "No Parking" with a plate "Ambulance vehicles excepted" in the drop-off / pick-up area. This arrangement will ensure that vehicles other than ambulances would only stop to drop off or pick up passengers as allowed by Road Rules. The driveway will be unobstructed at most times.
- 2. Accessibility of the car parking space for people with disabilities.
 - a) As follows from the above considerations, at most times the drop-off area will not be occupied and vehicles will be able to drive through it and into the accessible parking space.
 - b) However, to address your concern, we are proposing to amend the design of

Traffic & Parking Studies and Management

Traffic Impact Assessments

Intersection and Hetwork Modelling

Environmental impact assessment of roads, traffic and transport operations

Road and Traffic Hoise

Road Safety Studies

Traffic & Parking Surveys

Car Park Design

Intersection Design

Traffic Accident Investigation

Traffic Accident Reconstruction

Research and development

Expert Witnesses



the driveway as shown on a drawing attached to this letter. On occasions when the drop-off area is occupied and a vehicle needs to enter the accessible space (which would be an even rarer combination of two infrequent events), the latter will be able to drive in via the western driveway crossing.

- c) There is sufficient room between the accessible space and a vehicle standing in the middle of the drop-off area, allowing for a reversing manoeuvre into the car parking space (please refer to the vehicle manoeuvring diagram on the attached drawing).
- 3. I trust that the above addresses your concerns, however please do not hesitate to contact me directly should you have any queries or require further information.

Yours sincerely,

Oleg I. Sannikov

Director

MEngSc (Traffic Engineering)

MIEAust, PEng

MAITPM

