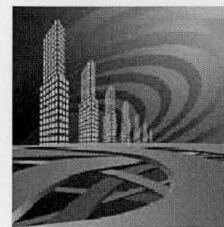


EVOLUTION PLANNING

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31 May 2017

Ku-Ring-Gai Council
818 Pacific Highway,
Gordon NSW 2072.

Att: Mr. Jonathon Goodwill, Executive Assessment Officer

Ku-ring-gai Council
01 JUN 2017
Received

Dear Mr. Goodwill,

**RE: DA0418/15 – ANHF Residential Care Facility – 25, 25A and 27 Bushlands Avenue, Gordon –
Response to Sydney North Planning Panel Deferral 8 March 2017**

The purpose of this letter is to respond to the record of deferral of the Sydney North Planning Panel, (the Panel) on 8 March 2017, which deferred its decision on the determination of DA0418/15 subject to the provision of amended plans and additional information.

This response should be read in conjunction with the following amended drawings; and new and revised documents which accompany this submission:

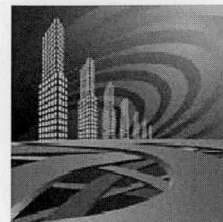
- Amended Architectural Drawings, prepared by Boffa Robertson Group;
- Amended Vegetation Management Plan, prepared by Travers Bushfire and Ecology;
- Amended Landscaping Plan and Landscaping Elevations, prepared by Site Image;
- Revised Traffic Report, prepared by The Transport Planning Partnership;
- Revised Acoustic Assessment, prepared by Rodney Stevens Acoustics;
- Green Star Report, prepared by Application Solutions;
- Plan of Management, prepared by Evolution Planning.

Further to the matters requested by the Panel, the proponent has taken this opportunity to also incorporate changes to the architectural and landscaping drawings which arise through the draft consent conditions, in particular Condition 25 in terms of:

- i. Retention of tree 38;
- ii. Changes to proposed planting in accordance with the DCP;
- iii. Increase setback of retaining wall along eastern side boundary;
- iv. Recommendations of VMP incorporated into landscaping plans; and,
- v. Amendments to Decks 1-3 and Tea House. (We note that the orientation of the Tea House has also been revised to improve outlooks from the west facing rooms in the east wing in that location.)

As a consequence of these required changes other minor amendments to the building design have occurred, the more significant of which are described further below.

The deferral matters raised by the Panel are addressed as follows:



1. Western Building Setback

Particulars

- *"The western building should be set back to the predominant alignment of the existing heritage dwelling on the site."*

Response

The front of the western building has been further setback by 5.31m to align with the predominant alignment of the existing heritage dwelling.

The increased front setback has resulted in the internal reconfiguration of the west wing and a reduction in the number of beds and changes to the mix of double and single rooms by the removal of double rooms in this location. No change occurs to the overall number of beds.

2. Courtyard

Particulars

- *"Courtyard 1 at the rear of the existing heritage dwelling should be increased in size and allow deep soil to allow the growth of large, centrally located (15m) trees to maintain the backdrop to the heritage item. This may require the design of the basements to be amended."*

Response

The courtyard behind the existing heritage dwelling has been widened in part by ~2m to allow for additional tree planting in the form of 2 additional Sydney Red Gums with a mature height of 20m. This has involved the reconfiguration of the lower ground basement level and the use of square tree pits to accommodate such planting.

As a consequence of these amendments further internal changes have been made such as the relocation of the lift core; a new small terrace at the rear of the mid portion of the development (which could have been either changed to a roof or a terrace); and, a small courtyard at the entry to the theatre to improve the amenity of that space. Given the benefits of additional open space without undue impacts on neighbouring properties these changes are considered to be a better planning outcome.

As a consequence of the amendment to the courtyard and the increased rear setback of the east wing, further design development has also occurred with relation to the proposed theatre in the form of internal changes related to the provision of storage space; WCs; and, a fire stair.

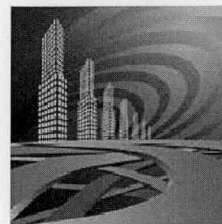
3. Vegetation Management Plan

Particulars

- *The vegetation management plan should describe how the Sydney Turpentine Ironbark forest will be managed for its long term viability. The vegetation management plan should require retention of the Himalayan Cedar.*

Response

Refer to the Amended Vegetation Management Plan, prepared by Travers Bushfire and Ecology, which includes details of the long term management of the ecological community and Himalayan Cedar.



4. Roof over Lift

Particulars

- *The skillion roof over the lift is to be a traditional hip roof to match the remainder of the development.*

Response

A hipped roof form is now provided over the lift.

5. Rear Setback

Particulars

- *The rear setback is to be increased to 12m minimum to reduce the adverse impact on the St Johns Ave Conservation Area.*

Response

The rear setback has been increased to 12.135m.

The increase to the rear setback has result in the internal reconfiguration of the west wing including the provision of additional double rooms, without any change to the overall number of beds.

6. Traffic Report

Particulars

- *Review and resubmit traffic report to consider the impact of service vehicles and community bus in terms of traffic generation and the adequacy of Bushlands Avenue to safely accommodate the anticipated traffic movements.*

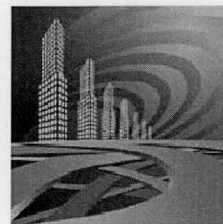
Response

Refer to the revised Traffic Report, prepared by The Transport Planning Partnership, which provides a re-assessment of the proposed development to consider those matters raised by the Panel.

The Report concludes that:

“Based on the findings of the traffic assessment presented in this report it is concluded that:

- *The proposed residential care facility will provide sufficient on site car parking provisions to meet the minimum requirements under SEPP (Housing for Seniors or People with a Disability) 2004 and the likely demands of the proposed residential care facility.*
- *The traffic generation potential of the proposed residential care facility is considered to be low and will not have a discernible impact on the operation of Bushlands Avenue and the surrounding road network.*
- *The parking and loading dock arrangements are designed in accordance with AS2890.1/2 and would enable service vehicle access by the largest truck likely to access the site.*



- *The site access arrangements at Bushlands Avenue will facilitate efficient and safe access to and from the site. With regards to traffic and parking the proposed development is considered to be satisfactory.*

Furthermore, this traffic and parking report has considered and assessed the issues raised by the Planning Panel. Specifically, this assessment report has provided the further information sought by the Panel to enable a determination of the proposal."

7. Acoustic Report

Particulars

- *Review and resubmit acoustic report to consider the impact from service vehicles and community bus on immediate adjoining residents, particularly from 9pm to 6am.*

Response

Refer to the revised Acoustic Report, prepared by Rodney Stevens Acoustics, which further considers any acoustic related impacts on neighbours introduced by service vehicles and the community bus.

In these respects, the Report concludes that:

"Vehicle noise emissions associated with activity of entering and leaving the basement car parking area have been predicted to achieve sleep disturbance criterion during the night period and community bus, waste collection & delivery vehicles will comply with the daytime criterion."

8. Green Star Rating

Particulars

- *The development should comply with controls 3 and 4 of clause 23.2 of Ku-Ring-Gai Development Control Plan to achieve a 4 star Green Star rating.*

Response

Refer to the accompanying Green Star Assessment, prepared by Application Solutions, which concludes that the proposed development is capable of achieving a 4 star Green Star rating.

8. Car Parking

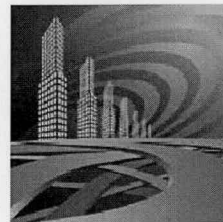
Particulars

- *Increase the disabled/accessible car parking spaces by 2 plus one additional ordinary space.*

Response

The current design now includes three spaces suited for disabled access (previously 1) and one additional standard car space (from 30 to 31).

Some minor reconfiguration of the internal basement design has occurred to allow for these spaces such as the relocation of the Communications Room and its replacement with an accessible WC to allow for a disabled parking bay at Space No. 30. The current design now also includes a Fire Hydrant Pump Room and Sprinkler Valve Room.



9. Ramp Wall

Particulars

- *The wall opening to the ramp on the southern end of the western elevation is to be fully enclosed.*

Response

The wall openings have been fully enclosed with glazed panels which will ameliorate any potential noise impacts. Due to the location of the glazing will being further down the ramp no potential impacts related to head light glare will be introduced.

10. Plan of Management

Particulars

- *A Plan of Management is to be prepared to establish operational practices of the facility including but not limited to the operation of the community bus, and the loading and unloading of service vehicles. All loading and unloading of service vehicles, waste services and the community bus is to be undertaken in the basement. The community bus should also provide transport for staff to Gordon Station at the time when working shifts change.*

Response

Refer to Plan of Management, prepared by Evolution Planning, which includes the operational details of the facility such as practices associated with loading and unloading and the operations of the community bus.

The document will be revised over time such as when the names and contact information of key personnel and contractors is known. Such details will be known prior to the occupation of the nursing home and the PoM will be revised accordingly.

If the PoM is to be referenced within any Consent, we respectfully request that the wording of any condition be chosen carefully so as to avoid the requirement for a Section 96 modification application if, for example, the name of a key staff member or the details of a contractor is changed.

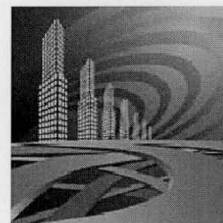
We suggest that any condition adopt the wording "*generally in accordance with*" and that any proposed changes to the operations of the community bus or deliveries, for example, which are considered to be substantive planning matters, be the subject of a separate application and the submission of a revised PoM.

In terms of those matters specified for inclusion in the PoM by the Panel, a 21-seater community bus will be available to residents, staff, visitors to residents and visiting external service providers.

The bus will run between Gordon Train Station and the nursing home as a free shuttle service. The shuttle bus will start operating from 0645 on an hourly basis finishing at 2300, except between the hours of 1430 -1600 when the frequency will be half hourly when the main shift changes occur.

Group outings will be scheduled and details of outings will be available on the community notice board. Residents who are capable of participation in any such activities will be encouraged to do so by their care assistants.

ANHF owns a number a community buses used at other facilities. When a group outing is scheduled at the Gordon Home, in order to maintain the shuttle service between the facility and the train station, another bus from the ANHF fleet of buses will be utilised.



The bus will also be available to residents for individual trips where a service or facility is unavailable within the facility and they will be accompanied by staff accordingly.

A loading dock is provided at basement level in proximity to the waste storage area and kitchen. The loading dock is to be used for general deliveries and waste collection. All waste and recycling bins associated with the premises are to be stored within the designated internal waste storage area at the basement level.

At all times, the storage of waste, collection of waste, and loading and unloading of waste collection vehicles in connection with the use of the premises shall be conducted wholly within the basement. Waste collection may only occur between the hours of 8am-6pm Monday to Friday. General deliveries may only occur between the hours of 8am-6pm on a daily basis.

Conclusion

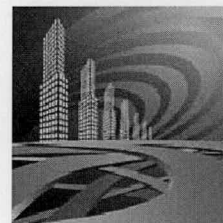
As a result of these amendments, the overall development statistics have changed and to assist Council in its assessment a comparative table is provided below:

	DA	Current Revision (Deferral Response)
Site Area	7,406sq.m	7,406sq.m
Gross floor area	4,782sq.m	4,498sq.m
FSR	0.645:1	0.60:1
Height (as defined under SEPP Seniors)	8m	8m
Setbacks	Front: Min. 14.64m Sides: Min. East 3m and West 3.5m Rear: Min. 7m	Front: Min. 19.91m Sides: Min. East 3m and West 3.5m Rear: Min. 12.135m
Landscaped area	56sq.m/bed	57.5sq.m/bed
Parking	30 - including an ambulance bay and 1 space designed for disabled access	31 - including an ambulance bay and 3 spaces designed for disabled access
Accommodation Mix	Lower Ground – 14 x single; 2 x double Ground Floor – 35 x single; 4 x double First Floor – 19 x single; 2 x double TOTAL – 84 beds	Lower Ground – 16 x single Ground Floor – 37 x single; 3 x double First Floor – 19 x single; 3 x double TOTAL – 84 beds

The amended building and landscaping design and additional information provided with this submission is considered to fully and satisfactorily respond to those matters raised by the Panel and those items identified by Council at draft Condition 25.

For these reasons, we consider the proposed development, as amended, to be worthy of approval and recommend that consent be granted subject to appropriate conditions in accordance with the Act, noting our submission above concerning any condition related to the Plan of Management.

Please contact the undersigned, or the applicant and project architect BRG, should you wish to discuss the matter further.



Yours sincerely,

Tony Robb

Tony Robb
BA(Hons)UPS, Dip.UPS (Westminster). MPIA
Principal