

## Detailed information about proposal and DA submission material

### 1 Summary of the overall proposal

1.1 This application is for staged alterations and additions to the existing Adventist Aged Care Seniors Housing development under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 at 56 Elsom Street, Kings Langley and includes the following:

- Demolition of 3 existing buildings including the northern wing of the existing Residential Aged Care Facility (RACF) and 12 independent living units
- Demolition of ancillary buildings
- Site preparation works including tree removal
- Replacement of the northern wing of the existing RACF with a new 2 storey dementia specific wing providing in total 123 beds (existing and proposed) and associated communal areas, landscaping and below ground car parking
- Construction of 27 new independent living (self-contained) seniors dwellings and new common areas, landscaping and at-grade car parking
- Provision of a link between the existing RACF building and existing Chapel, including internal refurbishment of parts of the RACF building
- Construction of a new maintenance shed.

1.2 The following plan identifies the location of items for demolition, retention and proposed new works:

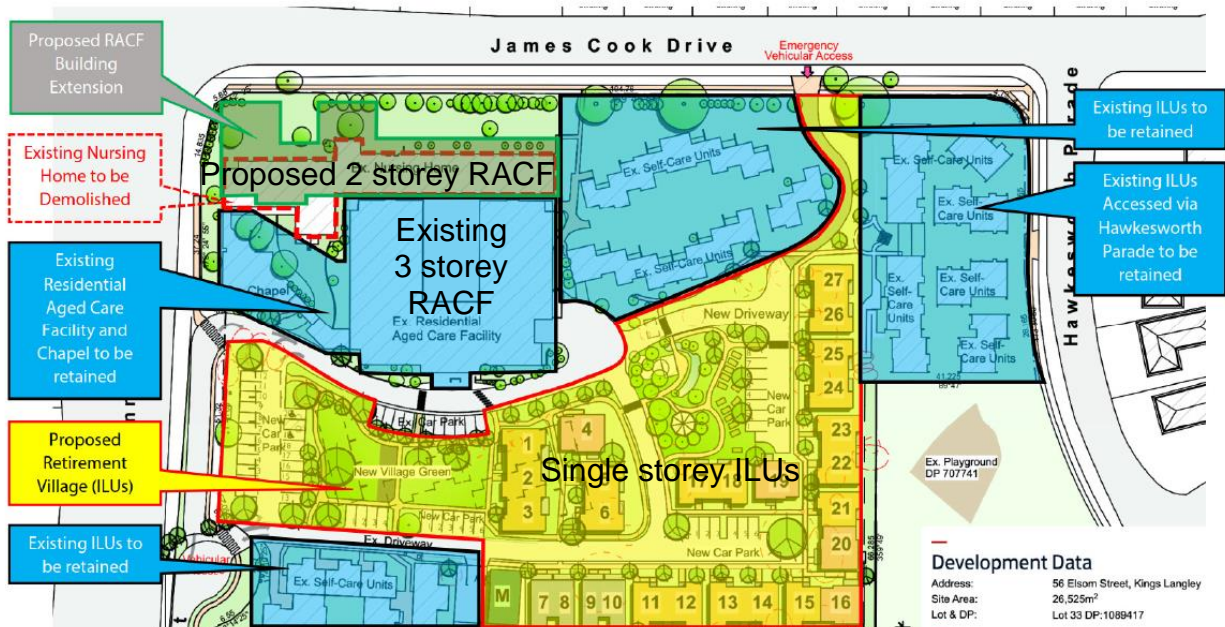


Figure 3 - Proposed Re-Development Plan

### 2 Details of the Residential Aged Care Facility (RACF)

2.1 The existing RACF is located at the north-western portion of the site. The vacant northern wing is proposed to be demolished in this DA and replaced to provide an extension to the

existing 3 storey RACF with a new 2 storey dementia specific wing providing in total 123 beds (existing and proposed). Only the upper storey of the new dementia wing and the upper two levels of the existing RACF will be visible from the surrounding properties to the north and the James Cook Drive street frontage.

- 2.2 The primary function of the new building is to serve as a state-of-the-art dementia residential care facility. The proposed addition will connect to the existing building and is designed in a similar style and material palette, being face brickwork and pre-coloured metal roof sheeting.
- 2.3 9 existing at-grade car parking spaces and 1 ambulance parking bay near the entry to the RACF are to be retained. The existing basement car parking is to be retained to provide a total of 36 spaces (including 2 accessible parking spaces) for the use of residents, visitors and staff. The existing vehicular access to the RACF is being maintained, being via the internal circulation driveway to the south-eastern portion of the RACF building.
- 2.4 Each basement car space has been designed so that vehicles can enter and exit in a forward direction. Elevators will provide direct access from the basement carpark area to all levels of the RACF.
- 2.5 The existing waste collection arrangement near the entry to the basement parking area is to be retained. Waste and recycling collection will be undertaken by Council. Medical waste will be managed by a private waste contractor. The existing loading dock is to be maintained.
- 2.6 The basement level is also proposed to be extended to provide storage areas, staff and maintenance offices and services.
- 2.7 Internal and external communal rooms and areas are proposed to be provided and embellished to cater for the needs of residents, visitors and staff. This includes walkways, seating, sculptures, inaccessible green roof, retaining wall features and complementary landscaping. The common areas for the use of dementia residents will be secure.
- 2.8 Some part of the RACF building to be retained will also undergo internal refurbishment and improvements. Improved services will be made available, including kitchen and dining areas, communal lounges and sitting areas, activity areas, a therapy and consulting room, café, hairdressing, outdoor courtyard and garden areas, staff rooms, staff amenities and administration areas. The existing kitchen, laundry and other services and plant areas will adequately service the proposed extension.
- 2.9 A new covered pedestrian link is proposed between the existing RACF building and existing Chapel.
- 2.10 The existing RACF will continue to function during the construction of the proposed new extension.

### **3 Details of the Independent Living Units (ILUs)**

- 3.1 19 of the existing 68 centrally located ILUs are proposed to be demolished and replaced with 27 new ILUs in the same general location and throughout the site, being a total of 76 ILUs. This excludes the 16 existing ILUs located at the corner of James Cook Drive and Hawkesworth Parade, which are not the subject of this proposal.
- 3.2 The proposed dwellings are in the form of single storey self-contained dwellings for seniors which will be complemented with landscaping and 53 outdoor car parking spaces for the use of residents and visitors, including 2 new accessible car parking spaces near the Elsom Street cul-de-sac.
- 3.3 The existing vehicular access to the ILUs is being maintained, being via the Elsom Street cul-de-sac and new internal driveways. There is also an existing driveway for emergency vehicles accessed via James Cook Drive which is being maintained.

- 3.4 The levels of the proposed single storey dwellings have been stepped down across the site as a response to the slope of the site. Their siting, floor plan layout and setbacks have been designed so as to provide visual privacy and avoid overshadowing impacts on neighbouring residential properties. The existing boundary fencing along the southern boundary shared with the adjoining residential properties is 2.4 m in height.
- 3.5 Accessible paths of travel are provided throughout the internal footpaths and entries to the ILUs.
- 3.6 The external materials of the ILUs are broken up by feature brick veneer at the lower level of the facades with lightweight cladding above and colorbond roofing in a grey colour. The presentation will complement the character of the existing RACF building and ILUs.
- 3.7 All setbacks to the boundaries comprise extensive landscape screening. Feature landscaping is also provided throughout the site, including communal areas comprising pathways, open lawn areas, feature sculpture, seating, pond, aviary, gazebo and vegetable garden.
- 3.8 The works are proposed to be undertaken in 3 stages. As new ILUs are completed, existing residents of buildings to be demolished will be relocated into the new ILUs. Refer to Staging Plans DA04, DA05 and DA06 at **Attachment 5** which demonstrate the extent of the staging works.

## 4 Maintenance shed and service yard

- 4.1 The proposal includes the construction of a maintenance shed along the southern boundary, which is to replace the existing shed at the south-east corner of the site. The new shed is to assist with management of the grounds and general waste. The shed is to accommodate a workshop, storage space for gardening and service equipment, and parking for a maintenance ute and a small bus. The service yard is secure and provides access and a manoeuvring area for the vehicles, and storage area for gardening materials.
- 4.2 The dimensions of the maintenance shed are approximately 14 m x 7.9 m, an area of 110 sqm and a height of approximately 4 m. Compared to the existing boundary fencing which has a height of 2.4 m, the shed's skillion roof will be 0.5 m to 1.2 m above the height of the fence. The ground level of the shed is approximately 700 mm lower than the existing ground level (bottom of the fence) at the boundary. This existing boundary fencing is to be retained.
- 4.3 The shed has a setback of 2.8 m from the southern boundary. Landscape screening is provided in this area for a width of 2.5 m.
- 4.4 The shed is to be constructed using materials and finishes similar to those proposed for the ILUs, being brickwork and weatherboard cladding on the facades with metal deck roofing to the skillion roof.
- 4.5 The overshadowing generated by the maintenance shed will fall on the existing boundary fencing and within the setback area. Therefore the adjoining residential properties will not be overshadowed by the maintenance building.
- 4.6 The maintenance shed is proposed to be in use 7 am to 6 pm, Monday to Saturday.
- 4.7 The DA Acoustic Assessment which accompanies this application states that to ensure compliant noise emissions from the site the following recommendations are provided:
  - The use of the external component of the maintenance shed is not allowed to be in operation during the evening and night time (6 pm to 7 am)
  - Any noise generating activities be contained within the facility at all times.

4.8 Further to the above recommendations of the DA Acoustic Assessment, we recommend that the following requirement is also imposed:

- Only general maintenance, but not repairs and testing, be permitted in the shed.

4.9 We consider that further restrictions to noise generating activities associated with the maintenance shed and yard are required, as discussed in Point 6.5 below.

## 5 Traffic and parking matters

5.1 A Traffic and Parking Impacts Report was prepared by Parking and Traffic Consultants. The report reviews the existing traffic and parking situation in the vicinity of the site and assesses the traffic implications of the development proposal in terms of road network capacity. The report also identifies that the site is well serviced by existing public transport services.

5.2 Based on the traffic count survey data undertaken in December 2016, the actual trip generation rate of the existing development is:

- Weekday daily vehicle trips: 331 trips per day, or 2.27 trips per dwelling
- Weekday peak hour vehicle trips: 34 trips on peak hours, or 0.23 trips per dwelling.

5.3 Therefore, the traffic generation as a result of this proposal is:

- Weekday daily vehicle trips: 451 trips per day
- Weekday peak hour vehicle trips: 46 trips in peak hours.

5.4 Based on the traffic generation estimates, the assessment indicates that the proposal will result in an increase of 12 vehicles in the peak hours. The increase in traffic associated with the development is such that intersection modelling would not show any notable difference in the results and that the change in pre and post traffic scenarios would be similar to the daily variation in traffic volume. The majority of the traffic activity relates to the movement of staff and visitors. The site's peak hour does not generally coincide with the network peak hour and will be distributed throughout the day, therefore the proposed development is not anticipated to produce negative impacts on the surrounding road network.

5.5 The report identifies that the proposal satisfies the car parking requirements of the Seniors Housing SEPP, being 32 spaces and 1 ambulance bay for the RACF, and 38 spaces for the ILUs. In total, the minimum parking requirement is 69 spaces and 1 ambulance bay. The proposal provides 89 spaces and 1 ambulance bay, being a surplus of 20 spaces, and is therefore compliant.

5.6 The report confirms that the proposal is compliant with the relevant Australian Standards with regard to access, driveways, car parking spaces, aisle widths, manoeuvring areas, swept paths, accessible parking and bicycle parking.

5.7 Adventist Aged Care has also advised that, for the past 8 years, all staff are instructed not to park on James Cook Drive, and this is reinforced in staff newsletters and notices. Visitors are also encouraged to use the on-site car parking, and the Applicant proposes to provide on-site car parking in excess of that required by the Seniors Housing SEPP to accommodate the parking demand generated by visitors, which is usually for an average time of up to 30 minutes.

## 6 Acoustic matters

6.1 An Acoustic Assessment prepared by Acoustic Logic has been submitted as part of the DA. The report assesses the potential noise impacts associated with the proposed development, associated with traffic noise impacts from James Cook Drive, Sunnyholt Road and Westlink

M7 Motorway, noise emissions from the maintenance shed and noise emissions from mechanical plant to service the project site. The assessment has been undertaken to ensure compliance with Blacktown Development Control Plan 2015, relevant Australian Standards, requirements of the Infrastructure SEPP, NSW Department of Planning's - '*Developments near Rail Corridors or Busy Roads - Interim Guideline*,' and NSW Department of Environment and Heritage, Environment Protection Agency document - Industrial Noise Policy (INP).

- 6.2 The report recommends glazing construction requirements for doors and windows which are acoustically sealed, the external roof/ceiling, external walls and entry doors.
- 6.3 We also recommend that all external walls of the proposed ILUs and maintenance shed which front an adjoining residential boundary are constructed of concrete to assist with ameliorating potential acoustic impacts.
- 6.4 The report identifies that all windows to habitable rooms along all facades of the RACF are required to be closed to meet the acoustic requirements of the NSW Department of Planning's - '*Developments near Rail Corridors or Busy Roads - Interim Guideline*' due to the existing level of road noise generated from the nearby main roads. The report concludes that a mechanical engineer is to confirm if supplementary ventilation (to meet Australian Standard AS1668.2 requirements) will be required to these rooms.
- 6.5 To ensure compliant noise emissions from the maintenance shed, the following recommendations are made:
  - The use of the external component of the maintenance shed is not allowed to be in operation during the evening and nighttime (6 pm to 7 am)
  - Any noise generating activities be contained within the facility at all times, however we also consider it appropriate that this is limited to activities related to maintaining equipment only. Repairs or testing of equipment inside the facility will not be permitted.
- 6.6 To ensure the plant and equipment to be installed achieve compliant noise emissions, the acoustic assessment recommends that a detailed acoustic review is undertaken at Construction Certificate stage to determine appropriate plant selection and location and acoustic treatments such as duct lining, acoustic silencers and enclosures.
- 6.7 Relevant conditions will be imposed for the recommendations of the acoustic assessment to be implemented and acoustic measures to be shown on the Construction Certificate plans. In addition, final validation from an acoustic consultant is to be provided prior to the issue of an Occupation Certificate to ensure these measures have been implemented to satisfy the noise requirements.

## **7 Stormwater drainage matters**

- 7.1 The proposal consists of drainage management measures which direct stormwater off site via a new 600 mm stormwater pipe through Council's Reserve to the east and enter the Council drainage network located in Hawkesworth Parade. The existing stormwater pipe in Council's Reserve is to be made redundant given it has insufficient capacity for this volume of stormwater.
- 7.2 Compared to the location of the existing pipe in Council's Reserve, the Applicant has proposed to provide this new 600 mm stormwater pipe in a new alignment to avoid the existing playground. We do not support the abandonment of unmaintained stormwater pipes as they are likely to fail in the future which is an unacceptable risk. Therefore, our Engineers require the existing pipe to be removed and the new pipe to be installed in generally the same alignment. This will be managed by deferred commencement conditions.