

**ANGEL PLACE
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SYDNEY NSW 2000**

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Stephen Dobbs
Senior Town Planner
Hornsby Shire Council
Via email: sdobbs@hornsby.nsw.gov.au

Dear Stephen,

DA/235/2018 - 461-473 PACIFIC HIGHWAY, ASQUITH – RESPONSE TO COUNCIL’S RFI REQUEST

This letter has been prepared on behalf of Chinese Australian Services Society Limited (CASS) (the Applicant) to address the various matters raised in Council’s correspondence for Development Application DA/235/2018. In an effort to address individual issues quickly, we note that a number of responses have previously been emailed to Council. The purpose of this letter is to provide a formal consolidated response to all matters raised since the lodgement of the amended proposal on 10 August 2020. In response to Council’s request for additional information, the following documentation accompanies this letter:

- **Attachment A** – Amended Architectural Site Plan, Basement Plan, and Ground Floor Plan
- **Attachment B** – Amended Landscape Plans
- **Attachment C** – Preliminary Construction Management Plan
- **Attachment D** – Amended Civil Plans and Civil Design Certificate
- **Attachment E** – Amended Traffic Impact Assessment and Swept Paths (at Appendix D of the TIA)
- **Attachment F** – Amended Waste Management Plan
- **Attachment G** – Letter of support for amended landscaping strategy prepared by Narla Environmental
- **Attachment H** – Preliminary Kitchen Fit Out Plans
- **Attachment I** – Swept Paths and Civil Plans submitted for TfNSW Concurrence

1. MINOR DESIGN AMENDMENTS

In accordance with Section 55 of the *Environmental Planning and Assessment Regulation 2000*, the Applicant requests minor design amendments to respond to issues raised by Council and Transport

for NSW (TfNSW). The design amendments sought are detailed in the Amended Architectural Plans (**Attachment A**) and Amended Landscape Plans at (**Attachment B**) and include:

- The basement access ramp has been amended to ensure the grades have been designed to cater for access by a small rigid vehicle (SRV).
- The loading bay adjacent to the Pacific Highway frontage has been extended by 3m as shown on the amended architectural and landscape plans.
- The replacement planting of *Syncarpia glomulifera* trees (representative of the STIF community) has been reduced from 13 to 8 trees.
- The planting schedule has been amended to include a greater proportion of shrubs and groundcovers representative of the STIF community.
- The feature trees at the entry to the car park have been relocated to ensure the garbage truck can achieve the required 4.5m clearance.

2. PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

In response to Council's correspondence dated 11 September 2020, a Preliminary Construction Management Plan (PCMP) has been prepared by Traffix and accompanies this letter at **Attachment C**. As discussed with Council, some details of the construction phases are not known at this stage and therefore the Applicant welcomes a condition of consent requiring the preparation of a more detailed PCMP prior to the issue of a construction certificate.

3. WASTE COLLECTION

Council correspondence was received from Council's Waste Management Services on 31 August. The correspondence confirmed that principles of the waste collection strategy were supportable including:

- Basement waste collection for the RACF collected by an SRV, and at grade collection for the ILU collected by an HRV.
- The SRV vehicle turning area and loading bay are considered acceptable.
- The ILU bin holding area screened by the sign wall is considered acceptable.

The following provides a response to Council's Waste Management Services correspondence:

- The basement access ramp has been amended to ensure the grades have been designed to cater for access by a small rigid vehicle (SRV). The Civil Design Certification provided by Acor (refer **Attachment D**) confirms that the ramp is generally in accordance with AS/NZS 2890.1:2004, AS2890.2:2018 and the Hornsby Development Control Plan (HDCP). The architectural plans have been amended accordingly at **Attachment A**.
- A set of amended swept paths are provided at Appendix D of the Amended Traffic Impact Assessment at **Attachment E**. The swept paths confirm that all service vehicles can satisfactorily ingress/egress the site without any encroachment beyond the vehicle path (within the site) and can manoeuvre in and out of the site without encroaching on the opposite lane within Pacific Highway.
- Waste collection for the RACF will be undertaken from within the basement car park (Level 1) using a waste wise mini rear loader operated by a private management contractor. It is noted that the waste wise mini will be the largest size vehicle to be accommodated with the basement

carpark with all other vehicles up to a B99 vehicle. The purpose of the waste wise mini rear loader is to accommodate the small waste collection vehicle within basement car park. The specifications are as follows:

- Overall height of 2.08 metres
- Length of 6.40 metres
- Able to traverse gradients up to 1:5 (20%), although as noted above the ramp grades have been amended to ensure compliance with the relevant Australian Standards which requires a shallower gradient.
- CASS operates a RACF facility in Campsie which accommodates 150 residents. The specification of the delivery vehicles which service the site are provided in **Figure 1**.

Figure 1 Delivery Vehicle

TRAY/TAUTLINER - 6 TONNE

Length 5.2m (17 feet)

Width 2.4m (8 feet)

Height 2.3m (7 feet, 6 inches)

Capacity 8 pallets



Source: Traffix

- CASS intend to operate the proposed Asquith facility in the same manner as the Campsie facility noting that it is of a similar capacity. The delivery schedule for the Campsie facility is summarised as follows:
 - Kitchen: 7 – 10 deliveries per week
 - Groceries/ Meat/ Milk: 1 delivery per week
 - Miscellaneous deliveries: 4 – 6 deliveries per week in pick-up or panel van.
 - Kitchen, laundry, and chemicals: 1 delivery every 2 months in van
 - Continent (pampers etc): 1 deliver per month
 - Various paper tissues: 1 delivery per month
- The clearance height to the basement is proposed to remain 2.7m which provides sufficient clearance height to accommodate the private contractor waste vehicle and delivery vehicles to the site.
- Having regard to the above, the Applicant welcomes the following conditions of consent to address these matters:
 - Waste collection for the RACF must be undertaken by a private contractor within the basement of the development.

- All deliveries to the site must be undertaken within the boundaries of the site and not along the Pacific Highway frontage.
- An amended Waste Management Plan (WMP) has been prepared by The Mack Group and accompanies this letter at **Attachment F**. The amended WMP includes the following changes:
 - The number of bins and frequency of collection for the RACF has been amended.
 - Liquid waste (waste oil) storage will be accommodated in a bunded recycled oil area.
 - Clinical waste and sharps bins will be accommodated in the Garbage Room.
 - The ILU building no longer includes a garbage chute and residents will be required to take both their garbage and recycling to the basement bin room. Part 1C.2.3 of the HDCP states that a garbage chute system and interim recycling bin storage is only required for buildings containing more than 3 storeys.
- The loading bay adjacent to the Pacific Highway frontage has been extended by 3m as shown on the amended architectural and landscape plans.
- The landscape plan has been amended to ensure the pavement in the loading bay is suitable for heavy rigid vehicles.
- The feature trees at the entry to car park have been relocated to ensure the garbage truck can achieve the required 4.5m clearance.

4. TRANSPORT FOR NSW CONCURRENCE

We refer to the correspondence from Transport for NSW (TfNSW) dated 25 August 2020. In response, a revised concept design plan was submitted to Council on 16 October 2020 detailing a physical treatment for the left-in/left-out arrangement to Pacific Highway (refer **Attachment I**). In addition, a swept path diagram was provided demonstrating the largest vehicle (SRV) that is able to enter and exit the site via the proposed driveway without encroaching on the opposite lane along Pacific Highway.

It is noted that there have been some minor changes to the site's internal hardstand area since lodgement of the swept paths for TfNSW concurrence. Consequently, a set of updated swept paths accompany this letter at Appendix D of the updated TIA at **Attachment E** which reflect the updated set of architectural plans.

The minor amendments to the swept paths are internal only. No amendments have been made to the vehicular ingress/egress arrangements which are the subject of the TfNSW concurrence, and therefore further review from TfNSW is not required.

5. LANDSCAPING

In response to Council's correspondence dated 11 and 30 September 2020, we provide the following comments:

- Amended Landscape Plans have been prepared by Taylor Brammer (**Attachment B**) and include the following changes to the plans:
 - The 2m feature wall shown as Item 10 on page 3 of the landscape package was a drafting error and has been corrected.

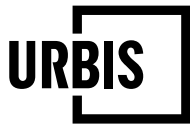
- The replacement planting of *Syncarpia glomulifera* trees has been reduced from 13 to 8 trees. This is discussed in more detail below.
- The planting schedule has been amended to include a greater proportion of shrubs and groundcovers representative of the STIF community. These species are highlighted in green in the planting schedule (refer **Attachment B**).
- The project biodiversity consultant has prepared a covering letter to accompany the amended landscaping strategy at **Attachment G**. It is noted that the submitted landscaping strategy lodged in August 2020 proposed the installation of thirteen (13) trees representative of Sydney Turpentine-Ironbark Forest in the Sydney Basin Bioregion (STIF) to replace the four (4) STIF trees proposed for removal to accommodate the proposed development.
- The planting of 13 trees has been deemed not viable due to limited deep soil availability across the site, particularly at the northern boundary due to the installation of stormwater infrastructure. An amended strategy is submitted at **Attachment B** which involves the planting of eight (8) STIF trees, to replace the four (4) STIF trees proposed for removal, as well as additional areas that will be revegetated with shrub and groundcover plantings representative of STIF.
- The project biodiversity consultant is satisfied that this strategy will still achieve positive biodiversity outcomes for the site. The amended plan would ultimately result in increased STIF vegetation across all strata levels including an increase in representative canopy (at a replanting ratio of 2:1) along with increased shrub and groundcover diversity than what is currently present.
- Taylor Brammer has confirmed that the proposal does not involve the planting of a bamboo hedge adjacent to the Pacific Highway frontage. The planting scheme includes *Nandina domestica alba* 'Limelight', which has the common name 'Heavenly Bamboo'. We note that the common name of this species is misleading as it is not 'bamboo' and does not have any of the invasive qualities highlighted by Council's Natural Resources Branch. A photo of the proposed planting is provided below.



- Tree Arbor has provided additional information on the long-term viability of T40, T42, T44, T46 and T48 due to major incursions within their tree protection zones as follows:
 - The submitted Arboricultural Impact Assessment Report (AIA), has acknowledged that there will be a major encroachment (significant incursion) within the tree protection zones of trees on the site including: T40 *Eucalyptus resinifera* (27% incursion), T42 *Syncarpia glomulifera* (22%), T44 *E. paniculata* (29%), T46 *Angophora costata* (19%) and T48 *Syncarpia glomulifera* (11%). The major encroachment into the TPZ of each of these trees is from the proposed services pipes.
 - The Arboricultural Impact Assessment (AIA) report notes that that the impact to the trees from the major TPZ encroachment can be mitigated through implementation of tree sensitive techniques when installing the service pipes, in accordance with AS4970 Protection of trees on development sites (2009), as per section 9.2 of the AIA report.
 - The project arborist is satisfied that these measures will be sufficient to reduce the impact to the subject trees to an acceptable level and the long-term viability of trees will therefore not be unacceptably impacted.

6. ENVIRONMENTAL HEALTH

In response to Council's correspondence dated 24 September 2020, a detailed floor plan of the kitchen was provided on 16 October 2020. The floor plan now shows the location of the hand wash basin, kitchen sinks, dishwasher, refrigerator/freezer units and ventilation.



Since lodgement of this plan, minor amendments have been made in response to comments received from CASS including extending the cool room area, inclusion of a dry storage area, and addition of a handwash basin next to the tableware storage area. The updated preliminary kitchen fit out plan is provided at **Attachment H**.

7. SUMMARY

We trust the enclosed information is satisfactory for Council's requirements and has adequately addressed the matters raised to date by Council and TfNSW. Should you have any queries regarding this DA or require anything further please contact me on 8233 9969 or email jparker@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Parker", with a stylized flourish at the end.

Jacqueline Parker
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