

Regulatory and Assessment
Reference: PB2018/10273

3 October 2018

Mr James Shelton
Senior Planner
Hunter Region
Department of Planning and Environment
GPO Box 1226
NEWCASTLE NSW 2300



PO Box 489, Newcastle
NSW 2300 Australia
Phone 02 4974 2000
Facsimile 02 4974 2222
Email [mail@ncc.nsw.gov.au](mailto:ncc.nsw.gov.au)
www.newcastle.nsw.gov.au

Response by email: James.Shelton@planning.nsw.gov.au

Dear Mr Shelton

**SITE COMPATIBILITY CERTIFICATE SENIORS HOUSING CONCEPT
PROPOSAL 32 INDUSTRIAL DRIVE MAYFIELD**

I refer to the your letter of 30 August 2018 advising that the Department has received an application for a site compatibility certificate (SCC) and seeking the City of Newcastle's (CN) comments on the compatibility of the development with the surrounding land uses having regard to the criteria identified in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP).

City officers have reviewed the Application Report (AR) and the following comments are offered for your consideration:

1. Local Planning Strategy

The scale and density of the proposal is inconsistent with the local planning context outlined in the City of Newcastle's Local Planning Strategy (LPS). Although the LPS has not been endorsed by the Department, the fundamental elements of supporting growth within identified renewal corridors and strategic centres is consistent with the actions of the Greater Newcastle Metropolitan Plan.

Within the LPS, all residential zoned land in the Newcastle LGA is categorised to enable the development of planning controls to support the types and density of development suitable to each area. Residential land can be one of the following categories:

- renewal corridor;
- substantial growth precinct;
- moderate growth precinct
- limited growth precinct.

In this case the site is surrounded by low density residential land categorised as being within a 'limited growth precinct'. The LPS identifies that:

'development within this precinct is intended to be limited and, as such, the type of development envisaged is to be more suburban in nature but may still include housing types such as townhouses and villas'.

As such, the scale and density of this proposal is inconsistent with the types of development envisaged for the surrounding low density limited growth residential area.

In addition, the LPS include a vision and objectives for the desired future character of each suburb. The location, scale and density of this proposal are inconsistent with the vision and objectives for Mayfield which are:

Vision	Objectives
<p>Mayfield will reinforce and consolidate the existing commercial areas along Maitland Road and Hanbury Street. It will also increase residential densities in areas close to these centres and public transport. The streetscapes should be improved through development and landscaping with greater access for residents and visitors.</p>	<ul style="list-style-type: none"> • Reinforce and revitalise the Mayfield, Mayfield West and Tighes Hill commercial centres, permitting additional commercial and residential floor space. • Promote a dense urban form along Maitland Road while respecting surrounding residential character in adjoining streets. • Encourage a renewal of underutilised sites providing for increases in activity and urban densities in identified locations. • Activate street frontages, and provide opportunities for mixed uses and activities. • Maximise redevelopment and infill opportunities for high and medium density housing within walking distance of centres. • Improve the public domain through street trees, landscaping and activation of public and private spaces along Maitland Road, along with enhancement of parks. • Respect and build on heritage significance. • Encourage increased public transport use through transit oriented development, and a pedestrian and cycle friendly environment.

While it is acknowledged that under the Newcastle Local Environmental plan 2012 the site is zoned RE2 Private Recreation, concern is raised the proposal represents a further loss of land for 'recreation purposes' in the locality.

2. Flooding

The subject site is flood affected from a local catchment which drains through the site. The City of Newcastle has not undertaken any flood modelling to date and hence the applicant was advised in the pre-development consultation letter to undertake a detailed flood study in support of the SCC.

Figures 8 and 9 of the AR appear to show the extent of ocean flooding on the site which it is acknowledged is not a significant issue. However, the extent of local catchment flooding and the associated flood risks still need to be addressed by the applicant as part of the SCC because of the above circumstances.

3. Proximity to industrial land

The response under section 2.5.1 of the AR concerning the proximity of the development to industrial land and land use conflicts is fairly limited. It was anticipated that consideration would be given to air quality with regard to proximity to this industrial land, as well as any particular hazardous type industries that may be of concern in close proximity to the aged care facility.

Given a number of the adjacent industries are licenced by the NSW Environmental Protection Authority (EPA) it is presumed the Department has sought comment from the EPA on the SCC application.

4. Traffic and parking

The AR states the proposal will involve a 'minor' reduction in the number of car parking spaces on the rooftop of the existing two storey car park but does quantify the number of spaces lost. Similarly, the supporting Traffic Impact Assessment report consideration of the off-street parking requirements of the proposal does not acknowledge the loss of the roof top spaces and that the existing gym will no longer be available to the general public as it will be for the exclusive use of the residents.

A CN traffic engineer has provided the following preliminary comments:

- Support changing the traffic arrangement at William Street entrance to remove the No Right turn from egress/ingress of the development to William Street. But request speed humps or traffic management devices are provided to slow down traffic in William Street. There have been ongoing complaints from residents along William Street over the years.
- Keep the pedestrian signal lights at Industrial Drive to assist seniors in crossing the road to the bus stops.
- Investigate drop off and pick up area in William Street including a taxi zone.
- Inspect the footpaths all around the block to identify and remove potential trip hazards for the future occupants of the development.

5. General

- It would have been helpful if the description of the types of seniors housing proposed were consistent with those uses permissible under the SEPP. For example, there is no definition for an *'aged care facility'*.
- It is presumed that the reference to the Maitland town centre in the AR (pg11) is an error and should read Mayfield town centre.

If you have any questions in relation any of the matters raised in this letter, please contact me by email at gmansfield@ncc.nsw.gov.au or telephone on 02 4974 2767.

Yours faithfully



Geof Mansfield
PRINCIPAL PLANNER (DEVELOPMENT)