


# Site Compatibility Certificate Application Report

'West's Mayfield' Seniors Housing Concept Proposal  
32 Industrial Drive, Mayfield

Submitted to NSW Department of Planning and Environment  
On Behalf of the West's Group

## Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
01	17/08/18	<b>Adam Kennedy</b> <i>Project Planner</i>	<b>Garry Fielding</b> <i>Director Major Projects</i>	<b>Garry Fielding</b> <i>Director Major Projects</i> 

This document is preliminary unless approved by a Director of City Plan Strategy & Development

### CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of Club Marconi. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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Appendix	Document	Prepared by
1.	Design Package (inclusive of Architectural Statement and Concept Plans).	EJE Architecture
2.	Locality Analysis Package (inclusive of Character and Context Plan, Transport and Facilities Plan and Pedestrian Path Plan)	RPS
3.	Character and Impact Analysis Report	RPS
4.	Council Pre-Development Application Minutes	Newcastle City Council
5.	Council Urban Design Consultative Group Minutes	Newcastle City Council
6.	Roads and Maritime Service Response Letter	Roads and Maritime Service
7.	Traffic Impact Assessment	Intersect Traffic

## 1. Executive Summary

This report has been prepared for the Wests Group by City Plan Strategy and Development Pty Ltd ("CPSD") to accompany an application for a Site Compatibility Certificate ("SCC").

The site the subject of the SCC application ("the subject site") is currently used for licensed club and private recreation purposes and is located at No. 32 Industrial Drive, Mayfield. It comprises one allotment and is legally described as Lot 100 DP 1084939.

The subject site is proposed to be developed under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 ("Seniors Housing SEPP") for a seniors housing comprising approximately 262 seniors self-care low rise residential units (Independent Living Units) within multiple buildings, together with a separate 216 bed aged-care facility. The proposal forms one of several seniors housing projects earmarked by the Wests Group to be undertaken in association with existing registered clubs within the Hunter Region. Details of the overall proposal are provided at **Section 2.2** of this report.

The subject site is currently zoned RE2 Private Recreation under the Newcastle Local Environmental Plan 2012 ("NLEP 2012"). The proposed seniors housing development will occupy land currently used as a training ground by the Newcastle Knights; the rooftop car parking area on the existing two-storey car park; and encompass the Balance gymnasium and aquatic centre ("Balance Fitness Club"), which will be available for future residents of the proposed development. The reduction in private recreational facilities and car parking is considered to be justified as the Knights training facilities are proposed to be relocated to the proposed Knights Centre of Excellence in Broadmeadow whilst the remaining recreational and leisure facilities within the subject site will remain accessible to members and guests of the Wests Group, including the local community and visitors to the area.

Several meetings have been held with various government agencies to consider the concept plan for the subject site in the context of the site compatibility criteria provided in State Environmental Planning Policy (Housing for Seniors or People with a Disability) (2004) and to discuss other considerations which may be relevant in the assessment of future development applications over the land. Meetings were held on 12 March 2018 (Council Pre-Development Application Meeting), 15 June 2018 (Department of Planning and Environment), 20 June 2018 (Roads and Maritime Services), and 20 June 2018 (Council's Urban Design Consultative Group). Senior staff expressed general support for the proposal, subject to demonstrating its suitability for the use of RE2 Private Recreation land, its compatibility with the surrounding locality, and providing certain information to accompany any future development application/s ("DA").

This report provides the information required to be submitted with the SCC Application Form and should be read in conjunction with the accompanying Design Package prepared by EJE Architects (**Appendix 1**). The sections within this report relate directly to sections within the associated Application Form and should not be read in isolation from the Application Form.

Overall, the proposed seniors housing project on the subject site is considered an entirely suitable use for this land, particularly with respect to accessibility to services, current and future surrounding land uses, and the site's natural environmental constraints. Importantly, the overall concept plan will continue to accommodate the recreation and leisure-related uses associated with the existing registered club, while allowing housing affordability, diversity and the ability for senior members of the community to age in place. The report demonstrates the merit in the NSW Department of Planning & Environment issuing a SCC as a pathway to enable the lodgement and assessment of development applications for seniors housing development within the subject site.



## 2. Development Proposal Information (C1)

### 2.1 Context

#### 2.1.1 The site

The subject site is located at **32 Industrial Drive, Mayfield**. It comprises a single allotment and is legally described as Lot 100 DP 1084939.

The proposal will consist of a staged seniors housing development on the subject site utilising vacant land to the north-west, a private recreational training field to the south-east, and the car-park to the south-west, as shown in **Figure 1**.

The subject site has an area of approximately 48,498m<sup>2</sup>, with a street frontage of 213m to Industrial Drive (northern boundary) and a 215m frontage to William Street (eastern boundary). The subject site is extensively developed, with its topography relatively flat and contains little biodiversity value, with the exception of mature trees surrounding the eastern, southern and western boundaries.

Existing development on the subject site encompasses the two storey Wests Mayfield Club ("Wests Mayfield"), including the Balance Fitness Club; the seven storey Gateway Inn hotel; the three level car park; and the private recreational training field utilised as a training centre by the Newcastle Knights rugby league team.

The primary vehicular access to the subject site is from William Street near the intersection of Industrial Drive, with Industrial Drive containing an access for customer and service drop offs. A service access is also available from the northern end of Antill Street at the southern boundary of the subject site.



Figure 1: Aerial image of master plan site (outlined in red), showing portion of site the subject of the SCC application (shaded yellow). Source: Nearmaps.

The subject site is currently zoned RE2 Private Recreation under the *Newcastle Local Environmental Plan 2012* ("NLEP 2012"), as shown in **Figure 2**. The proposed seniors housing development will be sited entirely within the RE2 Private Recreation zone.

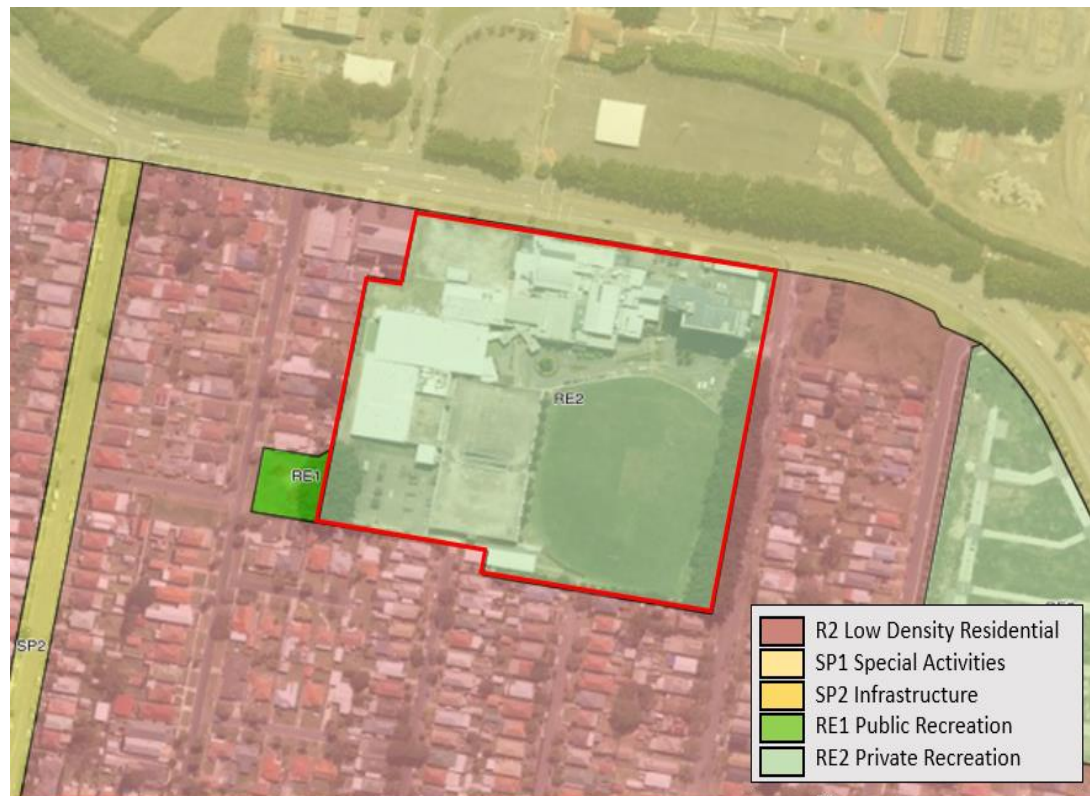


Figure 2: Current land use zoning under NLEP 2012, with subject site outlined in red. Source: Department of Planning and Environment.

### 2.1.2 Surrounding area and land uses

The subject site is located on the southern side of Industrial Drive, approximately 5km north-west of Newcastle CBD and 800m north-east of the Mayfield commercial centre located along Maitland Road, as shown in **Figure 3**.

Land directly opposite the subject site, on the northern side of Industrial Drive, is currently zoned 'SP1 Special Activities' pursuant to State Environmental Planning Policy (Three Ports) 2013 ("Three Ports SEPP"), and is used for a car park for activities related to the operation of One Steel, a component of the Mayfield North Industrial Complex. Mature trees screen the southern edge of the car park from Industrial Drive. A day care centre (Six Hats Early Childhood Service) is located immediately to the north-west corner of the subject site. The site is bounded by William Street on its eastern side, with dwelling houses being located along the length of William Street opposite. Dwelling houses adjoin the site directly on its southern and western sides. To the far south is the Mayfield commercial centre which stretches along Maitland Road.

The land adjoining the southern, western and eastern boundaries of the subject site is zoned R2 Low Density Residential pursuant to NLEP 2012, other than a small drainage reserve close to the south-west corner of the site which is zoned RE1 Public Recreation. It is noted that redevelopment of the R2 Low Density Residential-zoned land is likely to be limited due to the relatively small lot sizes prevailing in the area.



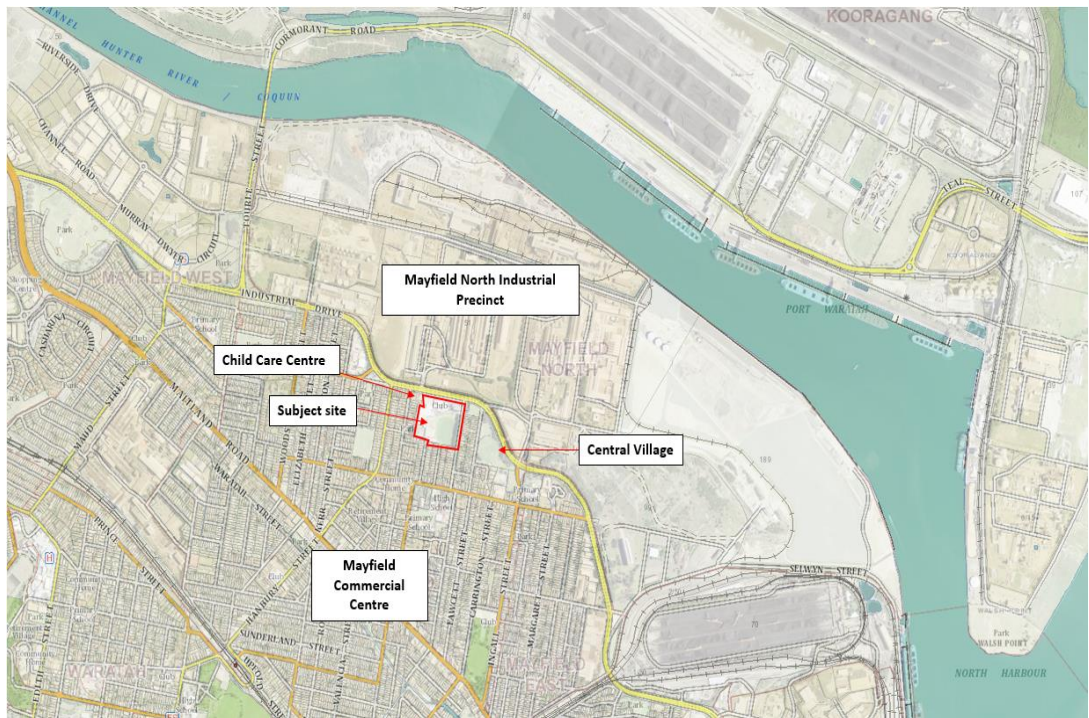


Figure 3: Locality plan. Source: Sixmaps.

Land further to the east bounded by Arthur Street and Industrial Drive is also zoned 'RE2 Private Recreation' and has recently been developed as a manufactured home estate for seniors (Central Village). **Figure 4** highlights that the surrounding locality is defined by a cluster of seniors housing developments providing a range of service levels. The addition of the Wests Mayfield seniors housing proposal will be a complementary addition to the area, utilising the surrounding infrastructure and facility capacity.

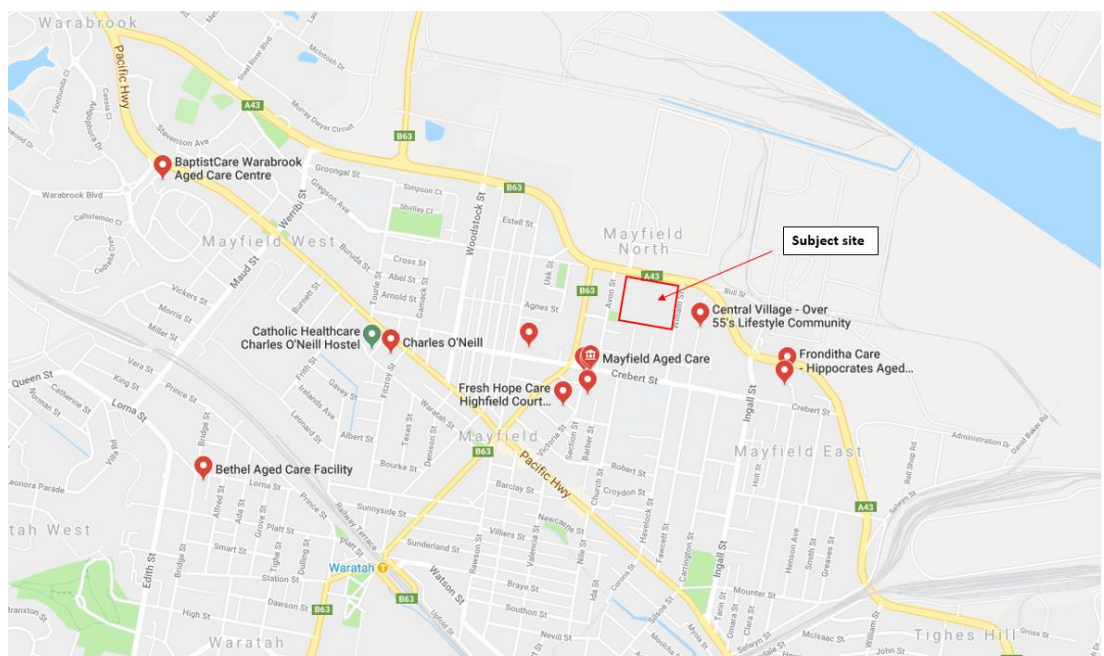


Figure 4: Mayfield senior housing cluster. Source: Google Maps.



Importantly, the site is well connected to surrounding economic and social services and facilities, both within the immediate locality and greater Newcastle.

### 2.1.3 Zoning and planning provisions

The proposed seniors housing is located on a single site and is currently zoned 'RE2 Private Recreation' under NLEP 2012. **Section 3.4** of this report considers the implications for continuing open space-related uses on the site.

The land use table for the RE2 Private Recreation zone is provided in **Table 1**.

Table 1: Zone RE2 Private Recreation zone land use table (NLEP 2012)

<b>1. Objectives of zone</b>	<ul style="list-style-type: none"> <li>▪ To enable land to be used for private open space or recreational purposes.</li> <li>▪ To provide a range of recreational settings and activities and compatible land uses.</li> <li>▪ To protect and enhance the natural environment for recreational purposes.</li> </ul>
<b>2. Permitted without consent</b>	Environmental facilities; Environmental protection works; Home occupations
<b>3. Permitted with consent</b>	Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Centre-based child care facilities; Charter and tourism boating facilities; Community facilities; <b>Dwelling houses</b> ; Emergency services facilities; Entertainment facilities; Flood mitigation works; Food and drink premises; Function centres; Helipads; Home-based child care; Jetties; Kiosks; Marinas; Markets; Moorings; Neighbourhood shops; Passenger transport facilities; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); <b>Registered clubs</b> ; Respite day care centres; Roads; Signage; Water recreation structures
<b>4. Prohibited</b>	Pubs; Any other development not specified in item 2 or 3

**Table 1** provides that within the RE2 Private Recreation zone 'seniors housing' is a prohibited use.

Notwithstanding this, the Seniors Housing SEPP sets aside local planning controls that would prevent the development of seniors housing. Clause 4 of the Seniors Housing SEPP outlines the land to which the policy applies. This includes land that is zoned primarily for urban purposes or land that adjoins land zoned primarily for urban purposes, but only if the following development is permitted:

- Dwelling houses;
- Residential flat buildings;
- Hospitals;
- Certain special use zones; or
- The land is being used for the purpose of an existing registered club.

In this instance the Seniors Housing SEPP applies to the land under either of the following circumstances:

- The land contains an existing registered club; or
- Dwelling – houses are permitted under the NLEP and the land is zoned primarily for urban purposes.

Therefore, under Clause 4 of the Seniors Housing SEPP, the use of 'seniors housing' is permitted on the site subject to the provisions of a current SCC for the proposed development pursuant to clause 24(1) (iii) of the Seniors Housing SEPP.

It is noted that under NLEP 2012, maximum building height and Floor Space Ratio (FSR) development standards do not apply to the subject site. The application of these development standards is addressed in detail in **Section 2.4** of this report.

#### **2.1.4 Existing improvements**

The site has been a recreational focal point of Mayfield since 1937. The Registered Club, now known as Wests Mayfield, was built on land adjacent to Stewarts and Lloyds (formerly within the current Mayfield North Industrial Precinct) for employees as part of "Project Recreation" which was launched in 1937 by the company to provide recreational facilities for its employees.

Throughout the following decades the Stewarts and Lloyds Recreation Club undertook several major extensions and renovations inclusive of the clubhouse and associated facilities, while changing the company name to Tubemakers Recreation Club in 1982. The Tubemakers Recreation Club rebranded to Club Phoenix in 1989 and continued with renovations of the bowling greens and the development of a multi-level car park.

In 2001 the Phoenix Club amalgamated with Western Suburbs Leagues Club (Wests Group), followed by continued development of the gymnasium and sporting field. During this time, the Newcastle Knights and associated training facilities were relocated to the Phoenix Club. In 2007, the Phoenix Club was rebranded to Wests Newcastle, and in 2009 the Gateway Inn was completed and commenced operations.

In 2018 the NSW Government unveiled plans for the development of a new Centre of Excellence for the Newcastle Knights at Broadmeadow. The planning of this facility is currently underway. This resulted in land comprising Wests Mayfield, particularly the sporting field, becoming available for future development.

Wests Mayfield now aims to utilise its existing capacity as a social, recreational and community hub to produce and deliver an integrated, residential-style community comprising high quality apartment development and high and low care housing for seniors. This will allow for the optimum use of existing facilities such as kitchen and dining facilities, the gym and pool, and courtesy bus service facilities currently available at the subject site. Residents will also have access to active and passive recreational opportunities which take place within the Club.

As highlighted above, the subject site has undergone consistent development throughout its 80-year operation to meet member and community expectations. The current facilities and associated infrastructure are well maintained and are in good condition, with the proposed seniors housing utilising land that has become unoccupied or underutilised. The registered club facility would continue to evolve with the changing demographic profile associated with the seniors housing development.

#### **2.1.5 Access to services and facilities**

Located in an established residential setting to the north of the Mayfield commercial centre, the subject site benefits from access to a wide range of services and facilities.

The subject site contains a variety of recreational facilities and leisure services including the Balance Health Club (inclusive of fitness and aquatic centre), restaurants, lounge room, function room and auditorium.

As displayed in **Appendix 2** (prepared by RPS), to the west of the subject site a number of recreation and community facilities are in operation. To the immediate west of the site is the Avon Street Reserve inclusive of a playground. At a distance of 400m west and south-west

of the site is Mayfield Park, Cowie and USK Street Reserves, Hillcrest Tennis Club and Hunter Christian School.

In addition, a number of community, and seniors living facilities are located approximately 280m south of the site. These Mayfield Aged Care and Mayfield Baptist Church. These are all accessible from the subject site by foot, bicycle or motor vehicle.

West's Mayfield has indicated that a dedicated community bus service will be established to meet the demands of seniors within the proposed development. Notwithstanding this, as evidenced in **Appendix 2** (prepared by RPS), access to public transport is direct and walkable at 15m-80m distance from the site. Bus stops are located along Industrial Drive, with a bus stop located immediately adjacent to the West's Club. This bus stop is serviced frequently by the No.24 bus service, as shown in **Figure 5**, providing regular services to:

- Shopping centres, consisting of retail, commercial and dining services, including Mayfield town centre, Waratah Village and Wallsend town centre, Newcastle town centre (Marketown shopping centre).
- Community, recreational and civic facilities in the Maitland town centre, Newcastle town centre and Wallsend town centre including a swimming centre, cinema, museum and library.
- Government services in the Mayfield, Newcastle and Wallsend town centres' including Service NSW, Centrelink and Medicare.
- Mayfield Medical Centre and Mayfield Medical Connection located 830m from the site, with Calvary Mater Hospital located within 2.5km of the site.
- Connecting bus services numbers 11 (direct) and 47 connecting from Maitland Road, Mayfield. Connecting train service at Waratah Station with 24 bus service bus stop immediately adjacent.

The range of services and facilities currently accessible to the subject site satisfies the accessibility criteria specified in Clause 26 of the Seniors Housing SEPP. Incorporating a number of community and recreational facilities, including medical facilities, the proposed seniors housing development is expected to further improve this situation for future senior residents, as discussed in **Section 3.2** of this report and in **Appendix 2**.



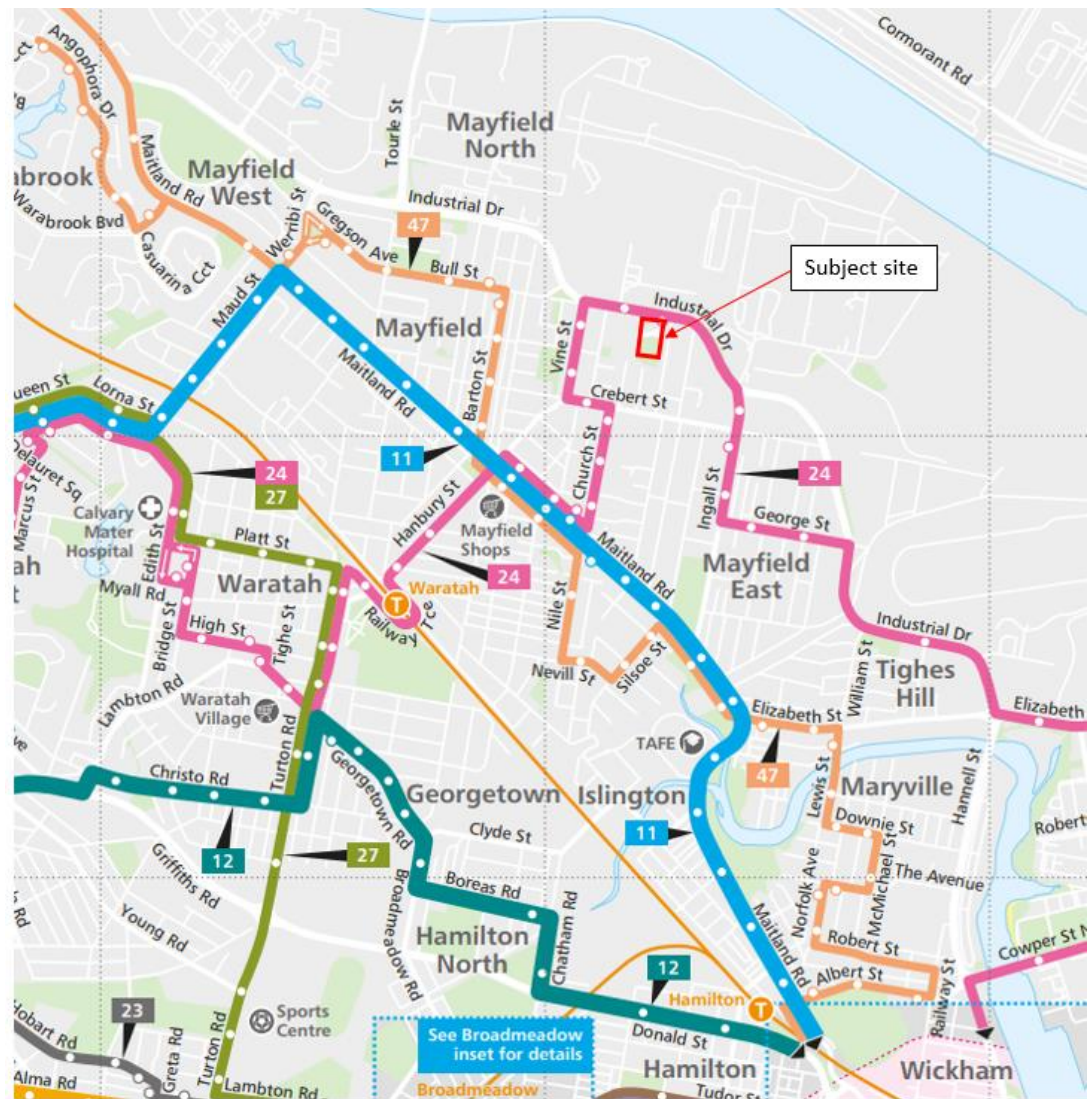


Figure 5: Bus route locality map. Source: Newcastle Transport.

## 2.2 The Concept Proposal

This SCC application seeks to facilitate the development of seniors housing within the subject site. A concept proposal has been developed by EJE Architecture to articulate how this might occur within the site. The concept proposal is provided at Appendix 1. The seniors housing will be contained within the north-west, south-east and south-west portions of the site and will be comprised of the following:

- 262 seniors self-care residential units - Independent Living Units (ILU)
- 216 bed aged-care facility
- Basement car parking for residents with existing above ground carparking for visitors/guests
- Associated community / private open space

The proposal to develop a staged seniors housing project on the site will be adjacent to and incorporated with existing structures (refer to **Figure 6** below).





**Table 2** sets out the proposed apartment size and mix, encompassing 1, 2 and 3-bedroom units within the ILUs. This composition recognises and acknowledges the current variations and likely future market demand.

**Table 2: Apartment size and mix**

Unit Number	Size	Percentage
55 x 3 bedroom	130m <sup>2</sup>	21%
45 x 2 bedroom	120m <sup>2</sup>	17%
64 x 2 bedroom	110m <sup>2</sup>	24%
98 x 1 bedroom	80m <sup>2</sup>	38%

The ILUs will include a basement floor car park comprising 300 car spaces, 16 motorbike spaces and storage bays. Visitor car parking areas are expected to remain in the existing above ground car park. The ILUs will be accessible by vehicle from the existing William Street entrance and an additional access from William Street at the site's south-east corner. This additional vehicle access will potentially result in the removal of one or two of the mature trees, which will be further considered during the preparation of a future DA.

The concept proposal had included a basement car park of 29 spaces to be utilised as staff parking and an ambulance space for the aged care facility with access from Industrial Drive at the north-western corner of the site.

An extensive network of pedestrian pathways is proposed throughout the overall site linking the proposed seniors housing and Wests Mayfield Club. The main pedestrian access points to the public domain will be from William Street and Industrial Drive.

The proposed buildings have been carefully sited to provide an appropriate interface and balance residential amenity with the existing club services and facilities. The proposal is to be designed in accordance with the requirements of *State Environmental Planning Policy No 65 Design Quality of Residential Apartment Development*, and the *NSW Apartment Design Guide* with respect to matters such as, but not limited to, building depth, building separation, open space, privacy, solar access and pedestrian access. Bulk and scale is considered further in **Section 0** of this report. Details of the senior housing proposal are contained in the Design Package at **Appendix 1**.

Existing facilities and services of Wests Mayfield will continue to be operational and will be available to future residents, Wests members and the general public. These matters are further expanded upon in **Section 3.4** of this report.

## 2.3 Strategic justification

### Hunter Regional Plan 2036

The *Hunter Regional Plan 2036* (the HR Plan), released by the NSW Government in 2016, is the regional strategy applying to the subject site. The HR Plan guides the NSW Government's land use planning priorities and decisions over the next 20 years.

The proposed development is consistent with the vision for the Hunter set out in the HR Plan. In particular, the proposal will deliver greater housing choice in an existing community close to jobs and services. The Wests Group, with six licensed clubs and employing over 1000 people in the Hunter Region, is well placed to make a positive contribution towards reinforcing the role of Greater Newcastle as the centrepiece of the Region and facilitating the enhanced social and economic opportunities that this will create.

In particular, to meet the needs of an ageing population (25% of people over 65 years by 2036), the HR Plan highlights the need for more diverse and affordable housing choices across the Region that is adequately serviced with community and transport infrastructure.



The proposed development is not inconsistent with any of the directions set out in the HR Plan and, indeed, supports its seniors housing aspirations, particularly relating to Direction 21 (Creating a Compact Settlement) and Direction 22 (Promote Housing Diversity).

### **Draft Greater Newcastle Metropolitan Plan 2036**

The *Draft Greater Newcastle Metropolitan Plan 2036 (DGNMP)*, released by the NSW Government in 2017, is the sub-regional strategy applying to the subject site. The DGNMP guides the Greater Newcastle land-use planning priorities and decisions for the next 20 years.

The site is not within a Catalyst Area as identified within the DGNMP but is immediately south of the Mayfield North Industrial Precinct within the Newcastle Port Catalyst Area. Nevertheless, the site is buffered from the Mayfield North Industrial Precinct by significant mature trees and Industrial Drive (National Key Road Freight Route), effectively separating the site from the Mayfield North Industrial Precinct. This separation is reflective of the locality where extensive areas of R2 Low Density Residential-zoned land adjoin or are adjacent to Industrial Drive.

The DGNMP prioritises the effective delivery of housing close to jobs and services, while prioritising housing supply and housing diversity. In this instance, the site is consistent with the DGNMP and well positioned to accommodate housing supply growth. The site has significant capacity to develop underutilised land which is further improved by the existing built form of the Wests Mayfield club and its ongoing operations.

For these reasons the site will positively influence housing affordability and diversity; will focus the seniors housing in an area close to other seniors housing developments, green spaces, the Mayfield town centre, nearby medical facilities; will support the local bus network; and will reduce the pressures for urban sprawl.

### **State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004**

#### **Overview**

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (Seniors Housing SEPP) aims to encourage the provision of housing for seniors or people with a disability. The Seniors Housing SEPP sets aside local planning controls that would prevent the development of such housing, establishes design principles for built form to respond to site characteristics, and encourages the provision of support services where development is on land adjoining urban-zoned land.

As discussed in **Section 2.1.3, the Seniors Housing SEPP applies to the subject land.**

#### Chapter 3, Part 1A – Site Compatibility Certificates

A Site Compatibility Certificate is required for the proposed development pursuant to clause 24(1) (iii) of the Seniors Housing SEPP.

Clause 25(5)(b)(i)-(vi) of the SEPP sets out matters which the Secretary must take into account prior to issuing a SCC. These requirements are addressed in detail in Part 3 of this report.

Ultimately, the responses to the criteria demonstrate that the site is suitable for more intensive development as seniors housing having regard to the natural environment, the impact of the proposed development on the existing urban area, the availability of services and infrastructure, future land uses and the appropriateness of the building design.

### **State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development**

State Environmental Planning Policy 65 Design Quality of Residential Development ("SEPP 65") sets out design quality principles for residential flat development. Pursuant to Clause 28 of SEPP 65 any future development application for seniors housing would need to take into consideration the design quality principles as well as the Apartment Design Guide.

EJE Architecture have prepared an *Architectural Design Statement* and *Concept Plans* as contained in Design Package in **Appendix 1** which demonstrates how the proposed development addresses the design quality principles for residential flat development.

### **State Environmental Planning Policy 55 – Remediation of Land**

State Environmental Planning Policy 55 – Remediation of Land ("SEPP 55") regulates contamination by requiring all consent authorities to consider any contamination when determining a development application.

The subject site has been used exclusively for recreational purposes since 1937. As there is no record of any other land uses or practices which may have contaminated soil or groundwater, the likelihood of encountering contaminated material which would preclude further development is considered to be low. This matter is further discussed in Section **2.5.1 (2)** and **Section 3.1** of this report

### **Newcastle City Council Local Plans and Strategies**

Newcastle City Council has a series of local plans and strategies in place to guide development within the LGA. The following are those relevant to the subject site and the SCC proposal:

- *Newcastle Local Planning Strategy 2015 – 2030* (adopted 2015)

The Local Planning Strategy ("LPS") is a comprehensive land use strategy to guide the future growth and development of Newcastle implementing land use directions from the Newcastle 2030 Community Strategic Plan ("CSP").

The LPS aims to deliver safe neighbourhoods, accessibility, housing diversity and supply, integrated transport networks, pedestrian friendly networks and enhancement of the urban fabric of Newcastle identity. Within these aims are five new renewal corridors inclusive of the suburb of Mayfield with a set vision and supporting objectives. The vision and objectives for Mayfield includes increasing residential densities in areas close to the existing commercial centres along Hanbury Street and Maitland Road.

The site is located in Mayfield within close proximity to the Mayfield Urban Renewal Corridor and is considered to be consistent with the vision and objectives for Mayfield. The development will ensure greater diversity of quality housing to address community needs close to established services and facilities. The density proposed will help support the viability of existing services and create the opportunity for new community services and facilities to be established. The urban form is also scaled to fit the surrounding built context, responding appropriately to the opportunities and constraints, whilst encouraging safe and activated internal spaces.

The site is unique due to its generous size, the presence of large screening trees along its eastern, southern and western boundaries, the long-standing operation of Wests Mayfield and the overall connections with the local community. For these reasons any perceived inconsistencies with the LPS are considered to be justified based upon the positive social aspects that the proposed development will deliver.

It is submitted that the proposal the subject of this SCC application strongly aligns with state and local government strategic objectives for the area. In particular, the proposal will promote increased housing diversity in an accessible and well-served location supported by the nearby Mayfield commercial centre. Furthermore, it is submitted that community, recreational and leisure facilities within and surrounding the seniors housing development will encourage social interaction and inclusion.

## **2.4 Statutory justification**

### **Newcastle Local Environmental Plan 2012**

The Newcastle Local Environmental Plan 2012 ("NLEP") provides rules, standards, aims and objectives for uses on private and public land within the Newcastle City Council local government area.

The proposed development would be consistent with the aims of NLEP 2012 in that it would facilitate a diverse and compatible mix of land uses, deliver a high-quality design outcome and directly contribute to the economic well-being of the community in a socially and environmentally responsible manner.

#### Zoning and Permissibility

As highlighted in **Section 2.1.3**, the seniors housing development is not permissible under the RE2 Private Recreation zone pursuant to Clause 4 of the Seniors Housing SEPP. Therefore, a Site Compatibility Certificate is required pursuant to Clause 24 of the Seniors Housing SEPP.

#### Height of Buildings

There is no building height development standard for the site pursuant to NLEP 2012. The existing Balance Fitness Club building is approximately two storeys high with the Gateway Inn being seven storeys.

The height of the proposed development varies between four storeys (Building A along William Street) and nine storeys (Building C close to the centre of the site). The aged care facility fronting Industrial Drive is to be seven storeys, similar to the Gateway Inn, and will book-end development across this frontage. The two higher buildings are those proposed over the multi-storey car park. These buildings will be well set back from side boundaries and positioned towards the centre of the subject site to reduce visual bulk and overshadowing impacts. Furthermore, perimeter trees will be retained as far as possible for screening.

In summary, building height has been carefully distributed across the site to be sympathetic to the existing built context and limit adverse overshadowing and bulk impacts upon existing dwellings to the south. This urban design approach is considered appropriate by Council's UDCG (refer **Appendix 1** and **Appendix 5**).

#### Floor Space Ratio

There is no floor space ratio development standard for the site pursuant to NLEP 2012. The proposal adds an additional GFA of 38,390m<sup>2</sup>, increasing the total site GFA to 50,260m<sup>2</sup>. The site area is 48,498m<sup>2</sup>, equating to a total FSR ratio of 1.036:1.

The floor space is distributed across the site to provide an appropriate interface with adjoining development and to balance residential amenity with the existing club services and facilities. This approach is considered appropriate for the site and surrounding locality and is supported by Council's UDCG (refer **Appendix 5**).

## 2.5 Pre-lodgement consultation

A series of meetings were held with various authorities through May to June 2018 in relation to the proposed development inclusive of:

- Newcastle City Council ("Council");
- Department of Planning and Environment ("DP&E"); and
- Roads and Maritime Services ("RMS").

These meetings examined matters of environmental constraints (i.e. flooding and contamination), building design and scale, urban context, road network environment, infrastructure capacity and SCC procedural advice. The following provides further details on the outcomes of the meetings:

### 2.5.1 Council - Pre-Development Application Meeting

A briefing meeting conducted by the proponents with senior staff of Council was held on 12 March 2018 to seek preliminary advice on requirements for lodging a SCC application for the seniors housing proposal with the Department of Planning and Environment. A letter confirming this meeting is provided in **Appendix 4**. Council's preliminary feedback identified



two matters warranting particular consideration. These are expanded upon below, and also within **Section 3** of this report.

The first question raised by Council highlighted whether the site is appropriate for seniors housing. Council noted that the site is adjacent to residential land, thus there is merit in considering the site for seniors housing provided that a number of site constraints were further considered, including:

1. To determine whether the land can be developed due to flooding constraints, with a detailed flood study prepared by a suitably qualified flood engineer.

Response

Council's flood mapping indicates that the site is not affected by the 1 in 100-year flood event, and only a small portion of the site in the east is impacted by the PMF flood event. This matter is further considered in **Section 3.1** of this report.

2. Consideration of land contamination in relation to Council Contamination controls and guidelines.

Response

The site's surrounds, including the Mayfield North Industrial Precinct, is a recognised contamination area listed on the EPA Contamination Lands Register. However, the subject site has been exclusively used as recreation land since 1937 and there is no record or evidence of the land being subject to soil or groundwater contamination. Notwithstanding, this matter will be further addressed in **Section 3.1** of this report.

3. Analysis of the pedestrian paths to surrounding social infrastructure and services.

Response

A pedestrian analysis inclusive of topography, surrounding social infrastructure and services is provided in **Appendix 2** (prepared by RPS) of this report.

4. Early consultation with the RMS regarding traffic generation with its impacts on state and local roads inclusive of new access and intersections.

Preliminary discussions were undertaken with senior RMS representatives on 20 June 2018 with a formal response letter provided on 23 July 2018 (refer to **Appendix 6**). The proposed development was generally supported, with the exception of the need to reconsider the access from Industrial Drive to the aged care facility basement car park. The RMS also suggested the investigation of traffic impacts on the William Street and Industrial Drive intersection and local road networks due to the inclusion of additional accesses on William Street (refer to Traffic Impact Assessment in **Appendix 7**). Generally, there were no substantive concerns in terms of overall compatibility, particularly relating to road infrastructure. This matter is further considered in **Section 3.3**.

5. Proximity to industrial land and potential resulting land use conflicts inclusive of impacts of visual, noise and light.

The proposed development is located adjacent to the Mayfield North Industrial Precinct. Thereby the potential exists for land use conflict and adverse impacts upon future residents of the proposed development. However, having regard to the positioning and spatial arrangement of the proposed seniors housing buildings and their proximity to the Mayfield North Industrial Complex itself, the likelihood of land use conflict and related adverse impacts is considered minor. Primarily, this is due to the considerable distance from the proposed seniors buildings to the existing industrial structures, and the presence of several screening buffers in between. This matter is further considered in **Section 3.2**.

**Note:** At future DA stage, the impacts of the existing industrial development on the future seniors housing development will be considered in greater detail through technical assessment and, where appropriate, mitigation measures will be incorporated into the proposed design.

Similarly, any future development applications within the Mayfield North Industrial Precinct would need to take into account environmental considerations such as noise, odour and light impacts on sensitive receivers, including the residential-zoned land to the north of this precinct.

The second matter raised by Council related to whether the density and height proposed is acceptable. In this regard, Council requested additional information be prepared to address the height and density impacts.

6. Undertake a detailed character and impact analysis to surrounding land.

This detailed Character and Impact Analysis is provided in **Appendix 3** and is briefly expanded upon in **Section 3.2** of this report.

7. Lodge an application to Council's Urban Design Consultative Group ("UDCG") for further consideration of the proposed development.

A meeting was held with Council's UDCG on 20 June 2018 and is expanded upon below in **Section 2.5.3**.

#### 2.5.2 Department of Planning and Environment

A briefing was conducted between the proponents and senior staff, Katrina O'Flaherty and Chris Dwyer of the DP&E on 15 June 2018. The meeting was to seek further advice for lodging requirements of the SCC application, while advising the DP&E that a prior meeting had occurred with NCC on 12 March 2018 and that an upcoming meeting was scheduled with Council's UDCG on 20 June 2018. DP&E acknowledged that, to achieve the objectives of the HRP 2036, appropriately located seniors housing development will need to be provided across the region.

#### 2.5.3 Council - Urban Design Consultation Group Meeting

On 20 June 2018 a meeting was held with Council's UDCG attended by representatives from the Wests Group, Graph Building, City Plan Services, EJE Architecture, and senior members of Council. The meeting was held to discuss the proposed development's design performance against the Design Quality Principles set out in the Apartment Design Guide under SEPP 65. A letter confirming this meeting is provided in **Appendix 5**.

Overall, the UDCG was supportive of the proposed development concept design, advising that the indicative apartment plans and accommodation could result in an acceptable outcome and an environment of good quality for residential units and that the proposal would be appropriate for a SCC.

The UDCG considered that the indicated building height and density were acceptable. Consideration to improving amenity and solar access through design was also recommended. This matter has been further addressed in **Section 3.4**.

#### 2.5.4 Roads and Maritime Services

On 20 June 2018 a meeting was conducted by the proponents, with senior staff from RMS. The meeting was to ascertain preliminary advice in regard to infrastructure capacity surrounding the subject site, in particular road capacity and the creation of new access points. A formal response letter was provided on 23 July 2018 (refer to **Appendix 6**). Overall, the RMS was supportive of the compatibility of the proposal with the capacity of the road network, although it requested a Traffic Impact Assessment (refer to **Appendix 7**) be prepared to investigate the impact on the William Street and Industrial Drive intersection and local roads network due to the inclusion of additional accesses on William Street. The RMS also raised reservations over the basement carpark access off Industrial Drive to the aged care facility, requesting an alternative access be considered. This is further addressed in **Section 3.3** of this report.

### 3. Site compatibility criteria statement (C2)

This section provides information demonstrating that the subject site is suitable for more intensive development and that the proposed seniors housing is compatible with the surrounding natural and built environment, having regard to the matters for consideration outlined under clause 25(5)(b) of the Seniors Housing SEPP. It should be read in conjunction with the accompanying Design Package (**Appendix 1**).

#### 3.1 Natural environment and uses of land

The proposed seniors housing the subject of this SCC application will generally be built in the location of existing buildings and infrastructure within the subject site.

Thus, the subject site is already largely developed and contains little undisturbed natural environment with the exception of the mature trees along the site's perimeter. These trees, along William Street on the eastern perimeter and along the southern boundary and south-west corner, are to be predominantly retained. However, there is a possibility that two of the existing site perimeter trees along the William Street frontage may need to be removed to facilitate an additional vehicular access point to the site. This matter will be explored in greater depth as part of the detailed design process.

The subject site contains numerous easements including a 'restriction as to user' and a 'right of carriageway' (refer to **Appendix 1**). These easements relate to:

- Drainage from the land outside the site (formal drainage reserve), from the south-western corner of the site;
- Drainage water across the site to two separate points along Industrial Drive;
- Restriction of use to land along the southern boundary of the site (variable width); and
- Right of Carriageway for access.

As discussed in **Section 2.2.1(1)** of this report, the proposal will moderately alter the extent of non-permeable surfaces currently covering the subject site. Therefore, a detailed Stormwater Drainage Strategy will form part of any future DA for the proposal considering existing stormwater conditions, impacts of future development on and off site (up-stream and down-stream), and the protection of water quality from stormwater runoff. Notwithstanding, drainage infrastructure is available within the adjacent road reserve which serves the subject site and will have capacity to accept 'pre-development' flows.

In terms of flooding, Council's *Newcastle City-Wide Floodplain Risk Management Study and Plan 2012* mapping has indicated that the subject site is partially flood prone land (refer to **Figure 8** and **Figure 9** below). Council's flood mapping highlights that the site is at no risk of being affected by the 1 in 100-year flood event, with only a small portion in the east impacted by fringe flooding in the PMF flood event. In essence, this low flooding risk shows that the flooding constraint is of a minor nature. Nevertheless, a Flood Impact Assessment will be prepared, coinciding with the Stormwater Drainage Strategy as part of any future DA.





Figure 8: Flood prone land map 1% AEP (1 in 100-year event). Source: Newcastle City Council Floodplain Risk Management Study and Plan 2012.

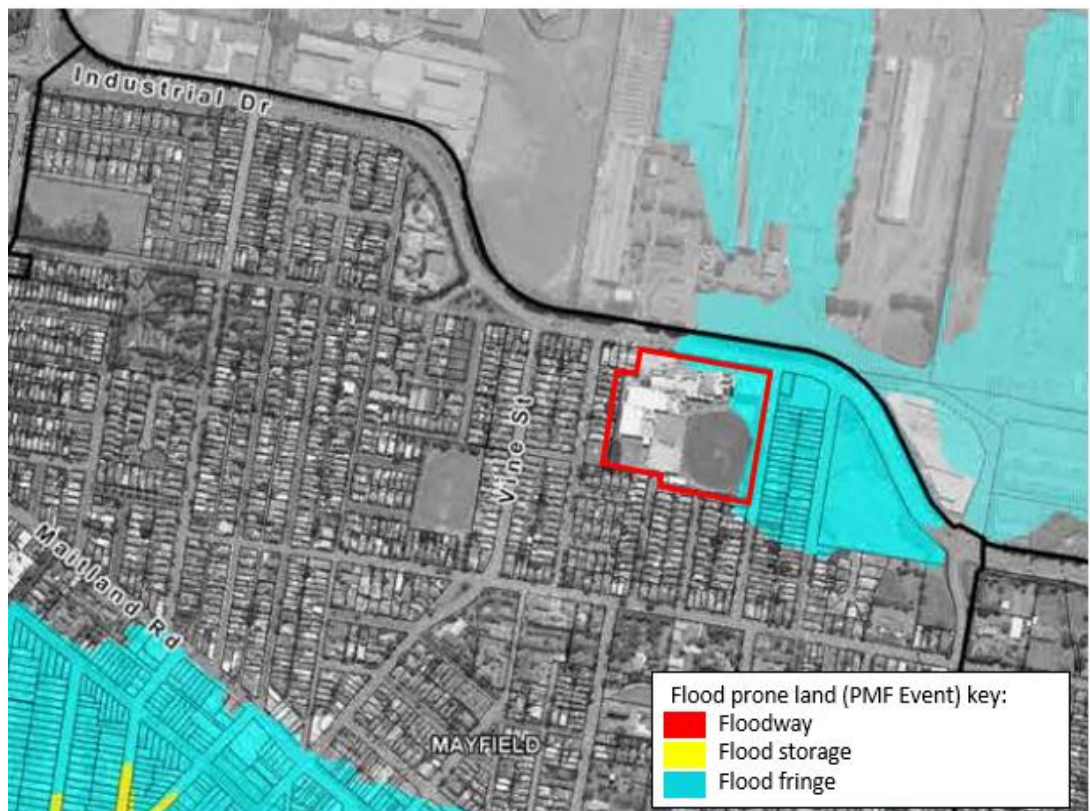


Figure 9: Flood prone land map PMF event. Source: Newcastle City Council Floodplain Risk Management Study and Plan 2012.

As discussed in **Section 2.2.1(2)**, the subject site is considered to have a low likelihood of contamination based on its historical legacy. The site has been exclusively used for recreational / leisure pursuits since 1937. In terms of compatibility for residential development, there are no reported instances of contamination being found on the site throughout its continuous development, nor being identified on the EPA Contaminated Lands Register. However, as the subject site is adjacent to the Mayfield North Industrial Precinct, a recognised contaminated area listed on the EPA Contamination Lands Register, potential residual contamination may have occurred. Accordingly, a Preliminary Site Investigation will accompany any future DA to determine if there is a significant potential for contamination (or not) and whether further studies are required.

The entire site is mapped as containing Class 2 Acid Sulfate Soils (refer to map at **Figure 10**). A geotechnical assessment, including a preliminary assessment of potential acid sulfate soils, will be required at the pre-DA stage to advise on any limitations to the construction of basement car parking on the site. It is most likely that this environmental condition can be managed throughout the construction phase and does not affect the compatibility of the site for seniors housing.

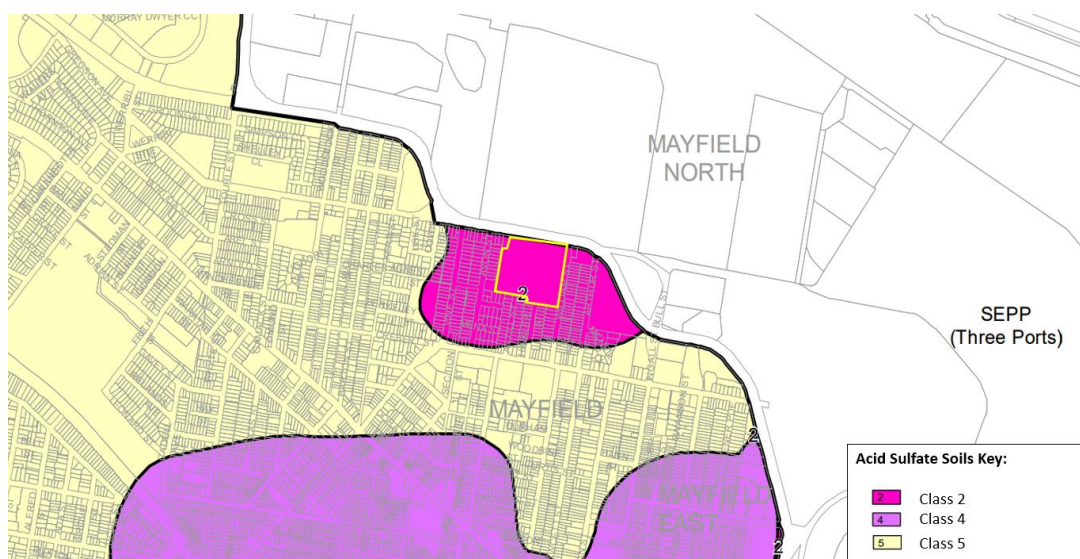


Figure 10: Acid sulfate soils map. Source: NSW Legislation.

The subject site is not affected by bushfire hazards.

As discussed in **Section 2.1.2** of this report, land adjoining the site to the east, south and west is zoned residential. Land to the immediate north is zoned Industrial under the Three Ports SEPP. Recent approved uses in the vicinity of the site include Central Village on Industrial Drive to the east, which is progressively being developed as a manufactured home estate. The proposal is unlikely to result in any significant transformation to the nature and character of the surrounding area.

Assessments relating to drainage, flooding, preliminary contamination and acid sulfate soils have not been prepared at this point in time. However, review of historic records, existing uses and approved uses suggests that constraints are manageable and the proposed development compatible with surrounding land uses and the natural environment.

### 3.2 Future uses of land in the vicinity

The proposed seniors housing forms part of a comprehensive long-term plan for the Wests Group, which aims to provide an integrated, residential-style community comprising high quality apartment development and high and low care housing for seniors. Recreational

facilities, leisure amenities and open space areas within the seniors housing component of the concept plan have been specifically located to ensure future residents (seniors), Wests Club members and members of the local community can readily access and enjoy these facilities.

As described in **Section Error! Reference source not found.** of this report, the subject site is adjoined by low density residential development to the immediate east, south and west. Zoned R2 Low Density Residential, future development in this area will continue to be predominantly residential in character, with limitations to increased density due to existing house stock and allotment size. Therefore, the proposed development will provide opportunity for increased density, free up local detached dwelling housing stock, while reducing demand for additional housing in new urban release areas. This ultimately will help to improve affordability and housing diversity.

As the site is subject to a different land use zone and approvals pathway when compared to the surrounding R2 Low Density Residential area, it will not set a precedent for intensification of development within the R2 zone and will therefore not contribute to a transformation of the surrounding area.

The proposed seniors housing is considered to be a compatible use with adjoining current and likely future residential uses, with which there are synergies and opportunities for interrelated activities, particularly with neighbouring seniors housing and seniors retirement complexes. Importantly, the proposed development will provide an ideal opportunity for Mayfield residents and residents from surrounding suburbs to re-locate to the site and effectively age in place and maintain important social and community links. This will also provide the 'flow on' opportunity for younger families to move into the detached housing stock vacated by the occupants of the new seniors housing development.

As described in **Section 2.2.1 (6)** of this report, Council requested a Character and Impact Analysis ("CIA") of surrounding land that may potentially be impacted by the proposed development to prove whether the density and height proposed was acceptable. The CIA prepared by RPS can be found at **Appendix 3**.

As stated within the CIA, the closest dwellings directly adjoin the subject site to the east, south and west. Proposed development within the subject site is substantially mitigated by the retention of existing mature trees on the site, generous internal setbacks, the highest building positioned within the centre of the site, articulation of highly visible walls (such as the aged care facility) and sympathetic building heights. It is therefore considered that the proposal will not limit the development potential of the adjoining R2 zoned land.

Further, due to the topography of the area and the unique nature of the site, views from the far south and south-east towards the site are most exposed to the proposed development. However, as stated in **Appendix 3** (prepared by RPS), these visual impacts are considered minor to moderate and are currently occurring as a result of

the existing structures on the subject site. Further, the retention of most of the mature trees will assist in the visual absorption for these impacted areas.

As noted in **Section 2.2.1(5)** of this report, Council requested that land use conflicts and associated impacts (noise, visual, light) be considered regarding the site's close proximity to industrial land. **Figure 11** highlights that there is sufficient separation of a 120-360m distance from the industrial establishments, with associated buffers in between consisting of two separate rows of mature trees and Industrial Drive. This considerable separation inclusive of the mature tree buffers will significantly reduce the impacts of noise, visual line of sight of the factories and light from the industrial complex. All other mitigation measures can be achieved through the design of the seniors housing at the future DA stage, such as double glazing of windows, light reducing blinds and other associated maintenance.

Therefore, the separation and future design considerations will ensure future residents of the proposed seniors housing are unlikely to be affected by noise or other impacts from the Mayfield North industrial area.





Figure 11: Viewpoints and proximity analysis. Source: NearMaps.

Any intensification of development on industrial land to the north would need to take into account impacts on sensitive receivers, including the residential-zoned land to the south, adjoining the subject site.

Overall, it is considered that no identifiable impacts are likely to arise from the proposed development of the subject land that may adversely affect surrounding land uses, and vice versa. Rather, impacts are likely to be substantially positive, due to synergies with proposed uses within the broader site and existing and likely future surrounding uses.

### 3.3 Available services and facilities

As described in **Section 2.1.5** of this report, the subject site satisfies Clause 26 accessibility criteria under the Seniors Housing SEPP. Specifically, the site is within 400 metres via an accessible travel path to bus stops located on Industrial Drive and Vine Street. The bus stops provides regular services and convenient access to several shopping centres, hospitals and medical services within the local area, and onward public transport connections to surrounding townships, such as Newcastle CBD, Wallsend and Waratah. All these surrounding services, inclusive of their pedestrian paths (as requested by Council - see **Section 2.2.1(3)**) are illustrated in **Appendix 2** of this report. Further, Wests Mayfield will also provide a dedicated community bus service for the proposed development.

In addition, future residents of the proposed seniors housing will benefit from the existing recreational facilities and leisure facilities on the site. Therefore, the proposed development would align with the Wests Group's integrated approach to seniors housing while allowing Mayfield residents (and surrounding suburban residents) to relocate and age in place. This site suitability was confirmed by Council's UDCG (refer **Appendix 5**).

As the proposed development will occupy the roof of the existing two-storey car park, a minor reduction in car spaces for Wests members will occur. However, this is justified as future residents will have access to private car parking at basement level and will not compete for car parking spaces with Wests members and the general public.

The subject site is currently serviced by existing utilities, including water, sewerage, electricity, gas and telecommunication networks. Consultation with utility service providers



Ausgrid, Hunter Water, Jemena and telecommunication organisations has commenced and will be an ongoing consultation throughout the future DA stage. Any upgrades to utility infrastructure will be undertaken in accordance with the respective requirements of service providers.

As described in Section 2.5.1 (4) of this report, a preliminary meeting was held with two senior members of the RMS on 20 June 2018, with a formal response letter provided on 23 July 2018 (refer to **Appendix 6**). Overall, RMS was supportive with no concerns in terms of overall compatibility with the road infrastructure.

The RMS was supportive of directing traffic through the local road network, such as William Street and Vine Street, stating that the local road network had adequate capacity and was a safer outcome than increased traffic on Industrial Drive.

Relatedly, the RMS supported changing the intersection between the Wests Mayfield Club and William Street to allow a 'right hand turn' provided further traffic investigations were undertaken. These investigations were requested to ensure increased traffic from the proposal would not adversely impact on the William Street and Industrial Drive intersection and that traffic was able to be satisfactorily redistributed through the local road network. The Traffic Impact Assessment prepared by Intersect Traffic (refer to **Appendix 7**) considered the abovementioned impacts, finding that the proposal would generate 105 additional vehicle trips per hour during the AM peak and PM peak traffic periods. The Traffic Impact Assessment confirmed that the local roads network would satisfactorily cater for the increased traffic generated by the proposal through to 2028, with the William Street accesses (inclusive of the right hand turn) operating with uninterrupted flow conditions. Importantly, the intersection at William Street and Industrial Drive would continue to operate with satisfactory capacity post development with average delays, level of service, and 95% back of queue length (cars) remaining at an 'A' level of service until 2028. Overall, the TIA concluded that the proposal would not adversely impact on the local and state road network and would comply with the relevant traffic policies and guidelines.

However, it was agreed that the impact on the local road network would need further consideration by Council's Local Traffic Committee. Consultation with the Local Traffic Committee is most appropriately undertaken once development staging has been determined and a development application submitted to Council.

In terms of changes to Industrial Drive to allow a drop off / service road for the proposed aged care facility, the RMS was generally supportive but requested that the access crossing closer to William Street should be removed. The RMS raised reservations regarding the proposed basement carpark access on Industrial Drive to the aged care facility. The RMS would support an access off Industrial Drive to the aged care facility for a service access for ambulance and non-peak service vehicles, only, while recommending an alternative access for the basement car park. This matter will be considered at the future DA stage.

Accordingly, it is considered that the proposed development is compatible with the surrounding land uses and able to cater for the increased demands of a seniors population. Furthermore, the site is considered compatible with future infrastructure and utility requirements.

### 3.4 Provision of open space uses on site and surrounds

The subject site is zoned RE2 Private Recreation under NLEP 2012. The RE2 Private Recreation zone objectives are considered below to determine the impact (if any) the proposed development may have against the provision of land for open space and recreation on the site and in its vicinity:

- To enable land to be used for private open space or recreational purposes.

Wests Mayfield and its predecessors have operated on the site for over 80 years, providing a range of recreational and leisure facilities and, more recently, visitor accommodation. The proposed development will not negatively impact the ongoing operations of Wests Mayfield, rather it will enhance the number of people using both private open space and recreation facilities on the site.

This is exemplified in **Figure 12** of the concept plan (refer **Appendix 1**), which seeks 45% of the total site to be dedicated to communal and intimate open space. Further, the majority of Wests Mayfield recreation and leisure facilities are to be maintained.

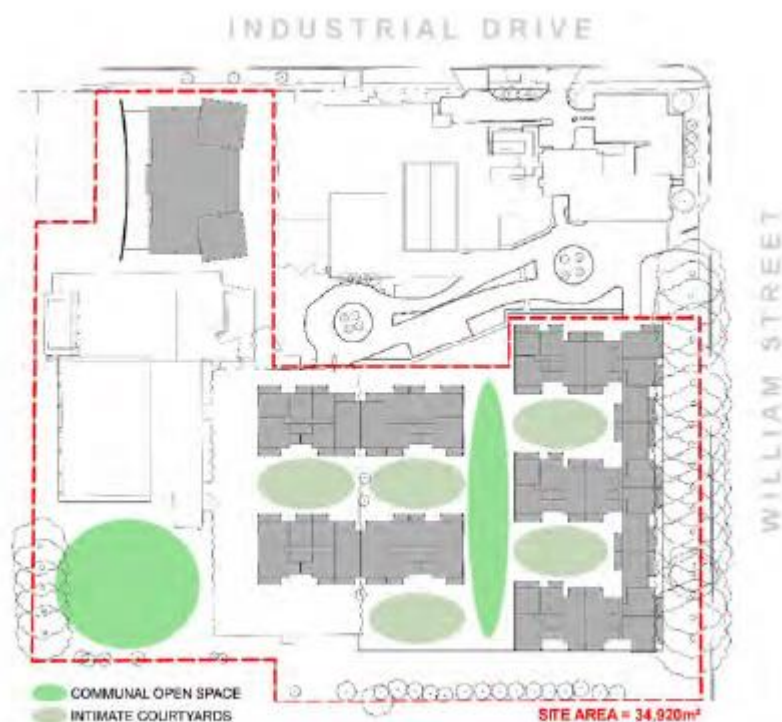


Figure 12: Open Space Diagram. Source: EJE Architecture.

- To provide a range of recreational settings and activities and compatible land uses.

Wests Mayfield will continue to be a key social and community hub that will provide a range of recreational settings and activities and compatible land uses.

Future residents, Wests members and the general public will be able to enjoy the existing recreation and leisure facilities offered by Wests Mayfield including dining, entertainment, functions and visitor accommodation. Future residents and members will have full access to the Balance Fitness Club. In this way the range of active and passive recreational pursuits offered on site will remain available.

- To protect and enhance the natural environment for recreational purposes.

The site comprises a modified environment utilised for private recreational purposes.

In terms of protecting and enhancing the natural environment, the concept seeks to retain the existing mature trees (*Ficus Hillii*) located around the eastern, southern and western boundaries of the site. It is acknowledged that these trees contribute to the amenity of the locality. In order to allow vehicle access to the IDUs in Building A, a limited number of trees may need to be removed. The potential for tree removal will be considered in detail at the future DA stage. Further, the proposed development will enhance the natural environment by way of increasing open space and associated landscaping, as shown in **Figure 13**.



Figure 13: 3D concept model of site, open space and landscaping. Source: EJE Architecture.

Further, the proposed development will only have impact (which is overall beneficial) within the site. Open space in the vicinity of the site such as the Avon Street Reserve, Mayfield Park and Cowie and USK Street Reserve will not be directly impacted by the proposed development.

Overall, the proposed development will be compatible, protecting and enhancing open space and recreational facilities. The site will continue to provide facilities for the local community and visitors to the area, in addition to providing exclusive facilities to future residents. Open space within the vicinity will not be impact by the proposed development.

### 3.5 Bulk, scale, built form and character

As discussed in **Section 2.5.1 (7)** of this report, Council's UDCG (refer **Appendix 5**) were supportive of the concept design for the proposed senior housing. This is expanded upon further below:

#### Context and neighbourhood character

The subject site currently accommodates a number of medium to large buildings as mentioned earlier in this report. In this instance, the site is unique due to its 48,498m<sup>2</sup> area; the absence of building height and FSR development standards; the existence of mature perimeter trees allowing "visual absorption" of the site; and the site's historical legacy as a key social and community hub.

The area immediately east, south and west predominately comprises detached single and two storey dwelling houses, townhouses and low-rise apartments. All adjoining land is zoned R2 Low Density Residential, is subject to 8.5m maximum building height and 0.6.1 FSR. To the near-east is land zoned RE2 Private Recreation with similar planning controls to the subject site, and which has been developed for seniors manufactured housing (Central Village) and contributes to the seniors housing cluster of Mayfield.

To the immediate north of the site is Industrial Drive, with its mature and dense row of Ficus Hillii trees adjacent to the street boundary, and the Mayfield North Industrial Precinct zoned SP1 Special Activities. Industrial Drive and the dense row of trees effectively separate the subject site due to from the industrial land to the north.

The topography of site and surrounds is relatively flat, rising in the south at Crebert Street.

### Built form and scale

The accompanying Design Package (**Appendix 1**) demonstrates the bulk, scale and built form of the seniors housing proposal. The scale of the proposed development takes into account the existing low-rise residential context, the mature trees around the site's perimeter and the existing built form on the site. The seniors housing proposal places emphasis on integrated design, permissible form in regard to height and FSR, while maintaining optimum possible yield for the site.

The aged care facility will be located adjacent to Industrial Drive in the north-west corner of the site. This building is proposed at 7 storeys and will contain 29 car spaces at basement level and consist of a pattern wall to the west. The height of the proposed building will be sympathetic in height to the existing Gateway Inn Hotel to the east, which will allow for an active and symmetrical frontage. The pattern wall will articulate the western side of the proposed building, lessening bulk and visual impact to dwellings to the west and south-west.

The ILU buildings will be located at the south-east and south west of the site, utilising the existing Knights' training ground and the roof of the two-level car park. It is proposed that building heights will range from four to nine storeys, containing 300 car spaces at basement level. The layout of the proposed buildings form an E-shape with the solid edge facing William Street, resulting in north-south facing winged units. This E-Shaped layout is designed to provide an inter-connecting community and intimate courtyards for future residents.

To reduce privacy impacts upon adjoining dwellings, the proposed scale, bulk and height of the proposed ILUs (Building A) along William Street will respond to the existing mature tree character, while being stepped down in scale from the existing seven storey hotel to the north to the existing 1-2 storey dwellings to the south adjoining the site (refer to **Figure 14**). The ICUs of Buildings B and C will be incorporated above the roof of the car park in the centre of the site in order to keep their bulk, height and density in the middle of the site, thereby reducing visual and privacy impacts on neighbours

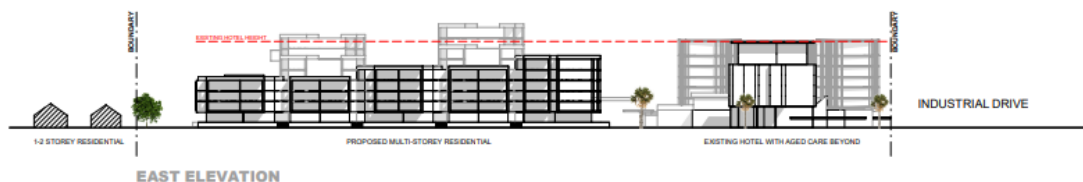


Figure 14: East elevations. Source: EJE Architecture.

In terms of overshadowing, Council's UDCG did raise concern that both the courtyards and some of the lower-level apartments would be substantially overshadowed in winter months, as shown in **Figure 15**. However, the UDCG considered that the overall amenity of the units and the site generally was of a good design standard but that a future DA would need to consider options for improving the amenity of units, particularly in relation to solar access, with the potential for considering other concept plan configurations. In this respect it is noted that the proposed concepts plans show building separations in all instances exceeding the ADG's requirements, with some being almost double the required separation. Furthermore, the common open space area running north-south between the buildings will receive almost 4hrs of mid-winter sunlight. The project architects are confident that, during the design development stages of the proposal, full solar access compliance with the ADG will be achieved.



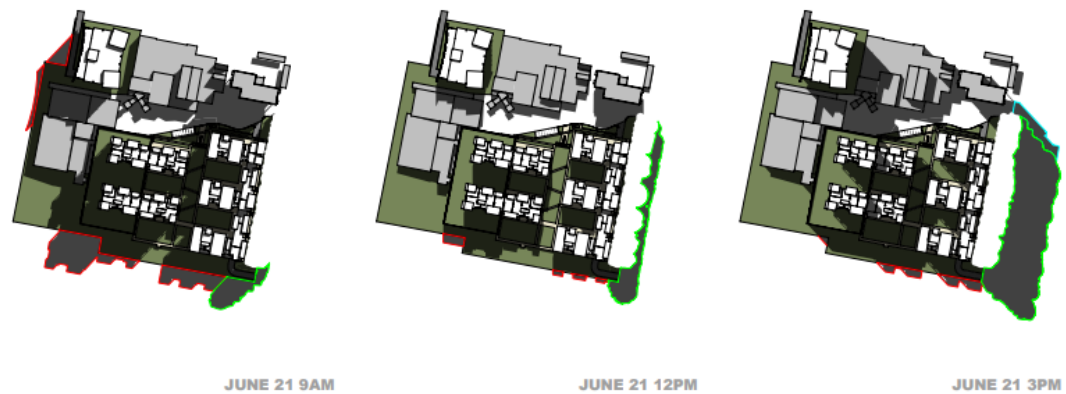


Figure 15: Shadow diagram. Source: EJE Architecture.

Council's UDCG also were supportive of the proposed development's overall density (1.036:1) and height, indicating that both would be the maximum accepted.

While detailed design of the buildings has not yet been undertaken, the design intention will be to create an integrated seniors housing complex, with high-quality landscaping, high amenity standards, socially inclusive, environmentally sustainable measures (solar collection and rainwater recycling) and compatibility with the surrounding residential neighbourhood.

### 3.6 Clearing of native vegetation

The proposed development will not involve the clearing of any native vegetation. Nevertheless, where practicable, the concept seeks to retain the mature *Ficus Hillii*. To allow access to the proposed ILU Building A, a limited number of these trees may need to be removed. This impact will be further considered during the future DA stage.

## 4. Conclusion

This application seeks a SCC to facilitate a staged seniors housing development on the subject site. The proposed development comprises:

- 262 self-care low rise residential units - Independent Living Units (ILUs)
- 216 bed aged-care facility
- Basement car parking for residents with existing above ground car parking for visitors/guests
- Associated community / private open space

The proposed development would afford future residents a high level of accessibility to a range of services and facilities located within the Wests Mayfield licensed club premises and the surrounding area. The site benefits from good immediate public transport connections to services within the Mayfield commercial centre and the Newcastle CBD. Wests Mayfield will also provide a dedicated community bus service for future residents of the proposed ILUs.

When tested against the relevant criteria provided in the Seniors Housing SEPP, the proposal is found to be compatible. While the proposed seniors housing will displace existing private open / recreational space, such as the Knights training ground and associated training facilities, this displacement will be compensated by the creation of new open communal space within the ILU portion (south-east and south west) of the site and the retention of existing active and passive recreational opportunities associated with the registered Club.

In addition, removal of existing car parking spaces on the rooftop of the existing two-storey car park is justified as future residents will have private basement car parking and will not compete for public car parking spaces with Wests members and guests. All existing recreational, leisure facilities and services (inclusive of the Balance Fitness Club) within Wests Mayfield will be retained for both future residents and the general public. As such the overall concept plan for the broader site will continue to provide recreational and open space uses while providing high-quality design.

While the concept plan seeks to optimise yield for the subject site, the proposed design remains compatible with the surrounding built form, including the current and desired future character of the adjoining R2-zoned land. Matters of overshadowing and visual impacts will be further considered when undertaking detail analysis during the future DA stage, however at this stage can be seen to be acceptable.

The subject site is already developed and contains little undisturbed natural environment; however, the site does contain mature Ficus Hillii trees surrounding its eastern, southern and western boundaries. Construction of a vehicle access at the south-east of the site on William Street will potentially see the removal of a limited number of trees. These impacts will be assessed further at the future DA stage.


Environmental constraints such as flooding, potential contamination, acid sulfate soils and stormwater will be considered through appropriate studies to support any future DA for the proposal, ensuring there are no adverse impacts upon the natural environment as a result of the proposed development.

Overall, the social benefits provided by the proposed development, such as the increase in housing diversity and affordability, as well as focusing seniors housing in an area well served by urban infrastructure, far outweigh any potential impacts. Accordingly, the certification of the site as being suitable for seniors housing of the nature and scale proposed in this application is considered to be in the public interest.



## Appendix 1

### Design Package



## Appendix 2

### Locality Analysis Package





## Appendix 3

### Character and Impact Analysis Report



## Appendix 4

### Council Pre-Development Application Minutes



## Appendix 5

### Council Urban Design Consultative Group Minutes



## Appendix 6

### Roads and Maritime Service Response Letter





## Appendix 7

### Traffic Impact Assessment