

SITE COMPATIBILITY REPORT

FOR

PROPOSED SENIOR LIVING DEVELOPMENT

AT LOT 17 DP1210621

FORMERLY LOT 100 DP751279, LOT 20 DP1151501 AND LOTS 1 & 2 DP1165344

AND KNOWN AS 2 CALIOPE STREET, KIAMA

Report prepared by Alison Stephens of Coble Stephens Architects. 4 March 2020

1. INTRODUCTION

This Site Compatibility Report is submitted to the Department of Planning, Infrastructure and Environment (DPIE) in support of a Site Compatibility Certificate (SCC) application at 2 Caliope Street, Kiama (part Lot 17 in DP 1210621). It supersedes an earlier submission dated 21 June 2019 by reducing the number of dwellings from twenty-one (21) to nineteen (19) and accommodating a greater asset protection zone from existing vegetation to the south of the site as advised by the Rural Fire Service (RFS). This report addresses the requirements for SCC applications under subclause 25(5) of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (the SEPP). The report is to be read in conjunction with architectural plans prepared by Coble Stephens Architects dated 11 November 2019 (refer to **Appendix 1**).

2. BACKGROUND

2.1 PREVIOUS SCC APPLICATION AND DEVELOPMENT APPLICATION (DA 10.2017.352.1)

On 15 March 2017, DPIE granted a SCC for the site (then known as 43 Old Saddleback Road, Kiama). The layout proposed comprised (refer to **Figure 1**):

- Twenty-one (21) lots ranging between 469.21m² and 711.55m², each to be occupied by a serviced self-care housing dwelling; and
- A 10,554.78m² community lot forming a buffer area between the future dwelling lots and a vegetated corridor running centrally through the site, providing local passive recreation opportunities for residents of the development and established low density residential areas to the north and west, as well as contain a 29 metre Asset Protection Zone (APZ)

A Development Application (DA) for a seniors living estate comprising 21 seniors living dwellings and 21 lot community title subdivision was submitted to Kiama Municipal Council (Council) on 15 December 2017 (Council ref. DA 10.2017.352.1). The DA was not determined within 24 months of the date of the SCC, and the SCC subsequently lapsed on March 2019.

2.2 CONSULTATION WITH RURAL FIRE SERVICE (RFS)

Following the submission of the new SCC application, RFS provided advice regarding a potential bushfire hazard arising from grassland in the adjoining lot to the south of the site (Lot 33 in DP 709582, otherwise known as 152 Old Saddleback Mountain Road). To mitigate that impact, the two previously proposed community Lots 6 and 7 were deleted to enable the provision of a 24 metre APZ along the southern boundary. Additionally, a 2 m high solid fence is to be provided along the

southern boundary and for a section of the western boundary, measured from the south-western corner.

2.3 CONSULTATION WITH COUNCIL

Council provided comments on the proposal in a letter dated 8 July 2019. A response to the matters raised by Council was provided to DPIE on 20 August 2019. An updated response is provided at **Appendix 2**.

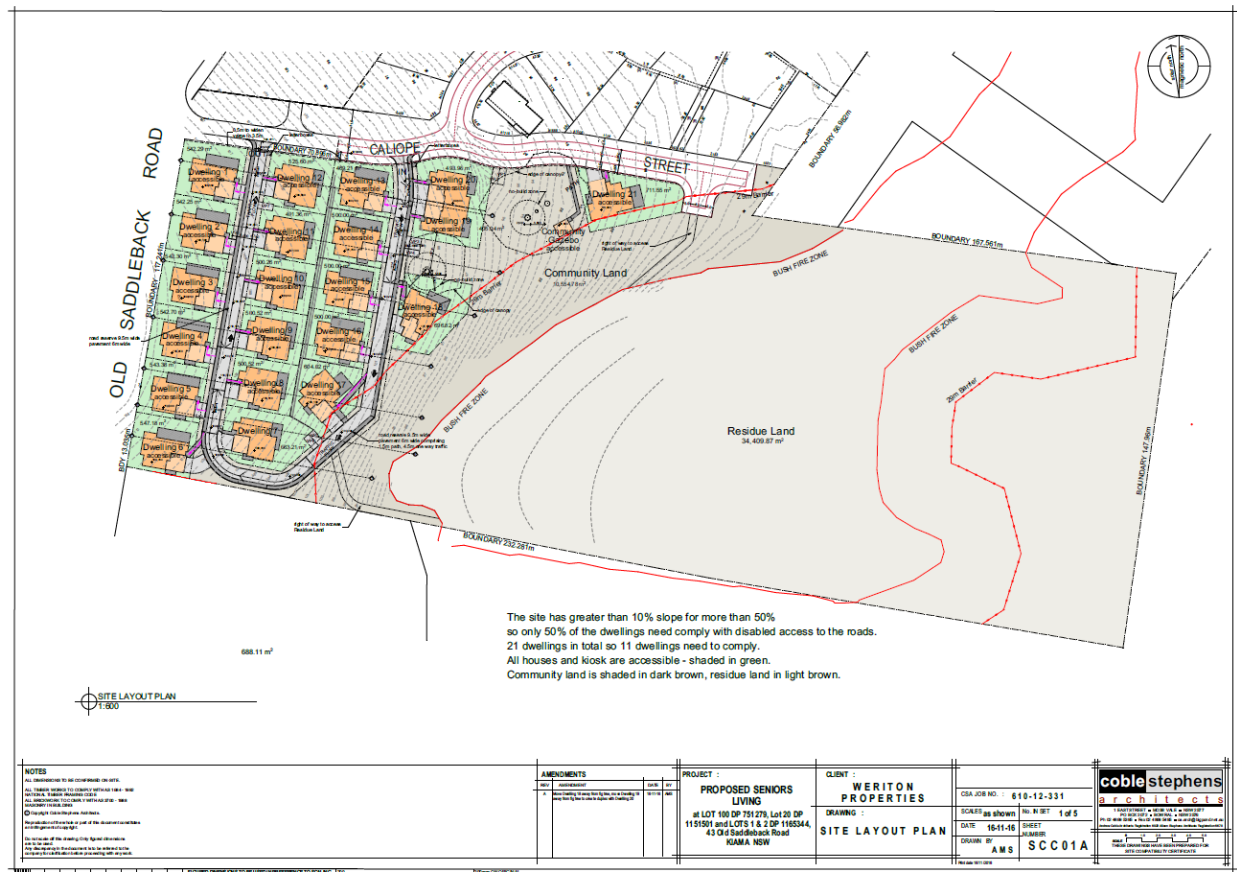


Figure 1 – Previous SCC_2016_KIAMA_001_00 approved site plan

3. SITE LOCATION AND CONTEXT

The site and land to which the SCC application relates forms part of a larger landholding comprising all of Lot 17 in DP 1210621 at the corner of Old Saddleback Road and Caliope Street, Kiama (refer to **Figure 2**). It is generally known as 2 Caliope Street, Kiama. The SCC application only applies to the western portion of this larger landholding, on that part zoned RU2 Rural Landscape under Kiama Local Environmental Plan 2011 (KLEP 2011) (refer to **Figure 3**).

The site and larger landholding are surrounded by residential uses, being on the fringe of existing medium density housing developments and residential subdivision to the north of the site, existing low-density residential development to the north west, an approved seniors living development to the west, and rural land to the east and south of the site.

The site has a total area of 24,252.33m². The site is managed vacant land, historically used for farming purposes. It falls gradually to the east from Old Saddleback Road towards a vegetated ridge to the east. Caliope Street extends for a length of approximately 225 metres along the northern boundary whilst Old Saddleback Road extends along the length of the western boundary.

Detailed site dimensions and landform is shown in the survey attached in **Appendix 3**.



Figure 2 – Local Context - Aerial Photograph



Figure 3 – Site Context and Land to which the SCC relates – Aerial Photograph

3.1 CULTURAL HERITAGE

The site contains a number of partially intact dry-stone walls, listed as a local heritage item under Schedule 5 of KLEP 2011. These are mainly within the vegetated areas to the east of the site (on land that is not subject to the SCC application). There is a dry-stone wall along the southern boundary of the land to which the SCC relates. **Refer to Figure 4.**



Figure 4 – location of dry-stone walls in relation to the site

3.2 VEGETATION

As discussed in the Vegetation Community Assessment prepared by Unlimited Habitats attached in **Appendix 4**, the site, comprising gently undulating lands on the crest of a ridge, is dominated by:

- fields of kikuyu (*Pennisetum clandestinum*);
- various pasture grasses and soft wooded weeds including fireweed (*Senecio madagascarensis*);
- copses of woody weed species such as African olive (*Olea Africana*), blackberry (*Rubus fruticosus* sp. aggregate), Lantana (*Lantana camara*), Large-leaved privet (*Ligustrum lucidum*), and Coral trees (*Erythrina x sykesii*); and
- small pockets of remnant native vegetation dominated by wattles co-occurring with mesophyllous native tree species.

Illawarra Zieria (*Zieria Granulata*) are also contained near the eastern boundary to which the SCC relates. These species are listed as endangered under the Environmental Protection Biodiversity and Conservation Act 1999. **Appendix 4** contains a map which identifies the location of the Zierias on the site.

Land to the east of the site (i.e. on that part of the site which does not form part of the SCC application) contains a vegetated area comprising the Bushfire Hazard. **Refer to Figure 5**. The Bushfire Hazard occupies both slopes of a gully, containing an ephemeral watercourse, running from the south-east to the north-east and the Princes Highway.

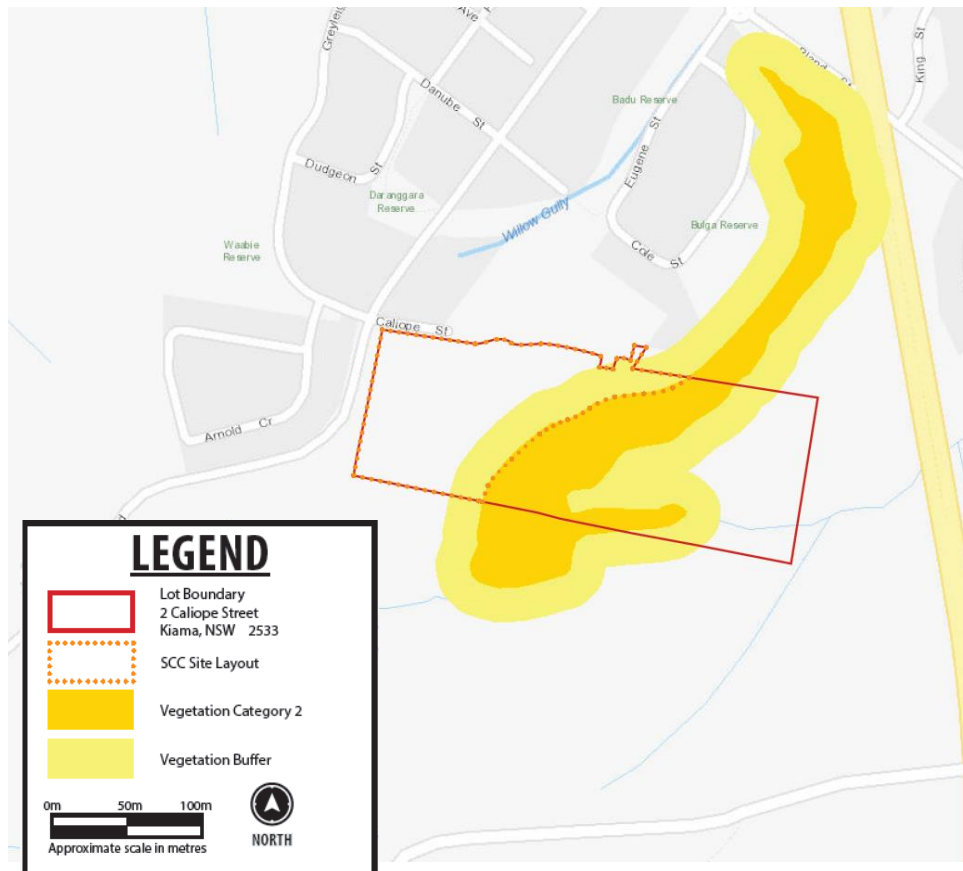


Figure 5 – Bushfire Prone land in relation to the site

The vegetated area that represents the bushfire hazard, comprises:

- **WOODED AREA.** A treed area which represents the bulk of the Bushfire Hazard (approximately 3.2ha). There are isolated patches in the wooded area where lantana have invaded.
- **PERIMETER** of vegetation that includes copses of weeds and native wattles co-occurring with mesophyllous native tree species. The perimeter represents approximately 1ha of the Bushfire Hazard. The perimeter has a reduced canopy height (averaging under 5m), and the canopy is generally closed. The western perimeter (adjoining the site) is dominated by native Wattle species, Lantana, Large-leaved privet and kikuyu.

3.3 SERVICES AND FACILITIES

3.3.1 ACCESS

Old Saddleback Road performs a rural / residential access function under the care and control of Council. It provides a north-south connection between Bland Street in the north and Saddleback Mountain Road in the south. Adjoining the site, Old Saddleback Road forms a cross intersection with Greyleigh Drive and Caliope Street.

Caliope Street has recently been constructed to provide a 6m wide pavement forming the fourth eastern approach to the intersection of Old Saddleback Road and Greyleigh Drive associated with a Torrens title subdivision of land to the northeast of the site.

On a broader scale, the immediately surrounding local road network connects with the Kiama Town Centre via Bland Street to the north and Saddleback Mountain Road to the south. Bland Street and Saddleback Mountain Road provide an underpass and an overpass across Princes Highway respectively. Bland Street links with the town centre via Shoalhaven Street whilst Saddleback Mountain Road provides connectivity to the town centre via Manning Street.

An existing bus service is located 130 metres to the north of the site on Old Saddleback Road, providing services to the Kiama Town Centre. The town centre offers a full range of services including strong public transport links to Wollongong and Sydney via the Kiama Railway Station and retail and community services along Terralong Street including Kiama Village Shopping Centre.

3.3.2 COMMUNITY & SOCIAL INFRASTRUCTURE

Essential services located within walking distance or a short drive include:

- Strong public transport links to Wollongong and Sydney via the Kiama Railway Station 2.3 kilometres to the east; and
- Retail and services along Terralong Street approximately 2.5 kilometres to the north-east, including the Kiama Village Shopping Centre (currently subject to a DA 10.2018.251.1 seeking an expansion of the retail component and additional parking).

3.3.3 UTILITY INFRASTRUCTURE

The site has adequate essential services to accommodate up to 21 dwellings (more than the 19 dwellings now proposed as part of this SCC), as approved under SCC_2016_KIAMA_001_00. This was confirmed in the revised letter provided by Sydney Water dated 23 September 2019, subject to the necessary extensions of the existing network (refer to **Appendix 5**).

4. SURROUNDING DEVELOPMENT

The low-density development to the north east is characterised by single and two storey dual occupancy development. These houses are predominantly brick veneer construction with concrete tile or colorbond sheet roofs. There are minimal street setbacks and side setbacks. This has resulted in a high-density environment dominated by the built form. The minimal setbacks do not allow for major planting of trees in front yards – the current landscaping to the majority of residences in this subdivision is lawn and garden beds with low plantings.

The surrounding area has experienced extensive development in recent years with new dwellings completed on the adjoining residential subdivision. 19 townhouses, which consist of groups of attached single and two storey houses have been constructed on the adjoining property situated on the corner of Old Saddleback Road and Danube Street on land adjoining the north boundary of the site. A Seniors Living Development for 31 houses has been approved to the west of the site on rural land 58 Old Saddleback Road, Kiama and the majority of dwellings are now constructed. The land to the south and east is rural zoned land with some isolated rural buildings.

Attached are plans for the medium density comprising 19 dwellings on Lot 498 Old Saddleback Road which is situated immediately to the north of the site. Also included is the approved subdivision plan for the 16 lot subdivision directly to the north of the site across Caliope Street.

Photographs of the surrounding streets which illustrate the built form, and an aerial photograph taken in 2006 which show the surrounding subdivision, proposed 19 townhouses referred to above (now under construction), and the site. Almost all of the vacant lots in the photograph are now occupied by medium density dwellings.



Figure 4 – The approved site layout for the 31 Senior Living dwellings at 58 Old Saddleback Road, to the west of the site



Figure 5 – Residence on the northern side of Greyleigh Drive immediately to the north west of the site



Figure 6 – View from the north south run of Dudgeon Street looking South showing two storey dual occupancy housing. The site is in the background



Figure 7 - View of houses built fronting the eastern end of Danube Street, backing onto the north east boundary of the site.



Figure 8 - 19 unit townhouse development now completed on Lot 498 which adjoins the northern and western boundaries of the site.



Figure 9 – 19 unit townhouse development viewed from the site.

The rural land has a built form characterised by single dwellings on large parcels of land. This is shown in the following photo (refer to **Figure 10**).



Figure 10 – Aerial photo of the site and surrounding lands.

The proposed development is consistent with the residential development in the vicinity of the site, either existing or proposed.

5. PLANNING FRAMEWORK

5.1 KIAMA LOCAL ENVIRONMENTAL PLAN (KLEP 2011)

As shown in **Figure 11**, the site is zoned RU2 Rural Landscape under KLEP 2011.

The land use table for the RU2 Rural Landscape zone is set out below:

Zone RU2 Rural Landscape

1 Objectives of zone

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To maintain the rural landscape character of the land.
- To provide for a range of compatible land uses, including extensive agriculture.
- To protect agricultural land for long term agricultural production.
- To provide opportunities for employment-generating development that adds value to local agricultural production through food and beverage processing and integrates with tourism.

2 Permitted without consent

Environmental protection works; Extensive agriculture; Home occupations

3 Permitted with consent

Agricultural produce industries; Air transport facilities; Animal boarding or training establishments; Aquaculture; Bed and breakfast accommodation; Building identification signs; Business identification signs; Cellar door premises; Cemeteries; Community facilities; Crematoria; Dairies (restricted); Dwelling houses; Environmental facilities; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations (sex services); Industrial retail outlets; Information and education facilities; Intensive plant agriculture; Recreation areas; Roads; Roadside stalls; Secondary dwellings; Water supply systems

4 Prohibited

Any development not specified in item 2 or 3

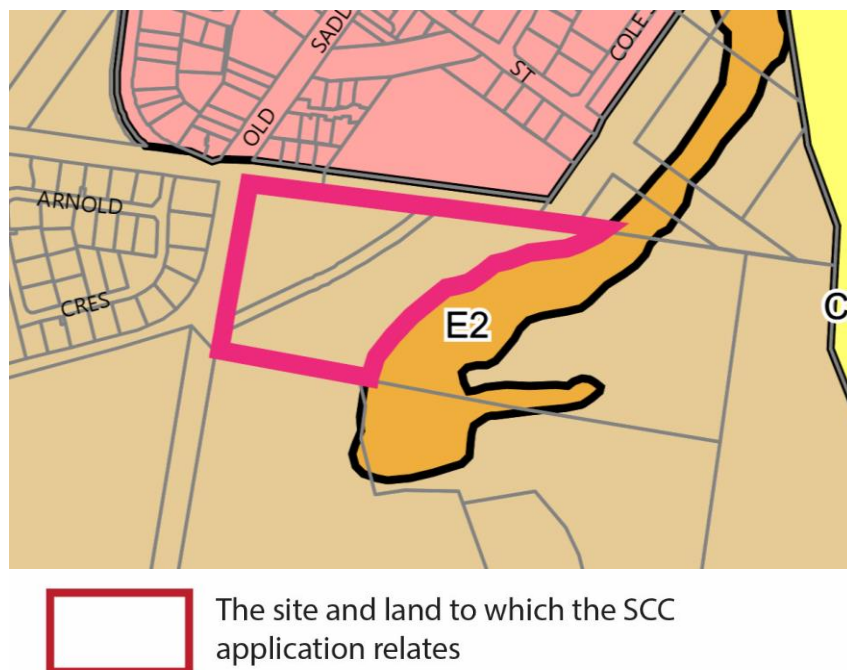


Figure 11 – Excerpt KLEP 2011 land use zone mapping

5.2 STATE ENVIRONMENTAL PLANNING POLICY (HOUSING FOR SENIORS OR PEOPLE WITH A DISABILITY) 2004

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (the SEPP) encourages the provision of housing for seniors or people with a disability by:

- Setting aside local planning controls that would prevent such development that meets the criteria and standards specified in the SEPP;
- Setting out design principles to achieve built form that responds to the characteristics of its site and form;
- Ensuring that applicants provide support services for such development on land adjoining land zoned primarily for urban purposes.

Under clause 4 of the SEPP, land to which the SEPP applies is limited to land zoned primarily for urban purposes or land that adjoins (excluding roads) land zoned for urban purposes, but only if development for the purposes of dwelling houses, residential flat buildings, hospitals or special purposes is permitted, or if the land is used for the purposes of an existing registered club. The site satisfies the above on the following grounds:

- It adjoins land zoned primarily for urban purposes, being land zoned R2 Low Density Residential on the northern side of Caliope Street; and
- Under the KLEP 2011, development for the purpose of dwelling houses is permitted with consent in the RU2 Rural Land zone.

Under clause 17 of the SEPP, only the following types of seniors housing are permitted on land adjoining land zoned primarily for urban purposes: hostels, residential care facilities and serviced self-care housing. If serviced self-care housing is pursued, it must be provided for people with a disability, in combination with a residential care facility or, as in the case of the development subject of this application, a retirement village. Clause 13 of the SEPP defines serviced self-care housing as “*seniors housing that consists of self-contained dwellings where the following services are available on the site: meals, cleaning services, personal care, nursing care*”. The proposed development will operate as a serviced-self-care housing facility and is to be serviced by South Coast Home Health Care Pty Limited in accordance with the agreement attached in **Appendix 6**.

Clause 24 of the SEPP provides the requirement for site compatibility certificates for development that adjoins land zoned primarily for urban purposes. Subclause 25(5)(b) provides the relevant considerations for site compatibility certificates. Clause 42 provides the considerations required to demonstrate that the development is for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes. These considerations are addressed in the table below.

Table 1 – Clause 24 SCC considerations

Considerations:	Response:
(5) The relevant panel must not issue a site compatibility certificate unless the relevant panel—	-
(b) is of the opinion that the proposed development is compatible with the surrounding land uses having regard to (at least) the following criteria—	-
(i) the natural environment (including known significant environmental values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development,	Refer to Sections 6.1 and 6.3 of this report.
(ii) the impact that the proposed development is likely to have on the	Refer to Section 6.2 and 6.3 of this report.

	uses that, in the opinion of the relevant panel, are likely to be the future uses of that land,	
(iii)	the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision,	Refer to Section 6.5 of this report.
(iv)	in the case of applications in relation to land that is zoned open space or special uses—the impact that the proposed development is likely to have on the provision of land for open space and special uses in the vicinity of the development,	N/A – the site is not zoned for open space or special uses.
(v)	without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development,	Refer to Section 6.6 of this report.
(vi)	if the development may involve the clearing of native vegetation that is subject to the requirements of section 12 of the Native Vegetation Act 2003—the impact that the proposed development is likely to have on the conservation and management of native vegetation,	N/A – The development does not involve the clearing of native vegetation that is subject to the requirements of section 12 of the Native Vegetation Act 2003 and therefore will not impact on the conservation and management of native vegetation.
(vii)	the impacts identified in any cumulative impact study provided in connection with the application for the certificate, and	<p>N/A – Cumulative impact studies are only required where the development site is located within one kilometre of two or more other SCC sites which could be either:</p> <ul style="list-style-type: none"> • Current (but DA has not been determined); or • The SCC application has been lodged and is under assessment. <p>There are no other SCC applications within one kilometre of the site. Accordingly, no cumulative impact study is required.</p>

Table 2 – Clause 42 SCC considerations

Considerations:	Response:
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<p>42 Serviced Self Care Housing</p> <p>(1) A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have reasonable access to—</p> <p>(a) Home delivered meals, and</p> <p>(b) Personal care and home nursing, and</p> <p>(c) Assistance with housework</p>	<p>The proposed development will operate as a serviced-self-care housing facility. Appendix 6 contains a copy of a signed agreement with South Coast Home Health Care Pty Ltd for the provision of care services at the proposed development including meal preparation, cleaning, personal care and nursing services that will be available to residents on site. A full list of the South Coast Home Health schedule of services available to residents is also attached to Appendix 6.</p>
<p>(2) For the purposes of subclause (1), residents of a proposed development do not have reasonable access to the services referred to in subclause (1) if those services will be limited to services provided to residents under Government provided or funded community based care programs (such as the Home and Community Care Program administered by the Commonwealth and the State and the Community Aged Care and Extended Aged Care at Home programs administered by the Commonwealth).</p>	<p>South Coast Home Health Care Pty Ltd is a privately-owned and operated health care provider.</p>

5. THE PROPOSAL

The proposal comprises:

- Nineteen (19) residential lots ranging between 467.14m² and 1,098.03m², each to be occupied by a single storey serviced self-care housing dwelling;
- A 995.18m² community lot accessible from Calliope Street, providing local passive recreation opportunities for residents of the development and established low density residential areas to the north and west; and
- A 8,086.7m² APZ lot which contains a 29 metre APZ to protect the future dwellings from potential bushfire risks arising from the vegetated corridor to the east.

In order to mitigate bushfire impacts arising from grassland hazard identified in the adjoining lot to the south (Lot 33 in DP 709582):

- a twenty-five (25) metre APZ is to be provided along the southern boundary of the site, the majority of which is to be contained within Lots 5 and 6; and
- a 2-metre-high fence is to be provided along the length of the site's southern boundary and for a length of 30 metres, measured from the south-western corner along the western boundary.

Of the 19 dwellings, Dwellings 1, 10 and 19 are directly accessible from Caliope Street. The remainder are accessible from the one-way loop road extending from Caliope Street. Eleven (11) visitor parking spaces are to be provided throughout the development, including four (4) within the community lot and seven (7) off the internal access road.

The proposal includes a private bus service operated by Ledale Pty Ltd t/as Cantys Bus Rentals between the site and the Kiama Town Centre (refer to **Appendix 7**). Services are to run twice daily, seven days per week, fifty-two weeks per year; once in the morning between 8am and 12pm and once in the afternoon between 12pm and 6pm or otherwise. Additional services will be provided by appointment as a hail and ride type service with pick up and return of passengers to the front of their dwellings.

The development is to be serviced by South Coast Home Health Care Pty Limited in accordance with the agreement attached in **Appendix 6**.

Excerpts of the overall layout are provided overleaf.

Table 2 – Schedule of proposed lots

Lot:	Area (m²):	Dwelling Type:
1	543.85	G
2	542.25	H
3	542.3	H
4	532.69	H
5	1,090.93	H
6	1,098.03	B
7	504.32	B
8	525.79	B
9	495.08	B
10	530.43	G
11	467.14	H
12	496.2	H
13	523.4	H
14	496.2	H
15	574.55	C
16	1,041.05	D
17	778.32	K
18	576.94	J
19	711.55	A
Community Lot	995.18	-
APZ Lot	8,086.7	-

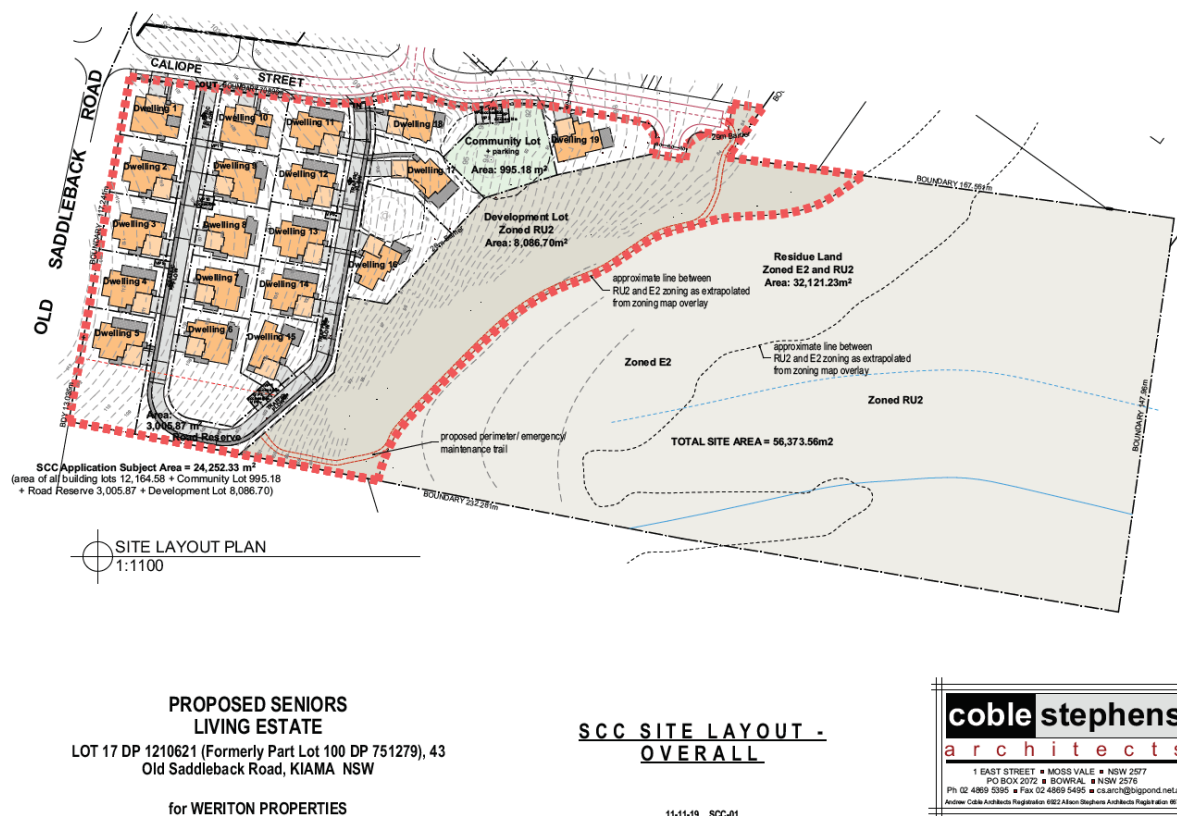


Figure 12 – Excerpt overall site layout plan (Coble Stephens Architects 2019)

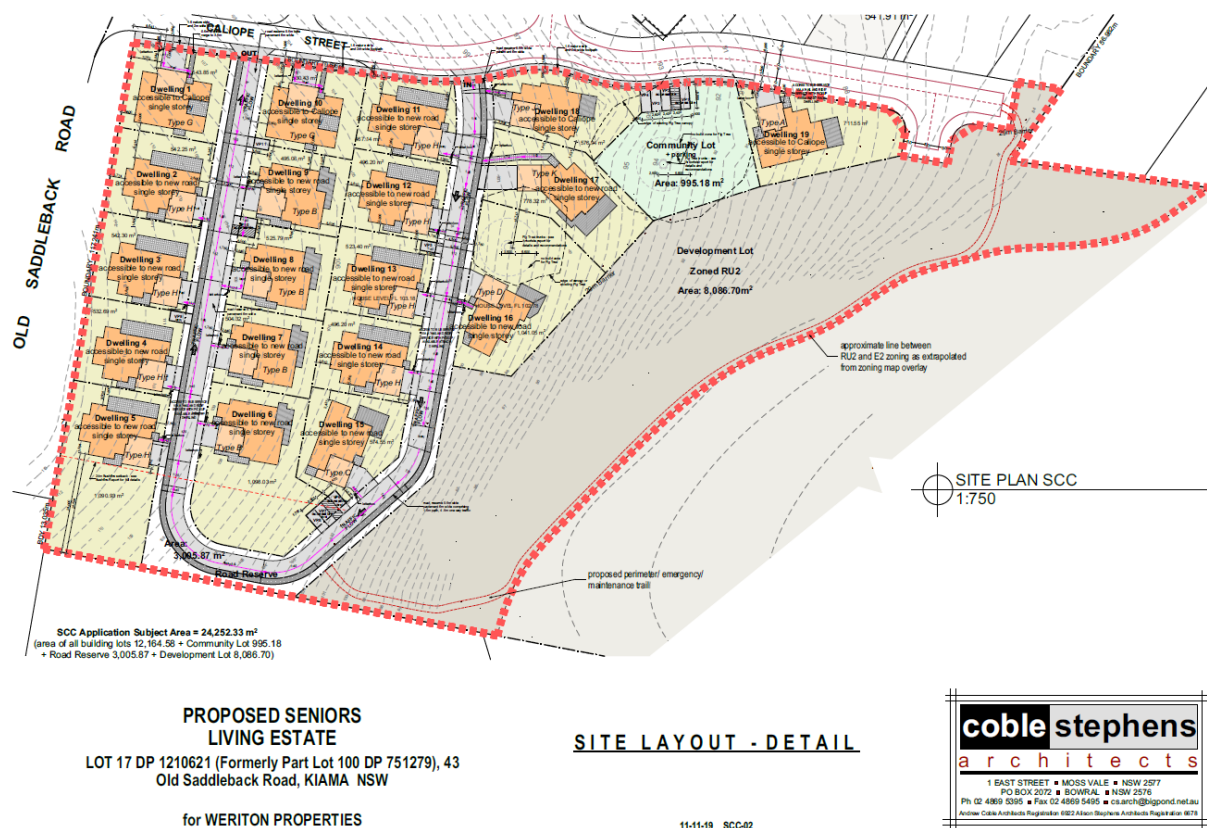


Figure 13 – Excerpt detail site layout plan (Coble Stephens Architects 2019)

6. ASSESSMENT

6.1 THE NATURAL ENVIRONMENT

6.1.1 CULTURAL HERITAGE

The site contains a number of partially intact dry-stone walls, listed as a local heritage item under Schedule 5 of KLEP 2011. These are mainly within the vegetated areas to the east of the site (on land that is not subject to the SCC application). As shown in **Figure 4**, there is a dry-stone wall along the southern boundary of the land to which the SCC relates.

Land adjoining the southern boundary is proposed to be maintained for bushfire compliance for residential lots 5,6 and 15 and will contain the fire trail and 2-metre-high solid fence. No dry-stone walls are proposed to be removed and/or altered as part of this.

The design and placement of the fence (to be determined at the DA stage), can be managed to ensure that an acceptable outcome to the dry-stone wall is achieved e.g. the fence may be placed in front of, or in proximity to the dry-stone wall. Any alteration to, removal or demolition of the dry-stone wall will require development consent from Council.

6.1.2 VEGETATION AND BUSHFIRE

The four (4) mature Moreton Bay figs located within the site are to be retained. As discussed in the Vegetation Community Assessment prepared by Unlimited Habitats attached in **Appendix 4**, the proposal will result in the clearing/modification of no more than 0.18 ha of existing vegetation to facilitate the establishment of the APZ (Refer to **Figure 14** below). 60% of the area to be cleared/modified comprises weed species. The vegetation proposed to be removed does not exceed the thresholds which trigger an offset requirement under the NSW Biodiversity Conservation Act 2016.



Figure 14 – Vegetation proposed to be removed

The proposal will not result in any adverse impact on the PCT 906, Lilly Pilly - Sassafras - Stinging Tree subtropical/warm temperate rainforest. Weed species invading the edges of this rainforest will be removed, resulting in an improved outcome for vegetation within the E2 Environmental Conservation zone.

The proposal will not result in any adverse impact to the *Zieria Granulata*. Whilst some specimens are located within the area of vegetation proposed to be cleared, vegetation removal is limited to 0.18ha of woody weeds, kikuyu and wattle species (weed species which negatively impact the *Zieria Granulata*). All specimens of *Zieria Granulata* on the site will be retained and protected through measures that are consistent with recovery actions in the *Department of Environment and Conservation, (2005) Zieria granulata (Illawarra Zieria) Recovery Plan*. Management of the *Zieria Granulata* on the site will include:

- Documenting the location of all specimens of *Zieria granulata* (Illawarra Zieria).
- Establishing a 2.5m buffer around all specimens of *Zieria granulata* (Illawarra Zieria).
- Removal of weed species, negatively impacting on specimens of *Zieria granulata* (Illawarra Zieria),
- Utilising minimal disturbance bush regeneration methods. Weed species include: Large-leaved privet (*Ligustrum lucidum*), Lantana (*Lantana camara*), Blackberry (*Rubus fruticosus* sp. *Aggregate*); African olive (*Olea Africana*), African boxthorn

The proposal does not involve any activity, or construction of built structures abutting a creek line, drainage line or riparian zone. At its closest point the proposed development, including APZ establishment, is 60m from the ephemeral watercourse to the south east of the site.

The overall bushfire fuel hazard is confirmed as low in the Vegetation Community Assessment (refer to **Appendix 4**) on the following grounds:

- Litter depth, and coverage estimation of bushfire fuels, was undertaken at 4 separate sites across the identified Bushfire Hazard. No fire scarring was noted, which is indicative that there have been no recent fire events.
- Lianas/vines, ferns, sapling mesophyllous rainforest species, and lantana, represent the predominant vegetation in the shrub stratum. This stratum provides minimal fuels, or connectivity between the surface fuels and sub-canopy and canopy fuels.
- Predominance of mesophyllous rainforest species whose foliage generally resists immolation, the absence of any known historical fire event, and proximity to the coast and prevailing NE to SE moist air currents.

Asset protection zones (APZs) have been implemented to the eastern and western boundaries in accordance with the Supplementary Bushfire Compliance Information prepared by Bushfire Protection Planning & Assessment Services attached in **Appendix 8**. The APZs are required to be maintained entirely to an Inner Protection Area standard in accordance with the NSW Planning for Bushfire Protection (PBP) 2006.

6.2 TRAFFIC

An Updated Traffic Assessment prepared by Stanbury Traffic Planning attached in **Appendix 9** forms part of this SCC application. It provides an assessment of the proposal in terms of:

- The site access arrangements;
- Internal road network;
- Access arrangements to Dwelling 1, 10 and 19;
- Parking provision;
- Site servicing; and
- Impact on the surrounding road network.

A summary of the traffic assessment is provided below.

Site Access Arrangements

Surveys conducted as part of the previous SCC applications for the site (and verified by the traffic planner as part of this SCC application) determined that the sight distances from the Old Saddleback Road/Calioppe Street/Greileigh Drive intersection are consistent with the Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* requirements for intersections signposted with a 50km/hr speed limit.

Internal Road Network

The internal private road will have a pavement width of 6m, consistent with the recently approved and constructed 16 lot subdivision to the north-east. Design Element 2.0 of AMCORD 'Street Design and On-Street Car Parking' indicates that a 6m wide pavement is readily capable of accommodating an access street function (servicing up to 1,000 vehicles per day) with two directional traffic movements in conjunction with kerb side parking.

The proposed internal private road is to service 16 seniors living dwellings, which according to the Roads & Maritime Services' *TDT 2013/04a Guide to Traffic Generating Developments: Updated Traffic Surveys* are projected to generate in the order of 34 daily vehicle trips. Accordingly, the proposed internal road pavement design is anticipated to provide motorists with a good level of safety and efficiency.

The internal private road is expected to be suitably capable of accommodating service vehicle movements associated with garbage collection, mini-bus, removalist and fire appliance vehicles, the largest of which is Council's refuse collection vehicle at a length of 9.4m.

The maximum internal roadway grade of 15% is compliant with the maximum grade specification provided by the NSW Rural Fire Service' Planning for Bushfire Protection for fire appliances. Desktop ground clearance assessment indicates that Medium Rigid Vehicles (MRVs) are capable of negotiating the proposed grade profile without scraping.

Dwelling 1, 10 and 19 Access Arrangements

Dwellings 1, 10 and 19 are to have direct access to / from Calioppe Street via separate driveways. The 6m width of the driveways comply with the minimum requirements under the Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1-2004), based on the number of vehicles serviced and the residential access function of Calioppe Street.

The positioning of the driveways complies with the minimum separation from public road intersections under AS2890.1:2004. The consistent vertical and horizontal alignment of Calioppe Street on approach and departure from the private access driveway location ensures that adequate sight distances are provided.

Parking Provision

The double garages have been designed to accord with the relevant AS2890.1:2004 and AS2890.6:2009 requirements.

Further to the above resident parking provision, a total of 11 visitor parking spaces are to be provided. This accords with the parking requirements under Chapter 9 of DCP 2012, which requires a minimum of one space per two dwellings. The visitor parking spaces and access thereto have been designed to accord with the relevant AS2890.1:2004 and AS2890.6:2009.

Site Servicing

Refuse bins stored within the dwellings are to be wheeled to the left side of the internal access road for collection. Swept path analysis conducted as part of the traffic assessment determined that the

proposed internal road network adequately provides for the vehicle turning paths required by Council's 9.4 metre-long vehicle.

Impact on Surrounding Road Network

The development is projected to generate 45 daily and 9 peak hour vehicle trips, based on average traffic generation rates specified by the Roads & Maritime Services' *TDT 2013/04a Guide to Traffic Generating Developments: Updated Traffic Surveys Guide to Traffic Generating Developments*.

The surrounding road network has been assessed to provide a good level of service with spare capacity. The limited extent of traffic projected to be generated by the subject proposal, is therefore not projected to have any unreasonable impacts on the safety and efficiency afforded by the surrounding road network.

6.3 IMPACTS ON THE EXISTING AND APPROVED USES IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Surrounding lands to the north of the site have been subdivided and contain single and double storey dwellings, dual occupancies and multiple unit development. To the east and south the dominant form is rural with some scattered farm dwellings. The west of the site is rural zoned land with construction underway on a seniors living development consisting of 31 single and double storey separate dwellings. The proposal in terms of bulk and scale is consistent with surrounding existing and future residential development. The proposal will not result in any unacceptable view loss or adversely impact the amenity or use of land in the vicinity of the development.

6.4 ACCESS

The Accessibility Report by Accessibility Solutions (refer to **Appendix 10**) includes an assessment of the proposal against the requirements of *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (the Seniors SEPP)*. The report makes the following conclusions:

- The proposed development is appropriate for the site and can comply with the accessibility and adaptability requirements of the Seniors SEPP.
- The proposal will facilitate access to shops and services through the provision of a transport service that will travel to Kiama shopping precinct and recreational services twice a day Monday to Friday during daylight hours in accordance with clauses 26(1), 26(2)(a)(c), 26(3), 26(4) and 38(a) of the Seniors SEPP.
- A review of Kiama shopping centre and surrounds illustrates an appropriate range of retail, commercial and recreational services that includes banking, medical centres and Home Nursing/Personal Care Services, supermarket and numerous variety stores to comply with clause 26(1), 26 and 26(5) suitable for this type of development.
- The development demonstrates accessible pedestrian pathways across the site that enables accessible paths of travel into all dwellings in accordance with the minimum requirements of visit ability for self-contained dwellings on sites steeper than 1:10 by enabling wheelchair accessible pathways from an adjoining road or internal road or common driveway as required by schedule 3 clause 2(2).
- The designs of the proposed houses provide appropriate access and adaptability to and within all areas of the homes consistent with schedule 3 of the Seniors SEPP and related Australian Standards AS1428.1, AS2890.6 and AS1428.1.
- Provision of well-designed parking for residents in accordance with schedule 3 clause 5, clause 50(h) and 38(b) of the Seniors SEPP.

The recommendations set out throughout the report are detailed design issues to be addressed and conditions as part of a future DA.

6.5 SERVICES AND INFRASTRUCTURE

6.5.1 ESSENTIAL SERVICES

The site has adequate essential services to accommodate up to 21 dwellings, as approved under SCC_2016_KIAMA_001_00. This was confirmed in the revised letter provided by Sydney Water dated 23 September 2019 (refer to **Appendix 5**), subject to the necessary extensions of the existing network. Given that the revised proposal seeks to develop 19 dwellings, the existing network will be capable of accommodating the reduced demand. Further investigations are to be conducted as part of the DA process.

6.5.2 TRANSPORT INFRASTRUCTURE AND SERVICES, ACCESSIBLE PEDESTRIAN ROUTES AND SOCIAL INFRASTRUCTURE

An existing bus service is located 130 metres to the north of the site on Old Saddleback Road, providing services to the Kiama Town Centre. The town centre offers a full range of services including strong public transport links to Wollongong and Sydney via the Kiama Railway Station and retail and community services along Terralong Street including Kiama Village Shopping Centre.

The proposal includes a private bus service operated by Ledale Pty Ltd t/as Cantys Bus Rentals between the site and the Kiama Town Centre (refer to **Appendix 7**). Services are to run twice daily, seven days per week, fifty-two weeks per year; once in the morning between 8am and 12pm and once in the afternoon between 12pm and 6pm or otherwise. Additional services will be provided by appointment as a hail and ride type service with pick up and return of passengers to the front of their dwellings.

The Medclinic Kiama Medical Centre, located on 143 Terralong Street, Kiama, has advised that it has adequate capacity to service the additional population enabled by the future development (refer to **Appendix 11**).

6.6 BULK, SCALE, BUILT FORM AND CHARACTER

Built Form

The proposal includes 19 single storey stand-alone dwellings. Following the issuing of a SCC, a DA will be prepared and submitted to Council for assessment.

In relation to views, the ground level of the site sits below the adjoining residential development to the west (which is currently under construction). From the adjoining site, the current view east and south-east over the site is of the rooftops of distant residential development, water and sky. Future residents within the adjoining development front onto an internal street. The rear yards and areas of private open space at ground level of future dwellings are likely to be behind a rear boundary fence along Old Saddleback Road. Any two-storey development fronting this road, will have views from east facing windows, terraces and / or balconies to distant residential development, water and sky.

The partial distant view of existing residential development and the ocean, whilst pleasant, is not considered a highly valued view (i.e. it is not a whole view of ocean and land interface and is not uninterrupted). The existing view to the east is not iconic (i.e. the view is not of a water and land interface, significant building or special landscape feature). Existing views of distant residential development, ocean and trees are available along Greyleigh Drive looking to the east (and along Caliope Street) and Old Saddleback Road looking to the south and north-east. These views will be unaffected by future development on the site.

The development to the west of the site is currently under construction. The proposal results in some future residential properties to the west of the site losing a very small part of an existing distant view of the roofs of residential properties, trees and water to the east of the site, more than 1.5km away. The view analysis undertaken by Coble Stephens Architects shows the impact of the proposal on this view (refer to **Figures 14 and 15**). As shown, the proposed development does not have a

significant impact on adjoining residential properties to the west in terms of view sharing. The overall impact is considered reasonable in that:

- District views of the roof tops of houses, trees and ocean from dwellings to the west of the site remain generally unaffected by the proposed development;
- District views of the roof tops of houses, trees and ocean along Greyleigh Drive and Old Saddleback Road will remain unaffected by the proposed development;
- Any expectation to retain this view from every dwelling within the adjoining development is unrealistic. The site was the subject of a previous SCC application in late 2016. Future occupiers of development to the west of the site would be fully aware of future plans for the site; and
- The proposed development of the site is well within what is reasonable in terms of the site's context and form of development likely to occur on the site.

The proposed development will have no greater impact than the previous SCC application considered and approved on the site. There is no significant impact on the amenity of future adjoining residential properties in terms of views or view loss. The principle of view sharing is achieved.



Figure 14 – View to the south-east over the site from Lot 3, Seaview Estate, 58 Old Saddleback Road with proposed development superimposed



Figure 15 – View to the north-east over the site from Lot 4, Seaview Estate, 58 Old Saddleback Road with proposed development superimposed

Fencing

The proposal includes a 2-metre-high fence along the length of the site's southern boundary and part of the site's western boundary, beginning in the south-western corner. The provision of the fence is an acceptable outcome on the following grounds:

- Due to the higher setting of Old Saddleback Road and vegetation within the road reserve, the fence is unlikely to be visible from the road (refer to **Figure 16**);
- The length of the fence along the western boundary is limited to 30 metres, extending from the south-western corner of the site to no more than 4 metres along the boundary of Dwelling 5 (refer to **Figure 17**). The remaining 87.24 metres of the western boundary will be fenced with rural fencing, to be detailed at DA stage;
- Attractive solid fencing which has a rural character can be provided such as in the examples illustrated in **Figure 18**; and
- The placement of the fence will also need to be sympathetic to the sitting and heritage significance of the dry-stone wall. This will be investigated in greater detail at the DA stage.

The ultimate design, colour and placement of the proposed fence is to be resolved at the detailed DA stage.



Figure 16 – View east to the site from Old Saddleback Road

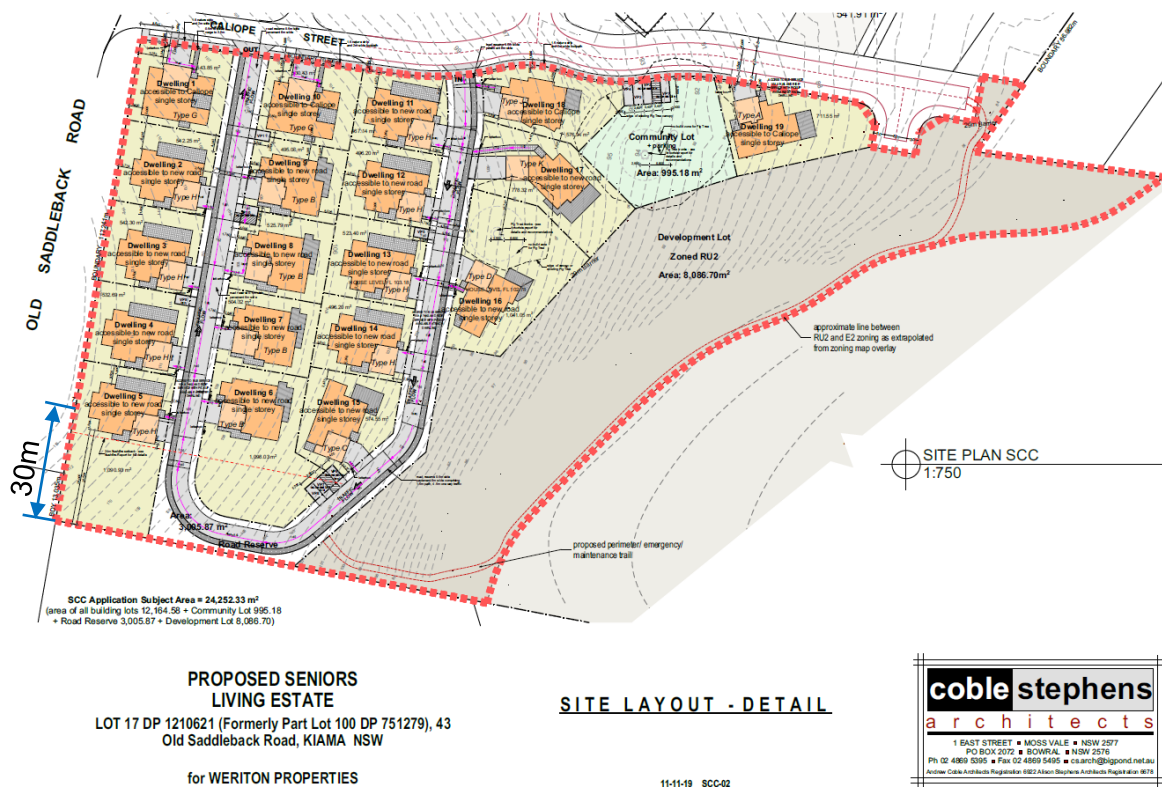


Figure 17 – Site layout plan (Coble Stephens Architects 2019) with approximate length of western boundary fence superimposed



Figure 18 – Sympathetic Colourbond fencing examples

7. CONCLUSION

This updated SCC has been prepared by Coble Stephens Architects to supersede the report submitted on 21 June 2019 to the DPIE for a Site Compatibility Certificate (SCC) application at 2 Caliope Street, Kiama (legally defined as part Lot 17 in DP 1210621). It comprises 19 self-care dwellings, reduced from the 21 originally submitted due to bushfire hazards identified by NSW RFS in their review of the application.

The SCC application is recommended for approval on the following grounds:

- The proposal will not result in the loss of any environmentally sensitive or protected items. The extent of native vegetation to be removed is limited to 0.18 ha; 60% of which comprises weeds;
- The development adequately demonstrates that it is for 'serviced self-care housing' and will provide nursing, home care, personal care and meals for future residents on site.
- The development provides adequate access, servicing and parking arrangements, without a significant impact to the surrounding street network;
- The development will have reduced impacts on existing and approved development within the vicinity of the site compared to that which was envisaged in the SCC application for the site approved in 2016 with a dwelling yield of 21;
- The future seniors housing development will be well serviced by a dedicated private bus service between the site and Kiama Town Centre involving pick up and return of passengers twice daily, 7 days per week, 52 weeks per year;
- The proposal will not result in any unacceptable view loss, create an overbearing relationship or adversely impact the amenity or use of land in the vicinity of the development; and
- Adequate physical and social infrastructure services are available to service the site.

Upon receipt of an approved Site Compatibility Certificate, a DA is to be submitted to Kiama Municipal Council to enable development consistent with the layout plans attached in **Appendix 1**. The DA is to be supported by more detailed architectural plans and technical reports which will enable further assessment by Council.

APPENDICES

- 1) Architectural plans SCC-01 – SCC05 dated 11 November 2019;
- 2) Updated response to matters raised by Kiama Municipal Council 8 July 2019;
- 3) Original survey.
- 4) Vegetation Community Assessment prepared by Unlimited Habitats Environmental Services, dated November 2019;
- 5) Sydney Water Feasibility Letter dated 23 September 2019;
- 6) Agreement with South Coast Home Health Care Pty Limited dated 4 September 2019;
- 7) Agreement with Cantys Bus Rentals dated 12 December 2018 regarding available transport services;
- 8) Supplementary Bushfire Compliance Information prepared by Bushfire Protection Planning & Assessment Services dated 14 November 2019;
- 9) Updated Traffic Assessment prepared by Stanbury Traffic Planning, dated November 2019;
- 10) Accessibility Report prepared by Accessibility Solutions dated 28 February 2020; and
- 11) Letter from Medclinic Kiama dated 23 January 2020 regarding provision of medical services.