

Our ref: SSD 45121248

Mr Stephen Barry
Planning Director
Office of the Independent Planning Commission NSW
Via email: tahlia.sexton@ipcn.nsw.gov.au

12 January 2024

Neringah Seniors Housing and Hospital (SSD-45121248) - Response to IPC – Department Stakeholder Meeting - Questions on Notice

Dear Mr Barry

I refer to your correspondence, dated 21 December 2023, and the Commission's request for further information for the subject application, regarding:

- a) *Recommended additional conditions of consent presented by the Department relating to:*
 - a. *The sandstone wall along Neringah Avenue South; and*
 - b. *24 hour access of the through site link*
- b) *Further information regarding the Applicant's and the Department's assessment of traffic impacts to Neringah Avenue South (specifically the narrowed portion), particularly regarding potential for conflict between vehicles accessing the proposed loading dock and local school traffic,*

The Department has provided information in response to the above items in **Attachment A**.

Please do not hesitate to contact Elena Sliogeris, Principal Planning Officer on 8289 6918 should you require any further information or clarification in relation to the above.

Yours sincerely,



Amy Watson
A/Director
State Significant Acceleration

Attachment A

(a) Recommended additional conditions.

Sandstone wall	<p>1. Include in Part C of the consent:</p> <p>SANDSTONE WALL Prior to commencement of any works to the existing sandstone wall along Neringah Road South, the following details must be submitted to and approved by the Planning Secretary:</p> <ul style="list-style-type: none"> • the methodology to retain and alter the sandstone wall, informed by structural engineering advice in relation to the condition of the existing wall • in the event that structural engineering advice identifies retention of the sandstone wall is not possible, the methodology to deconstruct, salvage, store and reinstate the sandstone materials in a new wall • detailed plans showing how the sandstone wall will be incorporated into the renewed landscaping and other fence types proposed within the front setback. <p>2. Include reference to the sandstone wall methodology in condition D14.</p> <p>IMPLEMENTATION OF MANAGEMENT PLANS D14. The Applicant must ensure the requirements of the Construction Environmental Management Plan, Construction Pedestrian Traffic Management Plan, Construction Noise and Vibration Management Sub Plan, Air Quality Management Plan, Construction Waste Management Plan <u>and sandstone wall retention and alteration methodology</u> required by Part B of this consent are implemented during construction.</p>
Public Access	<p>3. Include in Part F of the consent:</p> <p>PUBLIC ACCESS The through site link connecting Neringah Avenue South with Woonona Avenue is to be made publicly accessible 24 hours / 7 days a week for the life of the development. The through site link is to include lighting which meets the external lighting design strategy requirements set out in the lighting design statement of Steensen Varming dated 2 May 2023 provided with the RtS.</p>

The following amendments are recommended to correct minor typographical errors.

Condition																	
<p>A2 Approved Plans</p>	<p>4. Amend condition A2 to include the following additional plans in relation to the allocation of affordable places. Copies of plans attached.</p> <table border="1" data-bbox="480 651 1453 819"> <thead> <tr> <th colspan="4" data-bbox="480 651 1453 689">Architectural drawings prepared by Bickerton Masters</th> </tr> <tr> <th data-bbox="480 689 823 728">Drawing Number</th> <th data-bbox="823 689 890 728">Rev</th> <th data-bbox="890 689 1310 728">Name of Plan</th> <th data-bbox="1310 689 1453 728">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="480 728 823 775">FI-20-05</td> <td data-bbox="823 728 890 775">P1</td> <td data-bbox="890 728 1310 775">Affordable Places Allocation Plan – L1</td> <td data-bbox="1310 728 1453 775">20/12/23</td> </tr> <tr> <td data-bbox="480 775 823 819">FI-20-06</td> <td data-bbox="823 775 890 819">P1</td> <td data-bbox="890 775 1310 819">Affordable Places Allocation Plan – L2</td> <td data-bbox="1310 775 1453 819">20/12/23</td> </tr> </tbody> </table>	Architectural drawings prepared by Bickerton Masters				Drawing Number	Rev	Name of Plan	Date	FI-20-05	P1	Affordable Places Allocation Plan – L1	20/12/23	FI-20-06	P1	Affordable Places Allocation Plan – L2	20/12/23
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FI-20-06	P1	Affordable Places Allocation Plan – L2	20/12/23														
<p>E35 CAR PARKING, LOADING AND SERVICING MANAGEMENT PLAN</p>	<p>5. Amend Condition E35 to correct an error:</p> <p>CAR PARKING, LOADING AND SERVICING MANAGEMENT PLAN</p> <p>E35. Prior to the issue of any Occupation Certificate, the Applicant must submit to the satisfaction of the Certifier a detailed Car Parking, Loading and Servicing Management Plan prepared in consultation with TfNSW. This Plan must ensure that any potential traffic and safety impacts associated with the car park and loading dock operation are mitigated. The Applicant must submit a copy of the final plan for TfNSW endorsement. The Plan needs to specify, but not be limited to, the following:</p> <ul style="list-style-type: none"> (a) details of the development’s loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; (b) details of measures to manage any potential traffic and safety impacts of the car parking and loading dock operation; (c) details of how vehicles larger than a 6.4m SRV delivering to the site must be managed; and (d) details of measures to manage acoustic impacts from loading dock operations to the neighbours to the north. <p>The Car Parking, Loading and Servicing Management <u>Plan</u> must be implemented by the Applicant following the issue of the Occupation Certificate</p>																

E59 CERTIFICATION
OF AS
CONSTRUCTED
DRIVEWAY/CARPARK

6. Amend Condition E59 to correct an error:

E59. Prior to issue of an Occupation Certificate, the Principal Certifier is to be satisfied that:

- (a) The as constructed car park complies with the approved Construction Certificate plans.
- (b) The completed vehicle access and accommodation arrangements comply with Australian Standard 2890.1 2004 "Off Street car parking" and ~~SEPP (Housing) 2021~~ SEPP (Housing for Seniors or People with a Disability) 2004 in terms of minimum parking space dimensions.
- (c) Finished driveway gradients and transitions will not result in the scraping of the underside of cars.
- (d) No doors, gates, grilles or other structures have been provided in the access driveways to the basement carpark, which would prevent unrestricted access for internal garbage collection from the basement garbage storage and collection area.
- (e) The development complies with vehicular headroom requirements of Australian Standard 2890.1 "Offstreet car parking".
- (f) 2.6 metres height clearance for waste collection trucks are met from the public street into and within the applicable areas of the basement carpark. Evidence from a suitably qualified and experienced traffic/civil engineer demonstrating compliance with the above is to be provided to and approved by the Principal Certifier prior to the issue of an Occupation Certificate.

(b) Additional information regarding the assessment of traffic impacts to Neringah Avenue South particularly regarding potential for conflict between vehicles accessing the proposed loading dock and local school traffic

The site has vehicular access from Neringah Avenue South. Neringah Avenue South is a two way local street, with parking permitted on both sides of the street. However, the street narrows at the northern end so that two way traffic is not possible when cars are parked on both sides of the street (Figure 1). A 40km per hour school zone commences at the very north of the street for the Abbotsleigh Junior School in Woonona Avenue.



Figure 1: Neringah Avenue South looking north

The Applicant's Traffic Impact Assessment (TIA) notes that there is adequate visibility within the carriageway between passing areas. Further the proposed development is not adding significant traffic volume to the intersection of Warwilla Avenue/ Neringah Ave South during peak commuter periods including peak school periods. The Applicant's traffic engineer conducted a traffic survey at the intersection of Warwilla Ave/ Neringah Avenue South during peak commuter periods and it was found that the intersection operated at level of Service B condition which indicates a good condition. The Applicant's TIA also concluded that the removal of on street parking spaces is not necessitated by the development.

Loading dock – servicing and loading

Access to the site for large vehicles is via Woonona Avenue or Neringah Avenue South, both of which are accessed by turning left from the Pacific Highway from the western/northern direction and left out. The subject site is serviced by two delivery locations: one accessed from Neringah Avenue South and one accessed from Woonona Avenue servicing the Stage 1 Residential Aged Care facility. Both loading areas do not provide on site turning facilities.

The development proposes a loading dock at the basement level 1 accessed via the northern driveway on Neringah Avenue South (**Figure 2**). All waste collection, deliveries and emergency services (ambulance) will utilise the loading area in the basement area accessed via the single lane loading driveway. The proposed loading dock is intended to service both the new development and Stage 1 through the common basement.

The loading dock accommodates two (2) loading bays with one (1) bay to accommodate vehicles up to and including 6.4m length SRV's (including ambulances) and the other bay accommodating vehicles up to and including a 9.38m length laundry truck proposed to be used by the development. The Applicant's TIA notes that other than the assessed 9.38m length laundry truck, the loading bays are to be restricted to vehicles up to and including 8.8m length MRV's. The loading bays are proposed to accommodate loading vehicles which will be restricted to a maximum headroom clearance of 3.5m. The Applicant's traffic engineer conducted a swept path analysis of vehicular access to the basement loading area and the results indicate that the access driveway and loading area can successfully accommodate vehicles up to and including a 9.38m length laundry truck.

The loading area is located away from the main pedestrian entrance and vehicle accesses (**Figure 3**) which minimise conflicts with those users. Additionally, the loading area is appropriately screened from the public street being located in a basement area and behind a roller door.

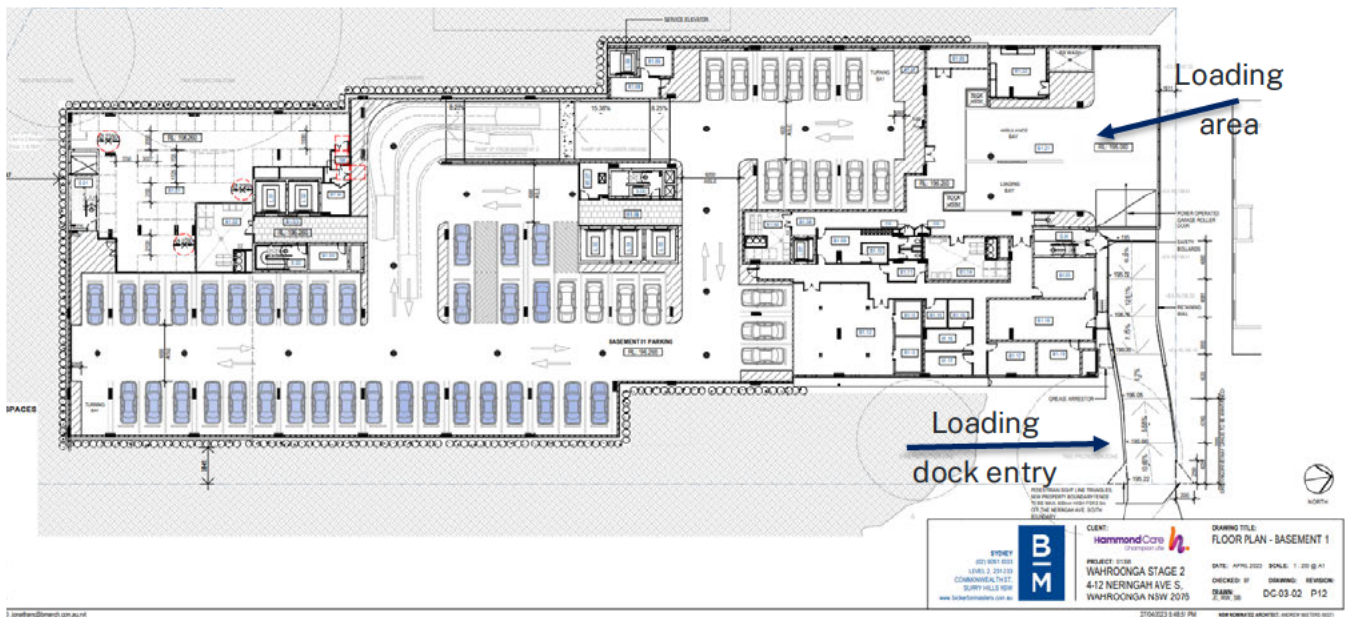


Figure 2: Basement Level 1 Loading Dock entry

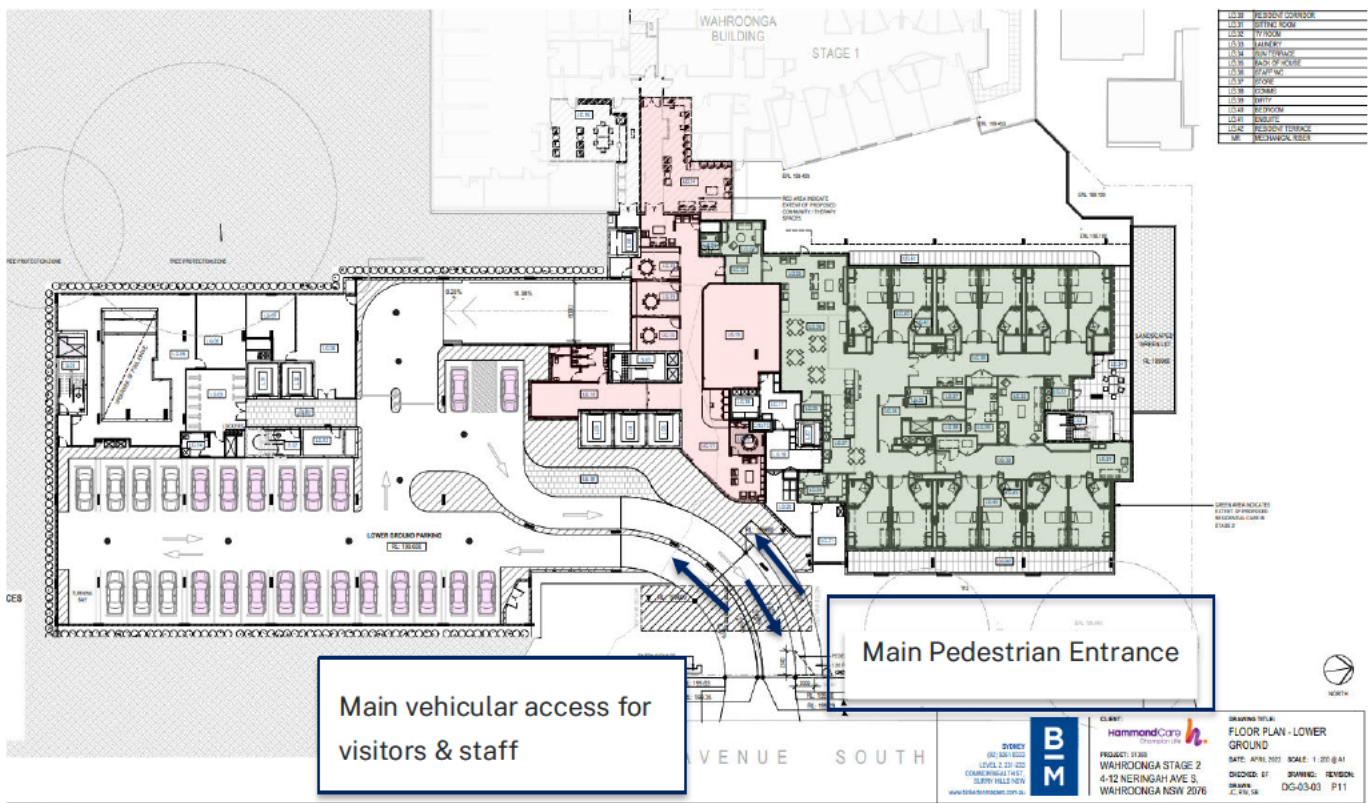


Figure 3: Main Entry – Lower Ground vehicular and pedestrian access

Local school traffic

Abbotsleigh Junior School is located 450m from the subject site, as shown in Figure 4. The main vehicular access to the school is from Woonona Avenue, either from a left turn from the Pacific

Highway to the south or via the roundabout at Warwilla Avenue to the north. Woonona Avenue is a two way carriageway (one lane in each direction) with kerbside parking permitted on both sides of the road.

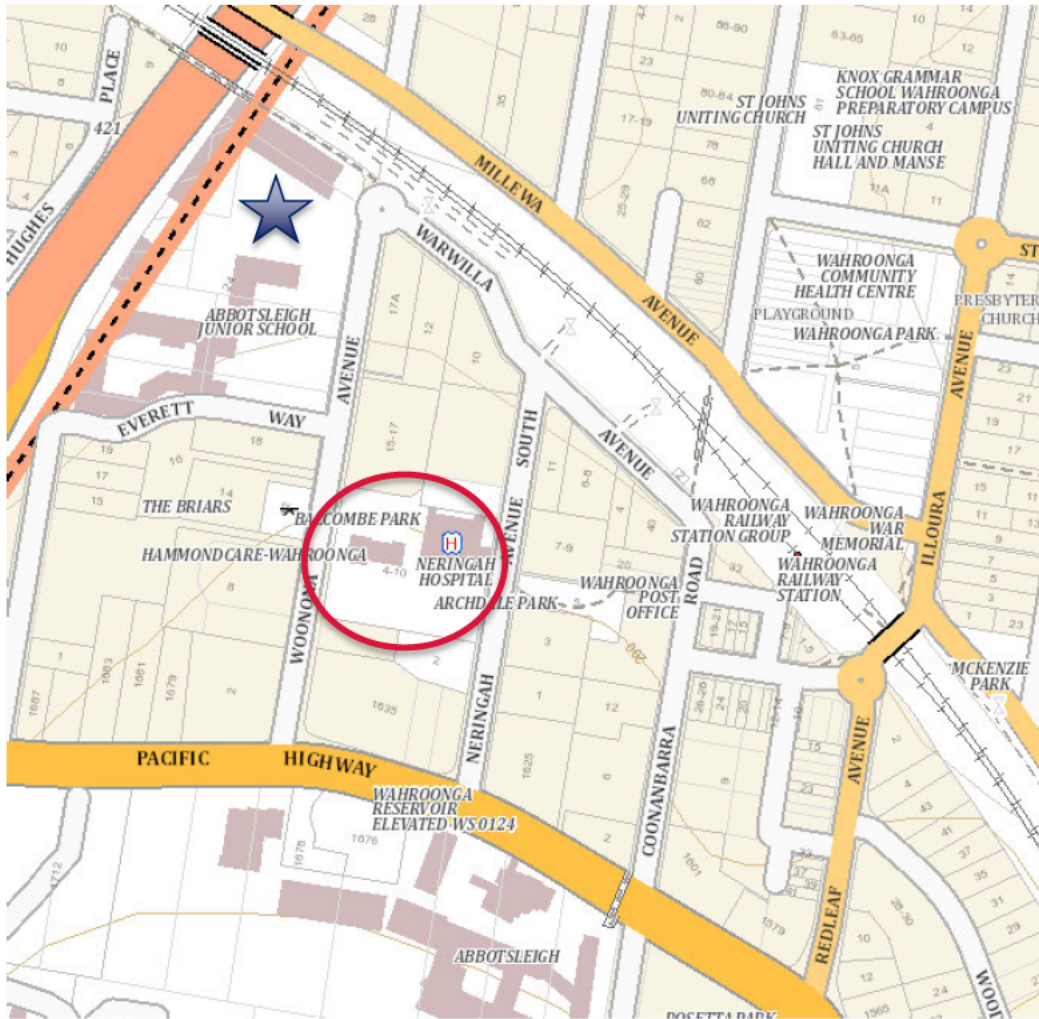


Figure 4: Location map identifying Abbotsleigh Junior School and the subject site

Two raised pedestrian crossings are located at the junction of Neringah Avenue South and Warwilla Avenue (as shown in figures 5 and 6 below). Pedestrian footpaths are also provided on both sides of Warwilla Avenue to the north of Neringah Ave South which provide a safe pedestrian access route to Abbotsleigh Junior School from Wooronga Village.



Figure 5: Northern end of Neringah Avenue South adjacent to the pedestrian crossing looking north showing the end of the school zones commencing



Figure 6: Junction of Neringah Avenue South and Warwilla Avenue looking east. Note end of school zone to the east of the pedestrian crossing Warwilla Avenue.

The proposed new loading dock at basement level 1 accessed from Neringah Avenue South will serve as the main loading area for Stages 1 and 2 of the development. This will assist in managing deliveries on site and reduce potential local school traffic conflicts by:

Providing a consolidated basement for loading and waste collection with on site turning facilities that will allow larger vehicles to enter and exit the site in a forward direction; and

Removing the need for larger vehicles to enter the site from Woonona Avenue being the main access road for the school.

The Applicant's Noise and Vibration Impact Assessment also identifies only one vehicle is expected to utilise the loading dock in a typical 15 minutes; and general waste is expected to be collected three times per week for the health services use and once per week for the seniors housing.

The Department has recommended a condition of consent (Condition E35) for the preparation and implementation of a car parking loading and servicing management plan. The plan is to detail measures to manage any potential traffic and safety impacts of use of the loading dock. If the Commission considered it appropriate, condition E35 could be amended to include specific measures to mitigate any potential conflicts between vehicles accessing the proposed loading dock and local school traffic, during peak school periods. If required, the Department could recommend a condition to that effect.

The Department refers the Commission to Sections 6.4 and 6.6 of its Assessment Report for further information in relation to Traffic, Parking and Access.