



PATHWAYS LONGUEVILLE COMMUNITY INFORMATION WEBINAR

TRANSCRIPT

Thursday 24th September at 6:30pm-8pm

0:15 - Belinda Barnett, Managing Director, Urban Concepts

Welcome to the Pathways Longueville Community Information Webinar.

On behalf of Pathways Property Group and Pathways Residences, I would like to welcome you to our Community Information Webinar to present the Development Application that is referred to as DA113/2020 which seeks development consent for a residential aged care facility with associated neighbourhood business and allied health uses to be developed on the site at 4-18 Northwood Road and 274 and 274A Longueville Road, Lane Cove.

My name is Belinda Barnett and I am the Managing Director of Urban Concepts. Urban Concepts is a town planning and communications consultancy and we specialise in running community consultation for development and town planning projects.

My company has been engaged by Pathways to implement a consultation process to explain the Development Application documentation while it is on exhibition. This consultation follows on from the work that we did in 2016 and 2018 to explain the Planning Proposal that was advanced for the site.

Today, my role is to be the host or facilitator of this webinar. Put simply what that means is:

- To ensure that we get through the information that we would like to present to you, in the time that we have set aside
- To provide you with the opportunity to ask questions.
- To ensure that our panellists address questions.
- To incorporate your comments into a Consultation Outcomes Report that we will prepare to Lane Cove Council that summarises the outcomes arising from the consultation process we are running.

I would like to inform you that this webinar is being recorded, and that the recording together with a transcript of the webinar will be placed onto the project website.

I would like to start by introducing our panellists who will be presenting to you today. We are joined by:

- Graeme Skerritt, Graeme is the Managing Director of Pathways Property Group and Pathways Residences, who is the Applicant for this project.
- Markam Ralph, Markam is the Director of Morison Design Partnership, who are the architects on this project who have designed the Development.
- Matthew McCarthy, Matthew is a Senior Traffic Energy Engineer at McLaren Traffic who have undertaken the Traffic and Parking Impact Assessment.
- Juliet Grant, Juliet is the Executive Director and General Manager of City Plan Strategy and Development, who are the planning consultants who have overseen the preparation of the Development Application documentation. Juliet was also responsible for managing the Planning Proposal for this project.

In terms of how we have structured the webinar, it is structured into two parts. We have set aside 90 minutes for the webinar.



The first part of the webinar includes a project presentation where we will walk you through the Development Application that is currently on exhibition.

Graeme will introduce Pathways Residences, the vision they want to achieve on the site and talk about the current demand that exists for aged care in the Lane Cove Local Government Area.

Markam will then walk you through the Development Application plans, designs and elevations.

Matthew will present the findings of the Traffic and Parking Assessment.

Juliet will explain the development controls that apply to the project. These will include the Draft Development Control Plan for Northwood Shops that is currently being exhibited concurrently with this Development Application by Lane Cove Council.

I have allowed 60 minutes for these presentations.

Part 2 will be a facilitated question and answer session. You are welcome to send through any questions that come to mind using the webinar question chat box, while the presenters are talking, but we will not be addressing the questions until we get to the second part of the webinar. We have set aside 30 minutes for question time.

This slide is to make sure that we are all talking about the same parcel of land. We are talking about the site that comprises a number of individual land parcels being 4-18 Northwood Road, and 274, and 274A Longueville Road. This development application proposes that all of these land parcels be consolidated into one allotment. I can confirm that the Applicant has acquired all of the properties that comprise the site.

Northwood Road and Longueville Road form the western boundary of the site. The site slopes down towards its eastern boundary where it is adjoined by Bushland Reserve and Lane Cove Golf Club, and it is adjoined by residential development at its southern and northern boundaries.

Those of you familiar with the site will be aware that there is a freestanding telecommunications tower currently located on the land. The Applicant is currently in discussions with the various carriers concerning the relocation of the tower, but this would be done under a separate development application in accordance with the Telecommunications Act.

You will also be aware that there are a number of power lines traversing the frontage of this site and this application makes provision for these power lines to be placed underground.

In terms of the current status of this project, Pathways lodged the Development Application with Lane Cove Council on the 28th August 2020. It is currently on exhibition between the 3rd September 2020 and the 15th October 2020. Any member of the public who wishes to make a submission must do so directly to the Council up until the close of business on the 15th October 2020. Submissions must not be made to Pathways Residences or to my company, Urban Concepts.

The Development Application is specifically seeking consent for a multi storey, 143 bed or 122 room Residential Aged Care Facility with ground floor commercial premises that could include a pharmacy, a hairdresser, a beautician, a cafe at a restaurant, as well as basement allied health uses for remediation, rehabilitation and a hydrotherapy pool. The allied health uses and the neighbourhood businesses will be open to the general public, as well as to the residents of the Residential Aged Care Facility.



The DA seeks consent for basement car parking for 86 vehicles. It also seeks consent for the demolition of the existing buildings on the site, the tree removal, the construction of retaining walls to manage the slope at the rear, landscaping works and public domain improvements.

Lane Cove Council will assess the Development Application but it will be determined by the Sydney North Planning Panel.

To recap, the purpose of the webinar is to explain the Development Application documentation that is on exhibition. We are aware that Development Applications involve an extraordinary amount of documentation and recognise that viewing these technical documents can be daunting and time consuming, so we hope this webinar assists you to better understand the project.

We also recognise that our last consultations were held in 2018 and focused on the Planning Proposal. There have been substantial changes given that the project has evolved from a concept plan to a fully resolved architectural design, so we want to update you on the changes that have occurred over the last 2 years.

Importantly we want to ensure that you have the information at hand to make an informed submission about the project, whether that is a submission that indicates you support the project proceeding or one that raises a concern.

I want to reassure you upfront that if you have not participated in a community information session of this type before, that your participation in this event in no way removes or effects your statutory right to make a public submission during the exhibition process.

We held Phase 1 and Phase 2 of our community consultation in 2016 and 2018 respectively. This consultation focused on informing the local community about the Planning Proposal and understanding community attitudes to the Concept Plan that we put forward at that time. This is our Phase 3 consultation and its focus is solely on the Development Application. It has included:

- A major upgrade to the project website.
- The production of a video that explains how Pathways designs and operates its residential aged care facilities.
- The distribution of 2,500 community newsletters to the notification catchment identified by Lane Cove Council for this project.
- This webinar.
- A Consultation Outcomes Report.

Now I just want to recap what you told us in 2018.

It is important to understand that our panellists today will be addressing these concerns as part of their presentations. So in terms of traffic management concerns, you were concerned about the potential for a new local rat run that may develop using Arabella, Woodford and Kenneth Streets, given that there is no right hand turn into or out of the site.

You were concerned that the former site access arrangements were too close to the signalised intersection and that the signalised intersection wouldn't cope with any additional traffic that this development may generate and the potential for back up in both the AM and PM peak hours.

You were concerned about parking, that there was not enough car parking spaces provided to the Development holistically, noting that there was 46 spaces originally provided and 26 of those spaces were allocated to staff and visitor parking to the Residential Aged Care Facility, and you felt that allowance was not adequate.

You were concerned about the public transport servicing of the site. Last time we met with you, we identified that many members of the Pathways team rely on public transport for their



journey to work, and that raised with us the concern that weekend services to this area are erratic and they would not coincide with shift turnovers.

There were concerns regarding the built form and its height. Back in 2018, the built form was 4 storeys at Northwood Road and you felt that this was out of character with the centre. The heights that were proposed in terms of an RL height had been taken to the underside of the ceiling and not to the top of the roofline, which was also a concern.

In terms of statutory planning comments, you wanted to understand whether the floor space ratio and height controls were those that were set out in the State Environmental Planning Policy for Seniors Housing. You also wanted to understand how the State Environmental Planning Policy No.19 that deals with urban bushland, had been addressed given that the site adjoins bushland at its eastern boundary.

These are some guidelines I am going to use as the host of this webinar. All questions are to be submitted in writing through the question box. I want to let you know that you can submit a question at any time while presenters are talking. If we do not get through all of the questions in the 30 minutes that we have set aside, we do undertake to prepare responses and to circulate these to participants, as well as incorporating them into a Question and Answer document that we will upload onto the project website. Where appropriate, we will group questions for responses.

I have run community consultation now for development projects for over 30 years and I understand that development is a controversial discussion and it always involves a lot of emotions. So please always respect each other's views.

We will also place a recording of this webinar, as well as a written transcript onto the Downloads page of the project website.

The last thing I'd like to mention is that when you leave the webinar, you will be directed to a short exit survey. If you could please complete that survey before leaving, we would greatly appreciate it.

Now, I'd like to hand over to Graeme, who is going to talk you through the Pathways vision for this site.

13:52: Graeme Skerritt, Managing Director, Pathways Property Group and Pathways Residences

Welcome everybody to the Pathways Longueville webinar. Thank you Belinda.

Pathways is very excited about this site. We first bought this land in 2016 with the intention of expanding the services we can offer to the Lane Cove Local Government Area. Most importantly, we have a number of residents who are living with us at our Pathways Sailors Bay facility, who actually come from Longueville, Northwood, Lane Cove and Riverview, and we thought it would be nice to provide a facility which was closer to the local community. As residential aged care develops further into the future, one of the most important values that that we see in building a new residential aged care facility is connection with the community.

The thing that excites us about the Northwood project is that we have got the capacity to have a Seniors Wellness Precinct and it provides not only services to the residents in the facility, but it provides services to the community. This is really beneficial for the residents who live with us. In fact, Belinda was telling me earlier today that she was speaking to a person who was providing feedback and was expressing sadness about the state of the current village atmosphere in this precinct. One of my hopes and desires for this project is that this will create a real landing point for the local community, where people can come, engage and enjoy the facilities that are offered.



Our organisation is founded on principles of harmony, respect, and trust. We very much have those values embodied in the approach that we have to delivering our residential aged care services, and we value our reputation in the industry and in the community.

Our approach is boutique. Currently, we operate 3 other facilities of the type that we are planning to build at Longueville. We also operate 2 smaller older style facilities. Our facilities include Pathways Killara Gardens, Pathways Sailors Bay at Northbridge, Pathways Cronulla Seaside, Pathways Cronulla Pines and Pathways Ashley House at Chatswood.

Pathways vision and my vision is to create a living environment for Senior Australians, which is a five star hotel like environment. We feel that this provides a living environment and an atmosphere with services and care delivered at high quality, which provides peace and enjoyment for the residents where they can live and enjoy a high quality of life.

When we built Pathways Sailors Bay, which is located in a similar area to the proposed Pathways Northwood we discovered that co-location with other services, cafes, local shopping precincts provides a lot of regularity of life to the residents and it is actually very fulfilling in terms of their emotions and mental well-being as it provides interaction with the community which makes life more normalised. This is an important value that we embed in the way we deliver our care. Respect and self-esteem for our Senior Australians is important to us and we do not want the residents and people living with us to feel as though they are isolated from the community. We want them to feel connected with the community.

Pathways Residences has received awards for its innovative care delivery models. One of the cornerstones of our care delivery is our Hope U Care Model. This is focused on a holistic open mind towards individual personhood, empathy, emotional support, the living environment and understanding. These are the pillars of our care delivery model and all of our staff are trained and assessed against these values to ensure that we are delivering the care and compassion that is appropriate for our Senior Australians.

Another value that we would like you to see in our care model is the valuing of our Senior Australians. Most people who live with us, in fact all of the people, have made a contribution to the Australia that we are all living in today. It's important that when we are delivering care and delivering a lifestyle, that we recognise the contribution that people have made. If you sit down and talk to Senior Australians they have actually had very interesting lives and that's part of our care model. We need to recognise people for who they are as an individual and the contribution they have made to our community.

Residential aged care sometimes gets confused with Seniors Independent Living. Residential aged care is for people who are no longer able to live independently, and they may have symptoms of dementia or other health issues, which mean they need daily support and assistance that we provide in a residential aged care facility. By co-locating the residential aged care facility with a Seniors Wellness Precinct, we then realise a situation where people have a much higher quality of life. The average age of a resident is 88 years. Over the last 20 years, the average age of a person living in residential aged care has increased significantly and the current government policies mean that this will only increase. It is important to note during that and we will probably get to it later with Matthew's discussion is that traffic, as with any development, is an important consideration in the community. Our residents do not drive cars. They have visitors from time to time, sadly sometimes not as often as you would like, but our residents do not drive.

We operate facilities that have fresh cooking kitchens on site, and we also do all of the laundry onsite. We are not having catering trucks or laundry trucks delivering. We have fresh produce and dry goods delivered and we are able to have arrangements with our suppliers which means that these are delivered in times when it suits our traffic flow with minimal impact on the local community. We want to be part of the community and do not want to create angst for the community.



All of the residents occupy their own rooms. You will see in the initial presentation, we are proposing 122 rooms and 143 beds. Some of the rooms we provide have the potential to have couples living in them, and this is an important facet for some couples and an important offering because some couples as they age do not want to live independently, they want to live together. Other people may choose to live in different rooms. It does not necessarily mean that all 143 beds will be occupied at any one time, but we have the provision for it in our planning.

Demand for aged care is a very concerning subject for our current population. In Australia, the population is ageing very significantly and one of the issues that the Government and Treasuries are dealing with currently and is one of the reasons why they are pursuing a policy of immigration, is that our population is ageing and there is a significant demographic change coming in 2030 and beyond. You can see on the slide, the demographic in October 2017 and beyond for the demographics and the Local Government Areas in Northern Sydney. I said in a talk I gave recently that there is a tsunami of demand coming for aged care and that in reality is the case. The Government is increasing community care, which is an important facet of service provision to older Australians, but there comes a time for some people when they cannot live in the community without support. They actually need to move to a different living environment and that is where residential aged care provides the service that those Senior Australians require.

When we first bought the site at Northwood, I was very excited by the fact that we are able to build a high quality Residential Aged Care Facility in the neighbourhood precinct with a Seniors Wellness Centre. We have worked very hard since 2016 through the Planning Proposal process to now have a Development Application, which we believe provides an appropriate and high quality outcome for the local community. We have endeavoured to address the concerns and feedback we have received from the local community and from Lane Cove Council and we believe we have come up with a scheme which will deliver an offering that will be in demand in the local community, but also respects the concerns that have been raised during the process. Through the Development Application process and commencement of construction, we endeavour to be mindful of the impact that it will have on the local community. Based on our experience and the quality of the construction team we will put together, we are confident we can minimise any impact and hope that we can soon complete a facility, which will be enjoyed by the local community.

I would like to thank you for your input, and now I would like to hand over to Markam Ralph, who is the Director of Morrison Design Partnership and the architect who has designed this project. Thank you, Markam.

25:26: Markam Ralph, Director, Morrison Design Partnership

Morrison Design Partnership have the privilege of working with Pathways to create this vision for aged care in the Northwood area and we are really excited to have been involved with all of the aged care projects that we have worked on.

This particular site and location affords us the opportunity to really engage with the community. Not only do we provide a high quality, residential aged care component that is befitting the Pathways brand, we are also providing street activation and enhanced liveliness to the Northwood precinct.

We are looking at the existing site condition and as everyone would be familiar with the site Belinda has alluded to, we are amalgamating 5 sites along that existing strip, including the service station or the former service station, right down to the former veterinary surgery. There are 5 sites each with their own driveways which we are going to amalgamate into 1 complete site and have 1 vehicular point of entry.

The site falls steeply back from the street to the east. If you are looking at your slide, north is to the right-hand side of the page and the bushland reserve is at the bottom of the site to the eastern boundary. There are residential properties to the north (right hand side of the slide)



and to the south (left hand side of the slide). To the right is a multi unit residential block, and to the south is a single dwelling.

We always examine the site in its totality when we are preparing designs and that is why we have taken into account the entire precinct of Northwood with the existing street trees, buildings across the other side of the road, bus stops and all associated infrastructure. Taking the design from the existing condition, it is important to point out the proposed site conditions. The critical elements that form the framework of the design are the site setbacks, you can see from the sketch indicating the proposed building on the site that there is a 6 metre setback from the north, which is all landscaped. There is a 3 metre setback from the existing boundary line along Longueville and Northwood Roads. There is a 14 metre setback to the south to accommodate the driveway and there is a 10 metre setback from the building line to the rear boundary in each portion of the site.

It is important to note that we have a left in and left out only vehicular access point which is a single point, as opposed to the Planning Proposal concept that entered the site at the Kenneth Street intersection. Further discussions with the RMS have indicated that the vehicular entry should be at the southern end and that it should be a single point. That obviously forms a critical component of the design and a significant constraint for the size and location of the building on the site.

Taking you through the Ground Floor Plan, this is how the building presents to Northwood Road in plan form. You can see the large curving driveway ramp, which takes all traffic down to the basement levels, to parking and loading facilities. All the vehicles are swept down into the lower parts of the building and accommodated there which also forms the exit out of the building, with a left-hand turn onto Northwood Road.

The yellow areas that you can see are the commercial zones, which are areas set aside for retail. All of those individual areas are subject to their own separate Development Applications down the track.

The central pink area with the curved staircase is the main entrance and ground floor amenities area for the Residential Aged Care Facility. That will provide a street level entrance for the Residential Aged Care Facility, which is primarily located on the upper levels. This plan indicates the availability of ground floor space for retail and community use, and the two white strips through the building indicate corridors that provide views through from the street to the bushland beyond and also provide pedestrian access through to the rear terraces for enjoyment of views and the use of the commercial space.

This is a typical floor plan at the upper levels and this indicates the complete residential activity area of the building as distinct from the retail areas on the ground floor, this is entirely devoted to the residents (this floor and the floor above). The blue areas indicate the residential accommodation consisting of both single and double rooms. The large green area to the right indicates living and dining areas that open out onto a terrace to the north. The central orange zone represents the back of house service areas. These floors have been designed with the Pathways service model in mind, and they have been fully considered in terms of the accommodation and what is available for the residents.

This is a site section that demonstrates how the building works in conjunction with the site. You can see on the right-hand side of the site, the Northwood Road and Longueville Road interface with the current village. That area sweeps through this section and is taken through the main entry level to the Pathways area. As I alluded to before, that central section to Pathways provides the gateway to the 2 upper levels that are the residential accommodation and we extend right through that ground level to the rear, which takes in the views back towards Crows Nest and over the bushland over the Lane Cove Golf Course. The 3 lower levels consist of 2 levels of accommodation at the rear, which take in the views and outlook together with the associated back of house and parking levels for vehicles. On the very lower level, you can see the hydrotherapy pool accommodated with its own sunken garden area, again opening to the rear and with views of the sky and the bush.



The presentation to the street is depicted here in this photomontage. The building as can be seen is a 3 storey structure. The original Planning Proposal was seeking 4 storeys and that has now been reduced in height to accommodate 3 storeys only. This particular view is from the Kenneth Street intersection, looking south along Northwood Road, and illustrates how we have broken the building down into various segments which provide our facade modulation and each of those individual areas are clad with high quality materials and each end is terminated with a curved structure that provides the beginning and the end of the building. We feel that rather than providing a continuous long strip building, we have divided it into a series of components, which individually relate back to the street.

The street trees proposed in this view are also established on the Landscape Plan. This highlights the benefits of the 3 metre setback to the front boundary. This view as well affords us the fact that we have recessed all of the roof mounted structures, including lift overruns and plant equipment to the centre of the building, so they are not visible from the street. What is seen here is what you will get in real life. You will also notice that the power lines currently running along the front of the site are shown to be removed and placed underground.

The view from the south along Northwood Road, looking back up towards the village indicates the considerable setback that has been provided between the proposed building and the single dwelling, which gives us the opportunity of accommodating the double driveway in and out of the site and also ensures that there are no overshadowing issues associated with the adjoining house.

What we have done here is highlight one of the important site constraints in terms of the 3 metre setback at the front which has specifically been incorporated into the design to enable both landscaping and street activation of the buildings, so that once the site is established and the building is operational, pedestrians, users of the building and tenants are provided with access ways with high quality surfaces and high quality landscaping in a comfortable space undercover.

Here we are also looking at the same 3 metre setback that is provided along the entire length of the site and extends right through to the driveway down below at the southern end. What is clear is that the building is comfortably setback further than the existing situation, which I will describe later on. We felt that the building is sitting very comfortably with the streetscape and is not going to be looming over Northwood Road as the current structures that are built right to the front boundary do.

Now we will move around the building to the site setbacks that are demonstrated at the southern end. There is nearly a 15 metre setback to the southern boundary that accommodates our driveway and provides ample separation to the single dwelling to the south. Moving towards the eastern boundary in the foreground, it is clear that there is a 10 metre setback that provides a comfortable separation between the proposed structure and the bushland reserve.

Moving along up towards the north, the 10 metre setback is continued all the way through, wherever the building relates to the rear boundary. There is an ample setback, which is also providing quality landscaping for the residents to enjoy. At the very northern end of the site, you can see a 32 metre setback that is shown at this stage open so that we can still see the building. However, that extended area of the site is designed to have bush regeneration and that will then provide a comfortable transition from the landscape component of the building curtilage through to the bushland reserve. As I said, we have not shown it fully and landscaped here as bush regeneration for clarity and you can still see how the building relates to the site boundaries. The setback is shown to the multi residential building to the immediate north and there is a highlight further on where we demonstrate how we have dealt with privacy issues there. Clearly, there are no overshadowing matters here either.

Returning back to the street view, we felt it was important to provide a link through from the village rather than build an entire wall of building that presents to the street. These open view corridors have been provided, not only for pedestrian access through the building when they



are not entering into the Residential Aged Care Facility and also for pedestrians and people driving by to be able to get a glimpse of the view beyond showing the Crows Nest and North Sydney skyline and the bushland. That gives the building some sense of place in the Northwood Precinct.

This is a view of the second view corridor towards the southern end of the site at a slightly different angle, just for interest and performing the same function. The Pathways Residences entrance is to the left-hand side and that is given its own unique character with a green wall and large atrium space beyond.

Indicating here the importance of the 3 metre setback at the street zone. The green outline indicates that the current buildings are built right to the front boundary, with only the footpath out to the kerb giving them a confronting and sort of foreboding appearance on the street. We have taken that and moved the building 3 metres further back from the boundary line which, as I have indicated, gives us the opportunity for high quality paving, undercover access, and some landscaping, which again we have not shown here for clarity because we have overlaid the existing buildings with the proposed.

Privacy to the building to the north is achieved through louvered screens on the balconies. While we do have north facing balconies both at the rear of the building and in the centre for the residents, recreation and fresh air, with the screening that we are providing, there are no overlooking concerns and no overshadowing issues.

Speaking of overshadowing, it is always important with a development such as this to consider how the sun moves across the proposed building and any direction with the adjoining buildings. We are showing all of the appropriate shadow diagrams here for mid-winter which is the worst scenario case. At midday there is hardly any shadow impact at all. In the afternoon, as the sun moves across the site, the maximum shadowing is depicted there and it has been carefully designed in terms of the upper level setback so that the individual single dwelling is not impacted. You can still see it in white, right in the middle of that other shadow so that the shadow falls on the lower part of the building, and the upper level is unaffected.

They are the main design components of the proposal and we trust that it will all be well received. Thank you.

45:48 - Matthew McCarthy, Senior Traffic Engineer, McLaren Traffic

Thanks for that, Markam. I am the Traffic Consultant and I am going to go through the traffic and parking findings that we prepared for the Development Application.

I would like to start with the existing access of the site. As shown in these photos, the existing access actually consists of 5 driveway locations. 4 of those driveway locations are actually located within very close proximity to the signalised intersections with Kenneth Street and River Road West, such that the locations actually impact upon traffic flow considerations and road safety impacts. Also, 2 of those driveways shown in blue are located in non-compliant driveway locations, with respect to current road standards making the existing provisions of the 4 driveways located close to the signalised intersections a road safety issue. As a result of the Development, we will be amalgamating the site which is a good outcome for the traffic flow efficiency of the arterial road.

That brings me to the current access arrangements, where the proposed driveway will be located to the south of Kenneth Street, which is offset 30 metres from Kenneth Street. That location of the driveway was recommended by the RMS and is in line with RMS best practice, to limit the number of driveways onto arterial roads to help improve traffic flow efficiency and reduce road safety considerations. As a result of the Development, the access arrangements will be restricted to left in, left out and that will be enforced through the division of a raised median within Northwood Road.



The largest vehicle that will access our site will be limited to a medium category loading vehicle, not a large category loading vehicle.

The proposed development has provided parking in accordance with Lane Cove Council's Development Control Plan and the State Environmental Planning Policy - Housing for Seniors. We have done an assessment against those two guidelines and the proposed development requires the provision of 86 car parking spaces. We provide the 86 car parking spaces within 3 levels of basement car parking, which satisfies Council's and the SEPP car parking requirements. The allocation of those car parking spaces will be 51 for the commercial component and 35 for the Residential Aged Care Facility. In addition, we will be providing motorcycle and bicycle parking in compliance with Council's DCP. As you can see on the slide, the allocation of car parking will be 10 car parking spaces for residential aged care visitor parking on Level 3, 32 car parking spaces for commercial and residential aged care visitors on Level 2 and 44 commercial staff and residential aged care staff car parking spaces on Level 1.

The traffic impact study that we have undertaken has been completed in line with the methodology adopted by the RMS. This is an outline of what that is below, which I will go through. The methodology which is industry standard, is to undertake traffic counts at critical intersections during both the AM and PM peak hour periods. The 3 intersections that we surveyed were Northwood Road with River Road, Kenneth Street with Longueville Road and River Road West with Longueville Road. Based upon the surveys, we were able to determine the existing levels of service of the intersections that we have assessed and that allowed us to get the existing baseline to then compare to the future scenario as a result of the Development. Then to determine the traffic generated from the site, we relied upon the RMS guide to traffic generating developments, which outlines traffic generation rates for all different types of land uses, which is backed up by research undertaken of multiple surveys for those particular land uses. A Residential Aged Care Facility generates 0.2 trips per hour, per dwelling or room and the commercial shops generates 5.6 trips per 100 square metres in the peak hour periods. So, using the proposed traffic generation, we review the access arrangements and traffic assignment for how vehicles will travel to and from the site and we derive the traffic assignment relying upon the existing traffic flows, as observed from the traffic surveys that we undertook, and we add the development traffic to the assigned route to the base case scenarios that we got from the existing intersections to determine the future intersection performance of the assessed intersections. Using those results we are able to provide a comparative assessment between the existing and future scenarios and determine the traffic impact of the proposed development.

As you can see in this slide, it goes through the traffic generation of the existing scale of the development and the future scale of the development. In the existing scenario, the peak hour traffic generation during the AM period is 80 vehicle trips, which is split by 38 inbound and 42 outbound, and in the future scenario as a result of the development we are generating 68 vehicle trips, which is split by 26 inbound and 42 outbound. This is a net reduction of 12 vehicle trips during the AM peak hour period as a result of the development of the site compared to the existing buildings on site.

The existing PM peak hour period generated 98 vehicle trips, which is with split by 48 inbound and 51 outbound and the development is estimated to generate 111 vehicle trips in the PM peak hour period, which is split by 63 inbound and 48 outbound. This is a net increase of 13 vehicle trips, which is split 16 inbound and 3 outbound.

Overall, the proposed development is consistent with the existing site scale and more or less, has a neutral impact in terms of traffic flows when you compare the existing to the future.

As you can see here, this is our assigned trip assignment based upon a comparison between the existing development and the future development. The AM peak hour period shows inbound vehicle trips of 38 trips, as opposed to the future development where we are expecting 26 vehicle trips in the AM peak hour period. As you can see, this is a reduction in traffic as a result of the proposed development compared to the existing conditions.



The outbound trips during the AM peak hour period is consistent with the existing site generating 42 vehicle trips, and the proposed development generating 42 vehicle trips. So there is no change in outbound vehicle trips as a result of the development over the existing.

Looking at the PM peak hour traffic generation, the existing development generates 47 vehicle trips, whilst the future development is anticipated to generate 63 vehicle trips. There is a slight increase in inbound traffic during the PM peak hour period.

The outbound traffic flows in the existing condition generates 51 vehicle trips, and in the future, generates 48 vehicle trips, which is a reduction of 3 vehicle trips. So there is a slight reduction as a result of the proposed development in the outbound traffic flows in the PM peak period.

As a result of the adopted trip assignment and traffic generation, we were able to compare the existing operations of the signalised intersections and the Give Way intersection with the future conditions. The River Road West signalised intersection in the existing conditions operates at level Service B and A and in the future access conditions operates at Level Service B, so there are minor changes for the River Road West signalised intersection.

The Kenneth Street, Northwood Road signalised intersection, operates at Level Service A and B during both the existing and future conditions, showing that there are no adverse traffic impacts to that signalised intersection.

The River Road and Northwood Road Give Way intersection is operating at Level Service A for all turning movements, except for the right turn movement out of Northwood Road into River Road in both the existing and future conditions. You can see that the Development does not make that movement worse and we are not actually adding development traffic to that right turn movement, so the existing conditions are maintained. With right turn movements from local roads onto busy arterial roads, Level Service F is typical due to the high traffic flows that arterial roads carry. Most of the time there is no need to upgrade intersections with right turn movements for minor roads onto arterial roads, unless there is a significant road safety issue. But in any event, this right turn movement from Northwood Road into River Road benefits from the turning impacts from the nearby signalised intersection and there is also an alternative route for vehicles to travel along River Road and that is by the Kenneth Street signalised intersection. We can see that the proposed development does not have a significant impact upon that turn movement. There could be options down the track if Council wants to pursue them, if the right term movement from Northwood Road onto River Road does become difficult due to increases in traffic volume along the arterial road. Options may consist of banning that right term movement during operating AM and PM peaks, but that is to the discretion of Council and they may not pursue this due to the alternative route by Kenneth Street.

In summary, the proposed development reduces the number of driveways down to a single driver which is in line with RMS best practice for reducing vehicle access points on arterial roads, which significantly improves traffic flow efficiency and reducing road safety consideration on the arterial roads.

The proposed driveway location is also supported by the RMS with it being offset 30 metres from Kenneth Street and restricted to left in and left out.

The proposed development complies with the Council car parking requirements of 86 car parking spaces.

As a result of the traffic generated from the site, this is consistent with the existing traffic on the site, such that the proposed development is not going to have an adverse impact on the assessed intersections.

Thank you and I will pass over to Juliet.



1:00:08 Juliet Grant, Executive Director and General Manager, City Plan

I just wanted to run through the statutory planning framework for you. This will hopefully tie together some of the points that Markam made in the design and what Matthew talked about with the traffic and you can see where those considerations have come from. The planning controls that apply to the site are contained in a site specific clause in the Lane Cove LEP Clause 6.9, as well as site specific provisions in the Draft DCP that is currently on exhibition in conjunction with this Development Application. There are also a number of state policies that apply.

The Lane Cove LEP was amended earlier this year, to change the land use zoning of the site, to be for mixed use and to introduce new height and FSR controls. The objective of the new B4 land use zone is to encourage higher density, mixed use development, and to facilitate the outcome that we are talking about this evening and part of that was to include a minimum non residential floor space requirement to build that neighbourhood centre character. That zoning allows uses such as café, restaurant, shops and medical centre in addition to the Residential Aged Care Facility.

Overall, the proposal complies with the total permissible FSR, in fact it is slightly under it at 1.832:1. We have in fact exceeded the minimum commercial FSR and have provided just over 2000 square metres of floor space for this purpose, and separate DAs will be lodged for each of those uses.

The other control is height. The original Planning Proposal that was submitted and that you may have recalled from earlier briefings proposed a height of RL 70.25. This has been reduced by 4 metres down to RL 66.25 and that is the statutory height control in the Local Environmental Plan. The overall absolute maximum height of the Development Application is actually RL 68.65, which is a variation of 2.4 metres, but that equates specifically to the stair overrun above the roof. The building's parapet and other rooftop services also breach this height limit, which is shown on this diagram. It is clear that the bulk of the building, all of the habitable floor space, all of the mass of the building is below the RL 66.25, as specified in the LEP and we have submitted a Clause 4.6 Variation that specifically deals with those areas that breach, as indicated in yellow above that blue height plain area. Ordinarily, some of those features, in particular the parapet, would be considered an architectural roof feature and would not actually be included in the definition of height although through a quirk of our planning controls because it is a site specific clause that applies the height, we fall outside of that architectural roof feature standard provision in the LEP. That explains why there is a bit of a technicality and why we have that breach from the parapet. There has been a significant degree of confusion around the height limit, and that is because there is a different way of defining height in the LEP and the Seniors SEPP. That is because some of that confusion has traversed over into the DCP. The DCP refers to the roof gardens, lift overruns, stairs and amenities above the height limit and acknowledges that there might be a breach of the height. The height diagram in the DCP also refers to the RL 66.25 being to the underside of the top ceiling rather than to the rooftop. So, there is a bit of confusion around that height question. Markam clearly showed with the fly through on the project website and the pictures of the design that with the plant and the stair overrun that are causing the height breach are not actually visible from the street when looking up at the building.

In terms of the Draft Development Control Plan, there is a Development Control Plan that applies to the whole Lane Cove LGA and many of the traffic and generic provisions exist in that DCP, and they will still apply to the site. But there is a site-specific component of the Draft DCP that is on exhibition at the moment and that introduces a number of key design strategies and objectives, specifically for this site. The Draft DCP includes the expansion of the neighbourhood centre along Northwood Road and enhanced setback to Northwood Road to provide better amenity and provision of street trees along Northwood Road. Markam highlighted many of these features when he was describing the design philosophy of the site, and so you can see them come to life in the actual DA design.

A few other key points to highlight that are covered in the DCP are the through site links and view corridors that Markam also pointed out, as well as the provision of active street



frontages, the provision of commercial space, so that you don't have a hostile blank walls fronting the street path so that you have passive surveillance and community engagement through design.

The question of street wall height is one where there has been a little bit of discussion and is one area where the current DA design doesn't align entirely with the Draft DCP provision, so I thought I would just spend a moment to discuss this. The diagram on your left shows a previously approved development application on one of the sites in the subject area at 16 Northwood Road that was approved in 2016, and that shows you a 3 storey building abutting the street frontage. With the zero setback from the street frontage there is no opportunity to provide an enhanced public domain area, but with a 3.5 metre setback from the top floor. By contrast, we have got the setbacks the other way round with the bulk of the building setback 3 metres from the street to allow engagement, the widening of the footpath, street tree planting and the broadening of the street corridor, but we have not proposed any further additional setback at that top level. That is the main point of distinction between the DA as submitted and the Draft DCP that is currently on exhibition.

Some of the other provisions in the Draft DCP relate to building façade, open space and landscaped areas and Markam did talk a bit about those. The DA incorporates a mixture of different kinds of landscaped areas, whether they are passive, you are passing through, they are quiet respite areas that the residents can sit, or terraces associated with the commercial uses and a significant area of bush regeneration in that bottom right hand corner where there currently sits a house and that will be remediated and rejuvenated landscaped with additional tree planting accommodated in that area. The Development Application does comply with the minimum landscaped area requirements proposed in the Draft DCP. Some of the other provisions in the DCP relate to transport and parking, which Matthew covered, as well as solar access, and the bushland protection.

Just to sum up and to conclude, the community benefits that we see arising from both the DCP as it is proposed but also specifically from this Development Application include site remediation, the under-grounding of the power lines, the improved public domain on Northwood Road including the street frontage activation, the reduced pedestrian and vehicular conflict with the removal of all those driveways, the widening of the footpath area, a significant new bushland regeneration area, the provision of the new view corridors, and through site links, opening up the site to public access, as well as public access to new health and wellness facilities and, of course, much needed, high quality accommodation for our oldest community members. Thank you for your time.

1:11:30 - PART 2 - QUESTION AND ANSWER

Please refer to the separate document relating to the Question and Answers during this part.