



# PATHWAYS RESIDENCES COMMUNITY INFORMATION WEBINAR

HELD THURSDAY 24<sup>th</sup> SEPTEMBER 2020

## QUESTIONS AND ANSWERS

### 1. TRAFFIC QUESTIONS

**Q: In regards to the traffic management, both during the construction as well as during on-going operation, all the traffic that exits the site will have to travel through Northwood Road/East River Road with no option for u turn for traffic that needs to exit northbound (towards Longueville Road/River Road). The alternatives are either a dangerous right turn at the intersection of Northwood Road/River road and taking a right turn through local roads (Northwood Road, Arabella Road, Woodford Street, Kenneth Street) or following towards Greenwich. How is this being addressed as part of the master plan for local traffic impacted by this project?**

**A:** Construction traffic will be the subject of a detailed construction traffic management plan to be submitted to and approved by Council. As part of the construction traffic management plan, heavy vehicles will travel along a dedicated haulage route as stated in that plan. The likely methodology considering the access arrangements will be to restrict heavy vehicles to left in / left out. Hence heavy vehicles will not utilise local roads and will be directed to the Pacific Highway as a haulage route, which will be enforced by the site manager. As part of the construction management plan heavy vehicles existing the site will be restricted to Northwood Road and River Road. They will not be directed onto local streets.

The traffic analysis estimates that compared to the existing land uses on site, the proposed development will generate a net change of -12 vehicle trips in the morning peak hour (12 in, 0 out) and +13 vehicle trips during the afternoon peak hour (+16 in, -3 out). Visitors and staff will be encouraged as part of Pathways orientation/induction information to take primary routes directly to Pacific Highway.

**Q: Does the Traffic study take into account the traffic and parking associated with the proposed retail uses in your development (pharmacy, hairdresser, beautician, pharmacy). Will these uses result in spill over parking in surrounding streets?**

**A:** The proposed development provides parking for the commercial component in accordance with the Lane Cove Council Development Control Plan. The site requires 51 car parking spaces for the commercial component of the site, which will be allocated to the tenancies during their associated fitout, which are subject to future development applications to be approved by Council.



**Participant Comment: So there will be no impact on side streets?**

**A:** Adopting the same traffic assignment to and from the site for existing conditions to future conditions, the AM peak hour period would experience a net reduction of -12 vehicle trips, whilst the PM peak hour period would see a net increase of 13 vehicle trips. Considering this it is anticipated there would not be a substantial increase to local roads.

Traffic volumes were not recorded along local roads, such that traffic volumes / numbers cannot be provided along local roads in existing or future conditions. Given that the facility is on Northwood Road and any local traffic generated by the development will use Northwood Road before local roads any impact will be as per the Traffic Report

**Q: Will you be doing a cumulative traffic impact assessment that addresses the aged care facilities that are currently being proposed within a 1 kilometre zone of your site?**

**A:** It is the responsibility of Council to undertake all accumulative traffic assessments as part of development applications and is not the responsibility of individual development applications. Council are provided with the data to undertake this assessment within individual traffic and parking reports provided with development applications.

**Q: Please comment on the Longueville rat run via Arabella Street for articulated vehicles noting the serious MVA last Saturday night where a vehicle crashed through the fence at the top of Northwood Road and Arabella Street. There was an accident there last Saturday?**

**A:** The proposed development does not generate articulated vehicle development traffic along the local streets, specifically Arabella Street. Any construction traffic generated by the development will be strictly monitored and adhere to a haulage route as approved by Council within the provided construction traffic management plan. Ongoing delivery vehicles for the subject site will be limited to an 8.8m length Medium Rigid Vehicle or smaller.

**Q: Aged care may not generate traffic but the commercial activities will can you explain how the traffic report has addressed this- given that most neighbourhood centres are driven to by locals?**

**A:** The traffic generation of both the aged care facility and the commercial component of the site has been assessed as part of the traffic report. The traffic generation of the site has been adopted from the Guide to Traffic Generating Developments 2002, an RMS Guide, which outlines traffic generation rates for commercial (retail) developments and aged care facilities and other land uses.

The impact of the development has been assessed under these traffic generation rates, with the trip distribution to and from the site based upon existing traffic flow conditions in the area.

**Q: Has the left in and left out access changed the rat run to William Edward Street and Austin Street?**

**A:** No modifications to the existing road network have been assessed as a result of the development. Council are upgrading the signalised intersection of River Road West / Longueville Road to allow right turn movements into River Road West, such that this should reduce vehicles travelling along Kenneth Street / New Street / William Edward Street, thereby reducing any existing rat run along William Edward Street.

There are multiple available routes to travel to the site due to the left in restriction. These routes are outlined below:



- Arabella Street / Woodford Street/ Kenneth Street
- Use Kenneth Street to undertaken a U-turn to travel back to the site
- The mentioned route of William Edward Street
- Austin Street via Alpha Road onto Longueville Road
- Longueville Road onto Richardson Street West

As shown, there are multiple routes that vehicles can take to travel to the site due to the left in restrictions. When considering existing development traffic, there would not be any significant increases to the above mentioned traffic routes.

**Q: Is the traffic consultant giving us 2020 figures? These figures are COVID-19 impacted you should show 2017 and 2020?**

**A:** The data did show 2020 data, an assessment could also be provided against 2017 data and this can be considered.

**Q: The issue is not how the future traffic compares to the present as the present traffic conditions would need to be improved they are so bad. Please clarify how someone coming from the east and wishing to visit the facility could reach it without driving down the small road between Northwood Road and Kenneth Street?**

**A:** The proposed development is not significantly increasing traffic flow to and from the site when comparing existing and future traffic flow movements. If existing conditions are problematic, it is recommended that this be raised with Council.

There are multiple available routes to travel to the site due to the left in restriction. These routes are outlined below:

- Arabella Street / Woodford Street/ Kenneth Street
- Use Kenneth Street to undertaken a U-turn to travel back to the site
- The mentioned route of William Edward Street
- Austin Street via Alpha Road onto Longueville Road
- Longueville Road onto Richardson Street West

## **2. PARKING QUESTIONS**

**Q: Will you show respect to the community by increasing the parking- the commercial aspect of the development needs more parking-it is irrelevant that it complies with standards as it has been shown that these standards are woefully inadequate?**

**A:** I am not sure what assessment has been undertaken to determine that Council's DCP requirements for the commercial component of the site are inadequate. This may be the case for the existing development due to the existing provision of parking not being provided in accordance with the Council requirements. The existing access arrangements for the site are located in non-compliant and located closely to the signalised intersections with Kenneth Street and River Road West such that users of the existing facilities may be likely to park on-street compared to utilising existing on-site car parking.

The proposed development modifies the access arrangements to be located in an convenient and safe location and provides safe access to and from the site, such that users of the development will use the on-site car parking over the use of on-street parking.



Each of the individual commercial tenancies will have separate Development Applications lodged to distribute the components of the parking allocation. We have a total parking allocation as part of the construction of the building, but each use will be assessed individually for its parking demand at the time of the individual Development Applications.

### 3. LANDSCAPING QUESTIONS

**Q: Bush regeneration is important as the site verges on urban bushland and the golf course. Have existing trees for removal and retention been identified?**

**A:** We have an arborist engaged as part of our project team who has identified all of the trees both on the site and also in close proximity to the boundary of the site. We are not only looking at the trees on the site but also trees outside of the site so we can identify and provide tree protection measures for them. This is included in our submission as a part of the Development Application documentation. Lane Cove Council has asked us for some additional information, which we are currently preparing that will elaborate on tree protection measures and the construction technique, to ensure that we do not impact on the trees that are to be retained.

**Q: Has run off from the site been advised/managed?**

**A:** There is a comprehensive stormwater and drainage strategy submitted as part of the Development Application documentation that is available on the Lane Cove Council website. Lane Cove Council has asked us to explore alternative options, as apparently there is a pipe in close proximity to the site. Our stormwater engineer is working with Lane Cove Council officers to investigate whether there is an alternative solution that may be better than what is currently proposed.

### 4. RACF OPERATION

**Comment: Love to see your values include respect and to interact with the community.**

**A:** We fully understand the sensitivity of developing in local communities. We are committed to working with our neighbours, local residents and interested stakeholders in our development for Pathways Longueville. This is not a speculative development. We build and operate all of our Residences and want to ensure they are integrated into the community. Integration is fundamental to the success of our care model, which recognises the importance of helping our seniors to be part of the broader community. At Longueville we hope to achieve this integration by co-locating our aged care accommodated above the Wellness Precinct comprising neighbourhood businesses and allied health uses.

**Q: The local footpath around this area (not only at the front of the proposed site) is badly maintained, which represents a significant hazard for elderly people (i.e. future residents of the site). More specifically, irregular footpath with steps/unlevelled terrain and narrow footpaths. How is the project addressing this to mitigate risks of accidents for the elderly community (to be increased by this development)? How will pathways be maintained to mitigate fall risks for elderly people?**

**A:** The site has been designed by Morrison Design Partnership, and we also have a site access consultant who has to sign off on the Development to ensure that we are providing appropriate and safe access points for any visitors to the Residential Aged Care Facility or the commercial uses. It is very important overall that we maintain this for the reputation of Pathways Residences and the safety of the community, which is part of our core values. It is proposed that the footpaths at the front of the site will be replaced as part of this development



**Q: You said you do not want couple rooms but have extended the number of beds to include couple rooms.**

**A:** Pathways has couples rooms at our Residential Aged Care Facility in Sailors Bay and we have found that for some couples it is an important amenity. We have sought to provide that in our development in Longueville. I do not recall saying that we do not want provide couple rooms, I think I was misunderstood, if I did so, I apologise. Our intention is to provide couple rooms. It is likely that there will be a significant number of those rooms that will end up being single occupancy, but we have provided that amenity for couples who would like them.

**Q: Will the telecommunications tower relocation mean neighbours telecommunications reception will be impacted?**

**A:** My understanding is that the telecommunications providers have an obligation to ensure coverage and they plan their networks quite comprehensively to ensure that their towers maintain coverage and if one is removed then another is supplemented elsewhere to cover that. I would anticipate there would not be a gap in coverage.