



New South Wales Government
Independent Planning Commission

TRANSCRIPT OF MEETING

RE: NERINGAH SENIORS HOUSING & HOSPITAL
(SSD-45121248)

APPLICANT MEETING

COMMISSION PANEL: ADRIAN PILTON (CHAIR)
WENDY LEWIN
MICHAEL WRIGHT

OFFICE OF THE IPC GEOFF KWOK
TAHLIA SEXTON

APPLICANT CHRIS FORRESTER
ALEX HEATH
ROBERT ALLEN
KATIE FORMSTON
DON WANG
ROBERT SMART

LOCATION: IPC: SUITE 15.02 LEVEL 15
135 KING STREET, SYDNEY NSW 2000

DATE: WEDNESDAY, 20TH DECEMBER 2023
1:00 – 2:00 PM

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<THE MEETING COMMENCED.

MR PILTON: Ready to go? Okay. Good afternoon and welcome. Before we begin, I would like to acknowledge the traditional owners of the land on which we meet the
5 Gadigal people of the Eora nation. And pay my respects to their elders, past and present. Welcome to the meeting today to discuss the Neringah Seniors Housing and Hospital case currently before the Commission for determination. The Applicant, Hammondcare, is seeking consent for the demolition works and the construction of an integrated seniors housing and health services facility at Neringah Hospital. The
10 proposed development includes two five storey dwellings comprising residential aged care facility and palliative care hospice beds, 57 self-contained dwellings for seniors, health care services, outpatient care administration facilities, 130 car parking spaces, landscaping and public domain works which includes the upgrade of Archdale Walk. My name is Adrian Pilton. I am the chair of this commission panel and I'm joined by my fellow commissioners, Wendy Lewin and Michael Wright.
15 we're also joined by Geoff Kwok and Tahlia Sexton from the office of the Independent Planning Commission. In the interests of openness and transparency, and to ensure the full capture of information, today's meeting is being recorded and a complete transcript will be produced and made available on the commission's
20 website. This meeting is one part of the Commission's consideration of this matter, and will form one of several sources of information upon which the Commission will base its determination. It's important for the commissioners to ask questions of attendees and to clarify issues whenever it's considered appropriate. If you are asked a question and are not in a position to answer, please feel free to take the question on
25 notice and provide additional information in writing, which we will then put up on our website. I request that all members here today introduce themselves before speaking for the first time, and for all members to ensure that they do not speak over the top of each other to ensure accuracy of the transcript. Perhaps before we start, you might introduce yourselves so we know who's talking to.

30 MR FORRESTER: So I'm Chris Forrester, Associate Director of Ethos Urban, and the town planning consultant for the project.

MR HEATH: ---Alex Heath I'm an urbanist at Ethos Urban, working alongside
35 Chris. That's the town planners.

MS FORMSTON: Katie Formston I'm head of design at Hammondcare. Um, Applicant.

40 MR FORRESTER: Well, one, Project design manager at Hammondcare.

MR HUANG: Don Huang, project manager at Hammondcare and also seconded from TSA management.

45 MR SMART: ---Okay. And Rob Smart, director of design. registered landscape architect and registered consulting arborist for the project.

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MR PILTON: Thank you. Well, now we can begin. I don't know who's going to lead the presentation.

5 MR FORRESTER: So I'll say if we go through our presentation. Yeah. Okay. Thank you. So, yeah, thank you for your time this afternoon. As you mentioned, this is the seniors housing and hospital development and the Applicant is Hammondcare. I'll just go to the next slide, please. We'd also just like to acknowledge the Darramuragal people who are the traditional custodians on the land in which the site to be developed sits. So we pay our respects to their elders, past, present and emerging.
10 we've just been through the introduction, so we might skip over this slide. And I'll pass it over to Katie, who will provide a bit of background context on Hammondcare.

MS FORMSTROM: And we'll skip through this fairly quickly. But we're an independent Christian charity, over 90 years caring for those in need. Our ambition really is to set a global standard of relationship based care in this project forms part of that ambition. So moving to the next slide, please. So just the context and what has driven this project? Three things really people are living longer. The need for complex aged care and health services is increasing, particularly in this this area and the way in which care is being delivered is changing. So I think you know that
15 comment down the bottom, more than half of people aged 76 and over will be living with five or more chronic health conditions. We think this project will address that emerging need, and both in terms of permanent or 24/78 residential care, end of life care and episodic care with seniors living who need to access health services at certain times to address those chronic health needs. Just for clarity, we understand
20 there's, you know, seniors living can take a lot of different forms. What we're proposing at Wahroonga, at the Neringah site is really on site specialised care. So there are retirement villages in which they receive community based care. In this instance, we're looking for a health campus that will service the seniors living, residential care and hospital patients on site and also, deliver our community based
25 services. So with the clinics and other centre for Positive Ageing and other services based at this site, with people from the community coming in. Back to you.
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MR FORRESTER: Thank you. So they're just a bit of site context. We have the aerial image on screen now. So as you can see, the site is located to the west of the
35 Wahroonga town centre, about 350m from the train station. So to the north of the site we have a five storey residential apartment building. To the east we have Archdale Walk, which is a open space, and also medium and small density residential dwellings. To the south of the site we have the Sydney Water Reservoir, which is a heritage item. To the west. We have Abbotsleigh Junior School and also Balcombe Park. The site, well, the development, I should say, primarily relates to the eastern
40 portion of the site where the existing hospital building is. The western portion of the site contains the stage one development, which comprised a residential aged care facility. So that's in the north western corner and then in the southwestern corner is Woonona Cottage and that's a local heritage item. Next slide please. Okay, so a
45 summary of the project. It's proposed to demolish the existing hospital on the site, and replace that with, two buildings which will comprise 18 palliative care, beds. That's schedule three health service facilities, 12 residential aged care beds, 57

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seniors living dwellings, and they're designed to class 9C standard, 130 car parking spaces in the basement, along with loading service dock facilities, and then a range of ancillary facilities and uses including a chapel, a cafe, pool and gym, hair salon, activity rooms, and a general store, which isn't open to the public.

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In addition to that, we then have a series of landscaping and public domain works, which includes a through site link between the two buildings, uh, linking Archdale Park and Balcombe Park, as well as the proposed upgrades to Archdale Walk, connecting to the Wahroonga Centre. So I'll just take you back through the history of this development. So in 2001 July, a site compatibility certificate was lodged, and that was pursuant to the vertical village provisions of the former seniors SEPP. And that essentially allowed for an additional 0.5 to 1 of FSR on top of the base control under the LEP. So so that process demonstrated the site was capable of supporting, additional density. So that that site compatibility certificate was approved by the regional panel in April 2022. At a similar time, changes to the planning systems SEPP were made, which then categorised the development as state significant development. So we ended up in the SSD pathway. and so throughout the course of 2022, we prepared an EIS for the application, which was lodged at the back end of last year. So then through the course of 2023, we've worked with the Department of Planning and other agencies, through the assessment process of the application.

And that essentially brings us to where we are today at the IPC meeting. the only other thing to point out is the site compatibility certificate has an expiration date two years from determination. So that's the 14th of April 2024. Okay. So what we were going to do now is just take the panel through some of the key assessment issues which were raised during the assessment. I'll go through these relatively quickly, but, please jump in if you have any questions. Otherwise we can go back at the end also. So the first one, is relation to the built form and design. As I said, the site was, eligible for additional 0.5 to 1 FSR on top of the 1.3 to 1 FSR provided by the Kuring-gai LEP. The proposed FSR for the development is only 1.61 to 1. and that's a result of a design led process for the site. So it wasn't all about maximising GFA, a building envelope was established, based on reference to key separation controls, in the ADG as well as um analysis of the surrounding built form and paying tribute to that. Deep soil and landscaping is also a big feature of the development. And so as you see there where we've got 15.7% deep soil planting area, we also do when you factor in that that's, that's compliant deep soil with the three metre minimum width.

But we do exceed that, which we'll speak to a little bit later in the presentation. So some of the key design, points that were considered, is that there was two buildings which respond to the site's topography. So the site slopes down from the south to the north, and to the north of us is the five storey residential flat building and the buildings step down, to respond to that, as well as the, the massing of the water reservoir to the, to the south. The public through site link is a key feature which, separates the buildings and it's over a shared common basement. and it connects to pieces of open space on either side of the site and also the ten metre landscape setback to Neringah Avenue South and that's to provide opportunity for significant plantings to really reflect the landscape character of the suburb. It should be noted on

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on that aspect of it, the existing hospital building does encroach into the ten metre setback. One of the things which was raised by the planning panel through the site compatibility certificate, was their desire to bring that built form back into, to meet that ten metres. So the new development has, has done has achieved that outcome.

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My next slide, please. So that's just an elevation of Neringah Avenue South, which on the right hand side of the screen shows the five storey residential flat building and the reservoir on the left hand side of the screen and how the building has designed in a line with that, topography and to step down to the scale of that RFB. Slide, please.

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So a clause 4.6 develop, sorry variation to the height development standard was submitted during the assessment of the application. It's noted that there was different interpretations on the on the height limit definition. So the Seniors SEPP definition includes as sorry, essentially excludes any rooftop elements things like the lift over runs. Through the assessment process, the another interpretation of that clause and

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SEPP was that the LEP definition of height should be applied and obviously that definition would include elements such as the lift over runs. So out of precaution we submitted a clause 4.6 variation. and that just covers the, the elements on the roof, such as glazed, glazed parapets, the lift over runs, and some other elements which don't contribute to GFA. They provide equitable access to the landscaped, rooftops.

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and they don't, result in any significant, environmental impacts such as shadowing or elements such as that.

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MR FORRESTER: Okay, so we had a number of comments from SDRP and Council throughout the process. So I'll run through some of those now. One of which was further justification for the location of the chapel and that was situated along the through site link with the purpose of attempting to activate that space and that that chapel is for the use by Hammond Care. It's not something that's intended to be, publicly used. Second there we had the, the main pedestrian entrance. A previous design, required people to cross over the basement, entrance. And so that was, separated through the design process for, in the interests of safety. Wind barriers and shade pergolas were provided in a number of the landscape areas and the cafe, to mitigate wind impacts. And also the facade, was also reviewed, in terms of materiality and in trying to incorporate some different tone bricks and, sandstone features to reflect the surrounding development, including the stage one building as well as that, reservoir to the south, which is a brick reservoir. So this is just a, extract of the elevation, which shows some of that materiality and the brickwork that has been, featured on the facades. So I might head over to Rob now, who can speak to some of the landscape considerations for the development?

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MR SMART: Yeah, thanks. Yes. I'll just take over the landscape related elements and tree related elements on the project. Chris has gone through some of the sort of broad picture things. And obviously we were looking at the character of Wahroonga, the surrounding elements like Balcombe Park and through to Archdale Walk. And obviously the landscape is a response to the requirements of the built form, some of the existing structures that were already built on the site. The existing trees are a very important guiding element that is also influenced the landscape design, and the semi-public through site link is obviously one of the key landscape spaces, which,

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connects a lot of the landscape elements. And we're trying to make a very cohesive landscape surrounding to this building, but also, accommodating all of the needs of this high care facility. There is obviously a number of sort of landscape spaces. We didn't want the through site link to feel like just a walkway that's its sole purpose was to provide access. So we've tried to make the design so there's a number of discrete spaces that occur at the entry, at the main entry to the different facilities, and then through to a series of sort of spaces, one at the chapel, one at a pocket park as you pass through between the buildings where you can sit in between, you know, Woonona Cottage, our, our building and stage one that leads then onto an area that's, dominated by some existing large trees, which we've termed the Secret Garden, which provides an accessible route up through to, the area between the reservoir and the south of our building, which is kind of a linear space which has to service several, essential services, generator and substations and so on.

But we've managed to turn that into what we think is a reasonably attractive landscape space that will also contribute to the development. At a lower level, the second level down there is a courtyard specifically for high care. Dementia needs, and it is by necessity somewhat separated from all the other spaces, provides a homely, usable space for the performer in that in that area of the development. Next slide please. As Chris alluded to, we believe we comply with the minimum requirements of deep soil around the, under the definitions of the SEPP, we do provide several other areas which don't meet the specific three metre width criteria. So if you took that in total, ignoring the three metre width, we do achieve something close to 20%, deep soil across the site and importantly, that then contributes, together with the retention of the existing trees, contributes to ultimately achieving I think, quite an impressive 26% canopy coverage to the remaining unbuilt portions of the site. We've tried to respond to a number of the concerns raised by Council with regard to the streetscape. We're proposing to, try and continue the character of the street and the existing large eucalypts that are dominate further north.

We believe there's sufficient space and soil to install those and that will provide a good visual, softening to the built form from the street, particularly when viewed, you know, as you drive down the street. Next slide please. There's been a, we are working the scale of the site and the elements. We do have to work around some existing trees. We've been involved since the early site, planning to make that happen in a reasonable or acceptable fashion. The two trees that have been raised at the issue are Tree 32 and Tree 1 on the site, Tree 32 being an element of the endangered ecological community, the Blue Gum High Forest. It's an existing tree. It's currently almost surrounded completely by the parking area, and it has an existing driveway already passing close by it. We have designed the landscape and set back the building accordingly, and the grading around that to basically not change the levels, within the proximity of the tree and in fact, removal of the asphalt car park from around the tree we believe will have some benefit. We have, gone out and done, route investigations on site to dig down 3 or 400 mils and even though the proposed driveway is expanding very slightly towards the tree, those investigations have proven that we are not going to be, damaging or impacting any structural roots within the tree and the driveway, which would be a fairly slim concrete, reinforced

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concrete driveway largely in the current position of the existing driveway and at a level, equal or above from those levels should have no, detrimental impacts to that tree.

5 Likewise, the other tree on your right is Tree 1, which is a large lophostemon, been
there since nine 1930s or 40s. again, although the incursion is considered major
when you theoretically impose it on the notional TPZ radius. We believe that, due to
previous works, previous buildings, previous trenching, and now we have concluded
10 from doing our own investigation of trenching along the edge of the building, that
there are no roots in the zone that is proposed to be impacted and that, given it must,
must most of that impact occurred 4 to 5 years ago, and the tree is still in a good and
healthy condition as of today, that any detrimental impacts from previous trenching
or root loss would have manifested itself by now, and that our work should have no,
15 greatly detrimental impact to that tree. The landscaping has been designed very
sensitively, and it will all be above and, above those grades with low impact sort of
retaining walls and pathways, built, built at or above the existing levels, which
provide the accessible route up to the southern park. Next.

20 Although we don't completely agree with the Council's assessment of the quality and
character of the sandstone walls, we have amended the scheme to keep a large
portion of the existing sandstone walls that grace this frontage, and incorporated
them where we can into the existing, landscape design. Next. This just illustrates
Archdale Walk, which, this was a requirement under the site compatibility statement
to provide, disabled access in accordance with the steps requirements to the facilities
25 and public transport. at the moment, this is the one portion of the of that route that
didn't comply. There is a very steep section of ramp right at the bottom of this,
walkway. So we are just flattening out that, steepness back to the gradients that
would be equivalent to those required under the set definition of the plan. So it's not
a AS1428 compliant ramp, because that wouldn't work with any of the existing, post
30 office or other infrastructure and would make the ramp even longer and more
difficult. But we believe this outcome is it's a reasonable and proper. Outcome for
achieving the same requirements to connect you.

35 MR SMART: Next. As you can see, it just it involves basically just flattening out
that first portion of the ramp. And we are digging down about 3 to 400 mils in the
middle section. and, and creating a new concrete ramp with probably improved
accessibility to both the post. At the moment the post office has no disabled access,
so this will actually provide disabled access to the to the post office. And yeah, it can
be done with minimal impact to the adjoining, surroundings.

40 MR FORRESTER: Thanks, Rob. So I'll jump back in to speak to some of the
measures that have been taken to enhance amenity, throughout the assessment
process. The first one being the interface, with our northern setback, which again is
our, residential flat building neighbour. One of the key moves there was an increase,
45 to the upper level setback, from 6m to 9m and that's to comply with the design
criteria of the ADG. The units were also, revised to incorporate, landscape planters
and privacy treatments to further enhance privacy outcomes at this interface.

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MR FORRESTER: Next slide please.

5 MR FORRESTER: In relation to cross ventilation, issues were raised around whether some of the units would actually achieve, natural airflow. These are the ones that rely on notches in the facades. So what was, undertaken here was the notches in the facades were, increased in size and a ESD consultant was engaged, to certify that, design treatment would in fact achieve, natural airflow in accordance with the requirements of the ADG.

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MR FORRESTER: Slide please.

15 MR FORRESTER: And so, the minimum, sorry, maximum room depth of, some of the units, was also looked at, and with the view of improving, solar access, inside the units. Other treatments, which facilitate this outcome is also the 2.9m ceiling heights as well as the generously glazed facades. We should also note here that, some of these ADG controls are really focused on a residential flat building. And so whilst we've, referred to the ADG where possible, we do need to note that, this sort of residential care use, does have some specific design requirements, such as increased circulation spaces, which does mean in some instances, greater depths may be needed, to achieve those design requirements. The next slide, please. Okay. So the interface of the southern building, and the dwellings at the ground floor and this is in relation, to that open space at the rear of the site between the building and the adjacent reservoir. And additional privacy treatments have been proposed on this facade at the request of Council as well as additional planting space to ensure privacy is maintained between people accessing that landscape pathway and residents of the dwellings.

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MR FORRESTER: Slide please.

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MR FORRESTER: The additional lift core was introduced into the northern building to improve accessibility to the units. The ADG generally requires a maximum of eight units, per core. The development proposes nine. The ADG, however, does allow for up to 12 units of a circulation core. So our lift core, providing that it's meeting other amenity criteria and that's things such as, increased, corridor widths. the provision of, incidental meeting places, which have also been incorporated into this design. to ensure an acceptable outcome. So the, the issue of the pedestrian access to the main entry was, touched upon earlier and this just shows now how the that has been separated from the basement entrance, so you can see the vehicular entrance to the basement and to the right of that is now a separated pedestrian access to the main entry of the building. Okay and then, going back to the northern, interface with our residential flat building. There's an existing driveway in this location, which is going to be, reused as part of the basement access, for the development. And so, the proposal includes a green lid to this basement and that's to ensure an acceptable, acoustic amenity for our neighbours and also to ensure a pleasant outlook, for residents. So that will involve a landscape lid over the driveway

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access. And that will mean that any, units looking down from the adjacent development will look down onto a landscaped, lid.

5 And the dwellings located at the lower level will continue to look towards the existing fence, which will also be enhanced by some screen planting on our side of the, site boundary. So the parking has been provided, provided in accordance with Council's DCP, which establishes minimum rates for the development. Queries were raised as to why there was a 19 spaces above the minimum and that's largely a result of supporting HammondCare's Hammond at Home service, which operates from the facility and also to accommodate a shift handovers whereby additional demand for parking is required as there's more staff on site at that time. So I think that's everything that we wanted to speak to in relation to the design. Sorry. Just on, on screen is really a summary of what I have just been through and the various stages of the assessment, backed leading back to the initial SDRP consultation pre lodgement, as well as the response to submissions process and a final request for information in November of this year. So yeah, that that leads us to the end of the design matters that we wanted to speak to today. we did have a couple of requests in relation to draft conditions, but did you want to us to go through those now? Would you like to speak to other matters first?

20 MR PILTON: ---Let's speak to Other matters first. I think, I could just kick off. Can you explain? How the sort of financial aspects work in terms of affordable units, and are they all the same standard and just some are designated as affordable units.

25 MR FORRESTER: That's right. So under the SEPP there's the requirement for 10% to be affordable places. Katie might be able to speak to Hammond Care's model but the yeah, the idea is to be able to, once the initial so we've identified which units they will be from the onset of the development and then we've requested flexibility that as needs change, those, those units can change as well to accommodate the, the relevant needs of the individual so I might just throw it over to Katie, who might be able to speak to that.

35 MS FORMSTON: So to answer your question, all units are designed the same, and that's across all of HammondCare. We don't discriminate based on finances. So regardless of whether someone is a full time, resident or whether they're a fully supported resident, it's the same service. So in this instance, we have currently over 45% of our residential care places are fully supported places, which means, those residents have not paid to enter the facility. The same with our seniors living. Over 40 15% currently are supported places. And we have a policy that we will always maintain that at ten, our request on the condition was not to necessarily designate which ten, that it is always to be maintained at ten and that be taken into consideration on entry.

45 MR PILTON: Thank you. Wendy?---

MS LEWIN: I have a question around the loading dock entry. The widening of the existing driveway, the history of. Perhaps you could talk to this. Any studies,

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alternatives that you made during the process of design development, in relation to where the entry to the loading dock would be, given that it also handles the entrance entry exit, presumably waste services as well almost a 24 hour access issue. And the relationship of that, all those activities to the adjacent residence.

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MS LEWIN: Can you talk us through. You have had discussions, perhaps with residents. Where you landed why you landed on that. And also just the history of the entry point on the street.

10 MS FORMSTON: We just ---

MR FORRESTER: Yeah. If you want to speak to the design, and then I can speak to the studies that we're undertaking.

15 MS FORMSTON: So currently our we have two delivery locations. One is, at the centre of the site. Which you'll see at the site inspection. It doesn't have any turning provisions, and it's quite a steep driveway. On the other side of the stage, stage one is access from Woonona Avenue. Again, no on site turning facilities. So the intent was to provide for the entire site, a basement loading facility that could be serviced
20 through the common basement into stage one and into the new development. The originally we at the moment that car park is our staff car park. So we have all our fleet cars coming and going through there. The number of deliveries we get for residential aged care and palliative care is actually not a lot. The 19 residents on site at the moment, equates to about five deliveries a day. The ambulance currently goes
25 to the centre of the site and parks near the front door, so the intent was to consolidate, and review the current 30 car spots we took away from the deliveries and separated them so we've got public not interfacing with service vehicles. At the original design, the public car park basement entry was at the top of the site. And based on SDRP feedback, which I think has been an improvement scheme that was
30 brought further down the site into the middle, which reduced internal ramping and enabled us to green, as Rob has referred the northern strip between the building and the reservoir at the moment. We looked at after the first SDRP as well, what the amenity of that dock might present, not only to our Sirius building, our residential flat building next door, but also to the neighbours of Neringah Avenue, and
35 suggested closing it even though that it is within the setbacks. given the level of it, it's quite low. Any deliveries would actually occur inside the building behind a roller door rather than in an open space. So that was the sort of the design morphology, you know, the way it sort of morphed throughout the process.

40 MR FORRESTER: Yeah. And I'll just add to that, that as part of the EIS an acoustic study was undertaken to demonstrate that all the relevant noise criteria from those adjacent apartments would be met with this design. And so we yeah, we in with those amenity impacts addressed and with the landscape lid, enhancing the outlook. Yeah, we believe that was the most appropriate solution for that.

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MR WRIGHT: I just a question about traffic movements on Neringah Avenue South. Which we haven't been yet. So I'm curious to have a look at it, but obviously narrows

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as you traverse south when you move into a school zone. A question perhaps also relates to this question about the location of the loading dock. With that, now at the north northern end of the site I presume some larger vehicles pushing in into proximity to that school zone. And whether there's going to be and it's a yield
5 carriageway, obviously. So have you considered potential conflicts, particularly during school pick up and drop off times with larger vehicles accessing the loading dock?

10 MS FORMSTON: Yeah. And we've had that discussion both with our neighbours in the residential apartment block next door and also the junior school. The majority of the traffic actually comes along the avenue and the roundabout and then back up and Neringah Avenue south, because it's only one way in at the end isn't actually the.

15 MR WRIGHT: That's not the actually that's not the main access to the school when they come.

MS FORMSTON: So it's Woonona Avenue and the other street, which name escapes me back towards the town centre. So they're the two streets that tend to be the loop for parents. You're spot on with the conflict. And at the moment we time our
20 deliveries because the dock is on, the residential aged care is on Woonona Avenue. There's no truck turning and it has to reverse in. It's not an acceptable situation. Hence, we're very keen to see it consolidated and brought into the site with that turning ability. So everyone's going in and out in a forward direction.

25 MR WRIGHT: So you don't see any requirement of time, the access of larger vehicles with this new design as you do currently.

MS FORMSTON: We would still time it during day time as we obviously have our properties on site during the day, not during the evenings. But yeah, I think bringing
30 it into the site so they're not impacting with children going up and down the road is going to be a benefit. At where our site is, it is dual carriageway. Whereas further down in front of the residential apartment block. it does narrow because of a row of significant trees. They have requested of us and it's not specifically included for in this proposal, but they would like our support in removing some on street parking at
35 the front of their building block. And we've indicated to them that, you know, we would be supportive of that if that's what they're seeking from Council and have had some long term discussions on that matter.

40 MR PILTON: Just talking about the roadway. Have you given any thought to parking and so on during the construction period is going to be an issue or.

MS FORMSTON: We've, do all the construction in-house as well, so that we understand that from the submissions that the majority of the concern was about impacts during construction. So similar to what we do on other sites, we will make
45 sure that's in the contract with the builder, that they are not to park locally on the street or parking on site or, by alternative measures. So on other sites that we've built, they've bused their workers in or their subs or they've had drop off zones. So

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all of that can be managed. At the end of the day, we want to maintain our relationship with our neighbours going forward. So it's in our interest to manage it for them, but also to manage it for our own residential within the residential aged care out throughout this development.

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MR PILTON: It's that I haven't read through all the conditions as yet. You may not know the answer to this, but is there a condition in there that talks about a construction traffic management plan?

10 MR FORRESTER: ---I believe so

MR PILTON: I'll get around to checking it eventually.

15 MR FORRESTER: Yeah, sure. If there's not I think that would be something that would be incorporated into the construction management planning, so.

MR PILTON: ---Good. Wendy anything more?

20 MS LEWIN: Yes could you go back to page 23 please, which is the internal amenity, cross ventilation. Because you don't have the architects here and the drawings are rather unclear. Could you talk us through the, the wall and window treatment around these facades please?

25 MS LEWIN: I'd like to understand where they're solid and where there's glazing. What are openable, what are not.

30 MS FORMSTON: The easiest way to describe. That is the vertical wall between number 17 and 16. Starting at the lift lobby up there. Yep. From there down to the corner is solid. There's then a section of glazing running horizontally.

MS LEWIN: That one?

MS FORMSTON: Yep.

35 MS LEWIN: And a small one there? The same width?

40 MS FORMSTON: I think they're the same width. And then coming down the page that one is solid on the other side. So there is an inset window just there. Correct. And then the front has a bifold window over a planter box. so that's all glazed. And then if we turn---

MS LEWIN: Is that operable.

45 MS FORMSTON: Yes.

MS LEWIN: Glazing. Not just screening.

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MS FORMSTON: Yes. as we go back up that one. I'm going to have to check on the architectural glazing that's glazing. Sorry. That's the sliding doors to get on to the balcony. And as we go across the bedroom, we have a small, wall and then the rest is then glazing until you get to the wardrobe.

5

MS LEWIN: That's sliding as well. Or what?

MS FORMSTON: Yes.

10 MS LEWIN: Okay.

MS FORMSTON: Yep. And the same for the next bedroom. So it's really very much, solid where the end of the back to back wardrobes are. Glazing on either side.

15 MS LEWIN: Thank you---

MR PILTON: Okay. I can just go back to Archdale Walk saying I think it's 1 to 12 or something up there. There's no way at all you can make it to the 1 in 14.

20 MR SMART: Well, it deepens the cut and we have some issues that's dealing with an existing structure and services next door from the post office and the 1 in 14, because of the length of ramp requirements and what have you started, didn't, couldn't tie in with the level of the post office forecourt. So the 1 in 12, we have got to work so that you can have 1 in 12 ramp without exceeding the maximum ramp distances. That finishes essentially flush with the forecourt of the post office. If we drop that down to 25 1 in 14, no matter how we tried it goes past where you can actually get to the post office forecourt.

MR PILTON: Okay. And I haven't seen this yet. I'll see it on Friday, but---

30

MR SMART: Yeah---

MR PILTON: How are you actually going to construct it? Will it mean that that the link will be able to get into the post office and all that kind of stuff during 35 construction?

MR SMART: Yes. Well, currently that ramp is only providing a through link through to the park. it actually you don't actually go off that ramp onto the post office for a moment. You just go upstairs to the post office that will maintain in place while 40 the construction is being done.

MS FORMSTON: So just to clarify that there is an access from that path onto the post office. It's an informal link that will move up a couple of metres. We have made an undertaking to the Post office that we would provide a temporary ramp during the 45 construction of that pathway.

MR PILTON: Thank you.

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MR WRIGHT: I'm just in terms of the western access to Balcombe Park, I think we've heard from the Department that some stairs involved in accessing that park from the site, so it doesn't strictly speaking access, can someone just talked me through how access to the west would work.

MR FORRESTER: Well. So the focus of this, development in the upgrades to Archdale Walk was to meet the requirements of, clause 26 of the senior SEPP, and meeting those gradients. And that requires the development of access to the town centre or transport infrastructure. So, yeah. I guess this application dealt with Archdale Walk to provide that, accessibility. I don't think any proposed works to, Balcombe Park in the west, as there.

MR SMART: Shouldn't be any stairs, though. We create a new entry out of the site that is flush with the walkway along Woonona Avenue---

MR WRIGHT: That's going west. Okay---

MR SMART: Going west. So through the site come out on path and I don't believe there are any.

MR WRIGHT: Okay. No stairs.

MR SMART: No stairs at all. Okay. And then there should be just no impediment for you to get across the road to Balcombe however they do it now.

MR WRIGHT: Okay.

MR PILTON: These concerns about security, how will security be handled through site pathways and so on. Are they well-lit or and is that likely to disturb the neighbours or anything like that.

MS FORMSTON: They are lit. So, all the, the paths are lit and there is some undertakings in the submission as to what lux levels they will be. We find, we have done through site links on our other sites. We believe the benefits of having that activation and that engagement, override any negatives from a security issue. It currently is used as an informal through. So currently people cut through quite a difficult way past, Woonona Cottage, quite close to those windows down a ramp and through a car park informally. And that's probably, I guess, one of the things that led us to incorporate that into the master plan when we considered stage one, that it is a long way around the block. Our feedback from the school was they were quite keen to see a link there. They felt that was a much safer way for them to traverse students from the junior school to the senior school. So now we see it as a positive. It is a 24/7 facility and there will be CCTV.

MR PILTON: How do they get to the senior school from there? That's across the highway.

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MS FORMSTON: You have to go down and then up the, when you get to the post office, you then turn right towards the highway and there's an over---

5 MR PILTON: Overpass.

MS FORMSTON: Stairs go up and over the top.

MR PILTON: Yeah. Thank you. I don't have any more questions. Wendy.

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MS LEWIN: Just my last one. Could you make, some comments on the proposed design of the entries? We understand that there are a couple of iterations of that and I'd like you to cover that off if you wouldn't mind.

15

MS FORMSTON: So, our philosophy and design perspective is always embedded in enabling those. With frailest or have the most cognitive decline. So what's good for someone with dementia is actually good for all of us. So we avoid having foyers that are reliant on signage. So going into a foyer and then having a sign saying that way to the gym, that way to the whatever isn't helpful. So what we try to do is be able to see and sense where you want to go. So the main operational, entry to the building is the main door on the Neringah Avenue. There is no 3 or 4 options. There is one door. There's now co-located with the vehicular access to the site. That was a change after the first SDRP and from that point, there is no decision making. There is a lift that takes you through the site in terms of pedestrians, which is really, you know, after that first time visitor has come to the site. Second time visitor, and the residents and their families, we believe, will tend to either drive to the site and go up their lift, or they will walk to the site and gravitate to the through site link. From that through site link, you can see every facility at its own door. So there's a hairdresser, you can see the door, you can see what's inside and that queues you. As to the hairdresser, you can see the lift lobby. That's the lifts to that building other side. That's the lifts to that building. So it's very much see and sense. You'll notice in landscape design with no dead ends, so you can't fail. And that's all about establishing and promoting self esteem. And people succeed in navigating rather than get to a locked door for, say, community services, gym, the cafe, the chapel, all have front doors that focus onto that central through site link. That perhaps speak to that your question or do you like me to cover or.

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MR PILTON: Just one more question on a Council had objected to, well, that a view that the site was over parked and that, that placement was, was actually moving into that setback, low ground then, you know, reduce the amount of deep soil. So I hear what you say about parking and some of the other activities that are going to be run off this site. I mean, practically, if you subtracted that amount of parking from the basement, what would be the impact on operations?

45

MS FORMSTON: The way healthcare is progressing, more and more of our service and the growth and the services into the community. So our carers, go out to people living still independently in their home. So that's their car needs to be parked here

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when they come back and do their administrative or learning or, other functions. They also come to site when there is something happening or community patients or community clients. So there might be a Centre for Positive Ageing session on living well or art therapy. So again, there's a there's a huge workforce that we need to be
5 able to accommodate so that, that, that doesn't spill onto the street. Currently we only have on that site 19 palliative care beds, but that staff car park is full. So we would be concerned that it would detrimentally impact on our neighbours if we were to reduce below 130. We do in our projections we acknowledge that there'll be over
10 time, over the next 40 to 50 years, probably less of our seniors living residents driving, because as people age longer, they will not be driving. And those spaces will then accommodate the growth in our community services. So it's a bit of a transition happening at the moment that we're trying to plan for.

MR WRIGHT: Sorry I haven't read all the documentation, but you have figures
15 indicating the number of staff are likely to have---

MS FORMSTON: We do. As Chris mentioned, we also have to accommodate in the palliative care, which is a public hospital service. There is a handover. Sometimes we have double staff. At that time and I think we also noted earlier where it's been a bit
20 of a challenge throughout this application but this isn't designed to class 2 these, senior living dwellings are designed to 9C, which is the same standard as a aged care home. So we will be able to deliver aged care services into that dwelling rather than having people move into a room in residential care. So, like I said, we don't see many residents in the long term having vehicles, but we can see HammondCare community
25 growing and needing those cars.

MR SMART: Yeah. Although we can't claim it as deep soil because it doesn't meet the definition because of the slope of the site, the way the buildings cut in. In that
30 southern part of the site, we will be filling back over that basement somewhere between one and a half and 2.5m deep of soil, which is. The trees are planted off that, but they have access to that depth of soil back over the top of the basement lid, apart from a small terrace area near the admin.

MR PILTON: Okay. You guys want to ask anything? Okay. Well, thank you very
35 much for coming in.

MR FORRESTER: Sorry. We just had this condition. Sorry to interrupt.

MR PILTON: Maybe I need to go to your dementia home.
40

MR FORRESTER: Sorry, if we can get the presentation up to the last screen. so at large, we're very happy with the, conditions that the Department has, provided. There were just a couple of, requests to the Commission. the first one being conditions A6 and F26. the proposal, did include, the provision of an ancillary cafe and we believe
45 that we've provided sufficient, detail in order for that to be approved, including the internal layout of the cafe operating hours, and the like. So we'd just like to request

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that the Commission consider, including that within this approval, so we don't have to go and get a separate approval for that item.

5 MR FORRESTER: On the next page there is a requirement for a road safety audit to be prepared and again, where the view that, the traffic and parking assessment that was provided with the response to submissions, demonstrated that the, access to the site was appropriate, considering sightlines and, and other, transport matters. We then also had the access consultant, confirm that the development meets the, accessibility provisions of the SEPP, including that Archdale Walk over to that and
10 so we don't believe that a further road safety audit, is necessary so would request that they also give consideration to that item.

MR PILTON: If I got it right from the Department this morning. They were talking about the raised pedestrian crossing---

15 MR FORRESTER: Yes---

MR PILTON: That seemed to be the main reason for a road safety audit.

20 MR FORRESTER: Yes.

MR PILTON: What's your view on the raised crossing?

25 MS FORMSTON: It is addressed in the traffic report. And on the basis of, vehicle numbers, they can't support it or they do not believe it's required or necessary. We are happy to consider it. However, at this stage in the proposal, it wasn't supported or included. There seemed to be a fair bit of back and forth during the assessment as to how to deal with it, and it would have to then go through Council's process. So yeah, we're open to how to address that but at this stage based on the traffic report we're
30 suggesting the proposal remains as made.

MR PILTON: Thank you.

35 MR WRIGHT: So that would mean there'd be no pedestrian crossing, either raised or not raised at all in front of the Archdale Walkway.

MS FORMSTROM: Correct.

40 MS FORMSTON: There is one at the corner, um, which the school uses further to the north. Um, and that was based on the road safety audit and the traffic report.

MR WRIGHT: And no issues in terms of your clientele, no issues with, um, that clientele traversing that road to get to the Archdale Walkway.

45 MR PILTON: Okay. Thank you.

MR FORRESTER: Thank you very much.

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MR PILTON: See you on Friday morning.

5 MR PILTON: Whoever's going to be there.

MR FORRESTER: Sure.

MR PILTON: Thank you. Thanks for coming in.

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<THE MEETING CONCLUDED.

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