



APPENDIX J – Stage 2 Community Information Session Transcripts



July, 2010

Dear Participant,

**Redevelopment of Scottish Hospital Site
Thursday 17th June, 2010 – 4.00-6.00pm**

On behalf of Presbyterian Aged Care NSW & ACT I would like to thank you for attending the Community Information Session held on the 17th June, 2010 to present the preferred master plan for the Scottish Hospital Site.

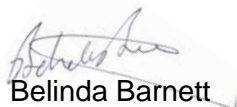
We are pleased to forward to you the typed transcript that was recorded of the session.

We recommend that the transcript be read in conjunction with the design presentation that has been uploaded onto the project website at www.pacpaddington.org.au.

If you would like to provide any feedback, this can be done through the website, our 1800 number, email or mailing address. The contact details are set out below.

On behalf of Urban Concepts, Presbyterian Aged Care NSW & ACT and the consultancy team I would like to thank you for your participation. I look forward to your ongoing involvement in the community consultation process and to welcoming you to participate in the 3rd stage of the consultation process that will occur in the coming months. This stage of the consultation will coincide with the lodgement and exhibition of the Environmental Assessment documentation to the NSW Department of Planning.

Yours faithfully,



Belinda Barnett
Director, Urban Concepts

REDEVELOPMENT OF SCOTTISH HOSPITAL SITE CONTACT DETAILS:

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Website: www.pacpaddington.org.au



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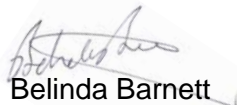
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Transcript of Presentation

This transcript should be read in conjunction with the PowerPoint presentation dated June 17 that has been uploaded onto the project website at www.pacpaddington.org.au

Facilitator: **Belinda Barnett (BB)**
 Director, Urban Concepts

Presenters: **Tom Zarimis (TZ)**
 Managing Director, Philon Development Management

Gabrielle Morrish (GM)
 Architect & Director, GM Urban Design Architects

Dennis Rabinowitz (DR)
 JPR Architects

Judith Rintoul (JR)
 Project Architect Heritage, Conybeare Morrison International

Jacqueline Parker(JP)
 Senior Consultant, Urbis

Bruce Masson
 MWT Halcrow

Paul Di Cristo (PDC)
 Director, Cerno Management

Held on: **17 June 2010 – 4.00-6.00pm**

Held at: **Vibe Hotel, Rushcutters Bay**

No. of Participants
Attending : **21**

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INTRODUCTION

BB

Belinda Barnett (BB), Director, Urban Concepts

On behalf of Presbyterian Aged Care, Paddington I would like to welcome you to our Community Information Session to present the preferred master plan for the redevelopment of the Scottish Hospital Site.

Following our last workshop sessions I had a request for our next consultations sessions to be recorded. The Church has agreed to this and I have engaged an audio company to undertake this for me. Under privacy legislation I need to ask you all for your permission to record this session. Do I have everyone's permission? Thank you.

We will provide to everybody a transcript of today's proceedings in the coming weeks.

For those of you who have not participated in any previous events my name is Belinda Barnett, I am the director of Urban Concepts. Urban Concepts is a town planning consultancy that specialises in running community consultation for development and town planning projects. We have been engaged by Presbyterian Aged Care to assist with the formulation and implementation of the community consultation process for this project. My role today is to facilitate this information session.

Today marks the commencement of the second stage in the consultation process for this project. At our last sessions we said we would come back to the community mid June and here we are.

To all of you that have has the opportunity to attend our prior events and to forward your comments and suggestions I would like to extend my thanks on behalf of the design team and Presbyterian Aged Care.

We are all heartened by the interest that this project has generated and the range of responses that have been received.

Today we are pleased to be back before you to present the revised urban design principles and the preferred master plan that has evolved from the feedback that we have obtained during the first stage of the consultation. The information being presented to you today was presented to Woollahra Council last week and also yesterday it was resented to Committee members of the Paddington Society. The presentation is also scheduled to be given to the Lord Mayor of Sydney the Hon Clover Moore MP in the coming days.

Since we last met you would have received a letter from Woollahra Council advising of the Council's intent to prepare a Statement of Planning Principles for the Scottish Hospital Site and inviting you to make a submission on these principles. The closing date for those submissions I believe is tomorrow Friday 18th June.

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I want to advise that the consultation that is being held by Presbyterian Aged Care is a separate consultation process from that being run by the Council. The Council having made its own resolution and decision to consult independently on the formulation of principles for the site. Accordingly, Presbyterian Aged Care like other interested property owners will be making a submission to the Council on the draft principles.

SLIDE TODAY'S AGENDA

The agenda for today is in two parts.

In the first part of the session we will:

1. confirm the development brief issued by Presbyterian Aged Care for the redevelopment of the Scottish Hospital Site
2. Present the revised urban design study
3. Present the preferred master plan solution for the site
4. Explain the adaptive reuse of the 1848 Heritage building
5. Take you through the traffic management solution for the site

We've allowed as I said 70 minutes for that first section and then that will be followed by a question and answer session. If I could ask that once again if a question comes to mind during the presentations if you could just hold that over until we get to the second part of the evening.

Just in terms of who you are going to hear from tonight:

- Representing the development managers for the site we've got Tom Zarimis. Tom is the Managing Director of Philon and Philon has been engaged by Presbyterian Aged Care to deliver this project.
- Working with Tom is Paul Di Cristo. Paul is the Director of Cerno and Cerno are the Project Managers on the project.
- The architects are JPR Architects and they are represented here tonight by Dennis Rabinowitz. Dennis is the design partner with that firm overseeing this project.
- You will also hear from Gabrielle Morrish. Gabrielle is the Director of GM Urban Design and Architecture and has been responsible for all of the urban design investigations and the final urban design study.
- Unfortunately, Bruce Masson who is the traffic consultant isn't available to attend the 4 o'clock workshop, but taking you through his body of work is Jacqui Parker. Jacqui is a Senior Consultant with Urbis and Urbis are the town planning consultants. She will explain the traffic components as well as clarify the floor space ratio and the gross floor area calculations

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for you and give you a general update on the town planning matters.

Just to recap on what is the purpose of today, well for this project we have deliberately tailored a community consultation process to coincide with the design process. Our focus has been to develop a master plan solution for this site that arises from community consultation in conjunction with the community. This is a challenging and at times a very difficult process because the views expressed by the community are wide-ranging. For example, if you are a resident of Cooper Street, your views about what might be suitable development on this site are very different than if you are a resident of Stephen Street or a resident of Brown Street or a resident even further afield.

We are aware that the preferred master plan will still give rise to some concerns, but we believe that it does go a long way to addressing many of the shortfalls that you found with the first two options that you were presented. Hence the purpose of today is to walk you through the revised urban design study and the preferred master plan. As I said earlier, we will also answer your questions and concerns regarding traffic management and gross floor area and floor space ratio calculations on this site.

Just in terms of the guidelines, just a reminder if you haven't already done so if you could please turn off your mobile phones or put them on silent. We'll undertake to keep this session to 2 hours in duration. Just to recap, no questions please during the presentations. As this session is being recorded, if you do have a question tonight, I'm going to ask you if you wouldn't mind just making your way to the microphone that's in the aisle and speaking into that microphone when I nominate that it's your turn.

As I said there's a number of wide-ranging views about the development on this site, please respect somebody else's view even if it may not be one that you hold. Any questions that we are unable to answer we will take on notice and I will circulate responses to those questions. As I said, we undertake to provide you all with a transcript of the session that you attend. The transcript for the other session will be available through our website. Once again, if you want your name to be recorded, please state your name before asking a question.

You would have all been given a comment sheet by Rosemarie when you came in; it has three questions there. If you could take the time to answer those before you go tonight we would greatly appreciate that.

I would now like to handover to Tom who will just confirm the development brief for the project.

PART 1 – DESIGN PRESENTATION

TZ

Tom Zarimis (TZ), Managing Director, Philon Development Management

Thank you and good afternoon everybody. Look I will be very, very quick in terms of the brief. But just to remind you what our brief was, our brief is basically to have a 105 bed aged care facility and 90 independent living units on this site. Obviously we're looking at reinstating the heritage building and the gardens on that site, and what we are looking at doing is increasing the level of concessions to 45% of all the beds that happen on this site, and they will be

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basically for dementia type patients.

At the end of the day we're trying to create a state-of-the-art facility with that special section for dementia, which we all know is a growing area, and what we're trying to meet is the significant undersupply right now of independent living units in the area. You will probably all recall, I think it was Frank Sartor when he was Planning Minister in about May 2007 came out and said the shortage was so great there needed to be spent \$7-\$8 billion in this sort of area.

What was also important was to make sure that this facility was self-sufficient, it was able to fund itself, and more importantly it was also able to expand the church's ministry objectives of helping other poorer areas. So it's not just this site, it goes beyond this site, it's all about how the whole facility works.

Thank you.

GM

Gabrielle Morrish (GM) Director, GM Urban Design and Architects

Good afternoon everybody. I'm going to go briefly through what the changes are for the drawings that we showed you previously in terms of constraints and opportunities, the master plan and the principles guiding the urban design study that have come through the consultation and the feedback that we've had from the events that have actually been held. So if I don't go through every note on the drawings it's because I'm concentrating on what the changes are.

The process up to date Belinda has already gone through that briefly, but we're actually here at the second round of community consultation today. There have been presentation to council and presentation to the Paddington Society yesterday, and there's ongoing consultation, there will be more after this, but that's the point we're at today.

So the constraints. The constraints have changed in a number of ways because obviously living in the area you've noticed things that you come across every day, so what we've done is now alter these drawings to include things that you've picked up that we think are really very relevant and should be noted on the drawings. For instance:

- We've noted the narrow width of Stephen Street and that is a constraint in terms of traffic movements up and down through the street.
- That there is a constraint in terms of the low retention value of the vegetation on Stephen Street because that means we need to remove and replace it, so that becomes a constraint and an issue.
- The dilapidated state of the recent additions to the heritage items and the vandalism that's actually going on within those buildings at the moment.
- That there are a range of long distance views from a number of residences within Cooper Street that we need to factor into and take account of as we're going into the detail design of the buildings.
- That this is quite a sloppy and narrow access getting up to the shops, which of course is an issue for older residents.
- That there are actually currently obstructed views along Dillon Street and Glenview Lane that we hadn't pointed out previously in the constraints

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and opportunities, and that if those could be restored that would be positive.

- The obstructed heritage view, which is from the terraces down into the reserve, but it's also from the reserve back up to the heritage item, and a number of people pointed that out.
- That there is a low scale built form edge on Cooper Street and that these people look across at the site and so thinking about the relationship of any development here will be important in getting a good relationship happening to Cooper Street.
- And the poor landscape amenity along Cooper Street was something that was pointed out by a number of residents. It's a very hard edged built form at the moment and that there are issues in terms of what that feels like for the people that live in Cooper Street.

If we go to the next slide which is looking at the opportunities, we've now built on the opportunities we came back to with you previously and highlighted some that were given particularly emphasis by the community as well.

- One of the big ones was providing the existing access and maintain the main vehicle access as the only significant access into the site from the current entry into Brown Street, rather than the proposition of one from Stephen Street.
- The issue around pedestrian entry in Brown Street was generally thought to be a positive, but obviously then you need to be able to get across Brown Street and how that might work and what that does to traffic.
- That more might be able to be made of the little community drop-off point we were talking about in terms of it being a bus waiting area or a more significant civic space for community.
- The built form here really needs to respond very much to the scale of the heritage item, but also factor in the scale of the terraces on the other side of the road, and its positioning is quite an important element that was discussed at length by the community, too, to allow there to be a green view back to the heritage tree in the background.
- That there could be opportunities perhaps to soften the edge along Cooper Street in front of the heritage building and there is actually a courtyard that's been infilled by existing developments that's there that perhaps could be opened up and planting could actually occur within that to get a better outcome along Cooper Street.
- Also, looking at whether the turning bay should be retained or not, which was interesting. Some people felt it would actually be a better outcome if it was taken out and there was landscaping provided there so that again that helped to build the amenity of Cooper Street.
- That if we are going to be taking out vegetation along Stephen Street because it's not felt to be high value and a lot of it is weedy, that we should be definitely looking to retain the ones that we can and where we're going to replace them looking at native species to go back in.

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- And looking at opportunities around widening Stephen Street into the site itself to make it easier for people to move up and down Stephen Street, and even to contemplate some additional parking on the street, public parking on the street itself as part of that process.

These were the design principles we came to you with last time. I'm not going to go through them all again. These have now been expanded. The Paddington Society and council have spent a lot of time and put a lot of effort into providing us with additional principles or their principles, so what we've done now is create a new set of principles that is an amalgam of these and also the opinions that we've had from both the Paddington Society and the council where we thought they were going to deliver really good outcomes and we hadn't given them sufficient emphasis.

So the new ones, the wording is slightly different because we've tried where possible to adopt the wording that was given to us by council or the Paddington Society, but the ones that stick out as being particularly different are:

- Recognising and resolving the multiple edge conditions that the site presents with regard to the surrounding built form and streetscapes.
- Under built form and design excellence is limiting the impact of new development on the heritage landscapes, streetscapes of Brown Street and Dillon Reserve, and removing all existing intrusive, non-heritage fabric from the site.
- Under topography and landscape, locating new buildings and carparking away from the root zones and canopies of the heritage listed trees. They wanted more detail around how that would be done.
- Preserving significant landscaping and heritage garden terraces as the key focal points on the site.
- Preserving views deep into the gardens from Dillon Street and Stephen Street.
- Looking at limiting the impact of development on the heritage streetscape of Cooper Street.
- Limiting vehicular and construction site access to the existing entry point to the site wherever possible.
- And maintaining a dominant health aged care component to recognise the historically adaptive or historic adaptive reuse and zoning of the land.

So those are the principles we now have around the development.

There were a number of other things identified within the principles that came from both council and the Paddington Society that we felt weren't actually quite principles. They were key elements that had to happen in the process of designing the building. So we've now tied to the principles a topic called 'Work to be Undertaken'.

The black ones are ones that are either already underway or have been completed and will be uploaded in time on the website for people to be able to see. The red ones are new ones that have been identified that will be done as

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part of developing the actual architectural solution on the site and these are:

- Identifying solar access controls for public open space, private open space, and neighbouring residential properties.
- Ensuring SEPP 65 compliance. SEPP 65 is a design quality, a planning policy at State Government level that has a code associated with it. It means you have to meet certain targets in terms of privacy, amenity, and some of those things around how the building actually functions.
- Identifying the appropriate controls of building materials and colours, which we will definitely do as we get into the architectural design itself.
- The view analysis for the list of concerned residents that kindly gave us their names at the last consultation, and you're welcome to add your names to that today if you haven't been to previous consultation sessions.

These are the two master plans we came to last time. There was:-

- Option 1: If you remember which didn't have apartments on the park edge.
- Option 2: Which did have apartments on the park edge and the height varied in the central portion of the site in response to that.

As Belinda said, it was very interesting the response we got to the two of them in that the people in Brown Street really liked this option (Option 2), whereas the people in Stephen Street (Option 1) really liked this option. Understandable that you will get that.

So what we've tried to do is take *all* the comments that we got from everybody and try and come up with a preferred master plan that balances the concerns that you will get from different people in different streets.

So the new master plan looks like this. Now the red is to show you the areas where change has occurred in response to community input, and the red text highlights what those things are. But to take you through it quickly, the key things are Building B has been substantially changed and redesigned. It has been pushed away from the Stephen Street edge so that we don't get the bulk and form that we had previously, and significant terracing of the building has occurred so it now steps much more down the slope than it did previously and the setback is sufficient to get a really good edge of planting right the way down Stephen Street coming down to a much lower point here where we are actually opposite the existing residential flat building within Stephen Street.

The other one is that we've got more transition and lower scale from wrapping around now on building C where we're coming on to the end of Glen Street and around Stephen Street, and that building has also been pushed back further than it was in the previous master plan.

We have included an additional path in here. We've widened Stephen Street at this point and we're proposing 90 degree carparking, public carparking, to be put in with trees and landscaping amongst it to keep that vegetative character to the edge of Stephen Street, but to allow better movement for people going through that very narrow gateway into Glen Street.

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The vehicle access has come away from Stephen Street. There is still servicing from Stephen Street, but there is no car access into the site from Stephen Street, it is all from Brown Street now, it is all positioned and tucked across onto this portion of the site where the existing entry already is.

The transition in built forms actually occurred across all the buildings. Building D has also been revisited. We've increased the setback of the larger portions of the building away from Brown Street and we've terraced the form of that building significantly more, and Dennis will show you how that's been responded to. We've also highlighted the fact that we aren't able to keep the heritage tree, but we will be replacing it with a mature species, the biggest one that we can get in there. And we will be putting landscaping back in along Brown Street wherever necessary to actually supplement what's already there.

Little Building A which we coined the phrase the 'Gatekeepers Lodge' has now been relocated and repositioned further away from the heritage building to actually allow that view corridor to go through to the heritage tree behind as well. And we are looking at two opportunities to introduce landscaping into the Cooper Street frontage.

Here we've taken the turning bay away and we're actually putting in a landscaping courtyard here and looking at putting landscaping into the little courtyard in a heritage building, and you'll see more about that when the discussion happens around what is going to happen to the existing hospital.

So those are the key areas of change that have come through in the master plan. That then responds in terms of looking at what it does elevationally and you'll see more of this when Dennis goes through.

This building has now been shifted across and there's the green view through that I was just talking about from Cooper Street. This is the building along Stephen Street, you can see the form is now far more set down and set back as it comes down Stephen Street, and is lower to make sure that it's not going to have an impact on the people who are concerned about it there; their green views over the site.

And in terms of Building D here looking down or going down Brown Street, that has also been adjusted and stepped much more significantly and pushed back relative to Brown Street to get a better outcome.

So I will now hand across to Dennis to go through the massing response.

DR

Dennis Rabinowitz (DR) Design Partner, JPR Architects

Good afternoon. Thanks, Gabrielle. I will try and be as succinct as Gabrielle.

What we thought we would start with is just to show you the previous master plan without the park units and the relevant RLs of that development, and in particular to point out to you the RL of the terraces in that area there and there in relation to what we had proposed as the tallest of the buildings on the site. And that was about how the park could potentially be expanded.

If we move to the next slide this is now the revised master plan and we will show you how we have architecturally resolved the points that were made by

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Gabrielle.

So if you have a look at the first tick. The park option units were not pursued, so those units have been edited and that allows the visual extension into the park from Stephen Street and from Neild Avenue also by the removal of these out buildings here. So the visual accessibility to that open space has been improved.

On Stephen Street, there is no vehicle entrance off Stephen Street, but we have retained the service entry, only the service entry to the back off Stephen Street. And the widening of Stephen Street has occurred by the omission of the parallel carparking and the provision in our own land of 90 degree parking so that the bottleneck that currently exists there has been eradicated or well largely relieved shall I say through that connection. Basically there is one additional carpark there but that's not of any material value to anybody, it's just the fact that we've replaced what was lost in parallel parking, including the loss at the service entry off Stephen Street, as being replaced plus one.

We go to the next, the independent living unit building here on Stephen Street (Building C) has been reduced in its overall height by one floor.

The RACF itself, the aged care building, the nursing home building (Building B) has been set back from the street to allow the landscaping. The building height has been terraced, so this portion of the building has dropped by a full floor and that portion of the building has been dropped by about three quarters of a meter, about 750mm. And the building has been articulated and set back at this point there so that you hopefully read a building, and another building, and a third building. So in height it is relieved and that gives the expression to three forms of bulk. There is a clear opening between these two buildings here and a green roof over that portion.

Then on Cooper Street, we've introduced landscaping here and here, and we have introduced some landscaping here at the opening, which we will cover in the next point. The adapt of reuse of this building (1848 heritage building) and the removal of all the intrusive portions has been part of the adaptive reuse of that building and Judith will speak to you in some detail about that in the next session.

Then the Gatekeeper's Lodge as Gabrielle said, we have moved it further westward opening the view through into the landscaped area in the middle and you will see on the three dimensional views from the street, the form responds now probably better than it did before to the heritage building which remains.

On Brown Street (Building D), we have maintained the height of this portion, so again you can see the height of this building is at 43.5 as opposed to 44.5, a meter lower than that building there, but still 3 metres higher than that. But these levels here have been set back and the other floors have been set back in order to reduce that impact when you see it from the street level. In addition, we have removed bulk out of this portion to the upper levels so as to get a better relationship between the heritage building and that corner of the new proposal, in the same way these levels have been terraced down.

On Neild Avenue, we've changed the form of the access to Neild Avenue to be a right-angled intersection so that there's no longer this oblique connection to the

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road, and we've removed as I said before certain structures so that we have this better visual access to the open space from both Dillon Street, Brown Street, Neild Avenue and from Stephen Street and Glen Street.

If we then look at what we've done internally, we've introduced a main piazza entry so that because we've been deprived of an entry on the street here, we've had to turn our entries inward and we utilised the existing entryway for cars and the pedestrian main entry into the building. We have a piazza here to which all the buildings, 1, 2 and 3 address. So they all address that piazza. The front doors of these buildings are on that piazza, as well as providing the transition through from the public park to the internal terraces and heritage building beyond and keeping that vision clear for both users of the facility and the public.

If we just move on then that's the summary there of all of those things put together and that can be compared to the objectives set in the master plan. Well how does that relate to the elevation? I will quickly take you through those, but I remind you again as I did last time these are not buildings these are just forms, volumes just to see what they are.

If we look at what we have proposed on Cooper Street that was what the proposal was on Cooper Street and in the next slide you will see what is now being proposed. Introduction of landscaping, slight narrowing of this building. That building is in fact set back on plan which you don't read here. The opening of that gap between the heritage building and the new Gatekeeper's Lodge is a bit difficult to see, but that's the ridge height and that's the ridge over there.

Next if we go through Stephen Street elevations. Again that was proposed and you can see when I add the terrace in I was a little more severe here and that building was fairly long, seemed to be long. We've lowered the building in this section and we've removed that floor and we've taken a floor out of this building here and it terraces more gently down towards the park.

Brown Street, that is what we had proposed. If you follow the height of that building there would be very little difference that you will see in the next slide. It does terrace down and I reserve your opinion to when you see this from the street level because I think it tells the story better.

If we move around what does that mean at pedestrian level? If we start in this corner of the site, which is up at the corner of Brown and Cooper that's the public space and you'll see that's the previous master plan and the proposed master plan and you'll see by setting the building back in fact is an apparent drop in the building, but it's not real it's actually caused the building to be set back. If it appears lower it's just the effect of setting the tops back.

If we move around the site that is what we had before, this is what we have now. So you can see that there's an opening of the gap in here and the landscaping installed between.

Next, if that's what we had proposed the RLs of that building and the closeness of that to the street and the turning back, what we're now proposing is that the building is slightly lower and that this courtyard has landscaping, which we've unfortunately shown a solid fence, but we don't intend it to be a solid fence it's just supposed to be some sort of opened fencing along that edge, balustrade

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fence.

This is looking down Glen Street as we had it before, and if we then move to the next slide you can see that terracing has had a real effect here on Glen Street. You look at the top of that building and click down. The top of the preferred master plan seems higher because that floor was full...sorry it is lower there, sorry I got it back to front. But the terracing here if you make a comparison between those two is more gentle and has a softer addressing to the path; the whole building has been lowered.

We move around and that's what was proposed in the previous master plan when you're looking up Stephen Street and that's the effect now. So what's happened is that you can see the base of the building has dropped and you will not see the top of the building from here.

Moving on to the park view. That was the previous park view with 29 metres between the buildings. We've slightly narrowed that because that was how we removed the RACF building off Stephen Street, so that's reduced by 4 metres between the buildings, but the piazza has opened up the vista through and the bases have lowered so you can see through into the terraced space beyond.

That's from the corner of Neild Avenue where Neild Avenue, Dillon and Brown Streets all come together, looking back at the previous one and the current one. Not much difference other than you see the piazza there and the harbour connection between the two entrances of the two buildings, so it's much more open even from here into the interior of the site.

Now Brown Street that was the previous master plan mostly without the park units so the height was okay to here, but as I explained before it came forward. This is now what we're proposing, so the height whilst it is absolutely the same, similar, the bulk has been pushed back and so the real effect of that in the urban environment is that it has the lowered feel that the park unit development had.

So I mean that's basically the physical form how it works. We've just given you a quick view of how the circulation works. This is the pedestrian flow and these indicate the entries of the buildings and the addresses onto the piazza so anybody coming to this building goes to the piazza and it's very clear as to where those endings are. The buildings on Cooper Street do have their own and have access directly at them through that via that public space on that corner or internal ways through or direct access here, but only pedestrian access there. There is the pedestrian access onto Brown Street from this building.

If we go to the next slide that superimposes the vehicular traffic and so you'll see all vehicle traffic access to and from the site here. There's no longer any vehicle access here and it's left in and around and left out. Then we will show you on staging that light blue line is the staging so that when Stage 2 is built and everything to the west of the light blue line is Stage 2. Stage 1 all of that will be completed and the base of the carpark and then this basement gets built and connected to the basement of this development. And then all flow will be in to the basement here and out there so that the traffic bypasses the roundabout and the residents of that building will have the choice of diverting here into their parking and back up.

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	<p>Visitor parking here and visitor parking accommodated in the entry, first level, the first portion of the basement underneath here. More than the required parking is provided on the site for this demand.</p> <p>I think that's about it. I'll hand over to Judith.</p>
JR	<p><u>Judith Rintoul (JR), Project Architect Heritage, Conybeare Morrison International</u></p> <p>Good afternoon. Judith Rintoul from Conybeare Morrison. I have been specifically looking at the adaptive reuse of the Terraces.</p> <p>The conservation management plan prepared by Noel Bell Ridley Smith has some very interesting photographs of the early Terraces. You can see no upper verandahs and the castellated wall on the western side, and of course the terraced gardens. That's the earlier image without any verandas and then the lower veranda was added and the castellated room on the west.</p> <p>This image is a very interesting combination of archaeological investigation and an early plan showing the original stone retaining wall that goes around the front of the Terraces. The grassed platform goes out from the lower level, and it actually wrapped all the way around and potentially below the original house to Cooper Street and possibly the castellated wall was either the stables or an entry. So there's a bit more investigation to do in that regard. We have found remnants of this wall and I will point those out to you in the next slide.</p> <p>Essentially this is the original 1848 building, In 1880 only two storeys were added in this area (Cooper Street building). Then in 1909 the Scottish Hospital added these other components.</p> <p>The other area which is over in that area that has always been a courtyard and from 1901 onwards it has been infilled with condensers, storage areas, plant rooms.</p> <p>This is the heritage significant diagrams from the conservation management plan and you will see that when we show our proposed plans, we have kept intact all the areas of both high and exceptional significance.</p> <p>This is the basement level. At present most of you think of the Scottish Hospital as being two levels with a third level on Cooper Street. In fact it is this lower level which we are able to turn into a garden apartment, so essentially the weatherboard will be smartened up with a glazed conservatory wall. The interesting thing on this level are the remnant bits of the stone wall which still remain on site. We're going to add brickwork to the back of the old stone walls so that they form a courtyard for the basement apartment.</p> <p>On the Lower Ground level, the rooms and verandas looking out onto the grassed terrace. We've incorporated a walkway within the Cooper Street building which connects back to the nursing home for parking access and it will also connect further to the proposed Gatekeeper's Lodge. This link will provide a major undercover access way through the site. So we're able to get one, two, three independent living units on that floor utilising the most heritage significant spaces as living, dining and main bedroom areas.</p> <p>On the upper ground level, the plan is very similar but without the link going through. So the independent living units are now two and three bedroom units.</p>

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Again, all the major rooms are kept intact. The courtyard in this area (Cooper Street) will be cleared of intrusive infill while the original entrance to the hospital will be retained. All of the infill will be removed and there will be a palisade fence with some planting behind it and you'll be able to see through to the original form of the building. The end of this wing which is so picturesque will be revealed at street level.

On the upper level this is the extent of the existing building. Within the service courtyard that I mentioned earlier, we are able to introduce some additional space and achieve two more independent living units on the top level. This is the current infilled courtyard, fire stairs and plant rooms etc. If one looks at a Google Earth map, it clearly indicates the courtyard in question with its intrusive infill. It is proposed that the existing building which currently rises to three storeys will be extended to infill that courtyard section to allow for the two upper level units.

This is a view from across the Cooper Street looking at the infilled area next to the main entrance showing that there's virtually no way that you can see the additional two units on the top level. They'll be completely hidden behind the Cooper Street facade.

The elevations don't change very much. You can see the existing entry is retained. This is where we're taking out the intrusive additions and putting through a palisade fence and some planting. We're adding in a couple of windows, but again they're going to reflect the original pattern, easily distinguished from the originals because they will not have the eyebrow architraves over them.

The western elevation needs quite a lot of conservation work and the verandah is proposed to be extended across the infilled service courtyard, and down - stairs, the garden apartment will appear as a glazed conservatory wall looking out into a private courtyard.

This is the current north elevation and literally the only works that will happen here will be conservation works. The existing building on Cooper Street rises to three stories behind it. A new copper roof is proposed next to a continuation of the slate roof, but with an opening within it. That is proposed to be the balcony for the rooftop apartments.

Essentially that's it. Very little external change to a very lovely building. Thank you.

JP

Jacqueline Parker (JP), Senior Consultant, Urbis

Good afternoon everyone. I'm Jacqueline Parker. I work with Urbis. Tonight I will be presenting to you the findings of the draft traffic report which has been prepared for the site and also clarify some issues around the GFA and FSR figures that have been used previously. Unfortunately Bruce Masson from MWT Halcrow can't be at this session now, but he will be coming to the second session. In that vein I ask that if there's any questions resulting from my summary of his report that they be taken on notice if I can't answer them from my reading of his report, because I'm not a traffic engineer.

Bruce Masson has undertaken traffic surveys for the existing road network

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around the site and also done traffic counts of the existing traffic generation of the site. He has also looked at the number of carparking spaces which are required and/or which will be provided on the site in accordance with SEPP seniors. SEPP seniors requires that for the mix of accommodation on the site we're required to provide 123 spaces, that's based on the relevant ratios for the different types of accommodation. At this point we're proposing to provide approximately 135 spaces on site, which is slightly higher than what SEPP seniors requires. So he's done his traffic analysis based on those numbers and in comparison to the surveys that have been done from the existing situation.

Given the additional uses on the site, Bruce has stated in his report that in the morning peak time there will be an additional 18 vehicles per hour increase generated from the site and the evening peak 35 vehicles per hour increase. Overall his report said this is considered low due to the existing volume of 400 – 450 vehicles per hour in peak time on Brown Street, Neild Avenue, and that those vehicles entering and exiting the site will be coming in both a northerly and southerly direction, so there's potential to go in both directions not just up the street or down the street in one direction.

In looking at the impact on the surrounding network of streets, they've done a SIDRA analysis which looks at the operation of surrounding intersections which determines the effectiveness and the capacity of the road system. The main intersection in question is that which is the intersection of Brown Street and McDonald, which is just a bit further south from the site along Brown Street. Currently that operates at level of service A, which is the highest rating of operation in the SIDRA analysis; it goes from A down to D.

Under the proposed traffic conditions that intersection will still be operating at level of service A, as will all the other major intersections in the vicinity of the site, so overall traffic generation from that main entrance at Brown Street and Neild Avenue he says in his report, *"Will have a low impact on the operation of the surrounding road network"*.

Looking at the servicing requirements of the site, the loading bay/loading dock which is proposed to be accessed off Stephen Street the amount of servicing required is in the vicinity of about 40 visits per week by a small truck. Allowing for reduced visits on weekends this looks to be about seven or eight visits per day to that service entrance on weekdays, equating to about two to three vehicle movements per hour on Stephen Street.

As a matter of comparison, Bruce looked at if that particular section of Stephen Street were to be developed for terrace housing, which is the predominant form of development in the area that could accommodate about 10 terraced dwellings and these dwellings would generate a traffic count of between five and seven vehicles per hour at peak hour. So you're looking at peak hour generation of five to seven vehicles for those as residential dwellings versus two to three vehicle movements per hour as a service entrance. He says it's comparatively fairly similar to what the prevailing traffic generation would be for the terraced houses there.

That's a summary of the findings of his report. If you have any specific questions again I ask you to ask them and we will take them on notice for Bruce to answer and get back to you with. Of course if you would like to stay around

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for the second session you can talk to him directly.

Also, what I would like to do this evening is run through the FSR calculations. If you were at the first lot of consultations you would know that there was some questions raised as to the GFA figure which we presented as the approved figure in the 2002 DA. We have since sought to clarify that figure and I just want to run you through the steps that we have taken to try and clarify that number that we used a month ago.

From council's records the original DA submitted the developer reported an FSR of 0.88:1 based on a recorded GFA of 12,932 sqm and a site area of 14,696 sqm. Sorry but there'll be a few numbers here.

Council's calculation in their assessment of that DA had the FSR of 0.925, which is slightly above what the developer proposed with a GFA of 13,588 sqm. The figure that we used that we quoted as what was approved was 17,299 sqm. That figure was provided to us by the previous architects on the scheme and so we asked that they provide us with their electronic CAD drawings and JPR Architects did their own calculation of what the GFA is of that development based on the Woollahra Council LEP definition of GFA.

From that calculation the design team found that that 17,000 odd square metre area included areas which aren't necessarily included as part of the GFA calculation under council's definition, insofar as it included the balconies. So we think that was a gross development cost to them for quantity surveying purposes to actually build it rather than a habitable space.

In recalculating the habitable space, we came up with a GFA figure of 15,622 sqm. So that's a discrepancy of about 3,000 sqm from what the developer originally put to council and 2,000 sqm above what council said was approved. We have provided our mark-up of those plans to council to say what we believe was the approved GFA or what was the GFA of that scheme and we're currently seeking that council clarify that back to us and confirm that that is the actually GFA of the building. We haven't come to a resolution as yet, but that's where we're at and we're honestly trying to rectify that situation and clarify to you and to ourselves and subsequently to the Department of Planning what that figure represents. Thank you.

PART 2 – QUESTIONS AND ANSWERS

BB	I'm now going to open the floor up for questions. As I said at the outset if you would like to ask a question if you could simply indicate your intent to do so by raising your hand and waiting for me to nominate that it's your turn. If you could just make your way to the central microphone so that we get the recording. Alternatively, if you find it easier we can pass the microphone around. What would you prefer to pass the microphone around or to get up?
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Participant	We will pass it around.
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BB	Would anyone like to ask a question?
	Yes sir.

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Participant	Thanks very much. Yes, I would just like to ask I saw in I think one of the early lines of description of what would happen and the expression reinstatement of the terraces there hasn't been any elaboration of that in the presentation subsequently. I was wondering if one of the speakers here would be able to advise just what is proposed in terms of the terraces. The word reinstatement kind of suggests reconstruction or rebuilding? I understand there are some archaeological remains of the terraces, is it proposed to restore those or to rebuild them? I would like to know what's going to happen because after all the site is known as 'The Terraces'. Thank you.
BB	Judith, would you like to respond to that?
PDC	<p>Just prior to passing to Judith. Just to explain to answer the initial question and just to clarify the confusion, the building is referred to as 'The Terraces' and that is proposed to be adaptively reused as a residential conversion and that is what Judith has presented to you tonight in terms of our current planning in that regard.</p> <p>With respect to the landscaped terraces they are the area immediately in front of the heritage building which is this zone through in this location here. As you pointed out and as Judith identified with the archaeological plan, we have done some archaeological investigations and we have identified some significant elements. Unfortunately those elements aren't intended to stay but they can be reused and that they will be reinterpreted in a new landscape plan. As part of the next stage of this process we will be producing a landscape architecture resolution for that area, so the detail of exactly how that particular component of the site will be treated will be further explained at that next presentation. At this stage the intention is to reinterpret them and not reuse them.</p>
BB	Judith, would you like to add anything to that?
JR	<p>Yes. Essentially the named terrace wall about the upper lawn that will certainly be restored and as you can see where it goes to the west of the building we're picking up some of those elements as well. As the existing stoned terraces or what's left of them step down the site, a lot of them have fallen apart through tree root action etc., so they do need careful reconstruction. There has been archaeological measured drawings of them and they will be archivally recorded prior to any restoration work.</p> <p>Essentially I think the rest is for Christopher Betteridge.</p>
PDC	Yes to expand on that there has been a landscape conservation management plan prepared by Christopher Betteridge of Musescape. That particular document will inform the landscape management principles to be adopted in the conservation management plan for the site and a draft of that document will be available on the website after this presentation tonight.
Participant	Just a small question on that particular point, my recollection is that there was on the original plan shown before there was more space between the buildings was that correct, that you've brought the buildings closer together and there's in

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	fact less space there now? So the terraced area is smaller than it was before?
DR	No the terraced area hasn't changed because the building form or the building that has been moved is to the north of the terraces so it's that portion. If you compare it back to the previous master plan there's basically 4 metres that has been taken out of that aperture, but it's only in the portion that is to the north of the restored terraces.
Participant	I understand the figures you talked about in principle and you say that things are going to be clarified – there's clearly a large discrepancy as far as it seems to me – what are you going to do about it once this is clarified? Are you going to go back to the DA figure that was approved and compare, because these areas are substantially greater than either of the two figures that you mentioned previously.
JP	The figures, the 17,000 figure we quoted before was for a comparison to the original scheme. If that number isn't correct and it looks like it was a GFA figure based on a different calculation, an incorrect calculation, we will be clearly presenting our scheme in a comparison figure to the approved GFA once that's confirmed by council. So to clarify what we're proposing now versus what was approved previously, yes we will be doing that, providing that comparison.
Participant	You'll provide the comparison, but will you actually reduce the scale of the building/buildings closer to what was previously approved?
PDC	<p>No. The purpose of that measure was just really a clarification of the floor space of the 2002 DA. As we stated previously that particular DA is no longer, but it was really just a measure because it was the most recent application that people were aware of and that's the reason why we made that connection.</p> <p>With respect to the floor space, the floor space that we reported at our last presentation is similar to the floor space that this scheme represents. To answer your question directly, no we won't be seeking or don't propose to reduce the floor space down to that 17,000 figure, because there is no relationship between that particular figure and the number we presented last time.</p>
Participant	The service entrance exactly where will that be on that drawing there?
PDC	This white section here.
Participant	Right. And is there a turnaround on site?
PDC	No it's a hammerhead so vehicles will drive in a forward direction, reverse and drive out. Or drive past and reverse in depending on the vehicle, but it won't require a vehicle to drive to the end of the street.
Participant	<p>Well you can't turn around at the end of the street anyway.</p> <p>Has anybody looked at the heritage significance of actually widening Stephen</p>

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	Street? It doesn't relate to the subdivision patterns, the original subdivision patterns. The street is narrow because it's part of the early subdivisions. The lower part of the street was a later subdivision basically so that's why the street changes in width.
DR	May I just answer that question as it was answered properly yesterday. The widening of the street is not to our advantage in any way, it was seen as a resolution of a problem which exists and currently does exist, which was pointed out by the meeting by people at the meeting in our last presentation. Whether the street is widened or isn't widened is about whether it's a community benefit and seen as a community benefit or not. It hasn't been done for any other purpose, but we see that whilst this is all being done and we're able to contribute some land to that end, it would probably be a wise thing to consider. Whether it achieves support by the Department or the council or the relevant communities is another thing.
Participant	Any sort of truck visitation in that end of the street is difficult at present and it's not going to be any easier by widening Stephen Street or it will be, because they'll be able to get down Stephen Street. It's always the turn into Glen Street which is also very narrow at the top which you probably already know. It's traffic movement for your service vehicles I'm sure would benefit by the widening of the street, I don't think there's any doubt about that. I have another question about the depth of the basements. Do you know how deep they will?
DR	Yes we have a depth. Basically in one section there are two levels, but most of it is a single level basement.
PDC	On this portion of the site under the Residential Aged Care Facility site it's proposed to be two levels and only one level, a partial basement level under this Brown Street component.
DR	Can I just clarify that. Single basement level all through to there and a double basement level from the core position here back to about there in this section of the building. When I say two level [laughter] the double basement here because of the height of the building and the way, it's only actually only about half it's one and half basements. From that single basement you only go down a half of a basement into this section and rise another half underneath that building. Probably at worst one and a half levels in this portion and a single level throughout the rest.
Participant	What's basically happened is that you are obstructing stormwater flow virtually across the site.
PDC	There has been a stormwater assessment completed and again that report will be available on the website.
Participant	I mean it's a very low point.

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DR	I think we should wait for the archaeological study before we make that statement. I'm not a specialist in that area and I wouldn't try and give an answer to that to this forum. However, we deal with it on an everyday basis. The overland flow is totally restored, it's the subsurface flow that may be affected to some degree, but we believe it will still pass beneath the basement floor because it's not a wall going down two or three levels, and the basement floor is still above the RL at the northern end of our site. We believe it will be able to be relieved within our site. If you look at a section through it I'm sort of explaining in slightly technical terms of how it will work, but there is a gravity flow to the surface, back to the surface below our basement.
Participant	The building that runs along opposite Glen Street would you kindly clarify just how far from the edge of your property it is to the building because last time you were talking about 12-14 metres and in three questions later you talked about 24 metres. So would you please tell us exactly the measurement between Brown Street and that building.
DR	I don't have the ability to scale on this drawing right now so I can scale it off a set of drawings in a moment and come back to you on the dimensions precisely, but the building terraces back from the closest point which is at RL28.3, which is I'm told by Roland 9 metres.
Roland	Roughly 9 metres.
DR	<p>About 9 metres there and if that's 9 metres then the major portion of the building is at least 18 metres away just visually, but we'll have a look and scale it. So that's the boundary, that's the lowest portion of the building at about 9 metres off the boundary and the other section of the building, the bulk of the building at about 20 metres and the top three floors set back a further amount, which might go to 25 metres.</p> <p>Because the building is a terraced building I can't give you one set back. The closest that it comes to where the building is at its lowest is about 9 metres. Terracing back at various set backs until it gets to a major part of the building, a major volume of the building, which I said is on that line, which is at about 20 metres. Then the top three floors which set back there to about 25 metres.</p>
Participant	Is there a kind of atrium on the west?
DR	An atrium?
Participant	Yes.
DR	<p>Yes there is in the plan an atrium in that section of the building where you see that dark section there and so the building sort of folds back and this is open there.</p> <p>That's a green roof.</p>

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DR	Those are green roofs. Those are green terraces. As the building terraces back the roofs are supposed to be green.
Participant	So it terraces back from there?
DR	Correct. It terraces back.
Participant	And how many floor levels above the street opposite Glen Street?
DR	We can go back to the elevations; I think we might be able to tell on the elevations.
PDC	The number of storeys hasn't changed sir, just the terracing. There's been a greater level of terracing. It's still a nine storey building and there's six storeys which are above ground level on Brown Street. So those six storeys aren't all in the same plane, they step back as you go up the building.
Participant	And the gate where you have on Brown Street opposite Glen Street. What is the setback?
BB	We can also clarify this and send a plan out to you sir, well to everybody just to clarify exactly the setbacks and the levels for you.
Participant	It's very bad from Glen Street. We're going to be faced with a six storey building which is from the atrium on your property to that building is like a footpath and two terraces with Glenview Street. It's like putting a six storey building starting at No. 5 Glenview Street on the pavement edge on Brown Street.
PDC	What to take into consideration is it's a very similar height to the buildings that are directly across the road on Brown Street. The actual height of the building...those buildings are actually closer to the footpath than what is proposed.
Participant	But you're clearing trees out that we can see.
PDC	The trees for the purpose of this exercise would be removed. There is the one heritage tree that is being removed but it will be replaced with another tree. For the purposes of this exercise we have intentionally taken out the dense scrub, as you can appreciate the view that you currently see is quite dense and the actual built form that you see that won't change with the except of that one tree that will be removed.
BB	So what you're saying Paul is all the other trees in that area will remain with the exception of the diseased heritage tree which will be removed and replaced?
PDC	And with the exception of any others that are affected. But again that will be clarified with the analysis report which again we are going to publish on the website.

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BB	Are you intending Dennis to provide this gentleman with a plan of the setbacks.
DR	I think it would just be easier.
BB	All right. Are there any other questions please?
Participant	<p>That was a concern to me, too, the actual setback and I would appreciate getting that information that would be most valuable, thank you.</p> <p>Could you please let me know what the actual intended function of the building as described or depicted in Stage 2 is, Stage 2 of the building. I understand the independent living units and I understand the aged care. Yes that building; the main function?</p>
PDC	Independent living units.
Participant	Independent living units, as with the others?
PDC	So in this building there is proposed independent living units. This building, this building, and the heritage building are all intended for independent living.
Participant	Okay and administrative offices?
PDC	Administration offices and aged care facilities.
Participant	<p>Just as the gentleman before me expressed concerns regarding the height of the actual building on Brown Street, it's still nine storeys and the impact is considerable should you live toward the end of Glenview Street in Brown Street. I can tell you that it obliterates entirely any sky light, any view of the sky or any filtered sunlight from where I live. It is something that concerns me greatly.</p> <p>And if you could at some stage please I would really appreciate a response to the photographs that I sent in. I sent in a considerable number depicting various situations there that would be lovely. Not now but if you could respond at some stage thank you.</p>
PDC	We will and the reason why we haven't responded is that the time that we propose to respond is when we've actually got a built form, an actually architectural response which is actually what the building will look like. At that point in time we will be undertaking the solar access analysis and at that time it will be the most appropriate time to come and present and respond.
Participant	Thank you. Can we take it that this is still a work in progress?
PDC	This is our master plan which will inform the DA. The next time that we come back and present to you will be with our first architectural scheme.
Participant	I don't mean to monopolise, can I just ask one quick question?

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BB	Sure.
Participant	Regarding the pedestrian access on Glenview Street, when I was listening before I had the impression that you said that was acceptable and then it went on to something else there. I would be interested to know how it came to be or how you arrived at that decision?
PDC	For this particular access point?
Participant	Yes.
PDC	The primary reason for this access point to Brown Street is to provide the aged and frail residence who live in the Brown Street new building access to be able to get up to five-ways and the shops up the road without having to walk around the side and up a very steep hill.
Participant	But you have the other access even closer on the corner of Cooper Street and Brown Street.
PDC	There is no physical connection between those two sections.
Participant	No longer?
PDC	No. There is currently.
DR	There is currently but it was never proposed.
PDC	The two legs up to the corner are through the heritage building up to this called the civic corner as was described and for the Brown Street aisle new residence through this walkway, but it will be a private walkway that will be used principally by the residents to be able to get access up to five-ways and the bus stop.
Participant	Thank you. Look the height and bulk of the buildings have been of great concern I think to everybody. We looked at Option 1 and Option 2 and this appears to be an improvement, or it is an improvement on what we saw originally, but has the floor space ratio been reduced or has it just been moved around?
PDC	Technically it's a very similar number to what was previously presented, but a large portion of it has been moved to below ground. The actual bulk and scale of this proposal when compared to what was presented previously is significantly less, but the floor space hasn't changed, which is actually a very interesting reason why and a good point to raise because it's a good measure as to why FSR isn't the only measure for a development as an appropriate control. Part of the reason why this particular site doesn't have a control
Participant	Well could you tell us what the current FSR is please?

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PDC	The GFA is approximately 19,500 metres.
Participant	<p>So it's very similar to what it was before.</p> <p>And you mentioned going underground. What's underground besides car parks, which is not included?</p>
PDC	The effect of lowering the residential building, sorry the residential aged care building has effectively meant that a large portion of the floor space has been reduced below natural ground level. So the back portion of this particular building is now effectively below natural ground level, but because it is set back from street edges there's effectively a light that's created around the back of the building.
Participant	Thank you.
Participant	<p>I've got two comments actually and let's hope I can get a response to both of them. I will ask them separately if you don't mind.</p> <p>The first one is a detailed comment. As you walk down Glen Street instead of looking into an open parkland you'll be looking at the side of a building, Building C. This was a problem we had before and you have changed the appearance a bit, but you're still looking at the side of a building. There's a few trees there sure, but you're still looking at the side of a building and not into an open parkland and I would personally regard that – I walk around this area quite a lot – and I would personally regard that as very regrettable. Can I just make that comment first and then make another one in a minute. What would be your response to that?</p>
GM	The building will come partially down that street yes.
Participant	<p>Okay I make my second comment and that is, and I've made this comment before, I think you're trying to put too many people onto this site. Whatever you can say about floor space ratios this is a unique site and I think you're trying to put on too many people; it will be overdeveloped.</p> <p>When I made this comment previously I was told that there is a demand for aged care accommodation. Well I'm sure there is, there's probably many thousands of people, tens of thousands of people looking for it, but they can't all be accommodated on this site. You have decided that you are going to have 105 beds and 90 independent living units and in order to accommodate those on this site you're going outwards and upwards too far for this site. I am convinced myself this is an overdevelopment of this particular site.</p>
TZ	<p>If I could just respond to that question, to your comment. The original consent which was about 200 beds and now we're talking about 105 beds and 90 independent living units is not that dramatically different than what was planned for the site before.</p> <p>The issue of the floor space ratio is being clarified at the moment. At the moment we have a scheme that we know there's a strong demand in the market</p>

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	<p>for and we know that it needs to work. There are issues that you need to address that there's a functionality that needs to be considered. It's like saying look we would love a hospital here with two theatres but we only want six beds, it just doesn't work.</p> <p>At the end of the day to look at the demand of both the independent and the seniors, the blend that we're looking at is pretty well what it needs to be to make it work. The floor space ratio or the area that we're intending is really the second stage of what is needed to make it function. Does that make sense to you? So we didn't work on the basis we have this much floor space ratio let's see what we can put in it. Not at all. It was a matter of what we need to make this function and out of that came the area.</p>
Participant	<p>I'm not going to argue the floor space ratio particularly; I just made that point because it had been brought up already. I think on this particular site the building should be kept back uphill from the junction of Glen Street and Stephen Street so that view is not obstructed and I think that the other building over on the Brown Street side is getting too high and I think this is inevitable in view of the number of people you're trying to accommodate on this site. I'm sorry I just think it's a great overdevelopment. I've talked to many people about this and to the Paddington Society and I think there is a lot of feeling about this that this is the case.</p>
TZ	<p>Can I respond by saying the good thing about democracy everyone has a say and I accept, I understand what you're saying, I understand your opinion and we're trying to make this thing work well, but obviously we're not discounting what you're saying this is the whole point of this forum to give everybody the opportunity to raise their point of view.</p>
Participant	<p>I'm expressing a view from a local community not from the aging community.</p>
Participant	<p>I was just going to ask a small clarification when you said that there are one and a half floors underground, under natural ground level. Does that mean you are going to excavate and are you excavating into rock or what is the physical impact of what you've just said?</p>
PDC	<p>A large proportion of the excavation is already there and you can see that by virtue of the undercrop that exists on Stephen Street hospital theatre building at the moment.</p>
Participant	<p>So you won't be digging a storey of rock?</p>
PDC	<p>There will be a portion of excavation. We haven't been able to get under there just yet from a geotechnical perspective, but there will be a small portion, but a large portion of the excavation is already there sitting in the gully.</p>
Participant	<p>I just had a quick question. Judith, did you mention that there would be balcony apartments on Cooper Street?</p>

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BB	Judith, do you want to come up here and talk into the microphone.
JR	There are no balconies onto Cooper Street. Essentially the elevation that you see now will be the elevation that will be there in the future, apart from clearing out that little courtyard and essentially no balconies onto Cooper Street.
Participant	All right. And I wanted to clarify you didn't mention is the open space replacing the turning bay that you spoke about in the last meeting? So the vegetation would now be in the current turning bay?
JR	Correct.
Participant	So that goes? That will be gone?
JR	Correct.
DR	If you look at that and I'm sure you have there is actually a retaining wall on the Cooper Street boundary and a lower level, and the turning bay is currently a slab over that lower level so by removing that it allows daylight into that lower level and the landscape will originate on that lower level, or be part of the retaining wall because the building that we are proposing is in fact set back further than the current building.
Participant	So it will be a steep slope downward?
DR	Well it's basically a retaining wall. The wall remains and the landscaping will stem from the deep soil at that point or from planters which are created in perhaps a stepped boundary wall, a stepped retaining wall which incorporates green spaces on its own. What is now what is fashionably known as a 'green wall'.
Participant	As far as the height of that current operating theatre, I know we talk about what height it's proposed, based on the current height of the current theatre what is the increase is what I want to find out?
DR	The proposal now I think previously we said that the highest point would not go beyond the height of the ridge.
Participant	Of the buildings next to it.
DR	Of the building, the terracotta tiled roof.
Participant	Correct.
PDC	RL 37.9.
GM	That was previous.

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Participant	Previously.
PDC	And it's now proposed to be 37.5. But the main difference that you are seeing between these two slides is the fact that the building has 1) been pushed back on the Cooper Street; and 2) been set back on Stephen Street. So in perspective it has quite a significant impact.
Participant	Right but it's also extending out from the current peaked ridge building to encompass the current operating theatre so it becomes one big wide massive building?
PDC	It's that now though. So if we go to the plan. The other point to mention with respect to this particular building is that the proposal is that it actually contain a green roof so anyone looking out onto the roof will actually perceive a green roof.
Participant	That was my last point. Where I see the green roof now, which is more oriented towards the Stephen Street towers would actually be moved forward as well?
PDC	Sorry?
Participant	Right now the green roof is really oriented towards the towers on
PDC	That whole roof above the aged care building would be a green roof.
Participant	The whole roof?
PDC	Yes. But that's the line where the building actually steps down, so the initial perceived roof from your particular apartment will be further set back.
Participant	Okay, thank you.
Participant	Who owns the Dillon Street Reserve? The council or Uniting Church?
PDC	The council. The actual reserve is owned by council.
Participant	I see. Are they going to allow this to run into your property?
PDC	We're in discussions with them at the moment in that respect.
Participant	When I first went to the Scottish Hospital opening back in May you originally just showed what was basically an envelop outline of the thing and you said you had no specific designs. Now I've been away so I haven't actually seen anything on your website where you've actually shown these designs. Can we get copies of these designs? Will they be up on your website? The street views and all the rest of it?
PDC	This presentation, as is the last presentation will be available on the website.

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Participant	<p>Okay, I must have missed it because I can't find it.</p> <p>Can you just give me an estimate of how long from approval, assuming you get approval for all this, to completion of the site, how long it will take?</p>
PDC	As you may be aware it's currently proposed to be a two stage development and an indicative timeframe at the moment is three years per stage.
Participant	And how many stages are there?
PDC	Two.
Participant	A total of six years?
PDC	Total of six years. It doesn't necessarily mean that construction will take three years, but the actual overall stage itself.
Participant	To do with construction, I assume because the eastern most buildings are built first as Stage 1? Yes. Construction vehicles access?
PDC	All through Neild Avenue.
Participant	All through Neild Avenue. So there'll be no access in Stephen Street?
PDC	That's the proposal at the moment. A detailed construction management plan will obviously be prepared closer to the date, which will more specifically deal with that. At this stage there is only a proposal to have access off Neild Avenue.
Participant	Can you please tell me with the development, with the nine storeys on Brown Street, if they are for independent living units will there be balconies involved in the development and which direction will they face?
PDC	What's been presented today is a building envelope. What will be presented next time will be the actual architectural resolution, which will indicate the location of where the balconies are proposed. We haven't got to that level of resolution at this point of time, but this is the outer form, as opposed to identifying exactly where the balconies are going to be located.
Participant	I see. Can you tell me what percentage of this development do you envisage as being devoted to dementia care and where will that be on your plan there?
PDC	At this stage approximately 20 of the beds within this existing facility are specifically for dementia care and they will be located in the middle level of the residential aged care facility and that's the current proposal.
Participant	Would you mind showing me, sorry, on there?
PDC	Obviously this is the residential aged care facility so they'll be housed on one of the floors within that particular building which will have direct access to

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	courtyards and landscaping.
Participant	As a separate unit those 20 beds?
PDC	Correct as a separate unit.
Participant	Thank you.
Participant	<p>When I was a young architect I listened to a talk by the famous Dutch architecture, Herman Hertzberger, who has done a lot of aged care amongst housing, who when asked, <i>"What's architecture"</i> answered, <i>"It's dimensions"</i>. The theme I think that emerges here, and I think the Paddington Society have already said to your design team, we admire the process and we admire the social usefulness of the brief, but the theme underlying it all is size. As Dennis has said the aged care facility has its own dimensional requirements. But as Judith illustrated the heritage buildings proposed the independent living units are quite sizeable.</p> <p>So it's the one item that hasn't been mentioned yet. Tom has said that the balance of the population for the proposal has been worked out, numbers are correlated so that the whole thing works as an economic mechanism, but the one size element which has not yet been really mentioned is how big is an independent living unit for an over 55, somebody such as myself, family have left home, do I need units of that size? Were the units as illustrated in the heritage building typical of the size of the independent living units and obviously it leads to and if they were smaller, one or two bedrooms, would you not have less GFA but accommodate exactly the same numbers of independent living unit population as well as your aged care bedridden patients?</p>
TZ	<p>The issue about the size of independent living units does vary from area to area. For example, if you're on the lower north shore you are going to want large units, usually about 120-150 sqm. If you're out west you are going to want them around 75-85 sqm. I can't say to you here that there is one shoe that fits every foot; it's not the case. It's all about for example if I take an area like Paddington or an area like the lower north shore which are very, very similar in some respects, they tend to want to bring a lot of their things with them and therefore they want large units. They're coming out of a four bedroom home with lots of furniture, they do not want an 85 sqm unit, they don't. Some may, but the majority don't.</p> <p>So the size of these have been determined on what we understand the market wants. As you're probably aware, in the past when first independent living units were being built they were one bedroom bedsitters.</p>
Participant	Quite so.
TZ	Then people realised that's not big enough. Then they became one and a half bedsitters. Then they became two. Then they became three. And you will find that's what the market is. A lot of them and I think I mentioned at the previous one, a lot of them why they want three bedrooms as opposed to two is because

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	<p>they want the ability to age in place.</p> <p>These are markets where they are financially well enough off to have a live-in carer and they would rather do that and stay in a facility where they know the aged care component is nearby that is far more appealing to them than to say a two bedroom unit and then if I'm not well I'm going to have to end up in an aged care facility.</p> <p>So the answer to your question is we know that there's a market for these and you will find the larger ones quite honestly will be the first ones to go.</p>
Participant	We can't argue against the market can we! We are the market!
TZ	That's exactly right and I would say to you would you live in a 75 sqm apartment or are you the one that's going to want 120 sqm plus? They do vary.
PDC	They're approximately 125 sqm in comparison to 200 odd square metres in the heritage building. So to add to your question there sir, they are significantly smaller in size than the luxurious apartments in the heritage building.
TZ	Can I also just say to you, you will see for example a lot of villages at the moment are actually being demolished and rebuilt to meet the market because you just cannot get rid of these one bedders they just don't work. They tried to convert two one bedders into a two bedder, doesn't work. And so you'll find a lot of these things do get demolished very quickly. What we're trying to do here is build something that is going to remain in place for a long, long time without the need of saying we're not meeting the market demand.
DR and JR	<p>I'll just make one comment, in regards to the size of the units in the heritage building, I mean they are that size so that we can preserve the scale of the rooms and that's what's driven the size of those apartments.</p> <p>Contrast to what was previously proposed for the heritage building and I think this is a marked improvement on that in that the previous development proposed to use the heritage building for nursing home units which were much smaller again. So whilst the exterior of that building wasn't being maintained in the previous.</p>
Participant	Unclear.
TZ	<p>Everything has an economic imperative but it's not only the economics that work but we also knew what the demand was. There was no point for example putting 200, and I'll use that as an example, independent living units on the site because the markets not big enough to accommodate that size. What we needed was a facility that would be utilised and be efficient and that's the size that you see. That blend is a very, very good blend. For example, if your partner has dementia you will more than likely buy an apartment here to be close to your partner and that's what happens.</p> <p>At the moment and I know people in the area who live in the Paddington area who've got their family and their loved ones out at Little Bay because there's</p>

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	nothing around, there's nothing around.
Participant	Timetable. What is your projected timetable to clarify the figures that you are going to build the scheme? What happens and what period of time will it happen in?
PDC	At this stage we anticipate the next part of the process will take approximately two to three months for us to be able to develop what we term the project applications. The next stage of this consultation will actually occur in conjunction with the Department of Planning's formal consultation under the Part 3A Application.
Participant	I think a lot of this is really dependent on what these structures will look like. Right now we are just talking about spaces. During the next phase, will you actually consult and redesign with architects on the actual makeup, materials and design, do we have input on that?
PDC	Absolutely. The next stage of our consultation will be exactly that a presentation to the community on the first version of the resolved architectural scheme.
Participant	Just to get it clear in my mind so right now we've pretty much arrived at the point where this is the volume and this is the space that will be used and the next phase is now let's take a look at exactly how it will look actually visually?
PDC	Correct.
JP	The next phase of the scheme will be presented as Paul said at the same time as the Department of Planning will run their formal notification consultation process and that will be the time when you will have a formal opportunity to write a formal submission to the Department to be considered as part of the assessment process.
Participant	So it's simultaneous?
JP	Yes. The design will now be worked up in accordance with this master plan. We will lodge an EA with the Department of Planning and they have asked that we present the scheme at the same time concurrently with their notification period, which is the 30 day notification period. Similar to how council would run a notification period but slightly longer than council would. That's going to be run simultaneously.
PDC	The next architectural scheme that will be presented will also include some detailed analysis of solar access, shadowing, parking, views, so there's a number of analysis and quite a detailed environmental assessment report that will be compiled in conjunction with development of the actual architectural scheme.
BB	So just as Jackie said when that's all completed we'll come back before you and we will walk you through each of those documents and the schemes so that you

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	fully understand what's on exhibition and in that way you can make an informed submission to the Department of Planning should you wish to do so.
Participant	The actual PowerPoints that you've shown in this meeting and previously, the people that are represented here who's side are they on? I heard you say that some will be available, are they all available?
PDC	They're all available, as were the previous presentations. It is on www.pacpaddington.org.au that's the website that you'll find on the newsletters and the advertising.
BB	If you've got our newsletters the website address is there and as Paul said all the material is there and next week this presentation will be loaded up as well.
BB	All right well I'm going to bring this session to a close on behalf of Presbyterian Aged Care and all of the presenters here today and Urban Concepts thank you so much for taking the time to come along. In the coming weeks, I'd say within two weeks we will have this full transcript out to you. Thank you very much.

PRELIMINARY



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"THE TERRACES"

SCOTTISH HOSPITAL - 2 COOPER ST. PADDINGTON



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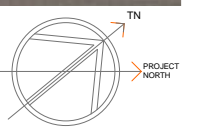
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DATE
07/06/2010

PROJECT No
2008067

PROJECT ADDRESS
2 COOPER ST. PADDINGTON

CLIENT
Presbyterian Aged Care PADDINGTON



0 5 10m

DRAWING TITLE
Preferred Master Plan
DRAWING No
DA 100



July, 2010

Dear Participant,

**Redevelopment of Scottish Hospital Site
Thursday 17th June, 2010 – 7.00-9.00pm**

On behalf of Presbyterian Aged Care NSW & ACT I would like to thank you for attending the Community Information Session held on the 17th June, 2010 to present the preferred master plan for the Scottish Hospital Site.

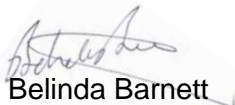
We are pleased to forward to you the typed transcript that was recorded of the session.

We recommend that the transcript be read in conjunction with the design presentation that has been uploaded onto the project website at www.pacpaddington.org.au.

If you would like to provide any feedback, this can be done through the website, our 1800 number, email or mailing address. The contact details are set out below.

On behalf of Urban Concepts, Presbyterian Aged Care NSW & ACT and the consultancy team I would like to thank you for your participation. I look forward to your ongoing involvement in the community consultation process and to welcoming you to participate in the 3rd stage of the consultation process that will occur in the coming months. This stage of the consultation will coincide with the lodgement and exhibition of the Environmental Assessment documentation to the NSW Department of Planning.

Yours faithfully,



Belinda Barnett
Director, Urban Concepts

REDEVELOPMENT OF SCOTTISH HOSPITAL SITE CONTACT DETAILS:

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Website: www.pacpaddington.org.au



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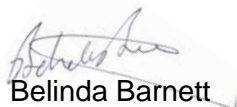
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URBAN DESIGN STUDY

SCOTTISH HOSPITAL

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Transcript of Presentation

This transcript should be read in conjunction with the PowerPoint presentation dated 17 June that has been uploaded onto the project website at www.pacpaddington.org.au

Facilitator: Belinda Barnett (BB)
Director, Urban Concepts

Presenters: Tom Zarimis (TZ)
Managing Director, Philon

Gabrielle Morrish (GM)
Architect & Director, GM Urban Design Architects

Dennis Rabinowitz (DR)
Design Partner, JPR Architects

Judith Rintoul (JR)
Heritage Architect, Conybeare Morrison International

Bruce Masson (BM)
Director, MWT Halcrow

Jacqueline Parker (JP)
Senior Consultant, Urbis

Paul Di Cristo (PDC)
Director, Cerno

Held on: 17 June 2010 – 7.00-9.00pm

Held at: Vibe Hotel

No. of Participants
Attending: 15

URBAN DESIGN STUDY

SCOTTISH HOSPITAL

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INTRODUCTION

BB

Belinda Barnett (BB), Director, Urban Concepts

On behalf of Presbyterian Aged Care, Paddington I would like to welcome you to our Community Information Session to present the preferred master plan for the redevelopment of the Scottish Hospital Site.

Following our last workshop sessions I had a request for our next consultations to be recorded. The Church has agreed to this, and so we've engaged an audio company to assist us with this. Hence, you see a number of microphones and speakers around the room, so we can ensure a good quality recording occurs.

In accordance with privacy legislation, I need to ask you all whether you are comfortable with this session being recorded. Is everybody happy to have this session recorded?

We will also undertake to provide to each of you a full transcript from tonight's session.

For those who haven't met me before, my name is Belinda Barnett. I'm the Director of a company called Urban Concepts, a town planning consultancy that specialises in running community consultation for town planning and development projects. We have been engaged by Presbyterian Aged Care to formulate and implement a community consultation process for this particular project, and my role here tonight is to facilitate this session.

Today marks the commencement of the second stage in our consultation process. At our last sessions we said that we would be back before you in mid June, and hence here we are. To all of you who have taken the time to attend our consultation events and to forward us your comments, I sincerely thank you on behalf of my own company, on behalf of Presbyterian Aged Care, and also the design team.

We're heartened by the level of interest that this project has generated and the range of responses that we have received. Today, we are very pleased to be back before you to present to you the revised Urban Design Study and the preferred master plan. Both of these bodies of work have been informed by the feedback that we have received during the first stage of the community consultation.

A revised version of what you're being presented tonight was presented to Woollahra Council last week. It was also presented to committee members of the Paddington Society yesterday, and it will be presented to the Lord Mayor of Sydney, the Honourable Clover Moore MP, tomorrow.

Since we last met, many of you would have received a letter from Woollahra Council, also advising you of their Draft Statement of Planning Principles that they are preparing for the Scottish Hospital site, and inviting you to make a submission. Submissions for that particular consultation process close tomorrow. I just want to stress that consultation is independent and different to the consultation that the Presbyterian Aged Care is running. Presbyterian Aged

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Care, just like other property owners, will have the opportunity to make a submission to the Council on their Draft Statement of Planning Principles.

In terms of our agenda, I've once again divided the session into two parts. This time you're going to hear slightly more presentations. We are going to start by confirming the development brief that has been issued by the client for this project. We are then going to present to you the revised Urban Design Study. We will then take you through the preferred master plan proposal.

This time, we're going to explain to you the adaptive reuse of the 1848 Scottish Hospital Building and how it will be converted into independent seniors' living units. We are going to take you through the Traffic Management Solution for the site, and we are going to clarify floor space ratio and gross floor area calculations that have been used for this project, as a result of the previous consent that was issued in 2002.

I am going to ask once again that if a question comes to mind during these presentations, if you could please hold it over until we get to the second part. I've estimated about 70 minutes for the first part of the session, and I have left about 50 minutes for questions.

Just in terms of who you are going to hear from today:

- Tom Zarimis, Managing Director of Philon, the development managers that have been engaged by Presbyterian Aged Care to deliver the project.
- Paul Di Cristo, Director of Cerno, a project management company that is working with Philon to deliver the project.
- Dennis Rabinowitz, Design Partner at JPR Architects, the architectural firm responsible for the overall architectural scheme.
- Gabrielle Morrish, Director of GM Urban Design & Architecture, and her company has been responsible for the urban design investigations on the study.
- Judith Rintoul, Heritage Architect associated with Conybeare Morrison, who is overseeing the adaptive reuse of the 1848 Scottish Hospital Building;
- Bruce Masson, Director of MWT Halcrow Traffic & Transport, and they are the traffic consultants on the project;
- Jacqueline Parker, Senior Consultant with Urbis, the town planning consultants on the project.

So just to recap, what is the purpose of today? Basically for this project we have deliberately tailored a community consultation process to coincide with the design process. Our focus has been to evolve a preferred design solution for this site that comes out of community consultation.

At times this is very challenging and a very difficult process, because there are a range of views that are held by the community. Views are very different in terms of how people would like to see this development, depending on whether you live in Cooper Street, Brown Street, Stephen Street or further afield. We are

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aware that the preferred master plan being presented will still give rise to some concerns, but we do believe that it goes a long way to addressing many of the shortfalls that the community has raised with the previous two options that were presented to you.

So the key purpose of today is to walk you through how we have revised the Urban Design Principles for this site, and how those revised principles have then informed the preferred master plan. We're also keen to address the questions and the issues that you raised at our last sessions with traffic management, and also as I said at the outset, to clarify and put on the public record the situation that relates to the floor space ratio and gross floor area calculations that come from the previous development consent.

In terms of the guidelines that were used to facilitate that session, as a reminder if you have not already done so, please switch off your mobile phones or turn them on to silent. I will keep the session to two hours in duration. If could reminder you, no questions please during the presentation. When we do get to the question and answer time, could only one person speak at a time. We will have a roving microphone. Because the session is being recorded, please wait until you've been handed the microphone to talk.

As I said, there are a range of views that are held by the community for this particular site. Please remember, every view is valid and respect the views of others. Any questions that we are unable to answer tonight, we will take on notice and we undertake to forward you a response when we send you the transcript. If you want your name recorded, please indicate your name before you ask the question.

When you came in, you would have been given a comments sheet. If I could ask that you take the time to complete those three questions and give those back to Rosemarie at the end of the night, that would be greatly appreciated.

Now I'd like to hand over to Tom who will confirm the Development Brief for you.

TT

Tom Zarimis, (TZ), Managing Director, Philon

Hello everybody. What I want to do is quickly confirm what the brief was by the Church in terms of its Ministry Goal:

1. To provide a 105-bed aged care facility, with 45% of those beds being concessions, which is basically looking after people in need;
2. To provide 90 independent living units on the site; and
3. Reinstate the heritage building, and as far as possible, reinstate the terraces, or at least bringing them back to the state they were originally.

The increase in the aged care facility is mainly for the high care residents, and they tend to be the dementia-type patients. At the moment, the facility is about 88 beds. We do have a few dementia patients, but we do not have a dementia facility for them. That is a very big growing area, and that's an area we are looking to address.

The whole idea is to create a state-of-the-art facility, with that special section for dementia, and also we need to meet the current significant undersupply in the

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independent living market in the area with onsite backup services. In other words, you've got the ability to age in place, and you've got the ability to know that if you need to move across, you can move across quite comfortably or be looked after in your own apartment.

We needed to make sure we could create a facility that was self-sufficient, that looked after itself, and that it would contribute to the ongoing Ministry objectives of the Church – that is, always looking after the needy. That does not necessarily mean it will be here. It will be in surrounding areas and in areas of need. On that, I'd like to hand over to Gabrielle Morrish who will go through the planning outcomes.

GM

Gabrielle Morrish (GM) Architect & Director, GM Urban Design Architects

Thank you, Tom, and good evening everyone. Today, we're going to go back through a number of the drawings we presented last time. The Urban Design Study has now taken onboard a lot of the feedback that we've had through the consultation process, issues that were raised and, where possible, we've tried to address those. It's now led to a third master plan, which we're calling the preferred master plan at this point in time.

We've also looked at the principles and developed the principles further in light on input we've had from both the Council and also the Paddington Society, who have put some effort into putting some principles together themselves. So I'll walk you through the changes, rather than going laboriously through everything we talked about last time.

In terms of the progress to date for the consultation, there has been quite a considerable amount of consultation going on. Where at this point here, the second round of community consultation here today, but there have also been other presentations that Belinda alluded to earlier that have gone on prior to this, and there will be more after this process. But tonight is to bring you back the preferred master plan and the amendments that have been made in response to the consultation events that have been held prior to this.

In terms of constraints, a number of things were raised by the community or given greater emphasis by the community, and we've now incorporated some of those into the actual constraints drawing. It was pointed out by the community that there are obstructed views to both Dillon Street and Glenview Lane here, and really trying to get rid of those elements out of the public domain and improving the view from those streets into the site would be a positive outcome. So they have been identified as issues needing to be addressed.

It was also raised that the importance of a heritage view is not just from the terraces looking down towards the reserve, but also opportunities to look from the reserve back up to the heritage building itself. So we've included that as an issue to be addressed and thought about as well.

It was raised by the community, a concern about making sure that any built form that happened on Cooper Street did have a relationship in terms of grain and form to the terraces that are located on the other side of the road. Also, there is an issue in terms of being able to maintain a green view into the site for the terraces that are located along Cooper Street. So that's been identified as an

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issue to be addressed as well.

Another thing that got quite a lot of emphasis is the lack of landscape amenity for Cooper Street. At the moment, the existing hospital building and the buildings associated with it are very hard on the street edge, and consequently it's very much a built form amenity or character that you get to Cooper Street, and perhaps we could look at opportunities to try and soften that streetscape wherever it is possible to do so. That has been identified now as an issue and we will talk about that more when we get to the opportunities.

The slope on the access going up to the shops has been identified as an issue. We can't fix that within the scope of our development, but it is a consideration for aged people in terms of moving through to the facilities around them.

It was identified there were a number of long distance views here of buildings and existing residences that do look over the site, in addition to the Stephen Street residences. That has been identified as something that needs to be considered in terms of the bulk and form of what is going to happen to the development itself.

The dilapidated state of the additions and the existing heritage building was raised by a lot of people as well, and the level of vandalism that is actually going on in there at the moment. So that has been identified as something that needs to be dealt with and addressed.

The low retention value of the vegetation on Stephen Street we have pulled out as a particular issue as well. The impact of this is because it's very weed infested and there is poor landscape, it does mean we have to pull it out and it means we have to replace it. So it is an issue in terms of how to deal with Stephen Street while that process is occurring. And the narrow width of Stephen Street, and where opportunities might exist around that, has been identified as well.

So if we move to the opportunities, this has now been expanded as well to take onboard a number of ideas or suggestions that came through the actual consultation process. One is that the primary and existing vehicle access should be maintained as the vehicle access into the site. So taking away the opportunity for vehicle access to occur into the site from Stephen Street, although the reinstatement of the service access is still maintained as an opportunity.

Looking at the issue of pedestrian entry from Brown Street, that was generally seen as a positive thing, but then actually being able to cross Brown Street and looking at opportunities for making that an easier process were discussed as well. Perhaps doing a bit more in terms of the civic space or the bus waiting area we were talking about on the corner and providing that as something that the public can broadly enjoy as well.

The positioning of the "Gatekeeper's Lodge" is the phrase that we coined it, and that perhaps there should be greater separation between any built form there and the heritage building to allow there to be green views into the site. This has been identified as an opportunity.

Looking at whether there are areas within the heritage building, and Judith will

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talk about this more in a minute, to actually create or reinstate courtyards that used to be there before to help break out that build form and looking at landscaping along the street. It was also raised that perhaps the turning bay could actually be removed rather than retained, and landscaping reinstated into this corner to actually help the amenity and the look and feel of Cooper Street.

There was a suggestion made that if we do have to replace the planting on Stephen Street, it should ideally be done with native species, so we've identified that as an opportunity as well.

And the opportunity to really look at setting the building form back along Stephen Street so that it's not presenting as the bulk and scale that was the previous Master plan, to allow more landscaping to actually come in through here along Stephen Street and at the termination of Glen Street, and looking at the scale relationships of the buildings around the site as well.

The other one that was identified and seemed to get quite a lot of interest was whether there might be an opportunity to widen Stephen Street between the intersection of Glen Street here, to make it easier for cars to manoeuvre around that intersection, and then reinstating any car parking or any opportunity for additional car parking for public use that might be made available in that location.

These were the original key principles that we came to you with last time. I won't go back through them again, but we've now expanded these and re-worded them to include as much as possible as we can out of the Council's principles and the Paddington Society's principles. So they've now morphed into two slides.

The red identifies the ones that are particularly different to what was actually before. I'll just go through them quickly:

- Recognising and resolving the multiple edge conditions that the site presents with regard to the surrounding built form and streetscape.
- Under built form and design excellence was: limiting the impact of new development on the heritage landscape streetscapes of Brown Street and Dillon Reserve, and removing all entries of non-heritage fabric from the site.
- Under topography was added: locate new buildings and car parking away from route zones or canopies of heritage listed trees.
- Preserving the significant landscaping and heritage gardens and terraces but using them as focal points for the development as well.
- Preserving views deep into the gardens from Dillon and Stephen Streets.
- Limiting the impact of development on the heritage streetscape of Cooper Street.
- Limiting vehicle and construction site access to the existing entry point to the site wherever possible.
- Maintaining a dominant health and aged care component to recognise the historical adaptive use and zoning of the land.

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There were a number of other things identified by council and the Paddington Society that actually were not principles, but were really about work that needs to be undertaken, as this goes from the master planning phase into the development of the real architecture and the actual solution. So what we have done is now list them under 'Work to be Undertaken'. In black are things that are already underway or happening, and they will be reported and actually uploaded onto the website as they are finished. The red things are things we are going to be looking at doing as we actually start developing the scheme. So these include looking at things like:

- Solar access for open space, private open space and neighbouring properties.
- Identifying proper built form controls associated with the master plan.
- Looking at SEPP 65 compliance, being the State Environmental Planning policy that is in place to look after the quality and amenity of apartment buildings.
- Identifying appropriate building controls for materials and colours.
- Looking at a heritage vegetation management plan for the site.
- applying Burra Charter principles in the adaptive reuse of the Scottish Hospital.
- Preparing conservation management plan, which has already been done and in fact has had an amendment done to update it.
- Evaluating vehicle and pedestrian traffic impacts on the local street network, and we're going to talk to you about that tonight.
- A view analysis for the list of concerned residents. Anyone who has provided us with our information, we will be doing view studies after this process now that we've got a preferred master plan in place. So if you do have view issues in your concern and you have not already given us your details, please do so tonight;
- Hydrological assessment and obviously the preliminary arboreal impact analysis of what the master plan will mean to any trees that are close to the proposed built form.

These were the two master plans we came to you with last time. We had a very interesting response from the community. The people who actually lived in Stephen Street had a preference for this approach. The people who lived in Brown Street had a preference for this approach, understandable given obviously they see benefits and dis-benefits depending on where you actually live within the community and what worries you about things to do with the development itself.

So in developing the preferred master plan, we have tried to take onboard concerns and issues from both sides of the site and pull them together. It has resulted in this master plan. Now the red blobs are where the scheme has actually changed, and you will find more detail about that when Dennis goes through it because he will be showing it to you three-dimensionally.

We have gone with the non-apartments on Stephen Street option as the

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preferred approach, so that we can give as much public space as possible, but it also allows us to look at widening Stephen Street and actually providing some additional public parking and making it much easier for residents to actually use Stephen Street and move into Glen Street.

We have actually taken out the Stephen Street vehicle entrance that had been proposed previously, and all vehicle access into the site for private vehicles and ambulance will now occur from Brown Street. Only the reinstated service access will be maintained on Stephen Street.

The built form right across the site has been completely revisited to increase the transition of scale from the taller elements down to the edge conditions, where it gets closer to the streets around it. This is particularly prevalent on Stephen Street, where built form footprint B and C have been moved further back from Stephen Street and the scale relationship has actually been taken round the corner. You will find that the Stephen Street building is actually lower in places as well, as it actually steps down the site itself.

In terms of Cooper Street, the built form footprint A has been moved further away from the heritage building to allow there to be a view corridor down between those two buildings to look at the existing heritage trees.

The built form transition down to Brown Street has been increased. So the taller form has been setback further than had been proposed previously, and the scale of that element is lower onto Brown Street as well.

The built form transition here, this building is moving back, so there is now more opportunity for landscaping along the edge of Stephen Street as well. In this preferred option, we have looked at the community's preference to actually take out the turning bay here and to landscape that and to look at putting in landscaping and reinstating the old courtyard within the heritage building as well.

If we look now at the built form bulk elevations, how that has changed is now this Building A on Cooper Street has been moved further away, so there's separation between those two buildings. Along Stephen Street, the built form has now been lowered and steps down far more than it did previously. Along Brown Street (it doesn't show in this because it is hard to demonstrate it), the taller built form has been pushed back and there is a lot more transition occurring along the edge to the actual reserve.

So I'll now hand across to Dennis to talk you through how this has impacted his three dimensional architectural study.

DR

Dennis Rabinowitz (DR), Design Partner, JPR Architects

Thanks Gabrielle.

Good evening all. I would like to start with one statement which was a really basic principle in the start of the planning, and that was that the Church did not want to take the current residents off the site, but let them remain on the site until the new facility was built, which really established that we had to find another place to build the Residential Aged Care Facility (RACF). That is quite an important point from the Church's brief and its Ministry to remember when we

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did the planning.

What we have here is the previous master plan that we presented to you, the one which had no park units in it and the RLs of the various buildings in the site and the various buildings that determined heights for us, including the RLs of the buildings on the surrounding sites. I think at the time we pointed out to you that the RL and the height and bulk of these trees had a large influence in our decision to place most of the height of the building in this zone, and that the eventual height of that building would be very similar to the height of these terraces up on Brown Street, yet setback very much. Well it's a fact and that was our proposal.

Now we go to the revised master plan, and we have all of those RLs established once again. I'll take you through the detail and how we achieved the objectives that Gabrielle has set out. If we start with the first issue, that there is still a proposed extension to the park, however we have maintained some of the land in our own site so that that our residents have exclusive use of part of it, and that we retain some of those trees in our control. Then we have visual access to the open space, both from Stephen Street and from Neild Avenue and Brown Streets, has been improved by the removal of these buildings in that area and that we have no park units in this zone.

The next thing is on Stephen Street itself, we have excluded any form of public or residential vehicular access, but we have maintained and reinstated the service entry – so the service entry that was proposed before – is still maintained. So there is only a service entry off Stephen Street. All other vehicular access will be via the current entry and exit, and that includes the construction traffic.

There is proposed a street widening in this zone by contributing some land to the street zone, so that we can get some 90 degree parking there. So we replace more than the cars lost in parallel park, because there are some lost in parallel park here. We have eight cars there, where we lost seven in parallel park, but what that allows us to do is to clear that route there which is currently congested because of the parkings on the road. As you know, the road down here is wider and it narrows at our site. So that has obvious advantages for the community.

We've also reduced the height of this building by one floor and set it back further from the street. The street setback on the RACF building, which really runs from there to there, has been increased, and the length of that facade has been articulated by stepping the building and also stepping the building in height. So that height has been reduced by about half a metre, but this one whole floor has been omitted in this section, and as I said, that building is one floor lower and the stepping here is more gradual than it previously was. I'll demonstrate that in section and elevation. The width of that building has also been stepped down over here, so that the impact of the portion which is lower than the ridge of the existing building is of similar dimension to that which is currently there.

In Cooper Street, we have introduced landscaping in this zone here by the removal of the turning circle and the planting of landscaping on and within the zone between the current retaining wall and the building, which is setback

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slightly further off Cooper Street, and the elimination of the hammer head. We have also provided some landscape setback in to break this facade in the intrusive bit of that building that has been removed. That will be spoken about later by Judith.

The adaptive reuse of the heritage building is as before, and Judith will give you some more information in that regard. So we can move to the next point, and that is what we have spoken about with the Gatekeeper's Lodge. The form of that building has been changed somewhat to be more in keeping with this portion and that gable elevation of the heritage building, and the separation between it and the heritage building has been increased to allow view through into the green space from the street and from the existing residences to the south.

As far as Brown Street is concerned, we have maintained the height of that building, but we have setback the highest portions in comparison to the previous Master plan. We have pulled them back so that from pedestrian level, the effect of the height, which I will demonstrate to you in the three dimensional form, is less than it had been in the previous scheme. So this terracing here of the building is more gradual and greater steps, and the entire top floor has been setback. We have also setback and eliminated the upper levels over here to increase the separation between the heritage building and our proposed building. The setback here at the lower levels is about nine metres, increasing to about 24 metres at that point on the top three floors.

If we go further and we look at Neild Avenue, as I said before, we have retained the existing entry, increased the vehicular visibility and safety by changing the access to a right-angled access onto Neild Avenue, and increasing the visual accessibility of the space from Neild Avenue and Brown Street by moving the extraneous buildings and doing other things with what is a very untidy boundary fence. We are still having fencing there, which is protection, but also clear to see through.

What has happened as a result of the loss of an entry point there is that we have had to create – because all the entries for all of the buildings have to address something – an internal piazza / shared space. Cars will come in, and there will be a drop off for that independent living unit building for the RACF and for that building all around the square. There is also total separation of an area for outside tables and chairs and so forth for the residents, which also has the benefit of clearing that view through from the green space up to the heritage building. Of course, we have always said and we maintain that the reinstatement or the rebuilding and reinterpretation of the old terraces that were there.

All of those points are summarised here, and when you get to look at this on the website, which you will no doubt do, you will be able to compare these strategies or these responses to align with the urban design strategies that Gabrielle has set out.

How does it translate in elevation? I'll say what I said last time: this is not about building design. This is about building envelopes. So we are showing you the raw bulk of the buildings in an elevational form, but we will take you through to the three dimensional forms which are more appropriate and more

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demonstrative of what will really be experienced.

So if we look at the Cooper Street elevation, that is we had previously, and this is what we have got. You will see that this is generally lower and narrower than what was generally proposed, and you will also see that this has opened up between the heritage building and the Gatekeeper's Lodge. You will also notice that there has been some landscape introduced into that courtyard, and Judith will speak more about the form that may take. You may also notice that in the courtyard and the setback between the RACF building and Cooper Street, the courtyard that has been opened will provide the opportunity of linking some of this green space, which is at the termination of Stephen Street, into the site and soften the Cooper Street elevations.

If we go to Stephen Street, that is what we had before. There was a large body of response to that building and the length of that building, and the fact that this corner came almost to the boundary. What has happened now is that we have reduced the overall height of the building. If you look at the next slide and look at that ridge, you will see that the building has been reduced by about half a metre there. That whole portion of the building there has been removed. Furthermore, as you come down the site, it tapers down to a lower rise building at the park edge.

Brown Street: that is what we had before; this is what we are proposing now. There is a bit of give and take in terms of the stepping, and that form we will demonstrate to you in the three dimensional portion, but basically the bulk of that portion of the building up there is setback 23 metres, and this lower section here is setback nine metres from the street. There is a gradual change between those two, and you will see the effect of that later.

What does that translate into in three dimensional form as you walk down the streets looking at the corner of Brown Street and Cooper Street? That's the public space that would still be there, and you can see the dark shape of the building behind, and you will see the difference as you click through those. It appears that the building is lower. It isn't lower; the fact is the top floors are setback. When you bring them to the front, you read their full height because of the parallax and the perspective.

Going down along Cooper Street, that's a higher than eye-level view looking back at the Gatekeeper's Lodge. We have moved the Gatekeeper's Lodge away from the heritage building, and the roof form is more closely linked with the form on the heritage building.

Moving further along, looking westward along Cooper Street, that indicates what we had before and that's what we are proposing now. Please ignore the wooden paling fence; it will be a palisade fence which will match with the palisade fence that Judith will talk about, at the heritage building. But it does indicate where the landscape will come from and the fact that this is setback off the current boundary, and the fact, too, that the edge of this building is also draped down, and remember what I said before the portion to the north of this is a floor down.

Looking down Glen Street, looking to the park that's what we had proposed and this is what we are now proposing. So there is a floor dropped off, and the

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cascade stepping is more substantial to the park. So the scale of the building on the park is lower.

Moving around, what we had, what we now are proposing and there's not much change there, other than the fact that the base of the building has dropped, because previously it was a higher base.

Moving to looking from the reserve back into the aperture to the heritage building beyond that's what we had and you will notice what across there, because there was a whole circulation section between the two. What we have now done is with the piazza lower down and the terraces beyond you will be looking all the way through and open. And that's an harbour. You can see remnants of it there or a slight representation of it there, which connects the entry of this building and those entries on that piazza level.

The distance between the buildings has decreased from 29-30 metres to 25 metres and that has been done to achieve the greatest setback of that ILU on Stephen Street over here.

If you are looking at the building from the entry at Neild Avenue or Brown Street that's what we had, and again this indicates the greater openness of that through to the terracing and the buildings beyond.

Going around to Brown Street that's what we had looked at, and the response was that it appeared too high. Pushing back whilst maintaining the height, whilst moving the buildings back off the edge and stepping back, the effect is of lowering of the building. So the absolute height has not changes, but the configuration appears lower.

Of course, all of these are shown with great transparency which is probably more than the real transparency, but that's done with purpose because we wanted to show you. We didn't want to disguise it; we're showing you as naked as it would be.

How does it work from a traffic flow point of view? The red signifies the pedestrian traffic. There will, of course, also be an entry directly from the park, and as I said before, entry / entry to the building lobby which connects to another lobby which connects that entry, and the connection to Brown Street. As we showed before, the internal circulation allows people from all of these buildings to get up to the public open space that we are providing on the corner of Cooper Street and Brown Street, without having to battle up hills.

The vehicular traffic flow: the big arrow is in and out at that point for construction time, as well as for functioning of the building into the future. The building will be built in two stages. In Stage #1, what will happen is that the vehicle movement to the building, you will have a drop off to these two buildings or you will proceed straight down a ramp into the basement car park. Then you will egress via this same ramp and out around through there. When Stage #2 is developed, there will be a connection from the basement directly to this roadway, so that if you are a resident in Stage #2, you will be able to drive in, turn and go straight in. You will be able to come through here and drop off as before. The Stage #1 buildings – this ILU and RACF and those buildings, where parking is located down here – will drive in here only, park and leave via that direction, so that this traffic does not come around that roundabout on the way

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	out when the building is complete. I think that covers it.
Participant	Excuse me, there's no elevation on Stephen Street.
DR	There is an elevation of Stephen Street.
Participant	No, but of the view looking at this end of Stephen Street on the southern end.
DR	Stephen Street.
Participant	The intersection of Glen Street and Stephen Street.
Participant	No, but further up Stephen Street.
DR	That's the view into Stephen Street.
Participant	Yes, I appreciate that, but further up the street.
DR	There isn't one, there wasn't one. There wasn't one before, and there isn't one now.
Participant	I actually asked you in the last meeting if you would prepare one and you said you would though.
DR	That is a view up Stephen Street.
DR	Yes, we are preparing it and we will prepare it. We had hoped that the Simurban Model would be available tonight, but it isn't available. So when that Simurban Model is available, and I think Belinda has said so, that anybody that is concerned about any views and particular views, we will provide them to you. We haven't done them simply because we are just making a comparison of where we were and where we are now, where we have got to now.
Participant	I understand that you lowered the height on Stephen Street, the part that I was asking about, but you provided alterations for all the other parts but not for that.
DR	Sorry, say that again?
Participant	You said that you had slightly lowered in the height...
BB	Can we deal with that in the question and answer time, madam?
Participant	Yes. It's just that you list for everything else except that end of Stephen Street.
BB	Well we can run you through that during the Q&A.
DR	I don't follow the question.

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Participant	All right.
DR	<p>Let's go through the whole presentation and come back to the questions.</p> <p>I think Judith will take you through the heritage building. So if Judith would like to take over.</p>
JR	<p><u>Judith Rintoul (JR), Project Architect Heritage, Conybeare Morrison International</u></p> <p>Good evening everybody. I have been looking after the adaptive reuse of the heritage building on the site, which has required quite a lot of measuring up and looking at existing fabric and potential conservation work.</p> <p>Noel Bell Ridley Smith have completed the Conservation Management Plan and it's very interesting to look at some of the early photos that they've located. The earliest form of the terraces did not have a verandah, it was literally just the two bays and a centre section. Later, the verandahs were added and this castellated form on the side. We believe it may well have been part of the original entry or even stables, but we're not quite sure of the former use.</p> <p>This is an overlay of the archaeological plan. Casey & Lowe have prepared the archaeological assessment for the site. This is the stone terrace that goes around off the ground floor of the terraces. The terrace is grassed and it is quite a lovely space. We have found remnants of the stonewall going all the way back to Cooper Street, which lends credence to, but hasn't been proven, that the main entry may have been down this end onto Cooper Street.</p> <p>Essentially, the original building was this 1848 section. Then this section through here was added; that being the one storey castellated form that we saw on the earlier photographs. Later, a two level building was constructed here. Then in 1901, the Scottish Hospital added that section on, added another floor through here – this is now the three storey section – added on to the western section, the entrance, and the fairly utilitarian operating theatre section here.</p> <p>We have in the adaptive reuse of the Scottish Hospital, kept all the main rooms within the early building intact. They will need a bit of conservation work, but the main rooms will have minimal intervention. The intrusive areas are generally located in this in-filled courtyard here, and this other in-filled courtyard here which over the years since 1901 has been filled with air conditioning plant, storage areas, fire stairs; it's quite a jumble.</p> <p>These are the heritage levels as set out by Noel Bell Ridley Smith. You can see that the highly significant areas reflect the original form of the terraces.</p> <p>This is the western side of the Scottish Hospital. On the lowest level, there is actually headroom beneath the building. We are utilising that and the courtyard that has been in-filled to produce a garden apartment down on that lowest level. While keeping all the trees and walls intact, we have picked up the remnant bits of stone wall and consolidated them so they provide a sort of garden enclosure to the garden apartment on the bottom level.</p> <p>On the lower ground floor - this is the one that goes out to the grassed terrace on the northern side – it has some highlight windows to Cooper Street only. We have managed to achieve three independent living units with all the living areas,</p>

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dining rooms and master bedrooms in the main rooms of the original part of the building, so there is no intervention within the original rooms. The wet areas are located back here in the areas that have been changed quite a lot.

We have also managed to get a through link, which will connect through to the parking levels underneath the nursing home and connect back up through to the Gatekeeper's Lodge.

This is the next level up. A similar breakup of units but without the through link. We are clearing out this courtyard and putting a planter across this area and a palisade fence, which will then link with the palisade fence here and further on towards the Gatekeeper's Lodge. Again, hardly any intrusion on the main rooms.

This is the current intrusive in-fill, right next to the entrance to the Scottish Hospital. You can see this very elegant facade which will be revealed once this goes and literally there will just be a bit of greenery and a palisade fence. You will see that full elevation and also the bay form that goes around the 1902 stair within.

On the top level this is the picturesque end elevation that we just saw. This is the top level of the three storey section. This is the in-filled courtyard that has been called up as intrusive. The location of two more units on this top level are literally hidden within the roof space.

Currently, this is the western infilled courtyard, and you can see that there's a fire stair that goes up to the back of this building. There are plant condensers and storage and all sorts of bits and pieces in that courtyard.

If you look at a this Google Earth image, you can actually see quite clearly there is the entrance to the Scottish Hospital, that is that in-filled courtyard where we will remove all the in-fill from, and this is the other area here, which has been in-filled over time.

A view from across the street shows the end elevation of the original three storey building to Cooper Street. From this angle, hidden behind the roof is where the units are proposed to go. We don't believe they will be visible from any aspect.

From an elevational point of view, there is not a lot of change, just the clearing out of in-fill so you can actually see the windows in the bay form to the stair. A palisade fence and some greenery across here. Four new windows following the existing patterns of development are proposed in the Cooper Street elevation, but without the eyelid hoods so they can be distinguished as new. And a new door will be a frameless glass door with a little glazed canopy over it.

On this main elevation facing north, not much change except for a spruce up of the wall at the back there.

On the west elevation, we propose extending this veranda back to the three storey section that addresses Cooper Street so that it will run back as one continuous verandah looking out to the west and the trees on this side. This is the bottom section that can be in-filled as the garden apartment.

So essentially this facade will just be restored, virtually no change.

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These sections are showing in detail what's happening. For instance, this is Cooper Street. This is the three storey section that is there now. Facing Cooper Street, this is the existing roof form happening, and with a little break through the roof just there for a balcony. That leads into the new apartments that are hidden behind that roof.

I think that's it. Thank you.

BM

Bruce Masson (BM), Transportation Assessment, MWT Halcrow

Thank you. In the traffic engineering industry, sending a traffic engineer into Paddington is akin to sending Daniel into the Lion's Den. I know how highly sensitised people are about traffic in this area.

I worked on one of the original schemes on this site, so I do have some knowledge about the sensitivities to traffic. In this case, it turns out that when you are dealing with aged living and independent seniors' living, it is probably one of the most benign uses you could probably put on a site such as this, in terms of traffic generation. In particular, the aged care places are going to be principally taken up by dementia patients, and it is a sad thing that they don't get as many visitors as other patients. In addition, the number of staff that will work in aged care is only going to be one or two extra persons per shift.

Effectively, it will be a brand new building. It will be more efficient, and the characteristics which go to causing traffic generation are not going to change very much in terms of the aged care facility.

In terms of the independent living units, the retirement village part, the typical age of persons who live at these is such that they don't have a high tendency to drive, and particular they tend to avoid the peak congestion periods, because they don't have to drive then and they're not comfortable. The age of persons typically living in these facilities is from 70 up to 90, and depending on how long the facility has been around, you get creeping ages as the actual age of the facility continues.

We have done a traditional traffic study on this development. That involved conducting surveys of traffic on the surrounding streets in the morning and in the evening, then of estimating the amount of extra traffic that would be generated, then looking at what that might go on the surrounding roads. In doing that, we had regard to a survey that we had done in the hospital back in 1999 when a previous scheme for this site was approved.

Compared with what it is now, there has been a significant drop in traffic coming in and out of the site. We're not entirely sure why, but we think it is either because the pattern of visitors has changed for the aged care, or more likely back in 1999, I believe there was still some office use of the hospital building. The hospital function itself had ceased by then and was no longer taking place.

We have based our assessment on the original 1999 surveys, because in using those to project the traffic growth, it actually gives you a much more conservative assessment than you would get by taking the survey of what's coming in and out of the site now.

What it boils down to is in the peak periods, we expect that there will be about

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one extra traffic movement every 2-3 minutes – i.e. 20-30 extra vehicle movements per hour. Those will all just about come in and out of the Brown Street driveway, and they will split in two directions. So in reality, you will be getting round about 10, 15, maybe 20 vehicles per hour extra on Brown Street and Neild Avenue.

To put that in context, those streets carry in the order of 400-500 vehicles per hour. So it is a very small extra contribution coming out of this extension. It is certainly a lot less than if the site was developed as even conventional residential. So it certainly is not a big traffic generator, and I do not believe the extra traffic will be particularly noticeable, other than if you happen to be watching it come in and out, it will be slightly more frequent than at the moment.

We have analysed the effect on intersections nearby, at McDonald Street and Lawson Street, and it does not change what we term the level of service – i.e. the amount of delay you would experience in going through those intersections. So in terms of the traffic and its effect on the operation and of the experience people have on the surrounding streets, it will be very low.

We do note that the driveway where you come in and out onto Brown Street has very poor visibility back up the hill to the South. That is something that will be improved in this scheme. It is restricted because there is a bend slightly further up Brown Street, and also because there is a waste / garbage enclosure for bins, and also landscaping. Those will be removed, and there will be a very great improvement in the safety of vehicles being able to exit from the site, because they will be able to exit with much better visibility.

One thing that I will note is that over the last ten or so years, the Council in any event has improved the safety on Brown Street, putting in speed humps, a bit of a road narrowing there, and reducing the speed limit to 40km/h. When we looked at the site before, the safety and the speed of traffic on Brown Street was a major issue. Fortunately, the Council has intervened and significantly improved that.

The other issue is just to talk about parking, because I know what premium parking is in the area. Parking for these types of developments is governed by the State Environmental Planning Policy, which dictates how much parking you need. It is proposed to meet that requirement and then add a bit more. Just by way of example, for 78 independent living units, it is proposed to provide about 100 parking spaces. As I said, a lot of the people living in these are elderly and will not have cars. So that is a pretty generous provision for that component.

For the nursing home itself, it is required to have 25 parking spaces. That covers the changeover in staff shifts, which is when you have your peak staff complement on the site, as well as visitors. You get various professional visitors come during the day – doctors, podiatrists, people like that – and then you also get relatives coming and going pretty much throughout the day.

In addition to what the State Environmental Planning Policy requires, an additional ten spaces are provided just to be on the safe side. So the amount of parking will be generous in terms of these types of development, but certainly it will make sure that the development is self-sufficient.

The parking will also be very convenient to get access to all parts of the site, by

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virtue of having lifts and sheltered access to all parts of the site from the parking. So the current facility is perhaps a bit of a deterrent to getting full use on the site. With the design being brought up to a modern standard, that should no longer be a problem.

I think that is probably all I need to say about traffic. I'm sure knowing how sensitive traffic is, there will be questions, so I'll answer them afterwards.

JP

Jacqueline Parker (JP), Senior Consultant, Urbis

Good evening. My name is Jacquie Parker and I work with Urbis. I'm here tonight to clarify an issue that was raised with a GFA figure that was quoted in our initial presentation back in May.

In the original presentation, we quoted the GFA figure of the approved 2002 scheme, as in the order of 17,000m². A question was raised as to whether that was an accurate representation of the GFA of that scheme, so we have gone back and looked at that figure and looked at the original plans that were approved for that. I just want to take you through that process that we went through to identify where that GFA figure stands, to accurately represent that.

On the 2002 DA, the Applicant lodged an application stating an FSR of 0.88:1, which represented a GFA of 12,932m², based on a site area of 14,696m². The Council's calculation of that floor space approved the DA at a FSR of 0.925:1 and a GFA of 13,588m².

The 17,299m² figure that we quoted was provided to us by the previous architects on the scheme, Noel Bell Ridley Smith. We asked them to provide to us the digital CAD drawings for that scheme, which they did, and JPR Architects did a calculation of the GFA in that building in accordance with Woollahra Council's GFA definition.

The 17,299m² figure seemed to correlate with a total gross mass of the building, not the internal GFA space which is counted towards FSR by Council. Our calculation, by Council's GFA definition, came to 15,622m². So that was our reckoning of what was approved on the site. We have provided to Council a marked up set of those drawing showing what we have calculated as the GFA, and we provided that to them for them to look at that, clarify and confirm back to us.

So that is where we are at the moment. There is a bit of conjecture over what was approved, what was originally lodged, and what we are finding is the GFA figure that was approved. So we just wanted to clarify that point to you, as that was a question that was raised previously. Thank you.

PART 2 QUESTION AND ANSWER SESSION

BB

We're now going to open the floor up for questions. If you would like to ask a question, if you could simply raise your hand and wait for me to nominate that it is your turn. As I said, we have a roving microphone, so if you could just wait until that is handed to you.

I undertook to ask this lady in the front. She had a question regarding perspectives for Stephen Street. Dennis, do you want to respond to that and

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	just advise on the timing for those perspectives?
DR	<p>I think the Simurban model is well advanced, but we weren't in a position to have them here. But I will say within the next 14 days, we will have that model available, and that will be the model that helps us also to evaluate the overlooking which I know I've promised certain people, and we've gone and taken photographs to do montages. But that model will allow us to actually go into any of the residences around the property and to overview the site and see the influence of the views. So I would say within the next 14 days, that will be available. If it is a dire need, we can probably provide it off our model much sooner than that, but I think it is probably best to wait for the Simurban.</p> <p>In this presentation, we simply presented what we presented before for comparison sake. There was no other agenda for it.</p>
Participant	<p>I'd just like to comment. My name is Phoebe Ashton and I am the Chairperson of 40 Stephen Street, Paddington. That was why I had asked the question. Obviously, the Stephen Street block, No. 40, is affected by the elevation on that side. I wasn't at the first presentation back in May, and it just surprised me that although there has been alterations; according to you, to the height on that view from Stephen Street, there was no elevation provided in your presentation.</p>
PDC	<p>This is the presentation. That is what was demonstrated back on the 3rd and 4th of May.</p>
Participant	<p>You had views down at the street level of all other aspects.</p>
DR	<p>You are talking about perspective views?</p>
Participant	<p>Yes</p>
DR	<p>Okay, not elevation views.</p>
Participant	<p>And there was no view from that part of Stephen Street. That's all I'm saying.</p>
DR	<p>That's correct. There wasn't, and we're quite capable of producing that. There's no issue.</p> <p>There wasn't one previously and there isn't one now, but they are available. We can make them available. So I think what we should do is probably do that view and post it on the website. That will be easiest and then you guys can have a look at it from there. We'll take a few views on that.</p>
PDC	<p>Having said that, a number of the residents within 40 Stephen Street have actually nominated themselves for view analysis. So that actual analysis will be sent to them directly with respect to the view at their particular level and from their particular apartment. People who have registered for a view will get that analysis. So if there is someone who wants a view analysis undertake, we are more than happy to undertake it.</p>

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Participant	Well from everything I have heard and seen so far, I think the No. 1 concern has been the <i>height</i> of the buildings. It seems like <i>nothing</i> has been done to address that at all.
Participant	Here here. Correct.
BB	Dennis, did you want to respond to that?
DR	<p>I can respond, and I think I said it in the presentation.</p> <p>The height of the building on the corner of Cooper Street and Brown Street has not been reduced in a numerical sense or in numbers of floors. It is still where it was. But the <i>effect</i> of the height has been mitigated by the <i>change in the position of the floor space</i>, the change in the position of the bulk.</p> <p>As far as the other buildings are concerned, they have been lowered. So if you are talking numerically the highest point on the site, has not been changed. The effect has been changed at the pedestrian level at <i>all</i> the levels.</p> <p>As I think Graeme from the Paddington Society said yesterday, everybody uses the tools that are available to them to try and establish the effect of the buildings, and at the end of the day, with all the best tools available to us, we do go back and make a value judgement of what we think the effect will be. So there will be differences of opinions, but I can only give you the facts as they are in what we have provided and the tools that we have used. I presume there is a sense of acceptance of our credibility, and that there is no attempt to deceive anybody.</p> <p>So, it's a long answer, but the clear point is it has not been changed – you are correct – but the effect of it, I think, is largely reduced.</p>
PDC	Just to clarify that point in detail, as a statement of fact. The height of the building on Stephen Street for a large portion has actually reduced by one level. So that's an important point to know. I think your comments that you made earlier relate to the building on Brown Street and not Stephen Street.
Participant	Can you actually point on that drawing where those heights have been reduced, and by how many metres?
PDC	That's one level. This area where I'm circling at the moment, and that area in this location has been reduced by one floor. And this area here has come down by 400mm.
Participant	How many metres?
PDC	Approximately 3 metres.
Participant	<p>My name is Darren Miller. I live in 4 Cooper Street, the cottage here that doesn't exist.</p> <p>I just wanted to know how you can justify going from a single storey heritage</p>

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	<p>building here, through to single storey heritage cottages here, with this two storey obtrusion, when it's single storey at the moment with a pitched roof? I can't see how you can justify that in any way, particularly with this view vistas coming up here.</p> <p>There's lovely views of all the chimneys of this building and also as you pointed out, this is a very important elevation here. This bulk of this building here basically just destroys all opportunities walking on this part of the footpath to view that, because it's now higher than all the roof planes in this section of the building.</p>
PDC	Appreciate that view at the moment, sir.
Participant	What do you mean? I live here.
PDC	No, but the height of this proposed building.
Participant	You're wrong. That's level with the top of the ridge heights. If you're standing on the street that's higher. So I don't think you appreciate. Got to understand I'm an architect so I know what I'm talking about.
DR	We'll test that view.
Participant	No, no, no. I want you to explain to me how you can justify a two storey intrusion flat storey.
PDC	We won't be able to justify that here for you.
Participant	But why not?
PDC	The only way that we can do that is to take your details down.
Participant	Well this has been revised and I would like to point out that setbacks don't reduce bulking scale of the building. Overdevelopment is overdevelopment and you're still in overdevelopment of the site.
DR	You are entitled to that point of view.
Participant	Well I just want someone to answer the question not change the slide.
DR	I think we need to do the valuation to see whether what you are saying is correct.
Participant	I know I'm correct. See further back there is a bend on the street.
GM	Excuse me, we just can't answer this for you. I think you need to look at the view to actually understand the differences. If you can see the built form at the back this slightly shadowed over there, those are the existing buildings.

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Participant	There's a big difference between the flat facade.
GM	No, not that. The ones behind it see the pitched roof that was the previous master plan?
Participant	But you've got to understand that a flat plain, flat box is different to a...
GM	This is the new proposal.
Participant	But that's still...
GM	This is not a designed building. What it is, is bulk.
Participant	It's a bulk, but you're still...
GM	Let me finish. It's an overall maximum envelopd. This is not a building. There's no articulation in it because there's no architecture in it yet.
Participant	Well let me rephrase my question, are you going to have a two storey flat roof building there? Is that the proposal?
GM	This will be the maximum height that's going to come in terms of whatever the final building is. We haven't designed the building yet, so to know exactly what it's going to look like...
Participant	So it's two storeys?
GM	It's going to be this scale, which you can see is slightly lower than the...
Participant	Single storey or two storeys?
GM	It's effectively two storeys at the street.
Participant	It's two storeys, yep.
GM	The form you've already got there...
DR	Three storeys? Where's three storeys?
GM	It's actually that plus roof form. These are lower.
Participant	Which is single storey with a pitched roof?
GM	These are lower than the existing pitched roof that's already there.
DR	I think you know rather than argue the point...
Participant	It's not right.

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DR	I know you're very certain of your facts.
Participant	I'm very certain of my facts. I've analysed your plans. I'm an architect, by the way. It's smoke and mirrors.
DR	There's no smoke and mirrors.
Participant	Yes there is.
DR	The only proof is that we have the model, we will have a look, and you will define for us which point you want a view from and we'll provide the view for you so we've got something <i>really</i> concrete in front of us to talk about and not supposition. I mean we all do make...unless you've done a 3D view which you can show us?
Participant	What you've shown us is different from one storey.
DR	I know, but you're saying that...
Participant	It's one storey now. You're putting two storeys.
DR	Look the point that you make is that you are losing view.
GM	Excuse me, it's completely different.
DR	That you are losing view and we would like to test whether you're losing view.
Participant	No, no I don't care about the view, I care about the streetscape.
GM	But the streetscape actually varies considerably. There's one storey.
Participant	No, no I know there's a two storey bulk.
GM	There's eight storeys, there's four storeys, there's three storeys. The existing heritage hospital is far...
Participantsingle storey.
GM	The streetscape is made up of a whole number of elements.
Participant	No, no it's this side of the street.
GM	Please let me finish.
Participant	But you're talking about the units at the other side.
GM	I'm talking about the streetscape. That's made up of the entirety of Cooper Street not one portion of it and it's getting balanced to those built forms along

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	the edge of that.
BB	I think we'll have to agree to disagree on that point. We'll move on.
Participant	<p>Well I'm very disappointed to hear in a public consultation meeting when someone expresses an objection to have a bulldozer response from the so-called consultation members, who are meant to be taking our commentary seriously.</p> <p>The problem with this from the start has that this has been aggressively conducted, first of all. Secondly, it is not true consultation. Everybody in this room knows that. Last time I was at this meeting – we waste a lot of our lives coming to these meetings and I'm really glad it's on record now – we had a show of hands on who wanted less bulk and scale. That was the <i>biggest, single</i> objection. And now I must state and I'm really glad once again that it was recorded, that there was laughing from our audience when we discussed 400mm reduction, half a metre reduction, and somewhat sort of smoke and mirrors of the effect of the bulk and scale.</p> <p>We're not interested in the effect of the bulk and scale, <i>every</i> single person in this meeting and <i>every</i> single other meeting wants <i>far less bulk and scale</i>. I'm going to be seeing the Planning Department. I've seen Clover Moore. Everybody is in support of this. We live in a <i>very</i> old area, a heritage area, and you know I love the treatment of the heritage building, I thought that was the most wonderful part of the presentation, but quite frankly we <i>all</i> live in heritage buildings around this one and the fact that we live in an area which <i>isn't</i> overdeveloped, is something that's really important to Paddington residents. And I wonder, in the wisdom of hindsight, whether we will regret this.</p> <p>I note that there's been developments from your institution from 1848 to 1901 onwards there's been developments here and they will continue. Who knows that this will be the last development, who knows what ignorance future generations will have about the heritage of this very special area.</p> <p>Traffic plans with regard to traffic, have we analysed what the Advanx and the building down the road is going to add to traffic in the area? Everything, every development this is a <i>really</i> development rich area. We've had Advanx we've had the Royal Hospital redevelopment and now we're going to have this.</p> <p>That's all I've got to say and I'd like a quick show of hands of anyone who approves of the bulk and scale. Not a single hand is showing for the record here.</p>
BB	This is our consultation. You are quite welcome to run your own vote and your own survey.
Participant	I'm done thank you. I don't need any criticism. I'm just here to voice my opinion. Thank you!
DR	And to criticise everybody in doing so.
Participant	I would like to ask about the RLs. If somebody could please put up the RL plan?

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	Now I just want to know there's something strange about the tree RLs, where are they taken from?
DR	Top of the canopy.
Participant	Because the TRL of the Norfolk Pines seems to be 35.4 metres.
DR	No it's not.
DR	No it's not.
Participant	Which couldn't be right?
DR	It's 54.1.
Participant	54.1?
PDC	It is 54. This is the fig.
DR	That's the big fig.
Participant	I'm not talking about the big fig, I'm talking about the big Norfolk Pine.
DR	54.1.
Participant	That's another Norfolk Pine. There's a very big one, the biggest of the lot.
PDC	That's it there sir.
DR	That's what we have off the arboreal survey.
Participant	Very well. I also want to point out it seems like the scale as it approaches Brown Street in big letters it say RL43.5, but just closer to Brown Street it's 44.5 it's actually creeping up?
PDC	Sorry sir? This here?
Participant	Yes.
PDC	That's a lift overrun. That's the roof of the building.
Participant	That's why I'm asking these questions.
PDC	There's a lift overrun which extends slightly above the roof height, which is typical of buildings which have lifts included with them. That is the height of the overrun which is some 1 metre above the roof height or so.

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Participant	Very well. Thank you.
Participant	<p>I've got two questions, one with regard to the GFA for the development and the second is in regard to traffic.</p> <p>The first one you actually kind of explained about the creeping floor area of the approved DA, but I would like to know what the exact GFA of this proposal represents. That's the first point. I've got a second point as well.</p>
PDC	Do you want to ask your second question and we'll respond?
PDC	We can answer that. The GFA of this is very similar to the GFA presented last time, which is about approximately 19,500m ² . That number will only be determined once we actually design the internals of the building, which will dictate what the final gross floor area of the development site is.
Participant	<p>That just leads on to the second part of my first question which is that the approved DA was in the order of 12,000-13,000m². That's what the approval was and as far as I understand in terms of planning approvals what is written is the law not what is in the drawings. Then you said then we measure the drawings and the drawings were more in the order of 15,000m². I mean as far as I'm concerned what is written in the approval is what is approved, not what is in the drawings. They are only there to support the written approval. To say there was 15,000m² in the measured drawings is kind of very misleading.</p> <p>So far as we are concerned we have an approval in place of 13,500m² and what is being proposed to us today is 19,500m², which is in the order of 6,000m² more than what the previous approval was. So that's one major issue.</p> <p>One the <i>key</i> concerns of this community is the bulk and scale, and one of the <i>key</i> and <i>simplest</i> ways to reduce bulk and scale is to reduce floor area. If we actually go back to the baseline which was approved in a public manner, to an approved DA, to the 13,500m², I think we're kind of talking about a baseline which has been accepted and we can move on. But if you're talking about changing the goal posts and not mitigating that bulk and scale, I think people are going to be <i>extremely</i> concerned and adversarial. I mean you might respond to that, but that's just a statement that I'm going to make.</p> <p>The second issue I had was about the traffic.</p>
JP	Just to one point on that. When you said that our 15,000m ² was meant to be misleading, that's what I understood you said that wasn't meant to be misleading, it wasn't presented to be misleading, it was presented as a clarification as to why we previously presented a higher figure than what was originally approved. The purpose of me going through those numbers was to show you that we have gone back to the very beginning to what was lodged and tracked that through to try and understand where that 17,000 figure came from that was provided to us by the previous architects. We're trying to be legitimate here and respond back to the questions from the community.
Participant	Okay I mean that explains the process, but explains where the problem lies in a

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	<p>sense that you have this creeping, climbing increase which is a real concern. I mean people accept it that there was like 12,000 – 13,000m² and now have a proposal of 19,500. There's quite a significant leap in the amount of floor area on the site which contributes to the bulk and scale, which is everyone's concern. That's just the statement.</p>
BB	<p>Sorry, Tom would also like to reply to that.</p>
TZ	<p>If I could just respond to you on that. The way I want to do it is you need to fully understand the differences between the two schemes; they're completely different. In other words the other one was primarily an aged care facility as you are aware of about 200 odd beds. We are now talking about an aged care facility which is half that size. We are talking about independent living units. We're doing that because we know the market is very much going to aging in place where people don't necessarily – especially in affluent areas or areas where there is wealth where they can afford to have a carer – they're going to prefer to age in an apartment near a facility rather than in a facility.</p> <p>At the end of the day, quite honestly, the FSR is irrelevant. What is relevant is what is needed to care for the aged and elderly because let's face it that's where they were and where they are is where we're going to be. At the end of the day, what we're trying to do is get an economic solution where we can provide the appropriate accommodation for this aging population. It's not just me saying everybody knows it's happening, we know there needs to be another \$7-\$8b spent in this area.</p>
Participant	<p>Okay that's fine. No one disagrees with the premise of aging in place, independent living, of high care beds. I don't think anyone in our community would disagree in principle with what you're trying to do. What people have issue with is an overdevelopment of the site. I mean there was a discussion at our last community consultation about the size of the independent living units, I mean they're quite large. And I know you're responding to a market.</p>
TZ	<p>Absolutely right!</p>
Participant	<p>But if you're talking about reducing bulk and scale, accommodating as many people on this site as possible, you would have smaller units and higher population, but you're responding to a market. I mean you have your own agenda. There is an agenda that is within the community to ensure that we have an appropriate scale of development and balances the needs of you as a land owner and as a service provider and the needs of the community. So what we need to do is make sure that the impacts are mitigated as much as possible so that everyone is happy. I just think that there are certain issues at the moment which are still quite outstanding, one is bulk and scale and the amount of floor space, and the second one I'd really like response from and I don't want to hog the floor is with regard to traffic.</p> <p>Bruce, you said that in fact there were going to be 30 extra traffic movements per hour, 10-15 on Neild Avenue and Brown Street, which means there'd be 15-20 on Stephen Street. As a resident of Stephen Street, I'd say there must be</p>

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	<i>maximum</i> one traffic movement per hour on a regular basis and sometimes on the weekend there would obviously be more. What we're doing is generating more traffic on Stephen Street than on Neild and Brown Street, which is more of a collector road.
BM	No you've taken me wrong and perhaps I didn't explain it very well. The traffic coming out of the driveway is at that number, but then they split in two directions once they get into Neild or Brown. What you actually see going past your house if you're on one of those streets, you don't see all of that traffic going the same way it splits in two directions. None of the resident traffic or any of the traffic that is parking on the site will be in Stephen Street. The only traffic that will be in Stephen Street would be to that loading bay for the aged care facility and that would be the likes of the linen coming and going or kitchen. It will be nothing like what you're talking about.
Participant	Please correct what you said if you didn't mean to say what you actually said, but you said they'll be 30 extra traffic movements per hour from the development. Of those 10-15 per hour will be on Neild Avenue-Brown Street, which can only mean that 15-20 are on Stephen Street.
BM	<p>Well I mean you will understand that that just can't make sense because there's not a driveway onto Stephen Street. What I've explained is they come in and out of the driveway and then they split in two directions, so when you look at the impact of traffic it's not the traffic that's in and out the driveway it's the traffic that's on a particular section of street. Any one particular section of street would have maybe 20 movements per hour and, as I stressed, that is a very conservatively high assessment. We've deliberately tried to take the worst possible case.</p> <p>So, if you have understood you're going to get all that traffic on Stephen Street you can be relieved because you're not.</p>
Participant	So is there vehicular access to and from Stephen Street? You said there were loading docks.
BM	There is a loading bay for the aged care facility that is all.
Participant	So how many traffic movements per day?
BM	Perhaps that would be seven of that order, visits to and from the loading bay. The sort of things they get are bread and milk coming in for the kitchen, they would have linen coming and going, and you know medical supplies and things like that. Basically there are people living there and you are getting the supplies in and out for those people to live there. It's not a big generator of traffic and a lot of it is reasonably small vans bringing fish or meat or things like that.
Participant	So at the moment the current facilities has deliveries I understand in terms of food service, so is this going to have complete food service on site?

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TZ	No it will run as the existing facility runs at the moment. We are going from 88 beds to 105; it's not a dramatic difference. The sort of facility you're talking about you would want to be at least 200 beds to make it worthwhile to sort of have a full kitchen, to have a full laundry. It's just not that big.
Participant	So is that what you modelled, service being delivered onto the site? I mean you're talking about bread and milk.
BM	Food service would have less traffic coming as a compiled meal.
PDC	We've modelled the worst case scenario, which is in the event that if they did establish a kitchen on site that's what's been modelled.
Participant	The final part of my question is one of my other queries was about have you modelled the cumulative impacts of traffic in the area, because one of the other developments which hasn't been discussed is the end of Stephen Street, which is the Department of Housing site and the site owned by Sydney Grammar, which is coming up for rezoning at an increased FSR an increased development. Not only will we have the Advanx, the Women's Hospital, the Scottish Hospital, but a Lawson Street development which is under the control of Department of Housing.
BM	We can't look at everything in the context of this that would be a Paddington-wide traffic study.
Participant	But it's the end of this street that's all.
BM	<p>Given that we're not putting much traffic in Stephen Street, I don't think it's relevant to take it any further than we have done. It is really a very small addition. The sort of comparison you could make would be if that frontage of Stephen Street was redeveloped with say terrace housing, how would that compare? And terrace housing would produce more traffic than would that loading bay that's proposed there and that's the sort of typical development. We're not talking about blocks of flats here, just ordinary terrace housing. That's the sort of comparison.</p> <p>It is as I said, a very low, a very benign traffic generator for a site of this size.</p>
Participant	Can I just ask Bruce a question from here which might clarify the questions as well. I recall reading in the traffic report that Brown Street and Neild Avenue is a collector road and the traffic on that collector road was way below the capacity of a collector road currently.
BM	That's right it's a pretty free flowing road. A collector road operationally could take up to a thousand vehicles per hour. I'm not saying that will be appropriate and certainly the other streets in Paddington couldn't handle that amount of traffic coming in and out. But, just in terms of its function in a road hierarchy where all other things being equal, it could be fully loaded up that would be the amount of traffic it would take.

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	I just can't stress enough that 20 or so vehicles per hour on any one road is a very, very low amount of traffic. It is for any type of development like this. You couldn't expect for a site that size I think to have any other use that would generate as little traffic as this.
Participant	Just another quick one on the traffic on Stephen Street. Have you been able to estimate how many of the current parking spaces opposite the Harry Seidler block of flats will be removed by putting that loading bay in there.
BM	I'm not sure what you mean with that?
Participant	I think it's that.
Participant	I assume that's a loading bay there?
BM	Where the bay is we'll lose one or two spaces there I would expect.
PDC	But they've been made up in the 90 degree parallel parks. There was actually a net gain of one park.
Participant	Is that right though, because when I think that was discussed earlier you said that you were losing eight spaces.
PDC	Losing seven and adding eight.
DR	Losing seven and adding eight.
Participant	Okay, so if it's two spaces that we're losing further up Stephen Street then it's not being made up?
DR	No, no we included the spaces at the loading dock driveway in our assessment of what we would be losing overall. I mean that's something that can be measured on site again and we can give you the information.
PDC	One curbside park equates to two 90 degree parks technically.
Participant	That's fine. I didn't realise that had been included in the original number.
DR	We had included that in the measure, because we just take the linear measurement.
PDC	We're very conscious.
Participant	So where's the seven that we're losing?
PDC	By virtue of providing the 90 degree parking you're losing the cars...
DR	No, no by providing the widening to the street.

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PDC	Which is where the site cars currently park to curb, they effectively are being turned 90 degrees and effectively in the space that one car parks parallel to the curb you can effectively can provide two spaces at 90 degrees.
Participant	<p>Just in case it hasn't been raised before for that Stephen Street building. It's an old-style building as you know; there's not enough parking on the site for the people who live in the building, which is fine, but obviously we're concerned about parking spaces being taken away.</p> <p>The other thing is and this is something to mention regarding the traffic, which I'm not sure you would be aware of, is that because that is a cul-de-sac I think. We get a lot of people using the Stephen Street, our land, as a turning bay. It's already quite extensive at night and there is obviously apartments on those lower floors that get a lot of that traffic noise. We would be concerned about any additional traffic. We don't have gates, I mean nice if we did.</p>
BM	Any loading bay there would need to be subject to a plan of management and it would be a daytime activity. The fact of the matter is there normally aren't staff there to receive anything that comes outside of normal daytime business hours. I don't think that there would be any impact on that night-time traffic impact. It sounds to me if people are u-turning, I'm not sure if it's to get into a parking space or if they're just...
Participant	No they're using it as a way of turning around.
BM	Yeah, but if they're turning around is that because they are legitimately in that part of Stephen Street or they've mistakenly gone up the cul-de-sac section?
Participant	Not quite sure?
BM	Well if you wanted to park on the western side of Stephen Street then you tend to need to do a turnaround before.
Participant	No, I can answer your question because I live on the small building which is on the corner of Glen and Stephen Streets, so I see a lot of that traffic. I'm only two floors up and I can tell you that they are just simply using it as a turning bay. They're not parking in answer to your question. You were saying are they turning around to park.
BM	Well in other words for some reason they've strayed into that section of that street.
Participant	Yes, I imagine that's the case.
BM	Perhaps that's something simple as a sign just to say no through traffic or something like that.
Participant	Possibly.

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BM	I think a lot of Paddington is like that. It's confusing if you're not used to it.
Participant	I'm just saying it's a very noticeable problem for us, I mean to the extent that we've actually had taxis driving in and filling up the water in their car from our taps. It's really extraordinary. People are already using our land and I'm just saying that that is an issue for us.
BM	If it doesn't happen before it ought to happen in conjunction with this, because after all the community feedback there's definitely been a withdrawal from any form of general traffic access from Stephen Street, and it will have its address and everything else in Brown Street. But who knows people may still, for whatever reason, stray up there. It would certainly be worthwhile putting up a sign; they could then go somewhere else.
Participant	Our other concern regarding the traffic in Stephen Street is that that road is very narrow up there to the point where we've had people moving into their apartments in our building, they've had a truck parked in the road and people haven't been able to get past the truck. In other words it doesn't take three cars across, or doesn't take two cars and a truck.
PDC	Provision for the trucks are all within the site.
Participant	You are going to have trucks coming into that particular drive.
PDC	As your width is too narrow?
Participant	The width of the road is really an issue. Something you must want to just look at because if you're going to get trucks in there you could have a problem.
DR	I don't think we are getting trucks. I think just to come back to your point about Stephen Street. Service vehicle, they're not trucks.
BM	They are, Dennis, trucks, but they're not panttechnicons, great big things.
DR	I think that with the proposal to widen that portion of Stephen Street.
Participant	That's below.
DR	<p>I'm getting to my point if you will allow me. With the proposal to widen that lower portion of Stephen Street north of where you are, the reduction of the street width is sort of a pre-cursor to anybody to say this is sort of not the same street number 1 and number 2 there is the opportunity to change the pavement in that area for it to appear much more private and that's something that we might take on board and that's something that could be done.</p> <p>If the paving of the road was not a macadamised paving for instance and it was some form of paving which appeared to be more a private space, then you're not going to get those errand people. I know Helen's got some comments about that, but there are ways of visually keying the street for it to appear that this is</p>

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	not a main street, this is not a through road. I think there are possible things to do.
Participant	Just with respect to the vehicle movements in the loading dock in Stephen Street, you said it's restricted to the daytime only?
BM	It will be under a plan of management, but commonsense says what happens in an aged care home is they tend to wind down in the evening, you only have enough staff to do that absolute care. You don't have kitchen staff or anybody to receive laundry or stuff like that.
Participant	What about garbage removal for example?
PDC	Just with respect to garbage, this site will be collected by a commercial operator and so we will have a say as to when that particular operator attends the site. It's not going to be part of the council collection.
Participant	Will the garbage be removed from that loading bay in Stephen Street?
PDC	Not necessarily no. Not necessarily. That level of detail...
Participant	Can you give...I mean at the moment there's only one garbage truck that comes on a Monday morning. It kind of wakes everyone up because it comes up at 5.30 or 6.00 o'clock in the morning.
PDC	Is he picking up your rubbish up Stephen Street?
Participant	The council one. I mean on some commercial sites the garbage is picked up every morning at 5 o'clock in the morning. This would be a big concern because it will wake a <i>hell of a lot</i> of people up of the morning.
PDC	As Bruce intimated, as part of the Environmental Assessment Report, which will be the next phase of this process, there will be a traffic management plan which will address the concerns, which will dictate when and how deliveries can be made to the site with respect to that service spot.
Participant	I think it's a relevant point and it should be stressed that trucks at night shouldn't be disturbing residences, so that would need to go into a control plan.
Participant	I just want to ask who was paying for the traffic survey? It was the hospital is that right?
BM	That's correct. That's the normal procedure. Yes.
Participant	So it's not an independent surveyor in that sense?
BM	Well we value our reputation. All our material is put out and it's certainly open to scrutiny by anyone that needs to do that. I can't stress enough that it is a low

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	traffic generator, there's nothing to hide really.
Participant	Hi. My name is Dawn and I live in Cooper Street, the second house on the right hand side as you first come in. The bus stop at the end, I feel very wary about that. Where Cooper Lane is we have maybe 60 to 80 cars go up and down that a day. We have <i>huge</i> trucks, not little trucks but huge trucks that go up and down Cooper Street, seven days a week. Plus, we have the people from St Vincent's Hospital that come over and park there also. Well that particular thing that I'm talking about you know the traffic there is just going to be unbearable.
BM	Can you just elaborate on why you think that because we don't think there'll be any extra traffic in Cooper Street.
Participant	No that's now, that's now. I'm just saying that's what it's going to be like now. I'm talking also about the bus stop at the end. The bus stop has always been inside, which has always worked very, very well. If there's going to be a bus stop up the end there I can see...
BM	I'm not aware of there being a bus stop.
PDC	The community bus that operates for the residential aged care facility will still pick up the residence from within the facility.
Participant	So what bus stop's that?
PDC	What we're referring to here is the Woollahra Council community bus an opportunity for that to be a drop off and pick up location. We wouldn't take the old dears up and make them walk up the hill to take the bus down the road.
Participant	But on the 81 they pick up there. I'm about the only one they pick up there.
PDC	This is a Woollahra Council bus?
Participant	Yeah, the community one.
PDC	The existing resident bus will continue to operate from within the site.
Participant	So that's a lot of land I feel to be used just for me. I <i>really</i> would like instead of that bus stop, because actually they don't even stop there they come up to me door and pick me up and take me back out. I would be quite happy if your Gatekeeper's Lodge, why don't you just move it down in front of that big blank wall, lower it down a bit and then there <i>is</i> a lot of greenery that will go and we'll see our beautiful trees. I don't need all that land for me.
GM	We'll take on board your comments. Thank you.
Participant	Can you move the building down?

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GM	We'll have a look at it. We have to take into account there's very big fig roots all through that area. We can take that on board, but I suspect we may have problems with the arborist, but we can look at it.
Participant	Well if you leave all the trees there you won't.
Participant	So just a question on the widening of Stephen Street, will that mean the removal of more trees?
PDC	No. All the trees that are existing there, the carparking bays are being located within those trees. Around them.
Participant	So you can guarantee that there will be probably no more than seven vehicles on that street of a day extra?
DR	You mean parking spots?
Participant	No, no for deliveries.
PDC	Well that's a traffic question for Bruce.
BM	There's a limit to how much stuff you need in a place like this. I think that's a conservatively high number. You just add all the sort of things you get – milk every couple of days, bread, meat – depending on the suppliers. It could well be that one contractor is able to assemble all of those and bring it in, in one hit rather than little things coming in. Those things will vary over time. They don't need a terrible amount of material.
Participant	Is that coming through or is it just?
DR	No, no. It's just to a small dock.
TZ	Can I just say, with regard to food, it tends to be prepared, it's chilled at very high temperatures, the deliveries are usually about two times a week, so they're not that often because they actually have all the warming gear they do that actually on site rather than doing the full prep. So the deliveries are not every day as you might think, it just doesn't work that way.
Participant	Bruce, just on the car spaces that you mentioned for the self-care living units. I think there are 70 units and 105 car spaces?
BM	78 units and 100 spaces.
Participant	How many of those are reserved and how many are for visitor parking?
BM	That split has not been worked out. It will be worked out over time. It's a very good supply and what tends to happen is if someone doesn't need a space then they will be able to pool that. It will just really depend on how it's managed.

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Participant	And that pooling is something I think we would all be interested in, because with the access points in Cooper Street into the walkways we'll end up with a lot of people parking on the street if there's not freely available visitor parking in the complex.
BM	It's not the intention to have that happen. It would be crazy to have all of those cars out and sitting empty. That will come out as part of the management strategy.
Participant	Thank you.
Participant	Bruce, where is the parking?
BM	It's in the basement.
Participant	It's in the basement, it's not underground?
BM	Well underground yeah. Dennis explained that there's going to be a ramp entry here to carparking under this building and then that parking will extend up under there as well. Then there's a second. That's where the residents will come in and out from around there and then the staff and visits will come in and out of the ramp. I'm on the wrong place?
Participant	No, no, no.
GM	Laughing because I've said there's no way you're putting a ramp on, but that's all.
BM	It's all very out of the way.
DR	<p>I don't know if you recall how we explained it the last time, but if you went to the pedestrian circulation plan and that sort of helps explain it. You will see on this drawing there is a core here, there's a lift for here. So the parking that sits underneath this portion here at the lowest level of that parking [looking for correct slide].</p> <p>As I said, the carparking enters here into a basement which extends below those buildings and it extends as far as this core. So the people who live in these buildings here will actually drive in and park in this area and be able to take that lift up to the walkway that Judith explained that we have at the lower level. In other words at a half level below Cooper Street, which runs you through and connects that core and the various cores in this building. So they'll come up that and walk on-level from that lift and go into their apartments off that walkway. The carparking for that heritage building is now provided below the nursing home, together with whatever other staff parking is required.</p>
Participant	Is there going to be paid parking on site here? It's going to be free parking?
TZ	It will be free parking in terms of visitors. Obviously what will happen is you will

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	come, you'll arrive, you'll buzz and say look I'm here to see Joe Blow or whoever it might be and then they'll allow you in, so it's not going to be an area unless you're visiting someone in the facility you won't be able to get in.
Participant	What about the seven car parks are they paid?
TZ	No. What we want to do is widening that street and get rid of that bottleneck that occurs there and we thought we need to put the parking, it's our land, push the land and put the parking in parallel. That was the idea of that. It's interesting we've had different views about that. Some people like it and some people don't want to see it widened.
Participant	I have a question on the gross floor area and the development cost. Now you have put many numbers for GFA from 12,000, 13,000, 19,500 whatever it is. Let's pick a round number of 20,000, I mean you're talking about development costs of what \$104m? That increased more than \$5,000 per square metre. I can probably build the Grand Hyatt for that.
TZ	What you need to understand is how the definition by the Department of Planning of how that cost is calculated. Let me make it perfectly clear to you, it is not pure construction cost.
Participant	I fully understand. What if the project were to cost \$90m where does it go, here does the approval go?
TZ	Because it's with the Department of Planning and let's say the final scheme is \$90m, it will still be assessed by the Department of Planning.
Participant	Isn't it \$100m?
TZ	Once it's in the process it just stays in that process it doesn't revert back to something else.
BB	I'm just about to close. Is there anybody that would like to ask a question that hasn't? I'll give you the last question.
Participant	Parking: do you need exhaust fans for the parking area and where would they be ducting out to?
PDC	Yes. Don't know at this stage. That level of detail will be available with the project application.
Participant	I mean I'm imagining it would be onto Stephen Street because you can't go up with it through the building can you?
DR	We may have to. I mean I don't know. There are criteria for that and distances for discharge of exhaust gases which relate to distance from windows, distance above natural ground and distance from neighbouring windows etc. That will be

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	study at a later stage.
Participant	Is that in the EIS?
DR	Sorry?
DR	Yes that will be in the statement of environment.
BB	<p>Thank you. Well I'll bring the session to a close. On behalf of Presbyterian Aged Care, the design team, and Urban Concepts thank you very much for your time this evening. There's been some commitments that have been made regarding working with residents of Stephen Street and also Cooper Street to get some more perspectives and montages done and so we'll follow up on that. Also, the transcript for these sessions will be sent out as soon as we've got them available and reproduced from our audio visual consultants.</p> <p>Thank you very much for your time this evening. We do appreciate it.</p>