

Appendix L

Pre- Consultation Minutes and Responses

- **Summary Overview of pre-Consultation**
- **Meeting No. 2: Ku-ring-gai Council pre-PP– Minutes**
- **Meeting No. 3: Ku-ring-gai Council Pre-PP Public Domain Minutes**
- **Transport for NSW (TfNSW) – Email responses to PP**
- **Sydney Trains – Email response to PP**
- **TfNSW on behalf of Transport Asset Holding Entity (TAHE) as owner of the railway corridor and land leased to Council**

APPENDIX L Summary Overview of Pre-Consultation

Meeting No 1: Pre- Planning Proposal Site Inspection with Ku-ring-gai Council – 14-2-23

Council attendees included the Senior Strategic Planner, Team Leader Urban Planning, Manager of Urban Planning, Public Domain Co-Ordinator, Team Leader Urban Design, Strategic Traffic Engineer, Heritage Specialist, Student Urban Planner and were accompanied by Applicant attendees including EG, Plus Architecture & Site Image Landscape Consultants. No minutes were issued.

Meeting No 2: Pre- Planning Proposal Consultation with Ku-ring-gai Council – 20-2-23

Council attendees included Manager Urban and Heritage Planning, Team Leader Urban Planning, Team Leader Urban Design, Senior Urban Planner, Strategic Traffic Engineer, Heritage Specialist Planner, Public Domain Co-Ordinator and Student Urban Planner. Applicant attendees were Anglicare, EG, Plus Architecture and Site Image Landscape Consultants.

Meeting Minutes were issued by Council which are attached and have been summarised in **Table A** below:

Table A – Summary of Council Pre-Consultation Meeting Advices (20-2-23)

- | |
|--|
| <ul style="list-style-type: none">• Planning Proposal must address Strategic / Site Specific merit of the Proposal
Comment: The PP addresses the obvious strategic and site-specific merit of an R4- High Density Residential zoned site adjoining the railway line and in close proximity to the Turramurra shops, train station, bus interchange and future Turramurra Community Hub |
| <ul style="list-style-type: none">• Submission of evidential studies comprising *Urban Design Analysis * Feasibility Analysis * Traffic and Transport Study * Heritage Assessment * Community Consultation Report * Arborist Report
Comment: The required and other evidential studies are provided in the accompanying Appendix |
| <ul style="list-style-type: none">• Further information on the Urban Design and Public Domain aspects
Comment: The Urban Design and public domain aspects are contained within the accompanying Urban Design Report prepared by Plus Architecture, Visual Impact Photomontages prepared by Virtual Ideas and Landscape Concepts prepared by Site Image. |

APPENDIX L Summary Overview of Pre-Consultation

- **Public use of village facilities mechanism to be addressed**

Comment: The use of village café/wellness centre/pool facilities and LEP mechanism to facilitate use by local seniors who do not reside in the village is addressed in the accompanying Letter of Offer by Anglicare which has attached a Draft Planning Agreement (required in the Public Domain Meeting Minutes 20-4-23).

- **Planning Agreement letter of offer for the cross site link (“Rohini Walk”) which could provide safe and more direct public access between Rohini Street to King Street**

Comment: The village owner/operator “Anglicare” has provided Letter of Offer and draft Planning Agreement at **Appendix J** to facilitate a future Planning Agreement for the public use of the cross link “Rohini Walk” .

- **Heritage to address the Rohini sandstone pillars and proximity to the HCA to the north**

Comment: A heritage assessment report has been prepared by Kemp & Johnson Heritage Consultants. The “Rohini” sandstone pillars will be relocated from the Rohini Street road reserve and installed within the new “Rohini Walk” garden area, in close proximity to Rohini Street.

- **Biodiversity to address mapped area at end of Rohini Street cul-de-sac**

Comment: The proposed Masterplan Design for the Site, does not impact on mapped biodiversity areas. There are 2 x trees at the end of the cul-de-sac (located on Council land and overhanging the Site) including 1 x brush box (**Tree 9**) which would need to be removed to accommodate future road widening of the cul-de-sac if Council wished the proponent to pursue upgrades to the Rohini Street public domain. Biodiversity Advices are provided at **Appendix G**.

- **Traffic & Transport Study covering an extensive range of issues including journey to work**

Comment: The requirements appeared to be inconsistent with the occupation of the village by 110-150 seniors (an increase of up to 40 seniors over and above the current village) who would be retirees and unlikely to have a discernible impact on the roads/rail/bus systems, particularly during peak hours.

A Traffic & Transport Assessment appropriate to the intended site occupants and visitation modes has been prepared by Stantec in support of the Planning Proposal at **Appendix E**.

Meeting No. 3: Council Public Domain Site Meeting – 20-4-23

Council attendees included the Team Leader Urban Planning, Team Leader Urban Design, Senior Urban Planner, Strategic Traffic Engineer, Public Domain Co-Ordinator and Student Urban Planner. Applicant attendees were EG & Site Image Landscape Consultants.

On-site high level informal discussions were undertaken regarding future opportunities to upgrade Rohini Street public domain. Council officers and applicant representatives discussed Rohini Street and the surrounding area public domain. These discussions have been and summarised in **Table B** below and a copy of the Meeting Minutes are attached:

Table B – Summary of Council Pre-Consultation Public Domain Meeting Discussions

- | |
|---|
| • public benefit of on-site cafe and the “Rohini Walk” through-site link and potentially other amenities; |
| • through-site link will provide access to a potential community garden; |
| • landscape and public domain designs indicated changes to street parking and public pathway. |

Meeting minutes indicated Council supports the lodgement of the planning proposal and a Letter of Offer for an associated Planning Agreement. A letter of Offer from Anglicare and draft Planning Agreement are provided at **Appendix J**.

Meeting No 4 : Department of Planning, Housing and Infrastructure (DoPHI) “Planning Development Unit” (PDU) Meeting 24-5-23

An on-screen Teams meeting was held between the PDU and the Applicant team. The Department were generally supportive of the Concept suggested to increase density on a site that is exceptionally well-located, in terms of proximity to shops and transport at the end of a cul-de-sac abutting a railway line. The meeting outcome was that the PDU offered to set up a further pre-PP meeting (as set out in Council’s Minutes of 6-5-2023) with a PDU representative in attendance. No formal Minutes were issued by the Department.

Meeting No 5: Department of Planning, Housing and Infrastructure (DoPHI) “Planning Development Unit” (PDU) Meeting 22-6-23

The follow-up PDU meeting focussed on mapping and Part 6 Local Provisions in lieu of amended mapping sheets and refinement of the various supporting documents to accompany the Planning Proposal. PDU indicated that it would **not be necessary for Anglicare’s Feasibility Report to incorporate numerical cost calculations**. No formal Minutes were issued by the Department.

APPENDIX L Summary Overview of Pre-Consultation

In addition to above meetings, preliminary written consultation was undertaken with the following agencies:

Transport for NSW – 23-6-23 and 20-7-23

Comment: Pursuant to Council request, written consultation with Transport for NSW was undertaken and a response issued 23-6-23 which indicates no conflict with TfNSW assets. Further information was sought by TfNSW and a subsequent response letter was issued 20-7-23 which required consideration being given to;

- Consultation with Ku-ring-gai Council
- Adoption of lower parking rates to encourage reliance on nearby public transport
- Adequate provision of freight and service vehicle spaces in the basement
- Consultation with Sydney Trains

Sydney Trains and Transport Asset Holding Entity (TAHE) 7-11-23

Comment: Pursuant to Transport for NSW request, written consultation with Sydney Trains and TAHE was undertaken, and the following responses were issued;

- **Sydney Trains** email advices dated 7-11-23 -supported the proposal in principle and requested further pre-DA consultation early in the design process. Matters for consideration would be drainage, setbacks to the rail corridor, noise and vibration considerations, and consultation with Transport for NSW regarding rail capacity.
- **TAHE** are the landowner of the SP2 zoned Railway Corridor and land leased to Council to the west of the Site (Lot 100 in Deposit Plan 1169206). TAHE requested consideration be given to any possible future residential development of the railway lands in terms of privacy and overshadowing. Any development of the Site should not thwart future redevelopment potential of TAHE owned lands. On-going pre consultation by Council and future nearby developers was requested.

The Concept Masterplan for the Planning Proposal at Appendix A shows 6-9 m setbacks to the railway corridor boundary. Final detailed building setbacks would be detailed in any future DA.

Community Consultation (2022-2023)

Comment: The proponent Anglicare has provided quarterly updates to the Rohini Village residents over the past year so that they are aware of the Planning Proposal and future planned redevelopment in general terms. Informal feedback on the current & future village is;

- Lack of spaciousness and size of the current ILUs and poor design for easy ageing .
- Residents would prefer larger , more modern accommodation with better wheelchair access across the site and within buildings for easier visitation
- Low quality construction and internal fittings
- Need better landscaping and maintenance
- Residents like the location which is handy to shops, trains and buses
- Residents would like improved on-site facilities
- Need for additional bedrooms to accommodate visitors

Anglicare have indicated they will continue their existing and on-going process of resident consultation, which will be carried out more fully following Gateway determination and through-out the subsequent DA process.

No consultation has been undertaken with the wider community to date as the final details of the built-form, must be finalised and also sanctioned by a Gateway approval. The Department of Planning's *Local Environmental Plan Making Guideline (August 2023)*, confirms that wider community consultation should occur after "Gateway" when there is more certainty of the final Concept Masterplan and Planning Proposal.

In the event that the Planning Proposal is issued a Gateway Determination by the NSW Department of Planning Housing and Infrastructure, the Planning Proposal would be placed on statutory public exhibition, in accordance with all the requirements of the Gateway Determination and Council's Community Participation Plan.



PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

SITE ADDRESS:	51-53 Rohini Street (Rohini Village), Turramurra		
PROPOSAL:	<p>Amend the Ku-ring-gai LEP 2015 to increase:</p> <ul style="list-style-type: none">• maximum height of buildings from 11.5m to 17.5m• floor space ratio from 0.85:1 to 1.5:1 <p>Note: Housing SEPP will enable</p> <ul style="list-style-type: none">• additional 3.8m height - total height 21.3m• additional 15% floor space ratio – total FSR 1.725:1		
DATE OF MEETING:	20 February 2023		
PRESENT AT MEETING:	Council		
	<i>Antony Fabbro</i>	<i>Manager Urban and Heritage Planning</i>	
	<i>Craige Wyse</i>	<i>Team Leader Urban Planning</i>	
	<i>Bill Royal</i>	<i>Team Leader Urban Design</i>	
	<i>Rathna Rana</i>	<i>Senior Urban Planner</i>	
	<i>Joseph Piccoli</i>	<i>Strategic Traffic Engineer</i>	
	<i>Claudine Loffi</i>	<i>Heritage Specialist Planner</i>	
	<i>Maria Rigoli</i>	<i>Public Domain Coordinator</i>	
	<i>Matthew Le Guay</i>	<i>Student Urban Planner</i>	
	Applicant / Representative		
	<i>Michael Burke</i>	<i>Anglicare Regional Manager</i>	
	<i>Martin Mambraku</i>	<i>Anglicare Development Director – North</i>	
	<i>Dr Shane Geha</i>	<i>EG Managing Director</i>	
	<i>Jason Chen</i>	<i>EG Assistant Project Manager</i>	
	<i>Diana Brajuha</i>	<i>EG Head Planner</i>	
	<i>Amit Julka</i>	<i>Plus Architecture Director</i>	
	<i>Layla Kim</i>	<i>Plus Architecture</i>	
	<i>Ross Shepherd</i>	<i>Site Image Landscape Architects Director</i>	
DOCUMENTS/ REPORTS:	Document(s)	Dated	Reference
	Application form	21/12/2022	<u>2022/179911</u>
	Landscape Concept	16/12/2022	<u>2022/179911</u>
	Urban Design Study	21/12/2022	<u>2022/179911</u>
	Scoping Report	December 2022	<u>2022/179911</u>
	Slide presentation	20/02/2023	<u>2023/081608</u>
AFFECTED PLANNING INSTRUMENT:	Ku-ring-gai Local Environmental Plan 2015		
KEY ISSUES:	<ul style="list-style-type: none">• Strategic and site-specific merit• Heritage• Traffic and transport• Urban Design• Biodiversity		

DISCLAIMER

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PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

PROPONENT DESCRIPTION OF PROPOSAL

The proponent explained Anglicare's service provision and presented an overview of the proposal:

- The planning proposal will be prepared by Don Fox Planning. EG will oversee the project.
- The site is 60 years old, in need of renewal, no longer fit for purpose and is at the end of its economic life.
- Anglicare is not a property developer but seeks to redevelop the site to continue to provide quality aged care services to meet modern day needs and demands.
- Reasons for site renewal:
 - site does not meet National Construction Code and Australian Design Guide Requirements;
 - site is at 50% occupancy, resulting in a diminished community feel for residents;
 - current built form has not considered aging in place;
 - public spaces within the site are tired and not enjoyable;
 - existing landscaping does not contribute to the site.
- The proponent claimed:
 - The built form of the site sits within a context of a maximum 3-5 storeys.
 - The proposal will have limited overshadowing impacts to surrounding buildings.
 - The proposed built form will not impact the HCA to the north.
 - The highest built form will be towards the trainline to limit impacts to surrounding buildings.
- Proposal amenity:
 - The site will contain communal facilities such as pool, café, common area, among other amenities to promote a village atmosphere.
 - Some communal amenities such as the pool and café may be available to the public.
 - The proposal seeks to extend the public domain activation of Rohini St into the site's village and provide a public through site link to St James Church to the north.
- The proposed landscaping aims to:
 - maintain and contribute to the landscape character of Turramurra and enhance Rohini St;
 - retain the existing perimeter trees and increase canopy trees on site.
- Proposal accommodation:
 - Mainly 2 and 3 bedroom units with car spaces in a continuous basement parking.
 - Certain units will enable mid-range care allowing aging in place.
 - Residents will have to move off-site for high level care.
 - Zero 1 bedroom units are proposed due to low demand in the Ku-ring-gai area, as seen in the Gordon Anglicare Retirement Village.

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

PREPARATION OF THE PLANNING PROPOSAL

General

- Council's planning proposal template, based on the Department's requirements, has been attached.
- The proponent must use the template and retain the titles and format of the template.
- The application must include the Application Form and Political Donations & Gifts Disclosure, both available, with instructions, on Council's [Planning Proposal Website](#).
- The planning proposal must be evidence-based to justify the proposed redevelopment and site intensification. Evidence is to be provided in the appendices and quoted in the relevant section of the planning proposal Parts in answer to the questions.
- Given the application of the Housing SEPP bonus is relevant to this site, all documentation must indicate the standard FSR and Height amendments being sought, plus the maximum FSR and Height that is enabled through the Housing SEPP bonus.

Fees

- Fees are NOT to be paid at lodgement of the planning proposal.
- Council will formally request the fees once a completeness check is conducted on the documents lodged.
- Planning proposals that include fees will be returned to the proponent and result in a delay in process.
- Proposal lodgement fees and additional meeting fees are outlined on Council's [Planning Proposal Website](#).
- The fee to lodge this planning proposal will be: Standard Amendments-Major - \$65,000.00 plus advertising costs plus public hearing costs (if required)
- Second and subsequent meetings required by the proponent have a fee of \$2000.00.

Note: second and subsequent meetings can only continue to clarify requirements and process of the planning proposal. No endorsement will be provided until formal assessment and reporting to Council occurs on the submitted planning proposal.

Strategic / Site Specific merit of the proposal

- The planning proposal must demonstrate it meets the strategic requirements including those of the Greater Sydney Region Plan—A Metropolis of Three Cities, North District Plan, Ku-ring-gai LSPS, Ku-ring-gai Local Housing Strategy etc.
- The planning proposal must demonstrate Site Specific merit in addressing its context and proximity to HCA, Biodiversity, Local Centre facilities and transport hub etc and include evidential studies to substantiate arguments.

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

Evidential Studies

The proponent should consider including studies that will give evidence to the arguments in the planning proposal including but not limited to the following:

- Urban Design Analysis
- Feasibility Analysis
- Traffic and Transport Study
- Heritage Assessment
- Community Consultation Report
- Arborist Report

Context and Interface

- The site and its neighbouring land is currently zoned R4 (High Density Residential) with Height L:11.5m and FSR of K: 0.85:1. These standards have resulted in 2 to 3 storey buildings within garden settings.
- The planning proposal seeks a Height of 17.5m and FSR of 1.5:1. This will enable a final Height of 21.3m and FSR of 1.725:1 under the Housing SEPP bonus allowances. These standards will enable 6-7 storey buildings as illustrated in the proponent's slide presentation and Urban Design Study.
- The immediate existing surrounding context of the site is 1-3 storey buildings with a Heritage Conservation Area (HCA) to the north. This surrounding context is highly unlikely to change in the long-term given the listing and given the extent and number of properties in strata ownership. Therefore, contrary to the presentation, the future context of the immediate area will remain as 1-3 storey buildings.
- The HCA located to the north is low density with a single storey dwelling directly adjacent to the site. Whilst the HCA will not be overshadowed by the proposal, the proposed 6-7 storey heights provide no buffer built form massing interface to the low density 1-2 storey residential HCA and will, contrary to the presentation made, result in bulk and scale impacts.
- Overshadowing will affect the 3 storey apartment buildings to the south which are also located topographically on lower land exacerbating the scale impacts. The presentation claim that minimum solar provisions will be achieved in line with the ADG will have to be well demonstrated in the planning proposal.
- On the opposite side of the railway, Turramurra Centre will retain a height of 5 stories, as will any R4 (High Density Residential) land in the vicinity of the site. In addition, high density residential land has an FSR of 1.3:1 to ensure adequate deep soil provisions and communal open spaces for their residents.
- The proponent's proposed standards will

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- deliver heights greater than those applied to the Turramurra town centre itself with its maximum 17.5m height, and be incongruent with the spatial hierarchy of the town centre;
 - deliver an FSR that is unlikely to result in open space and deep soil landscaping that is not confined to minimal setback areas;
 - result in a significantly higher intensity and height of development on land adjacent to a Heritage Conservation Area, forming a visible and substantial backdrop altering the setting of the low-density HCA;
 - result in a marked loss of amenity, including privacy, on adjacent properties with 1-3 storey buildings, particularly as many of those buildings are close to the common boundary and there is a high likelihood of the new buildings' balconies facing boundaries.
- The proponent's Urban Study illustrates the issues of incongruent interface bulk and scale between the proposed 6-7 storey buildings and the surrounding 1, 2 and 3 storey properties particularly as the site sits on higher land within the context.
 - The bulk and scale impacts are clear and cannot be disguised by vegetation screen planting as implied in the urban study. The heights, massing and location of the proposed buildings should be considered in terms of the actual interface impacts on the 1-3 storey adjacent buildings without relying on impermanent vegetation.
 - The urban study supporting the proposal relies on assumptions that require reconsideration as the parameters for the Turramurra Hub site have changed. Further information is available at <https://www.krg.nsw.gov.au/Planning-and-development/Projects-and-current-works/Turramurra/Turramurra-Community-Hub>
 - The planning proposal will need to demonstrate why the site cannot be redeveloped under the existing KLEP standards with the application of the Housing SEPP bonus to deliver 4 storey buildings in keeping with the local and immediate context. This may be done through a Feasibility Analysis which could also explain the selection of unit sizes and justify the lack of housing choice in the provision of more affordable smaller one bedroom units, and opportunities for tiered care, from independent to partial care services to high care on the site, which would ensure aging in place and avoid disruption at end of life.
 - Any increases in development standards on this site will need to be strongly justified in the planning proposal.
 - To ensure an approach consistent with the KLEP standards and their application within Turramurra, and appropriate to the site location and its context, any future proposal should not consider an increase in development standards any greater than an FSR 1.3:1 and maximum Height 17.5m

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

inclusive of the Housing SEPP bonus; however, a strong justification is still required to support any increase in the standards.

Urban Design and Public Domain

- More information is needed on the public domain aspects including the through site-link connecting Rohini Street to St James Church. Clarification should be provided on
 - Whether the proposed through-site link will be publicly or privately owned and managed.
 - Private: what is the means of ensuring public access in perpetuity and what are the proposed limitations on public access?
 - Public: on what conditions would the land be dedicated to Council?
 - How the proposal will embed and ensure delivery of such non-KLEP related items.

This could be accomplished through a letter of offer for a Planning Agreement that forms part of the planning proposal.

- An Urban Design Report is required to clarify the numerical parameters of the site including accommodation, vehicles, master planning, through-site links, deep soil provisions, landscaping, bulk and scale, solar access, interface and neighbour impacts, relationship to HCA etc. This would form the basis for numbers utilised in the required traffic and transport study.
- The proposed cross railway road-bridge on Ray St indicated in the proponent's concept plan is unlikely to happen unless there is a significant funding source. The direction of the Turramurra Community Hub is also uncertain at present. References to these items should be removed from the planning proposal and the urban study.
- A basement plan is to be provided to illustrate the amount and extent of underground parking and to demonstrate the actual deep soil provision.
- The diagrams should be transparent with RLs indicating ground and building levels on the site and on adjacent sites.
- Landscaping should clearly indicate the extent of effective deep soil provisions able to accommodate tall canopy trees that would contribute to the Ku-ring-gai character.
- Consideration should be given to greater setbacks and/or setbacks to upper levels above 3 stories to improve interface issues and minimise overshadowing and overlooking to adjacent 1-3 storey buildings close to shared boundaries. How such setbacks would be embedded to ensure delivery through the DA stage should be explained.

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- The placement of taller buildings adjacent to the railway, as mentioned in the presentation, would enable lower height built form and open space adjacent to lower density area boundaries, thereby addressing interface issues.
- The planning proposal will need to explain what mechanisms would embed height modulation across the site to ensure delivery at DA stage.

Public facilities

- The proposal seeks to include onsite facilities open to the public to encourage a wider social interaction between the on-site community and the general community.
- The planning proposal is to explain how public uses (pool, café etc) can be enabled under the KLEP, for example consider including a clause for Additional Permitted Uses on the land under KLEP Part 6.

Planning Agreement

- A letter of offer for a Planning Agreement that forms part of the planning proposal may be considered to include items outside the scope of the KLEP amendment, such as a through site link that connects Rohini St and Cherry St to St James Church as an alternative to the existing perimeter pathways.
- Planning Agreements are also used to contribute to local Council projects such as the public domain plan and contributions plan where there are synergies with the proposal site.
- Council's Planning Agreement Policy is attached for your information.

Heritage

- The site is located to the south of a Heritage Conservation Area and is in the vicinity of Heritage Items.
- Under the Ku-ring-gai Local Environmental Plan 2015, the Rohini House Gates are Heritage listed in another location on Rohini St adjacent to the station/bus interchange, marking the original entry into the previous historical house.
- A heritage assessment of the site, prepared by an appropriately qualified heritage consultant, in accordance with the NSW Heritage Office guideline "Assessing Heritage Significance" is required.
- The heritage assessment should:
 - particularly research and assess the three pairs of stone pillars and attached gates and any other extant historic fabric, excluding the yellow stone pillar at the north-west corner that is a more recent replica. The three pairs of stone pillars appear to be remnants of former Rohini House;
 - investigate available documentary and physical evidence relating to these pillars and gates, including but not limited to the Sydney Water plan and 1940s aerial photograph;
 - include in the heritage assessment appropriate recommendations for conservation of significant features, including listing, development controls and incorporation into the site redevelopment;

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- note the Rohini gate and stone pillars currently at the north-east site boundary are listed as a heritage item in their former location alongside the railway line, and consider their reinstatement to their original listed position.
- The attached Sydney Water Plan and Six Maps plan is provided to assist with the heritage assessment research for this site.

Biodiversity

- The site contains Biodiversity mapping on the southern entrance of the site which requires appropriate consideration in the planning proposal including an Arborist Report to determine impact on existing trees.

Traffic and Transport

- A traffic and transport study will be required to include the information listed.
- Consideration is to be given to the inclusion of Journey to Work data and traffic generation of the site.
- The site's location warrants consideration of the 15 minute neighbourhood and carshare opportunities.
- Clarification should be given on whether the development will be a Transit Oriented Development or provide the maximum parking available for residents and visitors.
- Matters of strategic transport merit – North District Plan
 - Productivity / Integration of land use and transport theme:
 - Provide analysis of journey to work characteristics of where employees of the site originate from, mode of travel etc. This may be obtained from surveys of existing employees, or from ABS Journey to Work Data.
 - Carry out assessment of level of access to public transport from the site (for both residents and employees).
 - How the proposal responds to changes in the freight/logistics sector and retail business models, and supports the growing demand for parcel/home deliveries and on-demand freight.
 - Liveability theme
 - Undertake assessment of access to local services (retail/supermarket, medical, educational) within 15 minutes/1,000m walking distance.
 - Provide an assessment of access to recreational, leisure, cultural and community facilities within 15 minutes/1,000m walking distance;

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- Assess the level of access to active transport networks (walking and cycling links);
- Sustainability theme
 - Provisions to minimise private vehicle use / emissions and parking impacts (e.g. potential on-site car share vehicles, EV charging, reduced parking provision etc), taking into consideration the site's proximity to rail and bus services, and local services/facilities;
 - Potential for adaptability of car parking structures to suit different/future uses.
- Matters of strategic transport merit – draft Ku-ring-gai Local Strategic Planning Statement (LSPS), Future Transport Strategy and site specific matters
 - Transport infrastructure capacity

Assess the capacity of public transport (bus and train) and its ability to accommodate additional demand/passengers resulting from the proposal. This may also include:

 - Train platform and bus stop capacity;
 - Accessibility/mobility provisions at nearby train station/bus stop infrastructure.
 - Assess the strategic fit of surrounding roads in the Movement and Place framework, and assessment of opportunities to review Movement and Place classification and road user space allocation/hierarchy adjacent to/around the site in relation to pedestrians, cyclists, public transport, freight and private vehicles, to enhance the place function of the proposal. Consider integration with the Turramurra Public Domain Plan.
 - Consider new transport proposals/strategies or capacity improvements foreshadowed in Future Transport Strategy, and its impacts to the proposal in terms of travel behaviour.

In particular, consideration should be given to the following (where relevant):

 - Greater Sydney Strategic Road Network 2056;
 - Greater Sydney 2056 indicative future rail network;
 - 2036 Rapid bus lines; and
 - Strategic Cycleway Corridors - Eastern Harbour City;
- Provide an assessment of traffic generation based on residential yield analysis, and assess impacts on nearby signalised intersections. Potentially use surveys from the site itself, or similarly located land uses to develop a traffic generation rate representative of local conditions/uses.
- Consider any potential impact resulting from future use (expansion/intensification).
- Intersection analysis:

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- Intersection Pacific Highway and Rohini Street;
- Intersection Eastern Road and Rohini Street.

Include weekday am/pm peak hour and Saturday peak hour in the assessment in accordance with TfNSW modelling requirements.

- Undertake an assessment of the cumulative impacts of future development in the nearby local centre (if relevant) on the intersections mentioned above;
- Provide evidence of state agency discussion (Transport for NSW), including existing and future TfNSW SP2 road widening and pinch points program requirements, potential additional development setbacks and any potential alteration/expansion of bus services along the corridor.

Community Consultation

- It is advisable to conduct early engagement with the community to inform them of the proposal, its timing and any measures being put in place to limit impacts on them. Consultation is encouraged with
 - current residents and workers of the Anglicare facility at Rohini Street; and
 - residents of neighbouring properties, particularly those that share a common boundary.



PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

SITE ADDRESS:	51-53 Rohini Street (Rohini Village), Turramurra		
PROPOSAL:	<p>Amend the Ku-ring-gai LEP 2015 to increase:</p> <ul style="list-style-type: none">• maximum height of buildings from 11.5m to 17.5m• floor space ratio from 0.85:1 to 1.5:1 <p>Note: Housing SEPP will enable</p> <ul style="list-style-type: none">• additional 3.8m height - total height 21.3m• additional 15% floor space ratio – total FSR 1.725:1		
DATE OF MEETING:	20 April 2023		
PRESENT AT MEETING:	Council		
	Craige Wyse	Team Leader Urban Planning	
	Bill Royal	Team Leader Urban Design	
	Rathna Rana	Senior Urban Planner	
	Joseph Piccoli	Strategic Traffic Engineer	
	Maria Rigoli	Public Domain Coordinator	
	Matthew Le Guay	Student Urban Planner	
	Applicant / Representative		
	Dr Shane Geha	EG Managing Director	
	Ross Shepherd	Site Image Landscape Architects Director	
	Ben Shepherd	Site Image Landscape Architects	
DOCUMENTS/ REPORTS:	Document(s)	Dated	Reference
	Application form	18/04/2023	<u>2023/136247</u>
	Landscape Document	20/04/2023	<u>2023/136888</u>
AFFECTED PLANNING INSTRUMENT:	Ku-ring-gai Local Environmental Plan 2015		
KEY ISSUES:	<ul style="list-style-type: none">• Landscape Design• Public Domain		

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PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

GENERAL

Council has previously met with the proponent:

- Site visit on 14 February 2023.
Council officers visited the site and noted the key opportunities and constraints on and around the site.
- Pre-planning Proposal meeting 20 February 2023.
Meeting notes were circulated outlining the proponent's presentation and Council's advice on alignment with current priorities and policies to support the proposal's progress through Council.

The second pre-planning proposal meeting, subject of this note, was requested by the proponent to discuss ideas for the Rohini Street and the surrounding area public domain.

At the meeting, the proponent showed a number of sketches as part of the discussion, and two sketches were given to Council (attached).

LANDSCAPE DESIGN AND PUBLIC DOMAIN PRESENTATION

The proponent stated Rohini Village:

- is in need of renewal;
- will provide an anchor site for Rohini Street;

They also noted that Rohini Street consists of unkempt brush box trees and minimal undergrounding of services.

The proponent discussed their potential public domain concepts:

- consideration of public domain outcomes and contributions;
- aim to provide good landscaping outcomes similar to Anglicare's Gordon facility;
- public benefit of on-site coffee shop and the through-site link and potentially other amenities;
- through-site link will provide access to a potential community garden;
- landscape and public domain designs indicated changes to street parking and public pathway.

Council suggested consideration of the following in the landscape design and any potential contribution to the Rohini Street public domain:

- changes to pathways, or other works, on public land require a Planning Agreement;

PRE-PLANNING PROPOSAL APPLICATION MEETING NOTES

- any Planning Agreement would need to be lodged simultaneously with the planning proposal as per Council's Planning Agreement Policy (previously circulated);
- consideration of the connection of the proposed through-site link with surrounding pathways;
- connections with a possible future vehicular/pedestrian bridge over the railway line (*Turramurra Public Domain Plan*) could be considered;
- understand their views on the Brush Box trees on Rohini Street;
- improvements to the Rohini Street bus interchange would require consultation with Transport for New South Wales;
- consider improved direct and visible access to Cherry Street and improved wayfinding;
- incorporation of existing perimeter public pathway from Cherry Street at rear of site to increase site potential and improve separation to HCA;
- questions on how through-site public access would be guaranteed and operational responsibility (public/private ownership/management).

NEXT STEPS

The proponent advised they will lodge the planning proposal soon.

Council clarified the planning proposal process, with Councillors making final decision on progression to Gateway.

Council clarified that meeting notes provided to proponents were the considered position of Council officers given Council's policies and strategies, including on the Turramurra Centre.

Council supports the lodgement of the planning proposal and a letter of offer for an associated planning agreement as per this and previous minutes issued, and understands the proponent wishes to conduct another meeting with Council to discuss the planning proposal options.

Point of contact confirmed

- Proponent - Diana Brajuha
- Council - Rathna Rana

Transport for NSW

23 June 2023

TfNSW Reference: SYD23/00665/01



Ashish Modessa
Senior Traffic Engineer
Stantec
Level 09, 203 Pacific Highway
St Leonards NSW 2065

RE: PRE-PLANNING PROPOSAL CONSULTATION FOR ANGLICARE ROHINI VILLAGE - 51-53 ROHINI STREET, TURRAMURRA – KU-RING-GAI COUNCIL

Dear Mr Modessa,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the pre-planning proposal for the redevelopment for 51-53 Rohini Street, Turramurra (the 'Subject Site'), referred to us by Stantec on 02 June 2023.

TfNSW understands that Stantec is providing traffic and transport services to the Proponent (Anglicare), who proposes to lodge a Planning Proposal with the Ku-ring-gai Council in the future seeking to amend building height and floor space ratio controls under the Ku-ring-gai Local Environmental Plan 2015 for the Subject Site. This is intended to allow the redevelopment of the existing 110-studio unit retirement living development to meet modern day needs and demands.

The future redevelopment envisions introducing new community facilities such as a café and pool for the use of residents, with 2- and 3-bedroom Independent Living Units and proposes to preserve existing vehicle access along Rohini Street. TfNSW has reviewed the submitted information and questions, and preliminary comments are provided in **Attachment A** for consideration.

Please note that the comments provided above and in Attachment A are of a preliminary nature. They are not to be interpreted as binding upon TfNSW and may change should the nature of the Planning Proposal change or further consultation with TfNSW is conditioned as part of any Gateway Determination.

Thank you for the opportunity to provide advice on the subject Pre-Planning Proposal. Should you have any questions or further enquiries in relation to this matter, Xin Zhao would be pleased to take your call on 0466 599 538 or email: development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Carina Gregory".

Carina Gregory
Senior Manager, Strategic Land Use
Land Use, Network & Place Planning

OFFICIAL

ATTACHMENT A - Detailed TfNSW comments for the Pre-Planning Proposal for Anglicare Rohini Village, 51-53 Rohini Street, Turramurra.

Further Information required

TfNSW considers that insufficient information has been provided on the proposed type/scale of redevelopment of the site, including the new community facilities, and no details have been provided of amendments (building height and floor space ratio) to planning controls. A Scoping report under the Department of Planning & Environment's *Local Environmental Plan Making Guideline* or a high-level traffic impact assessment is essential for TfNSW to further assess the proposal.

Further consultation with TfNSW is encouraged when more detailed information is available, or scoping report or traffic assessment is ready for review. In this regard, TfNSW notes that a pre-lodgement meeting for the Planning Proposal has already been held with Ku-ring-gai Council.

Traffic Modelling

TfNSW has no requirement for intersection modelling considering the proposed redevelopment is unlikely to have a significant impact on the classified road network.

TfNSW SP2 Road Widening

TfNSW has no proposal which currently requires any part of the subject site.

Pinch Point Program

TfNSW has no pinch point program currently involves the subject site.

Additional Development Setback

TfNSW has no additional development setback requirements currently for the subject site.

Potential Expansion or Alternation of Bus Service

TfNSW foresees limited to no impact on buses from this pre-planning proposal and notes that there are no immediate plans to increase bus service levels along the corridor.

Transport for NSW

20 July 2023

TfNSW Reference: SYD23/00665/02



Steve Manton
Principal Transportation Engineer
Stantec
Level 09, 203 Pacific Highway
St Leonards NSW 2065

RE: PRE-PLANNING PROPOSAL – ANGLICARE ROHINI VILLAGE 51-53 ROHINI STREET, TURRAMURRA

Dear Mr Manton,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the Scoping Report and draft Traffic Impact Assessment (the draft *TIA*) of the redevelopment for 51-53 Rohini Street, Turramurra, referred to us by Stantec on 26 June 2023.

The Pre-Planning Proposal Scoping Report seeks to amend *The Ku-ring-gai Local Environmental Plan 2015 (the LEP)* for the land at 51-53 Rohini Street to:

- Increase the height of building (HOB) on the site from 11.5 m to 17.5 m;
- Increase the floor space ratio (FSR) on the site from 0.85:1 to 1.5:1.

The scoping report envisions a redevelopment of the existing 110 Independent Living Units (ILUs) retirement living to meet modern day needs and demands. The scoping report proposes to introduce new community facilities such as a café for the use of residents, redesign ILUs with no increase in the number of units, and proposes to consolidate car parking which is currently split across three locations across the site into a single common basement accessed from Rohini Street.

TfNSW has reviewed the submitted information and questions, and preliminary comments are provided in **Attachment A** for consideration.

*Please note that the comments provided in **Attachment A** are of a preliminary nature. They are not to be interpreted as binding upon TfNSW and may change should the nature of the Planning Proposal change or further consultation with TfNSW is conditioned as part of any Gateway Determination.*

Thank you for the opportunity to provide advice on the subject Scoping Report and draft TIA. Should you have any questions or further enquiries in relation to this matter, Xin Zhao would be pleased to take your call on 0466 599 538 or email: development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Dipen Nathwani".

Dipen Nathwani
A/Senior Manager, Strategic Land Use
Land Use, Network & Place Planning

OFFICIAL

ATTACHMENT A - Preliminary TfNSW comments on the Scoping Report and Draft TIA for Anglicare Rohini Village, 51-53 Rohini Street, Turramurra.

Access Arrangement

TfNSW notes that the development seeks to consolidate the currently spread car parking into one basement car parking with access in the south-eastern corner of the Site from Rohini Street and proposes a secondary vehicle access from the northern most end of Rohini Street to service a loading dock and waste collection.

TfNSW encourages the proponent to further consult with Ku-ring-gai Council noting the Council intends to relocate traffic signals from Rohini Street to Turramurra Avenue to reduce traffic flows on Rohini Street as per the Turramurra Public Domain Plan (dated March 2022).

Car Parking

TfNSW notes that the proposed car parking spaces are inconsistent in the draft TIA and Scoping Report, including residential parking (220 spaces – Scoping report; max. 171 spaces – draft TIA), visitor parking (28 spaces – Scoping report; 18 spaces – draft TIA) and café parking (7 spaces – Scoping report; 0 spaces – draft TIA). Although the draft TIA is provided of preliminary nature and is subject to changes in the future, e.g. additional car parking for staff to be considered, TfNSW suggests clarifying the amount of proposed car parking and providing consistency in future reports.

TfNSW is also supportive of Travel Demand Management (TDM) measures, such as appropriate maximum parking rates, to reduce private vehicle dependence and support a shift to public and active transport modes. Given the site is in close proximity to public transport (within 400 metres walking distance of the Turramurra railway station), TfNSW encourages the proponent to consider adopting relatively lower parking rate (in consultation with Council) in accordance with the *Ku-ring-gai DCP 2022*.

Loading and Servicing

TfNSW notes that the draft TIA proposes to provide a loading area within the basement car park. To ensure the development's loading and servicing demands can be wholly accommodated within the site, it is recommended that any proposed development provide adequate freight and service vehicle spaces. Provision of loading spaces should be based on research / rates similar to TfNSW's 2021 Freight and Servicing Last Mile Toolkit - [Freight and Servicing - home | nsw](#). TfNSW recommends that loading and servicing provisions should be provided to council's satisfaction.

Sydney Trains

Sufficient information does not appear to have been provided in regard to the design of the consolidated basement car parking. Considering the site is adjacent to the railway corridor, should the proponent wish to discuss Sydney Trains' requirements prior to the lodgement of their Planning Proposal, it is recommended to reach out to Sydney Trains directly at DA_sydneytrains@transport.nsw.gov.au. Sydney Trains will endeavour to provide any relevant advice from a rail perspective such as necessary setbacks from the rail corridor, potential design constraints, and other requirements relating to the safety and structural integrity of rail land/assets.

Noise attenuation

Future senior living development on the site should consider appropriate noise attenuation measures through design measures, architectural treatments, setbacks, durable materials and landscaping particularly along the site's frontage to the railway corridor.

APPENDIX L - Sydney Trains response

From: DA_sydneytrains <DA_sydneytrains@transport.nsw.gov.au>

Sent: Tuesday, November 7, 2023 11:08 AM

To: Diana Brajuha <dbrajuha@eg.com.au>

Cc: DA_sydneytrains <DA_sydneytrains@transport.nsw.gov.au>

Subject: RE: Follow Up- Planning Proposal Application for Anglicare Rohini Village Turramurra- Sydney Trains Comments Sought

Hi Diana,

Please see below for our comments:

- The Proposed Planning seek to increase height and density, to facilitate the proposed residential development on the site. The area that is subject to the proposed planning controls is adjacent to the Sydney Trains rail corridor and land owned by Transport Asset Holding Entity (TAHE). The proposed planning controls whilst supported in principle, will require the future potential Applicant/Developer to approach Sydney Trains early in the design process (as part of pre-DA discussion) to ensure that all relevant Sydney Trains matters of consideration are taken into account and are incorporated in the future design of the development. These considerations include, but are not limited to, geotechnical and structural details and construction methodology, electrolysis report, and relevant requirements and standards within State Environment Planning Policy (Infrastructure) 2007, 'Development Near Rail Corridors and Busy Roads – Interim Guidelines', Asset Standards Authority etc.
- It is imperative that future planning for these locations, take into account the overall drainage impacts of developments onto the rail corridor. In this regard, Council must be satisfied that drainage from new developments can be adequately disposed of and managed and not allowed to be discharged into the rail corridor. In some cases, Council may need to plan and incorporate drainage easements along rail corridors early in the planning process, to accommodate for drainage connection between newly constructed developments and Council drainage network. In other cases, alternative drainage solutions must be considered, or a review of development potential of an area may be necessary to resolve some drainage issues. It should be noted that drainage into the rail corridor will not be permitted.
- An adequate setback must be maintained across the entire length of a new development as it abuts the common boundary with the TAHE owned land; this is required for future constructability and maintenance purposes.
- Further, early planning decisions must be made in relation to developments located near rail corridors which are likely to be impacted by noise and vibration. Additionally, the potential impacts of adjacent developments onto the rail corridor must also form the basis of early decision making and development of controls in critical locations. In this regard, Council should refer to the Department of Planning – Development Near Rail Corridors and Busy Roads – Interim Guidelines.
- The proposed additional density and building height on this site is expected to add additional pressure on existing Sydney Trains services and operations. Our review has not included an assessment of the existing capacity of rail services to this area. Council should give consideration to how this development will be serviced in future and is urged to liaise with the relevant nominated team in TfNSW.

Any queries, please let me know.

Kind regards,

Linda Tran

A/ Senior Town Planning Officer

Land & Maritime Planning

Property Group - Commercial, Performance & Strategy

Infrastructure and Place

Transport for NSW

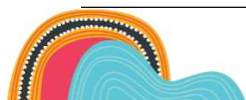
DA_sydneytrains@transport.nsw.gov.au

7 Harvest Street, Macquarie Park NSW 2113

PO Box 459, Burwood NSW 1805



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

APPENDIX L - Transport for NSW Response on behalf of TAHE

From: TAHE Land Owners Consent <TAHE.landownersconsent@transport.nsw.gov.au>

Sent: Tuesday, November 7, 2023 11:22 AM

To: Diana Brajuha <dbrajuha@eg.com.au>

Cc: DA_sydneytrains <DA_sydneytrains@transport.nsw.gov.au>; Linda Tran <Linda.Tran2@transport.nsw.gov.au>; TAHE Land Owners Consent <TAHE.landownersconsent@transport.nsw.gov.au>

Subject: TAHE Neighbour Submission - Planning Proposal Application for Anglicare Rohini Village Turramurra (51-53 Rohini Street, Turramurra)

Dear Diana,

Thank you for providing Transport Asset Holding Entity (TAHE) with an opportunity to review the Planning Proposal (PP) at **51-53 Rohini Street, Turramurra**. As neighbouring land owner of the rail corridor and land leased to Council located west of the proposed site, TAHE would like the following matters to be considered by Council and the Applicant in preparation of the PP and during the course of the assessment process.

- Setbacks from TAHE owned land should also take into consideration potential for re-purposing of the rail land at a later time/when it is no longer required for rail purposes. Transport Asset Holding Entity (TAHE) owned site (Lot 100 in DP1169206) is situated adjacent to part of the site subject to this Planning Proposal. As such, it is requested that Council and the Applicant consider the proposed distance of separation between the windows and balconies (as per the Apartment Design Guide requirements (ADG) under Part 3, Object 3F-1 Visual Privacy) that face the TAHE owned site. The Applicant and Council is requested to ensure that the minimum separation is to be shared equitably with the applicant's site and ensure that the design in no way relies on TAHE owned land or assets for the variation to minimum separation distances.
- Allowable height, setbacks and massing controls on the subject site should take into consideration a potential redevelopment of the leased area at a future date in terms of privacy and overshadowing.
- Planning controls for future envisaged development on the subject site should in no way rely on TAHE owned land including commuter parking areas for car parking, access, reduced setbacks or the like to ensure any such development does not thwart future redevelopment opportunities of TAHE owned lands.
- Transport for NSW Property & Commercial Services (TfNSW P&CS) has the delegation to act on behalf of Transport Asset Holding Entity (TAHE- formerly known as RailCorp) TAHE, the landowner of rail land. As TAHE is a landowner within the subject area, it is requested that Council and future nearby developers liaise with TfNSW Property & Commercial Services throughout each stage of the planning and development process of this site. We can be contacted via TAHE_landownersconsent@transport.nsw.gov.au

Kind regards,

Property Group - Commercial, Performance & Strategy
Infrastructure and Place

Transport for NSW

As agent for TAHE (Transport Asset Holding Entity NSW)

7 Harvest Street, Macquarie Park NSW 2113

PO Box 459, Burwood NSW 1805

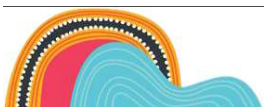
TAHE_landownersconsent@transport.nsw.gov.au

7 Harvest Street, Macquarie Park NSW 2113

PO Box 459, Burwood NSW 1805



**Transport
for NSW**



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