

Attachment 2: Questions from Sydney North Planning Panel Briefing 180 River Road Lane Cove

At a briefing held on 22 March 2023, the Sydney North Planning Panel raised a number of questions. The questions are listed in the following table along with the applicant's response and comments.

Question	Applicant's Response	Comment
Information on how the architect was chosen for the project – ie tender process, design competition, other public process'	The lead consultant, (Allen Jack & Cottier) was selected as a result of an RFQ process via Tender Link. Six firms were invited to participate from the NSW Government Designer Panel Contract.	Noted
Active travel paths to the site for pedestrians and cyclists and links to existing routes/pathways.	Active travel paths for people arriving by bicycle or on foot have been considered as part of the proposal. A SUP is proposed along River Road/Northwood Road as part of Route 5 in the 2019 Lane Cove Bicycle Plan. An application for a grant to undertake the design has been lodged with the NSW Government.	Noted
The previous proposal had a clear entry, however, the current design does not provide a sense of entry when approaching the building. Can this be achieved through landscaping and/or design feature?	<p>The previous Development Application was premised on the construction of a new roundabout at the intersection of Northwood and River Road. A link from this roundabout to the site incorporating a grand arrival plaza was therefore proposed. Northwood Road Residents backing onto Stevenson Street objected to the proposed roundabout and proposed entry road. During detailed design phase for the number of trees required to be removed to facilitate construction was determined to be excessive .</p> <p>Consequently, the roundabout and entry road are no longer proposed for construction by Council. The environmental upside being a saving of circa 71 trees from removal.</p> <p>As an alternative, a new signalised intersection is proposed on River Road, to align with the existing entry to the site to be available prior to the facility commencing operation. In principal approval has been obtained from TFNSW.</p>	<p>It is considered that the sense of arrival can be enhanced by a combination of decorative treatment to the eastern elevation of the building, integrated identification signage, landscaping and paving.</p> <p>A draft condition is proposed to facilitate these design elements.</p>

	<p>In comparison to the previous DA, the footprint of the building has been reduced, and the main site entry is now proposed at the existing River Road entry. The arrival location for the facility includes an articulated façade along the eastern face, which showcases the amenity of the facility and invite participation. The drop off area (external to the building), seating and soft landscaping will provide visual appeal and amenity to visitors. Due to the overall length of the building it was not considered appropriate to locate the main entrance at one end of the building, hence it remains at the middle of the building with an enhanced materials and a vista to the golf course to create a sense of arrival.</p>	
<p>Is it possible for the bicycle parking to be located closer to the car park entry to prevent conflicts between cars and cyclists within the car park.</p>	<p>The proposed bicycle parking locations have been carefully considered for practicality of use and safety of all users. It is conveniently located along the SUP on the car park level for cyclists to safely dismount and avoid clashes with other users. This bicycle parking location allows cyclists to enter the facility via the main lift and stair entry, located in the middle of the building below reception. The design via the separated SUP ensures there is no heightened conflict between cars and cyclists. Appropriate traffic control measures will be deployed within the site.</p>	Noted
<p>It would be desirable to provide a vehicle link between the entry and exit driveway to avoid the proposed long single aisle. This is particularly relevant to the internal drop off spaces, which would require a complete circuit of the car park to access them.</p>	<p>Advice from the project traffic engineer TTW is there is no requirement for a crossing/ turn around point within a carpark of this size. Consultation with Council operating staff support the current design on the basis vehicles will travel past each car space, avoiding unnecessarily recirculation by drivers who effectively only pass half of the car park, if there was a mid-cross over point. This configuration is utilised at Council's 'The Canopy'</p>	Noted

	development which has a similar floorplate with the same configuration, which sees minimal recirculation.	
Has there been an assessment of the capacity of the stairs to cater for peak arrival times by teams etc. If so, can this be provided so that the Panel can be satisfied in relation to potential overcrowding and safety in the stairways.	<p>The design team has considered all relevant aspects of building access and egress commensurate with a building of this scale including operational modes, max capacity, NCC standards and codes in design. Refer Blackett Maguire + Goldsmith, BCA consultants and Funktion, Access consultants reports submitted with the DA.</p> <p>As further outlined in the appended BCA report to the SEE, Dimensions of Paths of Travel to an Exit on page 5; <i>“compliance is readily achievable. Level 2 of the building containing the sports hall and multipurpose hall maintains access to an aggregate egress exist width which is capable of accommodating a population of 920”.</i></p> <p>With regard to general entry and access for larger crowds, three stairs and two lifts have been provided connecting the carpark to Level 2. One stair is directly accessible to the outdoor courts, one is located on the southern side of the carpark and one is located adjacent to the lifts, near reception. Both lifts are located next to reception. Stairs have been distributed to encourage visitors to take the most direct route from where they parked up to the facility. This will help minimise congestion at the main central node. These stairs are shown in red bubbles in the attached mark-up of the architectural plans. Thereafter it is contemplated that Council and the operator will develop management systems for the operation of the facility.</p>	Noted