

SUPPORTIVE HOUSING AT ST LUKE'S AND AGED CARE FACILITY ON GREY ST

RECORD OF PUBLIC MEETING CONVENED BY DEAKIN RESIDENTS' ASSOCIATION, CANBERRA BRIDGE CLUB, 16 AUGUST 2017

The following is a record prepared by the DRA, plus commentary and views in blue from Purdon Planning on the recording of their own presentations. These added comments should not be taken to reflect the views of the DRA.

Approximately 83 people attended the public meeting convened by the Deakin Residents Association (DRA) held at the Canberra Bridge Club on 16 August 2017.

The purpose of the meeting was to discuss two proposed developments in Deakin –

- redevelopment of the St Luke's church site in Newdegate Street (Block 1 Section 30 Deakin) and
- redevelopment of the art gallery site bordering Hopetoun Circuit and Grey Street (Block 13 Section 49 Deakin).

Proponents of the proposed developments addressed the meeting and comments and questions followed from the floor.

A questionnaire was circulated to each participant inviting written comments on the proposals as well as views on the need for integrated planning development in Deakin. The questionnaire is attached. Over fifty responses were received and summarised with below.

In introducing the presentations, Rob Purdon said that the 2 proposals were in no way connected. A common feature was, however, that they were both up-market boutique developments which would provide much needed facilities for an aging community and would become an integral part of the community and add to its value.

St Luke's Development

Presenters: Rob Purdon, Purdon Planning; Belinda Barnes, COX Architecture; Trevor Ament, Registrar, Anglican Diocese of Canberra and Goulburn.

The St Luke's parish had relocated to Curtin and the premises were no longer required for their original use. The aim of the Anglican Trust was to redevelop the site to provide high quality supportive housing for the community as part of a wider recycling of its assets. Key features of the redevelopment include:

- A small scale development with the establishment of 8, 2 storey dwellings on the site.
- Main bedroom and ensuite would be located on the ground floor.

- There would be no overshadowing of existing premises.
- There would be multiple entries to the site to limit traffic congestion.
- High quality materials would be used in the construction.
- Some 'regulated' trees may need to be removed, but efforts would be made to minimise the number of removals.
- An environmental impact statement would not be necessary and the environmental impact would be addressed as part of the Development Approval and would need to satisfy town planning codes; The Trust would retain ownership of the land and be the lessee.
- The new dwellings would be available on the open market to people aged 55 and over.
- The Trust would be responsible for regular maintenance and upkeep of the grounds.

Most attendees were supportive of the proposed redevelopment on the grounds of its modest size, acknowledging the need for the provision of such housing in the area. The Anglican Church was to be congratulated on the proposal and perhaps a commemorative plaque could be erected to recognise the significant contribution made by the Church to its community over more than 50 years.

Some queried whether the development should be bigger, claiming that underutilisation of the site would increase the overall costs of sub-leasing the units. In response Purdon reminded the meeting that these were up-market developments and that low density housing would fit in better with the surrounding community.

Other attendees questioned the range of concessions available to the lessee (Trust), e.g. reduced rates, and whether the community and taxpayer would be picking up the cost of these. Purdon said this was a matter for the ACT Government.

There were concerns about the nature of the leasing arrangements, for example, would it be possible for people to sub-lease their units, e.g. to people under 55? Also, what happens when someone dies and the unit has to be re sublet? Purdon Planning would take these concerns on notice. Ultimately any building would revert to the Trust.

Rob Purdon indicated that the Trust was still working out its precise business model - this would be posted on their website when finalised.

When questioned about the timing and duration of the development, Rob Purdon said the actual preparation and construction phase would take about 9 months and depend on when/if approval was granted

Grey Street/Provectus Development

Presenters: Rob Purdon, Purdon Planning; Alastair MacCallum, AMC Architecture; Bernie Cusack, Sellick Consultants.

Rob Purdon indicated Provectus Care is proposing to develop and operate a residential aged care and respite care facility on the corners of Hopetoun Circuit and Grey Street. Provectus Care

is run by the Moran family who operate a number of similar high class 'boutique' operations in Sydney, Melbourne, Gold Coast and China. Dr Shane Moran, Managing Director, had tendered his apologies for not attending the meeting.

Key features of the proposal include:

- Development of a 90 bed residential care facility with 12 assisted living units, and a 40 place respite day care centre. The Commonwealth Government has approved 90 such beds for this purpose.
- Development includes a Crown Lease variation and demolition of existing structures.
- The new building includes construction of a 4 and 5 storey building, plus basement.
- There will be an outdoor terrace and rooftop garden.
- Proposed landscaping includes the provision of new deciduous street trees, removal of overhead power lines, a new access and exit driveway and street parking on Grey Street as well as other off site works to improve pedestrian access.
- Sellick Consultants had conducted a traffic survey and considered that the development would impact only marginally on traffic flow. For example, change over shift times for workers would not overlap with drop off and pick up times for school students. Equally, traffic estimates were based on the assumption that all workers at the facility would drive their own car and would not use public transport.
- Changes would also be proposed for safer traffic arrangements in Hopetoun Circuit, e.g. a traffic refuge, erection of a 40 kilometre zone outside the shops, zebra crossing and a sign for aged persons.

The meeting was generally supportive of the need for additional high quality aged care accommodation of this sort in the inner south but had major concerns about the size of the development, traffic implications and associated noise. The present site was simply not adequate for the scale of the development.

Size of Development

- The proposed site covered an area of approximately 6000 square metres and would cater for over 150 persons. This contrasted with the St Luke's development which covered 8000 square metres and would cater for 8, 2 storey modest dwellings.
 - o (In the proponents' view) [The Plot Ratio and building mass is consistent with the Development Control Plan \(DCP\) for the site.](#)
- The facility would consist of a four and five storey structure which, because of the slope of the land, could result in the section nearest the Girls' school, being higher than the Ambassador.
 - o (In the proponents' view) [The built form aligns with the height controls specified in the DCP. The facility will not over-shadow the Early Learning Centre during hours of operation. The design team have worked to ameliorate over-looking through design treatments, fixed louvres and on-site landscaping in the form of deep-rooted trees.](#)

- Other attendees felt the scale and height of the development was out of all proportion to the site.
 - o (In the proponents' view) The development is in keeping with the desired character for the Avenue specified in the DCP. The built form aligns with the Ambassador development in height and scale.
- Concern was expressed, largely by Fergusson Crescent residents, about the effect of overshadowing on their properties, particularly in winter. The response was that the developers were confident that the size and siting of the building would not cause this.
 - o (In the proponents' view) Overshadowing diagrams were provided at the presentation, the drop-in session and will be made available on the Purdon Planning website. These diagrams will also be made available during the formal notification process through the ACT Government website post lodgement of the DA.
- Other sites, such as the land facing Hopetoun Circuit near the pre-school, had not been considered as this block appears to be smaller than the proposed site. Latrobe Park on the other side of the school had also not been explored because this is zoned as Public Land and could not be used for this purpose.
 - o (In the proponents' view) The subject site has been selected after an extensive process which identified 50+ possible sites for the facility. The site was selected given its location in Deakin, an ageing population and because of its prestigious location close to the heart of Central Canberra. It is considered that the proposed development will have a much lower impact than other possible developments permitted under the Territory Plan such as Commercial Offices or a multi-unit residential development.

Traffic Implications

- This appeared to be the major impediment to the proposal. It was considered the impact of increased traffic had been underestimated in relation to both Grey Street and Hopetoun Circuit, for example the claim that traffic generation would increase marginally in Grey Street by 1% during school drop off time and by 3-4 % pm during pick up time. Also the narrowness of Grey Street as well as the impact of buses and the inflow of traffic from Fergusson Crescent into Grey Street had not been taken into account.
 - o (In proponents' view) The project team have undertaken extensive analysis of the site and surrounds and have tailored a parking and traffic operation plan to suit the site, and to not exacerbate the existing condition. Sellick Consulting have committed to making further analysis so that the parking and traffic report is as robust and transparent as possible. The finished report will be made available upon lodgement of the DA.
- Attendees also felt the number of visitors and associated parking requirements had been underestimated, particularly in relation to the respite care centre.
 - o (In proponents' view) The visitor and parking numbers have been assessed based on extensive experience with facilities of this type from both Shane Moran (Provectus) and the Project Team. The project team have taken a highly conservative approach so as to ensure the management plan is more than adequate for the site. We are confident that the facility will have minimal impact on the surrounding area with regard to parking and traffic.

- Traffic was already congested in the area and would be further impacted by developments in neighbouring suburbs such as Yarralumla, where the proposed Brickworks development would result in additional people coming to the garage in Hopetoun Circuit Deakin.
 - o (In the proponents' view) The key to this development with regard to this claim, is that facilities such as this have a really low level of traffic generation. The vast majority of residents will not drive, visitation is often a lot lower than one would hope, staff shift changeover will occur off-peak and commercial waste and delivery arrangements tend to occur in off-peak times. To this end traffic generation will be quite low, and can be managed effectively to curb any possible impact to the existing and future congestion levels.

- Reference was made to the difficulty by residents of the Ambassador of accessing Hopetoun Circuit during peak times.
 - o (In the proponents' view) This is unlikely to effect, or be effected by the proposed development.

- Parking at and behind the Deakin shops was already problematic. A member of the Bridge Club commented on the difficulty their members had in finding parking to attend Bridge sessions, particularly during the day.
 - o The proponent has commented that further parking impact analysis will be undertaken by the project team to ensure that the numbers are as robust as possible.

- Efforts by DRA to have traffic issues addressed by the ACT Government, e.g. a 40 kilometre zone near the shops and re-siting of pedestrian crossings had been unsuccessful to date.
 - o The proponent has advised that as part of an extensive set of works to increase pedestrian safety a 40km/h zone installed.

- The proposed parking facilities at the new facility were considered completely inadequate, in particular the basement, and it was suggested that consideration be given to building another floor underground.
 - o The proponent advises that the parking analysis is based on extensive experience and ACT mandated generation numbers. The generation figures are extremely conservative and assume that no staff will either car pool or use other modes of transport to get to work. The parking provision caters for all staff driving in with a single vehicle each and therefore provides more car parks than required in practice.

Noise

- Attendees from the Ambassador were concerned about an increase in noise, particularly during the construction phase and also from service trucks, e.g. rubbish collection. Purdon reported that discussions were being held with the Soccer Club regarding the possibility of tradies parking in their premises during construction. However, it was considered unlikely that tradies would welcome parking that far away from the construction site.
 - o (In the proponents' view) This arrangement will be controlled as part of the development plan. Noise generation will be kept to Australian standard levels. The project team is aware of the surrounding uses and will seek to reduce any possible impacts. Waste collection and other service will be contained within the basement of Provectus care to ensure that adjacent residents are not disturbed.

Written Feedback from Questionnaire

Most of the written comments reflected those raised during the meeting. Others include:

St Luke's Development

- Leasing and sub-leasing arrangements are unclear and need clarification. Concern about being able to sub-lease to people under 55.
- Lighting surrounding the site, e.g. street lights need to be considered.
- 2 storey dwellings, without lifts, will pose problems for older people with mobility issues getting upstairs.

Provectus Development

- Development is inconsistent with the local residential character and density.
 - In the proponents' view, the proposed development is consistent with the DCP and the desired character for Adelaide Avenue. This built form aligns with the Ambassador development
- Strong support for the proposal, in fact it should be larger to take account of a potential light rail corridor.
- Consideration could be given to exploring another site eg in West Deakin towards the Mint
 - (In the proponents' view) As above regarding site selection
- One DRA resident had submitted a written analysis of the impact on traffic of the Provectus development which estimated a considerably higher flow of visitors, staff and services to the new facility.
 - The proponents project team are happy to peer review the written analysis.

Results from the questionnaire:

St Luke's Development Pro - 31 Against – 2 Unsure – 9

Provectus Development Pro – 7 Against – 24 Unsure – 10

Integrated Planning Development

There was very strong support for this proposal. The DRA will be passing the results of the survey to the ACT Government and asking the ISCC for endorsement of the need for a Deakin Masterplan.

Pro - 28 Against – 1 Unsure – 8

Feedback form
Deakin Residents' Association Inc
Public Meeting
16 August 2017 : 6.30pm-8.30pm
Canberra Bridge Club, Duff Place, Deakin

Do you live in Deakin?

Yes

No

St. Luke's Church site redevelopment:

Do you support this re-development?

Yes

No

Uncertain

Comments:

Gallery site redevelopment:

Do you support this re-development?

Yes

No

Uncertain

Comments:

Planning Strategy

DRA believes current urban intensification policies such as the church and gallery redevelopments, Equinox 2, Kent as Telstra redevelopment and Federal Golf Club development should not be considered in isolation from housing, employment location and transport policies.

Do you support a review of the ACT planning strategy to ensure the future development of the city is more socially, environmentally, financially and economically sustainable?

Yes

No

Uncertain