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Record of Comments

arising from the

Hyegrove Northbridge Community Consultation Event No.1

Held on 1 September 2026, 6pm-8pm

at the Club Willoughby, Level 2 (Jacaranda Room)

Prepared for

Participants from the Community Consultation Event

Prepared by

Urban Concepts in conjunction with Hyecorp

23 October 2026

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Urban Concepts has taken every care to ensure that the comments raised by the participants have been faithfully represented and recorded. If there are comments that have not been recorded or recorded incorrectly we apologise for any misunderstanding and advise that it has not been deliberate.

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Hyegrove Northbridge Community Consultation Event

1 September 2026, 6pm-8pm

Club Willoughby, Level 2 (Jacaranda Room)

Urban Concepts advises that 33 people participated in the Community Consultation Event.

Comments Recorded during 'First Words' Activity and Question & Answer Time

The following comments were recorded during the initial 'first words' activity.

QUESTION FROM FACILITATOR	RESPONSES FROM ATTENDEES
What are your 'first words' when thinking about Hyegrove Northbridge?	• Relevant • Too high • Overkill • Too dense • Accessible • Traffic problems • Creative solutions • Controversial • Access and parking • Safety issues • Cost to the public • Down sizers • Traffic • Neighbours

The following comments were recorded during the facilitated question and answer time.

COMMENT/QUESTION	CONSULTANT RESPONSE
Over-55 and seniors-living development What is the difference between an "over-55 development" and a seniors-living or retirement-village development?	The project team explained that "over-55" is primarily a planning term. The relevant minimum age requirement was previously 55 but is now generally 60. Independent-living apartments would be subject to a title restriction requiring occupants to be over 60. The proposal is intended to operate as a retirement village comprising: • Independent-living units. • Aged-care Hyecare suites. • Associated services and facilities. The project would not be a conventional apartment development. It would operate under a retirement-village model, with residents occupying the independent-living units under a lease or loan-lease arrangement rather than purchasing standard strata apartments. The

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COMMENT/QUESTION	CONSULTANT RESPONSE
	aged-care suites would generally accommodate residents who are older than those in the independent-living units.
Long-term vehicle access and traffic management What is the planned access arrangement for the development once construction is complete? How will traffic be managed, particularly given the narrow local streets, existing street trees and nature strips, and the expected number of vehicles?	The project team stated that the proposal would not include works outside the development site. However, the team would work with Willoughby Council and Transport for NSW regarding any required public-domain works, street upgrades or traffic-management measures. The proposed long-term access arrangement would involve all vehicles entering via the driveway on Baringa Road. This would include: • Resident vehicles. • Visitor vehicles. • Staff vehicles. • Service and delivery vehicles. • Drop-off and pick-up movements. The project would consolidate multiple existing driveways into a single driveway at the Baringa Road frontage. There will be no driveway crossings at the Sailors Bay Road frontage. This would reduce the number of vehicle access points. All parking (visitor and residential) and vehicle movements to be accommodated on site rather than on surrounding streets. The team acknowledged that it did not yet have a final answer regarding long-term traffic management. It said this would need to be developed with Council, Transport for NSW and other relevant agencies, particularly because the issue involved the cumulative impact of multiple developments in the area rather than this project alone.
Traffic impacts at nearby intersections There are already significant difficulties exiting local roads and accessing nearby intersections i.e. existing Baringa onto Strathallen Ave. How will trucks and future traffic be managed?	The project team acknowledged the concern and said that the assessment would need to consider the relevant intersections and surrounding road network, not just the immediate frontage of Baringa Road. Traffic consultants were examining the specific movement patterns associated with independent living, aged care, staff and deliveries. The team acknowledged that they do not have control of infrastructure outside the site and would need to work with Council and government agencies on the broader solution. The team also noted that the traffic patterns associated with independent living and aged care would differ from those of a conventional apartment development. Residents would not generally be commuting to work during the morning and afternoon peak, and a proportion of aged-care residents would not drive. Residents of the residential aged care facility would not have cars.

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Future of existing houses in the area Will any houses remain on the northern side of Baringa Road, or are all existing properties likely to become higher-density apartment developments?	The team explained that the proposed development itself would involve approximately six existing houses on Baringa Street, including properties and battle-axe blocks. The team could not provide certainty about the short-term outcome of each property but said that the desired future character under the low- and mid-rise housing reforms appeared to envisage increased density across the area.The team indicated that, in the medium to long term, properties on both the northern and southern sides of Baringa Road could transition to higher-density development. The southern side would likely have a lower density than the proposed seniors-living development but would still be denser than the existing housing.
Traffic modelling methodology Local residents are concerned that traffic assessments often rely on Sydney-wide averages that do not accurately reflect the local road network. Will the project team ensure that its traffic modelling is genuinely local, realistic and not based on assumptions that minimise impacts?	The project team said traffic was one of the first issues considered during the project's preliminary work. A traffic consultant was reportedly the first consultant engaged, before the design was developed, and discussions had already commenced with Transport for NSW. The team stated that: • A suitably experienced, top-tier traffic consultant had been appointed. • The traffic assessment would be prepared as part of a State Significant Development Application. • State Significant Development assessments generally involve a high degree of technical and agency review. • The team had approached Council and Transport for NSW early in the process. • The project team understood the local concern and was not avoiding the traffic issue. The team acknowledged that it could not control the wider road network but said it would undertake its responsibilities and contribute to the relevant assessment and consultation processes.
Publication of the presentation Could the presentation be made available to residents who were unable to attend the event?	The project team confirmed that the presentation would be uploaded to the project website.
Access from Sailors Bay Road Has the project team considered providing vehicle access from Sailors Bay Road rather than bringing all traffic through Baringa Road?	The team said this had been one of the first options investigated. Transport for NSW had rejected the possibility at an early stage. The team explained that Transport for NSW generally discourages or does not support new driveways on state-controlled roads when access can be provided from a local road. The team said it had sought advice from Transport for NSW and received a firm negative response. Accordingly, the current proposal is for vehicle access from Baringa Road rather than Sailors Bay Road.

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Number of parking spaces The proposal includes approximately 138 units. How many parking spaces will be provided?	The project team said it did not yet have a confirmed parking number. As an indicative guide, the team referred to approximately 1 to 1.5 spaces per independent-living dwelling. However, the final number would depend on: • The final unit mix. • Planning controls. • The available basement area. • The level of excavation required. • Visitor parking needs. • Staff parking. • Parking associated with families and visitors. The team explained that aged-care residents generally would not drive, but the project would need to provide suitable parking for visitors, family members, staff and service vehicles. The team also noted that providing sufficient on-site parking could help reduce the risk of residents and visitors parking on surrounding streets.
Electric-vehicle charging Will electric-vehicle charging stations be provided?	The project team confirmed that electric-vehicle charging infrastructure would be included. The basement would include an initial number of charging stations and would be designed to allow additional charging capacity in the future. The team also referred to the need to consider: • Future electric-vehicle uptake. • Solar power. • The site's electricity supply. Potential substation and power-capacity requirements.
One-way access arrangement Could the development have one-way access, such as entry from Baringa Road and exit to Sailors Bay Road, or the reverse? Could this option be put to Transport for NSW again?	The project team confirmed that it had already explored access from Sailors Bay Road but had received a firm rejection from Transport for NSW. The team said it was willing to take the suggestion back to its traffic consultants and Transport for NSW following the community meeting. It acknowledged that access to Sailors Bay Road could reduce some community concerns but reiterated that Transport for NSW had previously indicated that it would not support the arrangement. The team undertook to consider the matter further and report back if there was any new information.
Unit mix and the need for three-bedroom units What will be the mix of one-, two- and three-bedroom units? Given that residents must be over 60, why would three-bedroom units be required, and what effect would the unit mix have on parking?	The final unit mix had not yet been confirmed. The team said the project was expected to include a reasonable mix of one, two and three-bedroom independent-living units, with the final composition to be refined as the design progressed. The team explained that three bedroom units could be suitable for: • Couples who prefer to sleep in separate rooms. • Residents who need a study or flexible room. • Residents who want a room for visiting children or grandchildren. • Households requiring a spare room or multipurpose space.

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	The team said occupancy patterns in retirement village apartments differed from conventional private apartment developments. As an example, the team referred to Heart of Willoughby retirement village where approximately 65 per cent of apartments were occupied by two people and 35 per cent by single residents, with most single residents being women. The team also said: • Most households would have one vehicle or no vehicle. • Some residents would continue to drive, while others would not hold a licence or would no longer need to drive. • A three bedroom unit would not necessarily generate the same parking demand as a three-bedroom market apartment. • Some parking spaces could remain unused if residents did not drive. The team undertook to provide more concrete information about the unit mix and parking once the design had progressed.
Indicative pricing and affordability What is the anticipated pricing for the units? The project team must have developed some indicative pricing assumptions for the business case.	The project team said it did not yet have a confirmed price range and did not wish to disclose preliminary pricing at that stage. The team explained that pricing would be affected by: • Rising construction costs. • Interest rates. • The broader property-development market. • The final design and unit mix. • The operating model. The units would not be sold as conventional apartments. Instead, the proposal would operate under a retirement-village loan-lease model. The overall financial arrangement would therefore involve more than a headline purchase price and could include: • Ongoing service or operating charges. • Care fees. • Security and concierge services. • Activities and other retirement-village services. The team said the eventual pricing would not be entirely unrelated to conventional apartment prices in the area, but the comparison would not be straightforward because the ownership and operating model would be different.
Pedestrian connection to the plaza Given the location near the plaza, doctors and Woolworths, has the project team considered a pedestrian connection, footbridge or tunnel to improve access for seniors?	The project team said a direct pedestrian connection across Sailors Bay Road would be difficult to achieve and was not currently proposed. The team indicated that obtaining vehicle access from Sailors Bay Road was already highly constrained, and a separate pedestrian crossing or grade-separated connection would also be challenging. The project would nevertheless be located close to existing services, with residents expected to benefit from the proximity of the plaza and other facilities.

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Building height and interface with surrounding properties How will the proposed building respond to the existing lower-density properties, particularly in relation to the diagrams showing heights stepping from approximately eight to seven to five storeys?	The design team explained that the proposed built form would be shaped to reduce its visual impact and respond to surrounding properties. The intended approach included: • A higher central or main building element. • A lower southern-facing component of approximately four to five storeys. • Upper levels stepping or recessing away from the surrounding properties. • An overall form that would appear more recessive when viewed from nearby streets. • Consideration of solar access and landscaping along Baringa Road. • A U-shaped configuration with open space in the middle responding to existing buildings on the southern side. The team said the diagram represented a high-level design concept and that the precise articulation, balcony arrangement and stepped form would be refined as the design progressed.
Future development controls on the southern side Could properties on the southern side of Baringa Road also become four-storey developments in the future?	The planning representatives explained that the relevant planning controls, together with an affordable-housing bonus, could potentially allow development of approximately four storeys in some circumstances. The discussion referred to a base development potential of approximately two storeys, with an additional bonus of around 25 to 30 per cent for affordable housing. The exact outcome would depend on the applicable planning controls and the specific site. The team suggested that this type of uplift was likely to occur first in inner and established areas where the planning reforms provided the greatest development potential.
Meaning of the yellow-shaded area on the plan On one of the early presentation slides, the proposed site was shown in green, while a large area of surrounding residences was shaded yellow. Why were those properties identified, and what did the shading mean?	The project team explained that the yellow-shaded area represented the notification catchment used for community newsletter distribution. The catchment was based on the notification area required by Willoughby Council for a State Significant Development and was based on an approximate 200-metre notification area. Residents within that area were sent newsletters.
Construction timing and coordination with other developments The presentation referred to construction commencing around 2028, while another slide indicated a first-quarter 2029 date. What is the	The project team said construction timing was still indicative and would depend on the planning and design process, which may likely change. The team acknowledged that there could be multiple construction projects operating in the area at the same time. It said coordination would be required between builders and developers regarding key areas e.g. where staff and tradies park etc.

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timing, and how will the project coordinate with other developments nearby?	The project team said it would have greater control over its own construction program but would need to engage with other developers once their builders and construction methodologies were known. The team also noted that it had experience managing construction projects in established Sydney suburbs and considered communication with residents to be important.
Construction communication and community liaison How will residents be kept informed about construction impacts, complaints and significant construction activities?	The project team said it intended to establish a structured communication process before construction commenced. Potential measures included: • Introducing residents to the construction team. • Establishing a construction communication protocol. • Maintaining a register of resident interests and concerns. • Providing advance notice of significant construction milestones. • Advising residents about major activities, such as concrete pours. • Establishing a community liaison committee. • Providing a process for lodging complaints and feedback. • Working with representatives from nearby streets or precincts. • Maintaining regular communication with Council and other relevant agencies. The team acknowledged that construction would not be disruption-free but said its objective would be to maintain an active and practical dialogue with surrounding residents to minimise impact.
Estimated construction duration How long is construction expected to take?	The project team estimated a construction period of approximately 24 to 30 months. The final duration would depend on: • The completed design. • Site conditions. • Weather, including rain. • Construction approvals and operating restrictions. Events or other conditions that could affect the operating hours.
Impact on families and the character of Northbridge How has the project team considered the effect of construction trucks, traffic and development activity on families who currently live in traditionally quiet streets such as Baringa Road and surrounding streets? Especially making local streets more	The project team acknowledged that the development would create additional vehicle and pedestrian movements and that the area would experience change regardless. The team's broader response was that the project formed part of the State Government's approach to accommodating additional housing in: • Transport-oriented locations. • Established town centres. • Areas with access to shops, doctors, schools and other services. The team said Northbridge was identified as a town centre under the low- and mid-rise housing reforms and that the proposal was

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unsafe for children to play or move.	intended to provide housing in an established location where residents could access local services. The team also suggested that a seniors-living development could help release existing family homes into the broader housing market. Many future residents would be existing local residents moving from larger homes into retirement accommodation, potentially allowing those larger homes to be occupied by families. The team acknowledged that this would not remove the short-term impacts on existing residents, particularly during construction, and said that the project would need to be designed and managed carefully.
Whether the development would remove family housing Does demolishing Federation houses to create seniors housing effectively remove family housing from the community and replace it with a development that may not be affordable?	The project team said it did not view the proposal as simply removing family homes. The team suggested that many residents moving into the retirement village would come from existing local homes, including larger houses occupied by one or two people. Moving into an independent-living unit could release those houses for new households, including families. The team also said the development would provide greater housing diversity by adding seniors housing to the range of housing types available in the suburb. The Heart of Willoughby was put forward as a successful example of how retirement villages can attract families and visitors and creates a familial presence, which is ultimately the aim for Hyegrove Northbridge. It was noted that new surrounding apartment developments could also accommodate a range of households, including couples, single-parent families and families with children. The team acknowledged that the term “affordable” was relative and that it did not yet have a final answer on affordability or pricing.
Broader traffic impacts across Northbridge Northbridge is a peninsula suburb with limited road connections and an already congested bridge and road network. How can it accommodate this level of development, particularly when residents are dependent on cars?	The project team acknowledged that Northbridge had a distinct traffic context and that existing congestion affects the wider suburb, including routes toward Sailors Bay Road, Strathallen Avenue, the city and Chatswood. The team said: • Traffic impacts needed to be considered beyond the immediate development frontage. • The project team cannot resolve all wider traffic problems itself. Transport for NSW would need to examine the broader network and are a referral agency with the State Significant development • Developer contributions would be paid as part of the project. It was hoped those contributions would support required infrastructure upgrades, including transport improvements.

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	The team also noted that the State Government had increased development capacity in established centres, but that transport, open-space and other infrastructure responses needed to occur alongside that growth.
Ground-floor uses on Sailors Bay Road What is proposed at ground level along the Sailors Bay Road frontage? Will it be a mixed-use area?	The team said the ground-floor frontage could include: • Entrances to the retirement-village development. • Access to the aged-care building. • Potential cafés or ancillary uses associated with the aged-care or retirement-village operations. The team had not yet decided whether these uses would be primarily inward-facing and serve residents, or whether some would be open to the broader public. The project team invited community feedback about suitable ground-floor uses. Examples discussed included a café or potentially a pub-style use, although no commitment was made to any specific use. The team said the community survey would help determine whether there was demand for publicly accessible facilities along Salisbury Road.
Parking implications of community-facing uses If the ground floor included businesses or services open to the wider community, would additional parking be required, and how would that affect traffic?	The project team agreed that the type of ground-floor use would affect both traffic generation and parking requirements. Different uses would have different planning requirements, generally calculated according to various factors. The team said its preference was for any publicly accessible uses to serve the local community and encourage people to walk rather than attract visitors from outside Northbridge. However, the final outcome would depend on community feedback and the detailed design. The team also said it would review responses to the community survey through a traffic and parking lens.
Construction noise and possible soundproofing Given the potential for several nearby projects to be under construction at the same time, would the project team consider mitigation measures such as soundproofing or acoustic treatment for affected residents?	The project team said it was open to considering ideas to reduce construction impacts but could not commit to soundproofing at that stage. The team explained that residents could experience construction impacts differently. Potential concerns could include: • Noise. • Truck movements. • Trucks idling while waiting for deliveries. • Dust. • The timing of construction activities. • General disruption. The team said it would be better placed to discuss specific mitigation measures once the final design, construction program and construction methodology were known. It also said the construction team would seek to work with residents and would investigate whether any construction movements could

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	use Sailors Bay Road, although Transport for NSW had previously indicated that this was unlikely to be approved.
Whether additional properties could be acquired Is the development site now fixed, or is the project team considering acquiring other properties along Sailors Bay Road or nearby sites? Could acquiring additional land improve the design or access arrangements?	The project team said the site was not completely "locked down" in the sense that development opportunities were still being evaluated. However, the first stage of the project, the seniors-living development, is substantially established. The team indicated that: • The general development concept and height approach were relatively settled. • Some other properties in the broader area were already committed to separate developments, and the remaining properties were fragmented. • The team was continuing to assess opportunities but had no definitive answer at the time of the meeting. The team undertook that any significant future change or additional acquisition would be communicated to the community and would not be presented as a surprise.
Potential changes to the proposal after lodgement If the project is modified after the initial application, could the changes result in additional height or density?	The project team explained that design changes and modifications were common as a project progressed. Changes could be required in response to: • Detailed design work. • Site conditions discovered during excavation. • Engineering requirements. • Planning or government agency feedback. • Construction methodology. • Technical assessments. The team said modifications would not necessarily mean additional height or density. It did not anticipate adding further storeys to the proposal but acknowledged that some changes to the detailed design could occur. The team said it intended to continue communicating with the community as the design developed and would provide further opportunities for consultation before the application was lodged.
Voluntary State Design Review Why would the project team voluntarily participate in a State Design Review process?	The design team said voluntary design review could provide an independent and constructive assessment of the proposal. Benefits identified included: • Receiving feedback from a broader group of experienced designers. • Testing the design against independent views. • Identifying additional design ideas. • Obtaining an unbiased perspective. Improving the quality of the final design
Incorporation of Native Plant Species Given the reasonable proximity to the important	There will be a substantial content of native species, but exotic plants will also be incorporated to reference local residential gardens

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COMMENT/QUESTION	CONSULTANT RESPONSE
habitat of Flat Rock Creek reserve, could the landscape have native plant species content.	
QUESTIONS ON NOTICE	
What are the indicative numbers for total parking spaces across the site, if 138 units are proposed?	Hyecorp is providing the number of car bays required to satisfy the statutory requirements. There are no car bays required for the RACF facility except visitor parking. Independent Living Units (ILU's) – 221 car bays ILU & Residential Aged Care Facility (RACF) Visitor – 21 car bays RACF Staff – 10 car bays Ambulance – 1 Bay
Given the proposed Hyecare component, what level of commercial traffic should residents expect? What size vehicles would deliver food, nappies, linen and other supplies, and at what times would deliveries occur?	Hyegrove is a largely self-contained facility with an on-site commercial kitchen for residents meals, wet & dry laundry and other internal facilities. Food delivery is therefore intermittent with wet and dry storage zones allowed for in the basement. No nappies or linen supplies are required as cleaning/laundry occurs on site. The delivery of food supplies will depend on the suppliers but would be by small and medium rigid vehicles or vans as would occur for restaurants or similar facilities. Waste collection is line with the policy of Willoughby Council. Designs must accommodate Heavy Rigid Vehicles (HRV) with minimum clearances of 4.5m to 6m and ensure vehicles can enter and exit the site in a forward direction. All vehicular activity occurs internally of the site within the Porte Cochere level.
A resident raised concerns that the intersections leading onto Sailors Bay Road would generate substantial traffic impacts. The resident requested that the team approach Transport for NSW again to investigate changing the proposed driveway access from Baringa Road to Sailors Bay Road.	Hyecorp have written to Transport for NSW via its Traffic Engineer Ason, as of 22 October 2026 we await a response.
Service and delivery vehicles Given the proposed Hyecare component, what	The project team said this question would be taken on notice because the person best placed to provide the detailed operational response was not present at the meeting.

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level of commercial traffic should residents expect? What size vehicles would deliver food, nappies, linen and other supplies, and at what times would deliveries occur?	During the consultation event, the team indicated that the operator would have some control over delivery arrangements, including: • The timing of deliveries. • The management of delivery vehicles. • The types and sizes of vehicles used. • The coordination of food, linen and other supplies. The team undertook to provide more information, with the relevant operations representative involved. Their advice follows. Hyegrove is a largely self contained facility with an on-site commercial kitchen for resident's meals, wet & dry laundry and other internal facilities. Food delivery is therefore intermittent with wet and dry storage zones allowed for in the basement. No nappies or linen supplies are required as there cleaning/laundry occurs on site. The delivery of food supplies will depend on the suppliers but would be small and medium rigid vehicles or vans as would occur for restaurants or similar facilities. Waste collection is line with the policy of Willoughby Council. Designs must accommodate Heavy Rigid Vehicles (HRV) with minimum clearances of 4.5m to 6m and ensure vehicles can enter and exit the site in a forward direction. All vehicular activity occurs internally of the site within the Porte Cochere level. As the operation will not be occurring until approx. 2030, it is difficult to comment exactly on what time these deliveries would occur.

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