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FINAL Record of Comments

arising from the

Hyegrove Northbridge Community Consultation Event No.2

Held on 10 November 2026, 6pm-8pm

at Club Willoughby, Level 2 (Jacaranda Room)

Prepared for

Participants from the Community Consultation Event

Prepared by

Urban Concepts in conjunction with Hyecorp

24 November 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 No.2

10 November 2026, 6pm-8pm

Club Willoughby, Level 2 (Jacaranda Room)

Urban Concepts advises that 27 people participated in the Community Consultation Event.

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

COMMENT/QUESTION	CONSULTANT RESPONSE
Design, Built Form and Landscaping	
Western boundary setbacks and privacy Why has the development provided sympathetic treatment to Baringa Road with height stepped down to four storeys, but not the western side adjacent to the townhouses? Why isn't there more of a setback and will there be landscaping or tree planting to provide privacy to those properties?	The project team advised that there would be an opportunity for a decent landscaping solution because the basement has been pulled back from the boundary to accommodate a 6-metre-deep soil zone. The team noted that the proposal seeks to balance a range of site constraints at each boundary of the site. The landscape architect explained that advanced trees are proposed to provide screening from the outset and that the deep soil areas are intended to support substantial landscape planting that has the room and soil depth to mature over time.
Potential future site expansion Is this envelope final or could the project expand in the future? The community has heard rumours that Hyecorp have options on 25-27 Baringa Road. If other developers decide not to proceed, is there a desire to acquire their land as well?	The project team confirmed that the proposal being presented is “Stage 1” and it relates to the current development site and that any future development opportunities adjacent to the site would be considered separately. It was explained that no detailed design work for any future stage had commenced to a level suitable for community consultation. Although there are unacquired parcels of land in the area, Hyecorp advised they were not actively pursuing additional site expansion at this time; there are economic factors that impact this decision. Right now, this is the proposal Hyecorp is focusing on and any future proposal would be accompanied by a new phase of community engagement and would be on a smaller scale than Stage 1. The design team also noted that even if additional land became available, the preferred built form of the current concept would remain.
Justification for the proposed eight-storey height How does the proposed building get to eight storeys? Is it to do with the new NSW Government planning legislation?	The planning and design team explained that the applicable Low and Mid-Rise Housing Controls provide a base height allowance of 22 metres. Shop-top housing gives 24 metres, with additional 3.8 metres for seniors living development where both independent living units and residential aged care accommodation are included. This gives a height of 27.8 metres. The final building height remains below

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	the maximum allowable envelope available under the planning controls.
Site anomaly explanation The project team mentioned an “anomaly” on the site, what is the anomaly?	The design team explained that larger consolidated sites typically result in the built form extending around a site's perimeter. In this case, the size and configuration of the site enabled building mass to be removed from the more sensitive Baringa Road frontage, resulting in reduced impacts compared with a full perimeter building form.
Basement Depth How deep is the basement? **Follow-up Question:** Why a half?	Two-and-a-half storeys. Because of the slope of the site which falls from Sailors Bay Road to Baringa Road.
Public Domain, Open Space and Pedestrian Access	
Shared pathway proposal A shared pathway was referenced in the presentation, could that be expanded on? Is this referring to a shared pedestrian and cycle path?	The landscape team confirmed that the concept involves a 2.5-metre-wide shared path suitable for pedestrians and cyclists on Baringa Road. The proposal responds to a request from Willoughby City Council to investigate active transport connections. Initial investigations indicate that existing street trees can largely be retained while accommodating the wider path, although the green verge would be reduced in width.
Tree retention along Baringa Road Will the existing trees along the northern side of Baringa Road be retained?	The project team advised that all existing trees are proposed to be retained except for one tree affected by the vehicle access point. Three replacement trees are proposed along the frontage to strengthen the streetscape.
Accessibility of open space Will the landscaped area on the site facing Baringa Road be publicly accessible?	The project team confirmed that the space is intended to be private communal open space for residents of the retirement living and aged care components of the development. While visible from the public domain, access would be restricted to residents to satisfy communal open space requirements and to provide amenity for future occupants.
Pedestrian bridge across Sailors Bay Road Was a pedestrian bridge considered as a means of improving access across Sailors Bay Road?	The project team advised that the idea was only briefly considered but is outside the control of the development proponent (Hyecorp) and more in the hands of Council and the NSW Government. Discussions were held with Willoughby City Council around how people leaving the site would safely get across the road. Feedback received from Council indicated that existing and planned pedestrian crossing arrangements were considered sufficient for future residents.

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Tree removal Will only one tree be removed? Does that mean the road is not being widened?	Yes, only one tree will be removed for the car parking access. The road is not being widened for vehicles. An active transport connection is being provided which will take up part of the grass verge.
Retail Uses and Community Activation	
Retail access and parking provision How will customers access retail offerings if dedicated retail parking is not provided? Where will the foot traffic come from and how will people access the retail spaces? Where will they park? On Baringa Road?	The project team explained that the retail component is intended to operate as a small scale community focused offering integrated with the retirement living development, rather than as a standalone commercial destination. It was envisaged that uses such as a café could serve both residents and local members of the public. Visitor parking within the development would be available for visitors generally, although there would be no parking spaces specifically allocated to retail use. The expectation is that much of the patronage would come from residents, visitors already on the site, and pedestrian activity from the surrounding area. This development, along with the adjacent shopping centre and wider Sailors Bay Road is intended to act as a community centre frequented by the local community on foot.
Viability of proposed retail uses Will the residents of the development, visitors to the complex and patrons from foot traffic be enough to support these retail uses? **Further Comment:** A participant noted that it was good to experience the Channel 9 complex, which has minimal retail space. It would be good for this project to do something similar.	Hyecorp estimates the retail floorspace to be around 2-3% of the whole development, a relatively small share. There has been some feedback throughout the community consultation process, suggesting uses for the retail space. Hyecorp sees themselves as being the operator of at least one of the offerings, perhaps the café/food & beverage option. One suggestion was a pub. Nothing is set in stone, and it isn't clear what exactly will go there. A more detailed response is provided in the Questions on Notice section
Traffic, Access and Parking	
Traffic modelling assumptions Hyecorp have stated that the vehicle movements of this project would be less than a typical residential development of a similar scale. What has this project been compared to when assessing this? And what is the difference between the number of trips for this development and a typical street of residential houses? Has	The Traffic Engineer agreed that on all developments the existing conditions need to be assessed. As part of that process, the intersections are counted and an agreement is reached with Transport for NSW to determine that the intersections have capacity and they are modelled using software. A more detailed response is provided in the Questions on Notice section

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the modelling been done to see how many more vehicles would be added from the status quo. **Follow-up Question:** Will that modelling be published?	Yes, the Traffic Report will form part of the State Significant Development Application that will be publicly available once lodged.
Follow-up Question: What intersections were looked at?	The Traffic Engineer advised that they looked at Baringa Road and Strathallen Avenue, Baroona Road and Strathallen Avenue. Strathallen Avenue and Sailors Bay Road were looked at, but Transport for NSW did not want this intersection to be investigated. This is mostly because of the low volumes and the fact those other intersections accommodate a lot of traffic volumes already. They knew the impact of this development on Strathallen Avenue and Sailors Bay Road would be almost nothing.
Traffic Condition Investigation and Level of Service Did you investigate the change in traffic conditions on the main roads and intersections to see if the required level of service set by Transport for NSW was met both during and after construction?	The Traffic Engineer advised that it is not often that intersection operation needs to be looked at for the construction phase because often the vehicle movements it creates are less than the development itself once completed. If it is a condition of consent, that would be done as part of the Construction Traffic Management Plan.
Cumulative development impacts Have cumulative impacts from multiple nearby developments been considered?	Yes, that will be done. The Traffic Engineer advised that it is not the proponent's responsibility to manage what the impact is for every other site. They will look at their impact and whether it can be accommodated. However, part of the reporting will model and include the details of what the precinct looks like in the future.
Future development scenarios and cumulative impacts A substantial new development has been submitted to the Housing Delivery Authority with 280 apartments of 27 metres in height on 15-41 Strathallen Avenue and 1-3 Marana Road. If it gets declared State Significant, will this development be able to accommodate that and will plans need to be amended?	The Traffic Engineer advised that Hyegrove Northbridge will assess its own impacts and the cumulative impacts of any other surrounding development currently in the planning system; they can't look at hypotheticals.
Follow-up Question: If it gets declared State Significant before the end of the year, will you have to remodel and resubmit the documents to take it into consideration.	The Traffic Engineer advised that requirements would depend on the status of other applications at the time of assessment. Future developments would similarly be required to assess approved developments and relevant proposals within the planning system.

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Car parking provision How much parking is proposed?	The traffic consultant advised that approximately 277 parking spaces are proposed, including resident, visitor, staff and service parking requirements.
Traffic impacts by residential care type What is the difference in traffic impacts between residents in aged care beds compared to those in an independent living unit?	The Traffic Engineer explained that Independent Living Units (ILUs) and a Residential Aged Care Facility generate different traffic patterns. Aged care generates additional staff movements, but due to their shift schedule, these movements are not in typical peak periods. Although ILU residents are more like a conventional residential building, they generally travel less frequently during commuter peak periods. These types of land uses generate less traffic than what the Transport for NSW guidelines say for residential apartment buildings. The assessment methodology reflects these characteristics and uses comparable facilities as benchmark sites.
Intersection level of service assessment What is the current Transport for NSW level of service grade for the Strathallen Avenue/Baringa Road intersection and Strathallen Avenue/Baroona Road intersection and how will it changed after your modelling?	The Traffic Engineer explained at priority-controlled intersections the entire intersection is governed by the worst movement. Which, for both examples is the right turn onto Strathallen Avenue heading south movement. At the moment that is service level E or F, which will not change with the new development. Queue length is another output, but because the volumes are low, the queue length is low. There might be a one car queue, and this development would take that to 1.5 cars.
Traffic modelling assumptions and real-world conditions It has been claimed most of the vehicle movements created by Hyegrove Northbridge occur in the middle of the day, not during peak hour. Baringa Road is unique in that the bulk of the traffic does occur during the day because of the skin clinic on the corner of Strathallen Avenue. The traffic consultant may need to reexamine their modelling, because Baringa Road is not a normal street. The maths does not add up when the project team claims that there won't be much impact, but there will be 277 car spaces. The modelling doesn't line up with reality. Residents already are blocked and can't turn out of the street. One construction site blocked a resident's house approximately six times. **Further Comment:** This comment was brought up to inform the project team and to help you address the language used around the "lack of impact" on traffic.	The Traffic Engineer explained where Baringa Road meets Strathallen, Avenue Willoughby Council several years ago, constructed median strips and narrowed the road for pedestrian amenity, which has made it constrained. The Traffic Engineer accepted that the local roads and are unique in their traffic characteristics at various times of the day. Applications do need to look at those characteristics and what the impacts will be. If it was modelled in the middle of the day, while there may be more activity on Baringa Road, on Strathallen Avenue there's probably half or less volumes than in the peaks, which perform better in the modelling. That's why the peaks are focused on. While you do get congestion on local roads, it's a momentary thing and something that can be managed locally. Unfortunately, it results in some local area delays and it is our experience that Transport for NSW doesn't prioritise local road conditions and impacts over classified road conditions. The project team understands the impacts you have raised, and we don't want to dismiss them. That's why with a priority-controlled intersection with a give way or a stop control; the worst movement is looked

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	at. Even if there's one vehicle an hour that makes that turn, if it can't turn out, that's going to be the worst movement. The project team is informed by what's happening today, as well as what we estimate will occur as a result of the development. With the parking, just because a car parking spot exists, doesn't mean it's used. This is especially true for Independent Living Units and land uses where residents tend to travel infrequently by car.
Neighbour consultation on traffic management In the first consultation it was said that there would be discussion with neighbouring properties to manage the construction traffic across all Baringa Road development sites, but that doesn't seem to line up with what the traffic consultant said.	Hyecorp Co-Managing Director, Stephen Abolakian said he did not recall making this claim. If this was said, what he meant to say was that Hyecorp would try to work collaboratively and coordinate heavy vehicle construction traffic with neighbouring properties and stands by this.
Verification of traffic modelling assumptions Modelling is something done sitting at a computer, when will real evidence and observations be collected on site from the actual streets and intersections in question?	The Traffic Engineer explained that sub consultants are used to survey the intersections. Cameras are placed at the intersections and site visits are undertaken during peak times to understand what is really going on. The model is calibrated using these conditions; it is not a made-up number.
Modelling of peak vehicle activity Have the peak Ford Rander movements been modelled? **Further Comment:** One individual said BYD now outsells Ford Rangers, so they would like to see the modelling on that too.	This is not a data point the team has collected.
TfNSW planning for intersection improvements Residents face a real challenge around the Strathallen Avenue and Baringa Road intersection. The precise difficulty is on Baringa Road, travelling east and turning right to head south. There is concern around the cumulative impact of development in the area on that turn, particularly around the added elderly drivers who may have reduced acuity and this could increase the chance of an accident. In the liaison with Transport for NSW, did it seem that they were aware of that concern and was there a plan shared that could be shown to the local	The Traffic Engineer explained that unless it is a State-led project, Transport for NSW will not be trying to resolve this issue. It's uncertain whether Willoughby Council will be working on a solution either. Transport for NSW generally prioritises the operation of the state road network and to the knowledge of the Traffic Engineer, no specific upgrade works had been identified by authorities.

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residents? Is someone actually working on this and is a solution being developed?	
TfNSW feedback on intersection concerns One attendee was in contact with Transport for NSW and received a slightly different response. They did acknowledge the Baringa Road turn into Strathallen Avenue was problematic. They requested to also be given the information for the project team's contact.	Yes, these details can be passed on. There has been a significant shift in who the team are engaging with at Transport for NSW, there is also a new state organisation called the Development Coordination Authority.
Council traffic audit and intersection upgrades Another individual has been pushing Council on behalf of the community to provide some answers on how this will all work from a traffic and parking perspective. They said they would do a traffic audit. Willoughby Council also said initially that they couldn't put traffic lights there because they are too close to the other set, but are now saying they would change the sequencing to accommodate new lights. Is there anything that can be shared on that? **Follow-up Question:** What about a roundabout?	The Traffic Engineer explained they were not aware of this, but confirmed that the proximity to the other set of traffic lights would likely prevent new ones being installed. There are laws around how close they can be. It would be too large, and some of the buildings would have to be removed. The team could not see a way for a roundabout to be installed.
Current intersections grading assessment What is the grading of the Baringa Road/Strathallen Avenue intersection and Baroona Road/Strathallen Avenue intersection?	The Traffic Engineer believes it's around an E/F, final classification is still ongoing in terms of the project's study.
Deliveries and Operational Traffic	
Delivery Truck Accessibility Where will delivery truck access the site? Will it be Baringa Road?	Yes, they will also be using Baringa Road and will be accommodated on site, including the Council's waste removal. There's a Transport for NSW tool that is used to forecast freight requirements and the development has to create a Loading Dock Management Plan. This details what the trips are, who's doing them, how they're booked, the time of day, etc. The major vehicle movement is the Council's waste vehicle, which already travels down Baringa Road and will collect on site. The other major vehicle movement is the removalist trucks, which are also

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	accommodated on site. Most other deliveries are small trucks and vans.
Construction Impacts	
Construction worker parking arrangements Will construction workers park onsite or will they be using street parking?	The project team acknowledged that construction workers would not be able to park within the construction site itself for much of the project. The contractors would be encouraged to use public transport, carpooling and allocated parking strategies where possible. The project team advised that managing contractor and subcontractor parking behaviour would form part of the construction management process, although complete control over individual subcontractor behaviour is difficult to achieve. Hyecorp do seek ongoing feedback from the community during construction. It is sometimes unavoidable that there will be vehicles taking up space or blocking access to certain areas. It was conceded that it won't always be perfect, people will occasionally park in the wrong spot or cause disruption. Hyecorp does their best to stamp that out quickly with measures like a penalty system with the subcontractors, "toolbox talks", specifying expectations in construction contracts.
Excavation volumes and truck movements How much spoil will be excavated and how many truck movements will be required?	The project team advised that exact excavation quantities were not available at the meeting and took the question on notice. A more detailed response is provided in the Questions on Notice section.
Dust and air quality management How will silica dust and other dust emissions be managed? Will it be monitored?	Measures would be implemented as part of Construction Management Plan. However, the team did not have an answer regarding dust monitoring but committed to coming back with an answer as construction gets closer. A more detailed response is provided in the Questions on Notice section.
Coordination of concurrent construction projects How will multiple construction projects in the area be coordinated? Will Hyecorp be liaising with other developers in the area to come up with a staggered timeline?	The project team advised that it would seek to coordinate with other developers and construction teams where practical, particularly regarding major activities such as concrete pours, crane operations, infrastructure works and service outages. However, the project team emphasised that it cannot control the timing or actions of unrelated developments but would do whatever they can. Coordination would focus on day-to-day operational planning rather than formal sequencing of entire projects.
Follow-up Question: One attendee heard that the relationship between Hyecorp and 1-5 Baringa Road is not great. This is a concern for the	Hyecorp categorises this claim as a rumour and stated they have no dialogue or history with that developer whatsoever. Ultimately, it's the construction teams that are the ones that manage

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neighbours, what can be done to ensure the street doesn't devolve into chaos? **Further Comment:** This question stems from the tension and lived experience of just one residential house being build and the chaos that brought. It results in an anxiety over the cumulative impact of multiple developments in the area.	this part of development and they would be the ones that need to coordinate and get along. Hyecorp acknowledges the very real impact and legitimate anxiety felt by the neighbouring residents and reiterated their commitment to doing everything they can to mitigate impact. They conceded that they aren't perfect and mistakes will be made, but they will always liaise with the community and make adjustments in response to concerns.
Balancing construction efficiency and residential amenity Arriving early and beginning construction right on the hour and carrying through to the last minute of operating hours could mean the whole construction moves faster, but to the detriment of residents. How will the project balance construction efficiency with local amenity over the expected construction period.	Hyecorp advised that typically, workdays are Monday to Saturday with Saturday hours varying from Council to Council. The project team explained that construction hours and activities would be governed by the development consent conditions. On a recent project Saturday hours were reduced, but it resulted in an overall longer construction period. The community doesn't always agree on the preferred arrangement, but Hyecorp will work with the community on how to make the construction less impactful. There will be respite hours and certain activities that cannot be done at certain times of the day. Different phases of the project would generate different impacts, such as excavation noise and dust in the early stages. The team acknowledged that construction would inevitably cause disruption but committed to maintaining dialogue with the community, considering practical mitigation measures, implementing respite provisions where required and responding to issues as they arise. A Construction Management Plan incorporates provisions to safeguard against trucks arriving to site too early. They cannot park on street and wait and then enter the site, they must time it so that they arrive to site within the stated hours of construction on the development consent. The project team indicated that they have liaised with Transport for NSW and have secured approval for construction vehicles to access the site off Sailors Bay Road. There is no formal approval, but they are open to allowing Sailors Bay Road access for construction vehicles to minimise construction vehicles using Baringa Road.
Consultation and Community Engagement	
State Significant Development notification process State Significant Development notifications are too narrow, there's approximately 2300 dwellings in Northbridge, only 750 have been notified under your notification catchment. How will the wider community be notified during the State Significant Development	The project team advised that formal notification procedures are managed through the State Significant Development process which is run by the NSW State Government. The Hyecorp consultation catchment exceeded the Willoughby Council notification catchment for State Significant Development Council is 100 metres of a site.

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assessment process? Will it be just as narrow of a notification area?	Interested community members were encouraged to register on the NSW DPHI State Significant Development Planning Portal and monitor project updates.
A Note from the Developer	Community engagement remains a key priority for Hyecorp. In addition to the formal consultation events, Hyecorp has maintained open lines of communication with local residents and continues to engage directly with members of the community. Hyecorp is committed to maintaining this approach throughout the project, ensuring residents continue to have opportunities to raise questions, provide feedback and engage directly with the project team.
QUESTIONS ON NOTICE	
Will the residents of the development, visitors to the complex and patrons from foot traffic be enough to support the retail uses on site?	It is not possible to determine this without understanding the final approved uses for the retail, their hours of operation, pricing mechanisms, marketing plan and any other relevant operational matters. Market forces which are beyond Hyecorp's control will ultimately determine the viability of the retail.
It's been stated that the vehicle movements for this project would be less than a typical residential development of a similar scale. Which developments were Hyegrove Northbridge compared to when assessing this? And what is the difference between the number of trips for this development and a typical street of residential houses?	This is a complex matter that we suggest is looked at in the context of the Traffic Impact Assessment that will be submitted by Ason Group when the SSDA is submitted. All SSDA documentation will be available for public viewing on the Department of Planning website once notification of lodgement has occurred.
How much spoil will be excavated and how many truck movements will be required?	The exact quantities of spoil and number of truck movements is not possible to quantify at this stage. These matters will be addressed much closer to construction commencement when the full basement design has been completed and the extent of inground services understood.
How will silica dust and other dust emissions be managed? Will it be monitored?	This is a matter that will be addressed during the Construction Management Plan and will be subject of various DA Conditions that must be implemented on site during the construction phase. Typically, these measures include the use of water suppression, mandatory on-tool dust extraction devices, barriers and screening, stockpile and surface management, vehicle track out controls and implementing exclusion zones. Authorities including Willoughby Council and SafeWork NSW will ensure compliance with all requirements.

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