



27 March 2024

Ms Claire Ryan
Principal Planner
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Dear Claire,

62 MYOORA ROAD, TERRY HILLS – DA2023/1224

- 1.1 I refer to Council's letter dated 14 December 2023 requesting additional information in relation to the above-mentioned DA and the additional items raised at a meeting on 20 February 2024, internal and external referrals and the submissions received.
- 1.2 This letter provides a response to the items raised and accompanies amended DA drawings. In summary the amended plans incorporate the following amendments:
- The garden centre retail building is proposed to be extended behind the existing garden centre building within the outdoor nursery area.
 - The pet shop and fruit shop have been relocated to the main frontage where the garden centre extension was previously proposed.
 - The café has been increased in size with seating overlooking the open nursery areas and outdoor play area.
 - Loading area has been relocated directly to the rear of the garden centre, pet shop and fruit shop. Acoustic fence added to minimise the potential acoustic impact.
 - Parking configuration amended along the southern boundary and pedestrian paths added to provide access to the main garden centre and the pet shop and fruit shop.
 - Number of parking spaces reduced from 259 to 241 spaces
 - Proposed GFA reduced from 5,870m² to 5,563m²
 - 12 metre wide landscape setback extended along the full frontage to Mona Vale Road
 - Landscape islands added throughout all carparking areas
 - Existing pylon sign removed, and new pylon sign clearly shown and signage to the main façade for Flower Power, pet shop and fruit shop shown.
 - Improved landscape design which better integrates with the buildings and parking areas.

- 1.3 As a result of the relocation of buildings across the site, the Clause 4.6 request to vary the height control has been updated.
- 1.4 Overall the changes improve the flow of pedestrian movement and relationship between the uses. The back of house areas are now separated from the main retail areas and there is improved connectivity between the Garden centre, fruit shop and pet shop. Internally the spaces have an improved flow and enhance the customer experience. Additional landscaping has been provided along the Mona Vale frontage, the southern setback and landscaped islands introduced to all parking areas.
- 1.5 The amended package that accompanies this submission responds to the following:
- Council’s RFI letter dated 14 December 2023
 - Additional items raised at a meeting on 20 February 2023
 - Internal and external referrals received
 - Public submissions.

1.6 The following section provides a response to all items and their contents listed above:

Council RFI dated 14 December 2023

1.7 The following response is provided to Council’s specific comments:

Council comment

- The south-eastern corner where the existing entry/exit point to Mona Vale Road is being deleted and replaced with parking, should be reinstated as a continuation of the landscape buffer to the main road frontage. In this regard, a minimum of eight spaces should be deleted and reinstated as landscaping.

Applicants Response

1.8 The south eastern corner where the existing entry/exit point to Mona Vale Road has been replaced with a continuation of the landscaped buffer to the main road frontage. The plans now provide a continual 12 metre wide landscaped frontage to Mona Vale Road.

Council comment

- The southern side setback to 279 Mona Vale Road is inadequate with respect to landscape treatment and is to be increased to a minimum of 6 metres to allow for greater planting.

Applicants Response

1.9 As submitted the landscaping along the southern boundary provided a combination of 6 metres at the western end reducing to 3 metres at the eastern end. Currently on site there is no setback at the eastern end, this area contains the bulk storage bins which are aligned with the boundary. The provision of a 3 metre setback in this location is an improvement to the current site layout. This setback is proposed to be

retained, however the configuration along the southern boundary has been improved through the introduction of the following:

- Introduction of landscape islands, the width of a parking space within the southern carpark. 3 additional bays added, refer to diagram below.
- Introduction of a wider landscape zone to the southern boundary that provides a 8.4 metre setback.
- Retention of the 6 metre landscaped setback at the western end towards Myoora Road.

1.10 The proposed changes will enhance the relationship of the site with the southern property and significantly enhance the landscape setting.

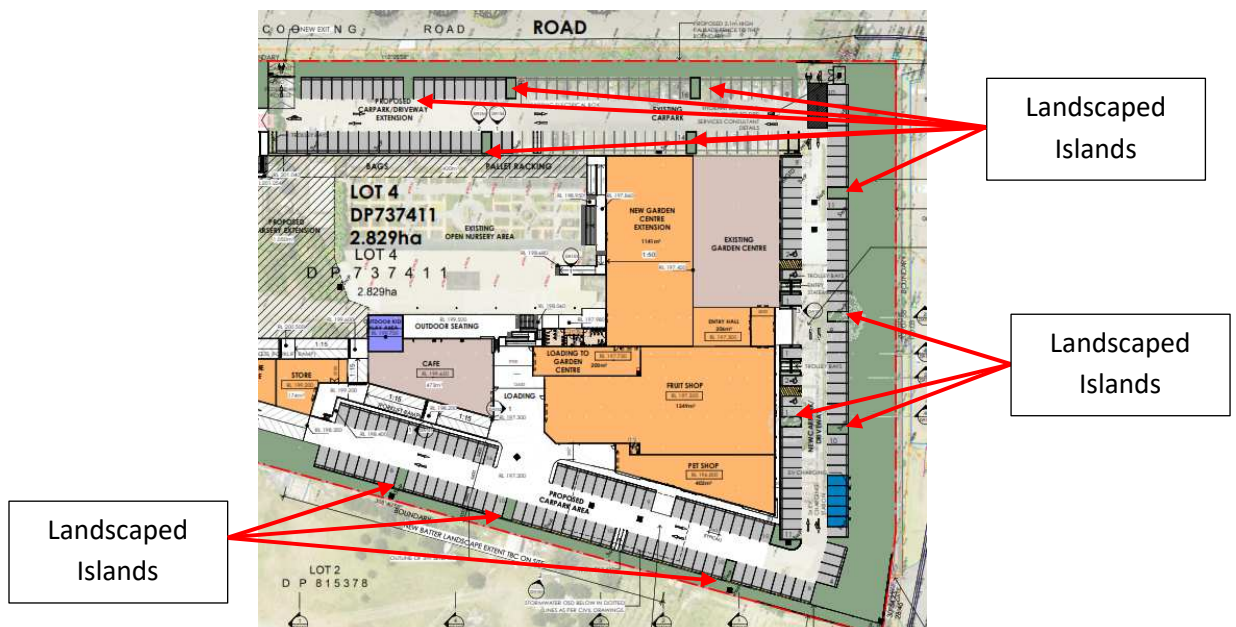
Council comment

- The rows of parking fronting Cooyong Road and Mona Vale Road are to be supplemented with "landscape islands" so that there is a landscape break for every 10 spaces between the western and eastern "Entry/Exit" driveway points.

The area of these islands is to be the length and width of one car space at a minimum.

Applicants response

1.11 Landscaped islands have been added to both sides of the parking along Cooyong and Mona Vale Road. They are generally spaced between every 10 parking spots. There are 5 landscaped islands along Cooyong Ave and 4 along Mona Vale Road. As noted above, the landscaped islands have also been added along the southern boundary. These are summarised in the following diagram:



Council comment

Additionally, landscape plans are to include full details of tree removal and planting plus weed removal, to enhance the streetscape and provide dense screening landscaping to the Cooyong Road frontage.

Applicant Response

- 1.12 Noted. Amended landscape plans accompany this submission. The Cooyong Road frontage has a layering of planting that will enhance the frontage and improve the visual aesthetic of the public domain.

Council comment

Provision of kerb and guttering to Cooyong Road and reinstatement of the road reserve area is required, identified as required by Council's Roads and Assets team. The referral from our Development Engineering section will confirm details of the upgrades required.

Applicants Response

- 1.13 It is recommended that this should form a condition of development consent.

Council comment

A cross section like that provided for Cooyong Road is required for the Mona Vale Road frontage. The section is to show the height and scale of tree and shrub planting and the provision of any mounding and the carparking/driveway area.

Applicants Response

- 1.14 Refer to the amended landscape package.

Council comment

Warringah LEP – RU4 Zone Objectives

Further to the above, replacement of excess parking and driveway areas with additional landscaping in strategically located areas goes to addressing consistency with the objectives of the RU4 zone, specifically with reference to the maintenance and enhancement of the natural landscape including landform and vegetation, and the maintenance of the rural and scenic character of the area.

Applicants response

- 1.15 Additional landscaping has been provided along the Mona Vale Road and southern setbacks. This will improve the rural character of the site and ensure is complimentary to the RU4 zone. The development satisfies the objectives of the RU4 – Primary Production Small Lots zone which is further addressed below:

- *To enable sustainable primary industry and other compatible land uses.*

- 1.16 The proposed garden centre is and will continue to be compatible with the surrounding land uses. The use of the site for a garden centre is highly appropriate. However to ensure it can continue in this location and service residents in the area it needs to be upgraded. The works

are a modest form of works that have been designed with due consideration of the sensitive interfaces.

- *To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature.*
- 1.17 The garden centre, including café, landscape shop, pet shop and fruit shop will generate approximately 75 staff. This increase will provide employment opportunities for the local community. Without the works sought under this DA, the garden centre will no longer be viable. The garden centre provides employment opportunities which will be increased following the redevelopment.
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- 1.18 The proposed hours of operation of the development will be between 7:00am to 7:00pm, 7 days a week, with the garden centre hours reducing to between 7:00am and 5:30pm during winter months. These hours are appropriate and will not adversely impact the school to the west nor residential properties located to the north, west and south. The design of the retail buildings and carparking is centrally focused and generous landscaped setbacks will minimise bulk and scale impacts.
- 1.19 In addition, truck movements to and from the site are expected to be evenly distributed between normal working hours Monday to Friday.
- 1.20 The submitted Traffic Report demonstrates that the proposed uses will not adversely affect the local traffic network and adequate on-site car parking and loading facilities are provided on site.
- 1.21 The submitted acoustic report has demonstrated that the use can operate without adversely affecting surrounding uses.
- *To minimise the impact of development on long distance views of the area and on views to and from adjacent national parks and bushland.*
 - *To maintain and enhance the natural landscape including landform and vegetation.*
- 1.22 As amended ,the redevelopment will retain a single storey form across the site. With the relocation of the fruit shop and pet shop there is no longer a 2-storey form. Cut and fill has been minimised, where possible, to ensure the development steps down the site to minimise scale. This will ensure the development will not adversely impact on any views or existing landform and vegetation.
- *To ensure low intensity of land use other than land uses that are primary industry enterprises.*
- 1.23 The proposed development will continue the current use of the site, which is suitable for the locality.
- *To maintain the rural and scenic character of the land.*
- 1.24 The single storey form of the building which is bordered by dense landscaping will present an aesthetically pleasing streetscape that will complement the character of the area. The increased and enhanced landscaping to the boundaries will improve the interface with the rural character of the locality.
- 1.25 Overall, the proposed garden centre is consistent with the zone objectives.

Council comment

Terrey Hills Community Bridle Trail

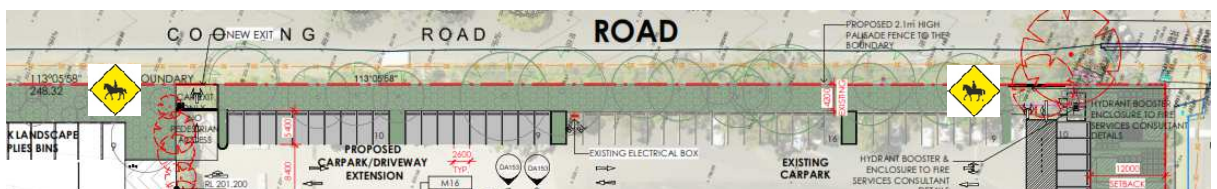
The proposed driveway works and the required kerb and guttering along Cooyong Road will impact upon the Terrey Hills Community Bridle Trail (which runs along the southern side of the road) during construction and ongoing use of the site. Demonstration of how the works will be managed during construction and how vehicular movements will be managed during operation of Flower Power with reference to the trail is required.

Applicants response

- 1.26 The Plan of Management will be prepared by the lead contractor prior to the commencement of any works. It is recommended that this form a condition of consent. Traffic Management will be required during construction to ensure persons / animals using the Trail and pedestrians will be safe. The Traffic Management will include controlled access and clear signage to minimise the potential impact. We acknowledge that there will be disturbance during construction, however this will be managed to ensure the conflicts are mitigated.
- 1.27 During operation, we see no difference with how the site currently operates. There is already an entry / exit point on Cooyong Road. Clear sight lines at the existing and one additional entry which necessitates tree removal will ensure the safety and visibility for riders.
- 1.28 There is one existing sign along the Cooyong Road frontage as shown below.



- 1.29 It is proposed that the existing sign will be replaced, and an additional sign added as shown below:



- 1.30 The location of the signage is also shown on the site plan.

Council Comment

Details of Fencing and Acoustic Barriers

Full details of the type, height, materials and colours of all boundary fencing and acoustic barriers are to be provided.

Applicants response

- 1.31 Details of the types and heights of fencing is shown on amended architectural plans. The fencing proposed is as follows:
- Cooyong Road frontage eastern end – 2.1 metre high palisade fence setback 4.2m from boundary located behind the proposed landscaping.
 - Cooyong Road frontage western end – 2.4 metre high acoustic barrier setback 6m from boundary located behind the proposed landscaping.
 - Mona Vale Road frontage– 2.1 metre high palisade fence setback 12m from boundary located behind the proposed landscaping.
 - Southern boundary – 2.1m high chain wire fence
 - Southern boundary adjacent bulk landscaping - 2.4 metre high acoustic barrier setback 6m from boundary located behind the proposed landscaping.
 - Southern boundary adjacent to loading dock - 2.4 metre high acoustic barrier setback 3m from boundary located behind the proposed landscaping.
 - Myoora Road – no fencing, solid wall to the landscape shop as required by the acoustic report.

Council Comment

Details of Signage

The SEE states that existing signage is to be retained and no new signage is proposed. However, the architectural plans show new signage reading "Flower Power" on the eastern elevation of the building fronting Mona Vale Road. There are also proposed signs attached to the walls of the "Fruit Shop" and "Pet Shop".

In relation to the existing pylon sign at the entry from Mona Vale Road, the survey shows that this structure is situated within the road reserve and not within the subject site. Unless development consent for the sign can be demonstrated, it is to be relocated within the boundaries of the site, and the plans revised to show the new location.

Any proposed upgrading of signs or new signs are to be detailed and not left to a separate DA, as this is a whole upgrade and expansion of the nursery, and the assessment should be on a holistic basis.

Applicants response

- 1.32 The existing pylon sign at the entry off Mona Vale Road is to be removed and this is noted on the architectural plans. New signage is proposed as follows:
- Main Flower Power & tenancy pylon sign to replaced existing. The sign is approx. 8m high and setback 4.1m from the boundary within the landscaped setback.
 - Flower Power – Entry sign to frame structure setback 27.4m from the boundary
 - Fruit shop – wall sign setback 29.4m from the boundary
 - Pet shop – wall sign setback 29.4m from the boundary
- 1.33 The location of the signage is shown below.



- 1.34 The proposed signage is appropriate for the location of the site, with the main signage located along the Mona Vale Road frontage.

Council Comment

Areas Nominated as *Not Part of the DA*

The assessment of this application is being carried out on a holistic basis, including all parts of the site, particularly as it relates to the treatment of setback areas and landscaped areas, and all areas are being assessed for opportunities to reinstate landscaping and increase setbacks to afford satisfactory streetscape and amenity outcomes from the intensification in the use and development of the site. Hence, any references to areas being ***Not part of the DA*** are to be removed from the plans. Reference to these areas being "existing" is sufficient.

Applicants response

- 1.35 Noted, reference to not part of this DA has been removed.

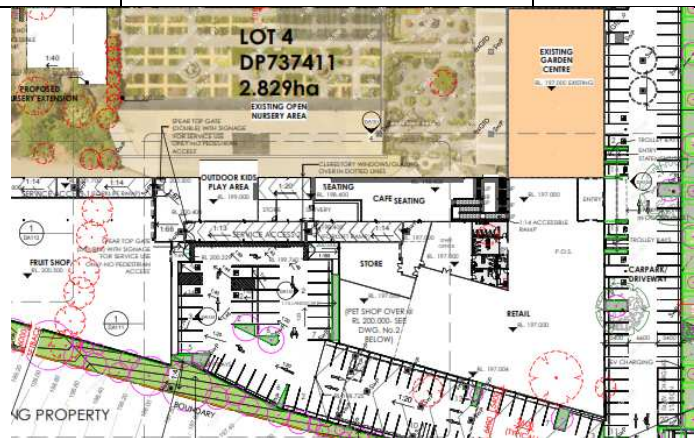
DSAP Comments

Applicants response

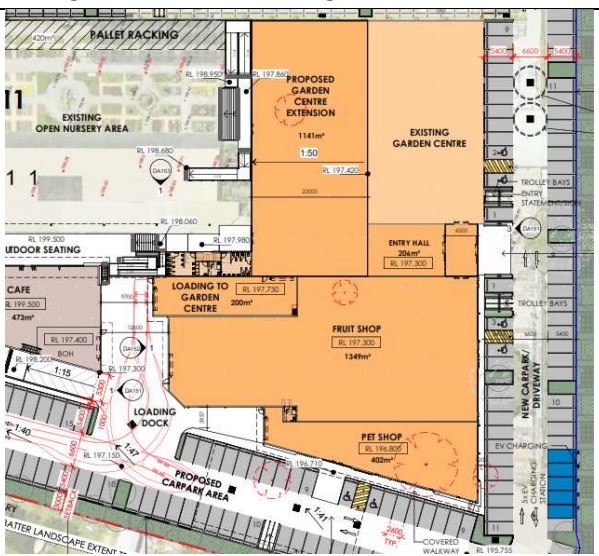
- 1.36 The following table provides a summary of how each of the DSAP recommendations have been addressed.

No.	DSAP Recommendations	Applicant Response
Strategic Context, urban context: surrounding area character		
1.	Introduce more trees throughout the parking areas	Agreed. Parking spaces have been removed and landscape islands added generally every 10 parking spaces.
2.	Enrich the architectural and landscape experience between new and old (nursery) uses	The changes that have been made ensure a more cohesive layout of the uses across the site and better integration.
Scale, built form and articulation		

No.	DSAP Recommendations	Applicant Response
3.	Further development between the perimeter landscape and buildings (both new and existing) within the building context is encouraged	Noted. This has been addressed through the introduction of pedestrian paths and landscape islands.
4.	Pedestrian routes between the carpark and the different uses within the building – as well as the spatial connections between these separate uses – could benefit from further consideration.	This feedback from the panel has led to the main change to the plan. The relocation of the pet shop and fruit and vegetable shop to the main elevation adjacent to the garden centre. This improves the connectivity between the uses and provides them all with the main frontage for ease of access. A pedestrian path has been added to the frontage of the new uses and southern parking area to connect with the garden centre. A comparison of the original DA and the amended DA configuration of uses is shown below:



Configuration of uses – Original DA submission



Configuration of uses – Amended DA submission

Access, vehicular movement and car parking

5.	Consideration should be given to more clearly defined and safe	Where the new uses and additional parking area has been added to the south, dedicated pedestrian
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No.	DSAP Recommendations	Applicant Response
	pedestrian pathways across site. Walking in parking aisles is not acceptable.	paths have been added. The existing access arrangements for parking to the north is maintained.
6.	Consideration should be given to further reduction in parking to more closely align with Council controls.	Parking has been reduced. It is noted that the provision of parking is supported by Council's Traffic Engineer.
Landscape		
7.	Avoid removal of mature trees along Cooyong road – relocate driveway	<p>We have reviewed this option with the arborist, traffic consultant and architect. It is not possible to provide safe and well-designed access and retain all existing street trees. The current location of the driveway off Cooyong Road requires vehicles to enter and then immediately dog leg to avoid the parking spaces, this creates an inefficient and unsafe entry considering the additional traffic movement that will be occurring. The driveway needs to be shifted to the west to improve the safety of the entry and increase the distance from Mona Vale Road.</p> <p>The new driveway on Cooyong Road has been positioned in this location to minimise the potential conflict with Currong Cct. The only way to avoid tree removal is to shift the driveway to the west which would conflict with Currong Cct and would require a further extension of the parking area. This is not a good traffic management outcome. While the removal of trees is necessary, the public domain and streetscape presentation will be significantly enhanced by the removal of weeds and layering of landscaping that is proposed. At the end of this table are photos from Flower Powers Milperra store which was built to incorporate the same uses as Terry Hills. The landscape interface is a key aspect of both designs, and we are seeking to achieve a similar quality as the Milperra store.</p>
8.	Introduce additional trees in carparking to increase tree canopy	Additional trees have been added. Refer to discussion in relation to the landscape islands.
9.	The 12m landscaped setback should extend for the full length of the site, ie include the area of the closed Mona vale driveway	Noted. The landscaping has been extended.
Amenity		



Layering of landscaping – Milperra Street frontage



Landscape islands at Milperra FP. Landscape islands proposed at Terry Hills are the width of a parking space.



Foreground and background landscaping.



Feature planting at the Milperra FP entry



Layering of landscaping – Milperra Street frontage



Landscape treatment to Milperra FP carpark

Landscape Officer Comments

The removal of significant street trees is not supported and as such trees 82 and 101 shall be retained. The carpark entries shall be designed in collaboration with the Arborist and locations selected that result in no loss of existing street trees and minimal impact to existing significant trees within the property boundaries. Tree

Applicants response

- 1.38 We have reviewed this option with the arborist, traffic consultant and architect. It is not possible to provide safe and well-designed access and retain all existing street trees. The current location of the driveway off Cooyong Road requires vehicles to enter and then immediately dog leg to avoid the parking spaces, this creates an inefficient and unsafe entry considering the additional traffic movement that will be occurring. The driveway needs to be shifted to the west to improve the safety of the entry and increase the distance from Mona Vale Road.
- 1.39 The new driveway on Cooyong Road has been positioned in this location to minimise the potential conflict with Currong Cct. The only way to avoid tree removal is to shift the driveway to the west which would conflict with Currong Cct and would require an further extension of the parking area. This is not a good traffic management outcome. While the removal of trees is necessary, the public domain and streetscape presentation will be significantly enhanced by the removal of weeds and layering of landscaping that is proposed.

Landscape Officer Comments

The site has been identified as an Inner Protection Area (IPA) for its entirety. Please provide more information outlining that the requirements of the IPA are being met by the landscape proposal e.g., 15% tree canopy cover (proposed trees and existing trees to be retained) etc.

Applicants response

- 1.40 The design of the landscaping has been reviewed by the Landscape Consultant against the requirements of the Inner Protection Area and its compliance is outlined below:

Item	IPA Requirement	Response
Trees	<i>Tree canopy cover should be less than 15% at maturity.</i>	<ul style="list-style-type: none"> Canopy Area: 2497m² Site Area: 28,293m² Coverage Area (%): 8.83%
	<i>Trees at maturity should not touch or overhang the building;</i>	<ul style="list-style-type: none"> Small trees are located next to the building, these are separated from the main areas of planting by carpark/hardstand
	<i>Lower limbs should be removed up to a height of 2m above the ground;</i>	<ul style="list-style-type: none"> Noted. To form part of the Landscape Management Plan that should form a condition of consent to be prepared prior to issue of the Construction Certificate.
	<i>Tree canopies should be separated by 2 to 5m; and preference should be given to smooth barked and evergreen trees.</i>	<ul style="list-style-type: none"> Mona Vale Road frontage complies. Trees in the remaining frontages are generally spaced min 5m from building except singular carpark trees
Shrubs	<i>Create large discontinuities or gaps in the vegetation to slow down or break the progress of fire towards buildings should be provided.</i>	<ul style="list-style-type: none"> The site contains large gap in the vegetation due to the hardstand carparking areas

Item	IPA Requirement	Response
	<i>Shrubs should not be located under trees;</i>	<ul style="list-style-type: none"> Mona Vale road frontage complies which is the side with the potential threat. The remaining frontages have a mixed understory.
	<i>Shrubs should not form more than 10% ground cover;</i>	<ul style="list-style-type: none"> Complies due to the amount of hardstand area required for carparking.
	<i>Clumps of shrubs should be separated from exposed windows and doors by a distance of at least twice the height of the vegetation.</i>	<ul style="list-style-type: none"> The landscape design complies
Grass	<i>Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height)</i>	<ul style="list-style-type: none"> Noted. To form part of the Landscape Management Plan that should form a condition of consent to be prepared prior to issue of the Construction Certificate.

Landscape Officer Comments

- The landscaped buffers provided as part of the proposal along all boundaries will improve the amenity of the surrounding streetscapes and neighbouring properties. However, concern is raised that the proposed development has a significant departure from the required 70% landscaped area under the WDCP requirement. The calculations shown on drawing DA14 include the open nursery area which appears to be on hard paved surface.
- Not including the open nursery area, the landscaped area (or landscape open space) is in fact more likely approximately 16%. Landscaped area is defined under WLEP as "...part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area." It is noted this matter is ultimately of planning concern and will be assessed and determined under merit consideration by the Assessing Planning Officer.

Applicants response

- 1.41 Noted. The quality of the landscaped areas have been enhanced to provide a superior landscape outcome. Refer to response provided above in response to the Council planners comments. In relation to the % of landscaped area, we have sought to enhance the quality of the landscaping and its location on the site. We accept that we don't meet the numerical requirement, but we do achieve compliance with the objective of the landscape provisions as outlined in the submitted Statement of Effects.

Landscape Officer Comments

The Landscape Referral makes the following suggestions:

- The traffic report outlines surplus carparking spaces which should be converted to landscaped area,
- If the entry to Mona Vale Road is removed, continue the 12m landscaped buffer for the entirety of the Mona Vale Road frontage, further helping the significantly deficient landscaped area,
- Although not included in landscaped area calculations, consider permeable parking areas.

Applicants response

- 1.42 Additional landscaping has been provided along the Mona Vale Road frontage by the continuation of the landscape buffer and an additional wider area along the southern boundary.
- 1.43 Further parking spaces have been removed and landscaped islands have been added to both sides of the parking along Cooyong and Mona Vale Road. They are generally spaced between every 10 parking spots. There are 5 landscaped islands along Cooyong Ave and 4 along Mona Vale Road. In addition, the landscaped islands have also been added along the southern boundary. This is shown in the diagram earlier in this response.

Waste Officer Comments

There is no area dedicated for the storage of garbage and recycling bins on the plans. The words "bin area" appear at several different locations on the plans. It is unclear what this means, as the words are in different locations on different plans (e.g., in the middle of the driveway).

A dedicated bin storage area must be provided and clearly shown on the plans along with demonstrated access for a HR truck to the bin storage area.

Applicants response

- 1.44 The words "bin area" refers to the landscape bins that contain mulch and similar products. The area is for bulky goods that enable customers to drive in and fill up their trailers.
- 1.45 A dedicated bin storage area has been clearly shown on the site plan, extract below:



Engineering Comments

The following amendments are required to submitted plans:

1. In accordance with Section 9.7.3 of the Water Management for Development Policy the following information is required: Longitudinal section of all pipe(s) from the OSD basin to the discharge point showing calculated flows, velocities, pipe sizes, type and class, grades, and invert levels of all pipes, all **utility services crossings, invert level of receiving pit on road** and a hydraulic grade line (where required).
2. Provide a DRAINS model of pre and post development conditions for the on-site detention system to Council for perusal.

Applicants response

- 1.46 Longitudinal sections & DRAINS model has been prepared and accompanies this submission.

Traffic Engineer Referrals

Via email dated 19.2.24

I am happy to amend the first paragraph of my assessment comments that appear to be incorrect. I do note however that page 15 of SEE section 3.5 advises that there is an existing GFA of approximately 3348m2 NOT 4164m2 that the applicant now advises. The SEE should be amended to reflect the actual number.

The above doesn't however impact upon my comments made regarding traffic generation which are based upon the applicants traffic consultant's own assessment of traffic generation. My issue with the traffic generation data is how it has been assigned to the various entry/exit points.

While there may not be a need to extend the right turn bay off Mona Vale Road I would like a response to the queries I have raised and some revision of the traffic assignment to reflect the comments I have made with adjustments to the SIDRA traffic modelling as required.

Applicants response

- 1.47 The above response was provided following our enquiries in relation to the original traffic referral. The matters raised in the Traffic Referral have been considered by our Traffic Consultant who has prepared a written response. The response by Positive Traffic accompanies this submission.

- 1.48 I note the typo in the SEE on page 15. The existing GFA is 3,348m², the proposed GFA is 5,563m² (reduction from DA as submitted) which does not represent a significant increase.

Remaining Referrals

- Ausgrid – no objection
- Building Assessment Referral – no objection
- Environmental Health commercial use - no objection
- Environmental Health contamination – no objection
- Environmental Health industrial use – no objection
- Natural Environment Biodiversity – no objection subject to the replacement of Tuckeroo and Raphiolepis from the landscape plans. The amended landscape plans have been amended accordingly.
- Roads and Asset referral - no objection
- NSW Rural Fire Service - no objection
- Waste Management referral - no objection

Applicants response

- 1.49 Noted.

Additional items requested at meeting on 19.2.24

- 1.50 The following items were raised in addition to the written request for information:

Additional Items	Applicants Response
<ul style="list-style-type: none"> • Lighting plan - to address lighting spill – already done. Brent will get updated. 	A Lighting Plan was submitted with the DA. The plan provides limitations and restrictions to ensure the containment of light spill. A further statement from the Lighting Consultant accompanies this submission.
<ul style="list-style-type: none"> • Signage details in relation to the horse trail 	This has been addressed above.
<ul style="list-style-type: none"> • Photomontages of landscaped frontage and carpark 	These are currently being finalised and will be submitted to Council as soon as possible.
<ul style="list-style-type: none"> • Survey of existing buildings, overlaid with the new. 	The plans include the existing buildings that are being retained.
<ul style="list-style-type: none"> • Confirmation of location of bin areas and WMP 	A Waste Management Plan was submitted with the DA. The location of the garbage bins is shown on the site plan. Refer to extract from plan above.
<ul style="list-style-type: none"> • Clear statement of sustainability measures 	<p>A Sustainability Report prepared by Erbas Sustain was submitted with the original DA. In summary some of the key sustainability measures include:</p> <ul style="list-style-type: none"> • Use of rooftop solar panels • Water efficient sanitary fixtures resulting in 30% reduction in potable water use • Rainwater reuse for irrigation • Use of skylights

Additional Items	Applicants Response
	<ul style="list-style-type: none"> Use of mansard roofs to enhance natural light and ventilation
<ul style="list-style-type: none"> Photos of Milperra FP landscaping and carpark 	Refer to photos included in this submission.
<ul style="list-style-type: none"> Confirmation of materials of front facade 	All materials are shown on the elevations. The main façade includes a combination of fibre cement sheeting in light grey, timber look screen façade, sandstone shaped tiles, colorbond metal wall cladding, metal roof sheeting and aluminium windows.

Response to submissions

- 1.51 The following provides a summary of the issues raised in the submissions and a response. It is noted that the majority of the submissions raised similar concerns / comments and therefore they have been grouped under sub headings:

Concern raised	Applicants Response
Same impact as the previous DA.	The current DA represents a substantially smaller development compared with the previous DA. It has been prepared taking into consideration the submissions on the previous DA and attempts to overcome these concerns. The reduction in GFA and carparking compared with the previous DA will in our opinion have reduced potential impacts and less traffic generation.
Retain Mona Vale Road entry. Ingress and egress for trucks should be via Mona Vale Road.	Flower Power would have no objection to retaining this entry off Mona Vale Road. This is a requirement of TfNSW. In this previous DA this was a requirement from TfNSW so therefore this was adopted with the current DA. The entry does not have a sufficient deceleration lane to meet transports requirements.
Why is there a second entrance on Cooyong Road? Main entrance / exit opposite Currong Cct. Traffic congestion on Cooyong Road.	With the closure of Mona Vale Road as required by TfNSW an additional entry/exit point is required to manage the flow of traffic. The new driveway on Cooyong Road has been positioned in this location to minimise the potential conflict with Currong Cct. Its location has been confirmed by our expert traffic consultant. This enables the distribution of traffic to be spread across the site and not concentration at one location. The amended scheme will allow vehicles at the southern side of the site to exit via Myoora road which further distributes the traffic generation around the site and minimises the pressure at any one entry/exit

Concern raised	Applicants Response
	point. We note that TfNSW support the distribution of traffic and measures imposed.
Impact on Community Bridal Trail for horses	Refer to discussion above in response to Council's comments. Signage is shown on the plans and a Plan of Management will be prepared to ensure appropriate Traffic Management during construction.
Exit point on Myoora Road. Impact on primary school and bus stop. Increase in trucks during construction near the primary school.	<p>These important issues were given detailed consideration in the preparation of the application to minimise the potential impacts. The submitted Traffic Report considered in detail the location of the loading dock and the replacement of the existing driveway off Myoora and its potential impacts on the Public School, bus stop and general traffic. In order to minimise conflicts with school pick up and drop off times we have recommended a restriction on movement of trucks and deliveries by the following:</p> <p>To minimise the number of trucks accessing the loading area during key school drop off and pick up times and bus arrivals / departures, but allow a reasonable level of flexibility we would suggest the following restriction be imposed:</p> <p><i>Truck deliveries to the garden centre are to arrive and depart outside the following hours, with the exception of an allowance for 1 truck delivery:</i></p> <ul style="list-style-type: none"> • 8.30am to 9.30am & 3pm to 4pm Monday to Friday. <p><i>Reason: To reduce the potential number of trucks accessing the site and prioritise pedestrian safety.</i></p> <p>In addition there will be signage erected to ensure all trucks and vehicles existing the site, irrespective of the time of the day are aware of their surroundings and the proximity to the school.</p> <p>Further, a Construction Management Plan will be prepared by the Lead Contractor prior to commencement of work that will detail Traffic Management protocols to ensure safety for persons accessing the school and the surrounding street network. A copy of the CMP will be provided to Council.</p>
Location of the bulky goods area and impact on homes	<p>This was a key consideration with the amended design. The bulky goods area is setback from the boundaries to achieve the following:</p> <ul style="list-style-type: none"> • Myoora Road – 10m landscaped setback

Concern raised	Applicants Response
	<ul style="list-style-type: none"> Cooyong Road – 6m landscaped setback. <p>In addition the location of the landscape shop and the inclusion of a 3m high acoustic wall beyond the landscaped setback will minimise acoustic impacts, as recommended by the Acoustic Report and containment of dust.</p> <p>The design and configuration of the bulky goods area seeks to minimise its potential impacts on the surrounding homes and public school.</p>
<p>Support the redevelopment of the garden centre and believe it will be an enhancement for Terry Hills.</p>	<p>Noted. We are committed to the retention of the Flower Power Garden Centre in this location, however, Flower Power cannot remain viable and competitive in the market without the introduction of the complimentary uses such as a pet shop and fruit and vegetable shop and increased parking. This application will enable the retention of the garden centre with an improved landscaped outcome that we strongly believe will be an asset to the local area.</p>
<p>Increase in traffic generation</p>	<p>There will be an increase in traffic generation, however the current application represents a lesser scale of development and approximately 35% reduction in additional carparking sought compared with the previous DA. The current application represents a better balance between the needs of Flower Power and the potential impacts to the surrounding street network. The traffic generation has been further addressed in the subsequent report that accompanies this submission and it is further noted that Transport for NSW has concurred with the analysis undertaken by Positive Traffic in relation to traffic generation.</p>
<p>Traffic report comparison with Milperra Flower Power is not relevant and should not be relied upon. In accuracies with traffic report.</p>	<p>There seems to be a misunderstanding of what the purpose of the comparison with the Milperra Flower Power. This has been considered as an example garden centre to quantify parking demand and usage. It is entirely relevant in this regard. It is not considered in relation to the external traffic impacts. It is noted that the Traffic report prepared by Positive Traffic was assessed by TfNSW and they have endorsed the outcome and recommendations of the report. Council's Traffic Engineer raised concerns in their referral which has been addressed by Positive Traffic in a supplementary response that accompanies this submission.</p>

SUMMARY

1.52 In response to Council's comments, the following accompanies this submission:

- Amended Architectural plans in response to Council's comments
- Amended landscape plans and landscape design report in response to Council's comments
- Amended Clause 4.6 Request to compliance with the height control
- Additional longitudinal sections and DRAINS model as requested by Council's Engineer
- Response prepared by Positive Traffic to Council's traffic comments
- Further response from Lighting Consultant

Photomontages are in the process of being finalised and will be submitted to Council as soon as possible.

I trust that the submission and the previous submission address all matters raised.

Should you wish to discuss this matter further please contact Larissa Brennan on 0414 730 842 or via email Larissa@ljbplanning.com.au

Yours sincerely



Larissa Brennan

Director

LJB Urban Planning Pty Ltd