



**ANGEL PLACE
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SYDNEY NSW 2000**

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13 March 2020

Mr Ray Brownlee
CEO
Northern Beaches Council
PO Box 82
Manly NSW 1655

Attention: David Auster (Planner - Development Assessment)

Dear David,

DA2018/1514 | STAGE 2 WARRINGAH MALL | RESPONSE TO LANDSCAPE AND URBAN DESIGN REFERRAL COMMENTS

1. INTRODUCTION

On behalf of ARE Chem De La Floret Pty Ltd, we submit the following supplementary documentation and commentary as relevant to the above development proposal, DA2018/1924. This correspondence responds to the following matters:

- Council's internal urban design referral response dated 16/1/2020
- Council's internal strategic planning referral response dated 31/1/2020
- Council's internal development engineering referral response dated 31/12/2019
- Council's internal water management referral response dated 20/12/2019
- TfNSW correspondence dated 19 December 2019
- Public submissions received in January and February 2020

Accompanying this correspondence is the following supporting information:

- Amended drawings prepared by Buchan
- Traffic statement prepared by Colston Budd Rogers and Kafes
- Independent Road Safety Review prepared by TTW

- Civil drawings prepared by TTW
- Civil /stormwater report prepared by TTW
- Structural advice prepared by TTW

The following outlines an overview of the amendments to the design along with a response to Council's referral matters and the public consultation.

We appreciate Council's consideration of this information and past consultation on the proposal. We trust that this submission responds to all outstanding matters and that the assessment of the application can be completed and progressed to the Sydney North Planning Panel for determination.

2. AMENDMENTS TO THE SCHEME

The amended scheme has addressed the raised issues and resulted in amendments to the design and/or clarifications on the submitted information.

Development consent, remains consistent, and is sought as:

Alterations and Additions to the Forest Way shopping centre including a childcare centre, medical centre, shops, restaurant/cafes, recreation facility (indoor), office premises and basement car parking (DA 2018/1924).

The key fundamentals of the proposal also remain unchanged throughout the assessment period including a two storey development comprising retail, commercial, medical, child care, gymnasium land uses, basement car parking, shared access and egress from Forest Way and Grace Avenue. The proposal represents a substantial improvement in the current visual appearance of the centre, interface with the public domain and functionality and connectivity with the surrounding residential area and precinct beyond. A substantial public benefit remains proposed through the inclusion of an enhanced setback to Forest Way to enable a 3m wide additional northbound lane which will assist in the functioning of the broader road network.

The proposed drawings submitted with this response encompass the following design changes, summarised as per the individual drawing numbers, as follows:

ATP-00001:

- Cover page updated to reference drawing set
- ATP-60003 drawing added which shows in greater detail the future pedestrian link.

ATP-20002:

- Water retention zones/tank spatial updated to align with Civil information in response to Council's stormwater/engineering comments

ATP-20003:

- Amend the Forestway pedestrian entry: curving/splay of the external façade corner at the southern tenancy at top of ramp

- Forestway pedestrian entry: main stair/seat slightly narrowed (to widen space top of ramp) and arrangement updated
- Forestway vehicular entry kerb alignment updated to suit updated Civil

ATP-40001/40002:

- Amend the Forestway pedestrian entry: curving/splay of the external façade corner at the southern tenancy at top of ramp
- Forestway pedestrian entry: main stair/seat slightly narrowed (to widen space top of ramp) to and arrangement updated

ATP-60001:

- Amend the Forestway pedestrian entry: curving/splay of the external façade corner at the southern tenancy at top of ramp
- Forestway pedestrian entry: main stair/seat slightly narrowed (to widen space top of ramp) to and arrangement updated

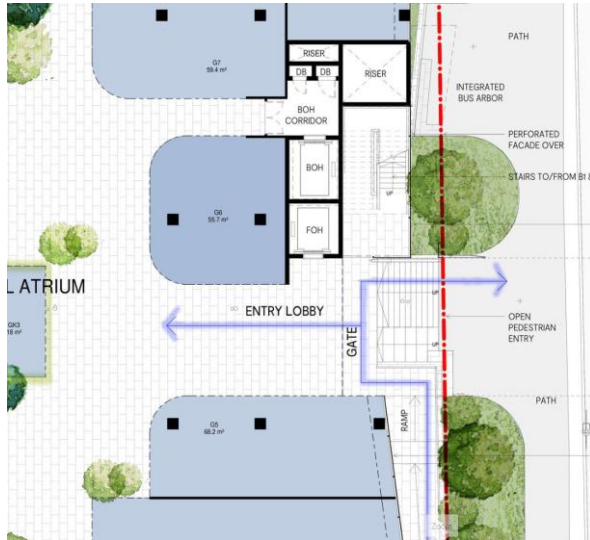
ATP-60003:

- New drawing added to further clarify then future green link concept

Some extracts of the key design changes are provided below.

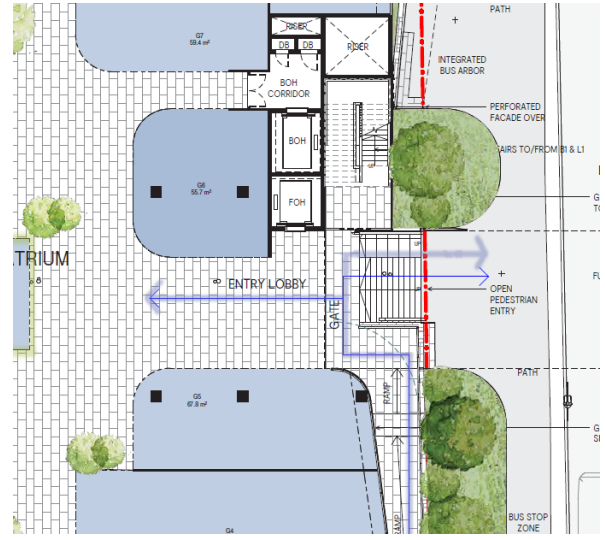
The key changes are demonstrated in the extracts below.

Figure 1 – Forest Way pedestrian entrance



Picture 1 – October 2019 drawing set

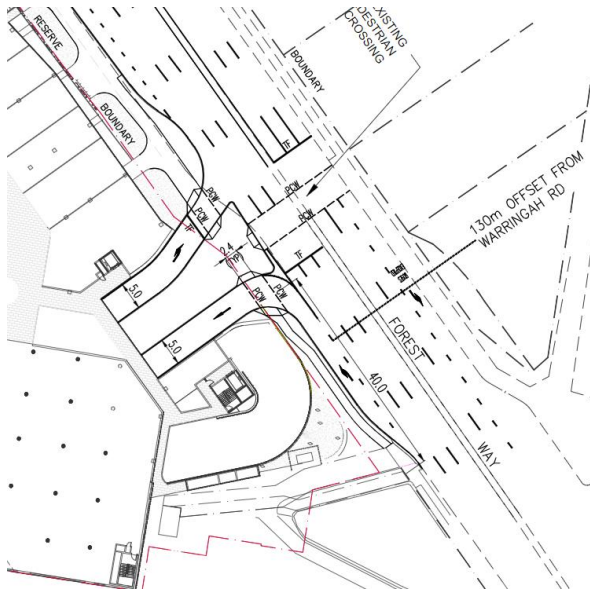
Source: Buchan



Picture 2 – Amended DA drawing set – Feb 2020

Source: Buchan

Figure 2 – Ground floor Civil plan – Vehicle entrance from Forest Way



Picture 3 – October 2019 drawing set

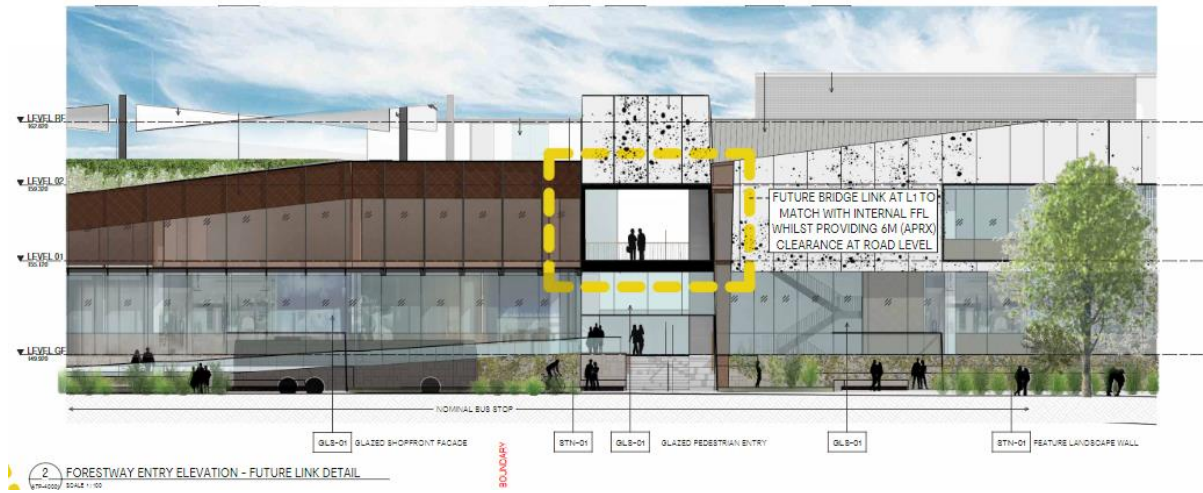
Source: TTW



Picture 4 – Amended DA drawing set – Feb 2020

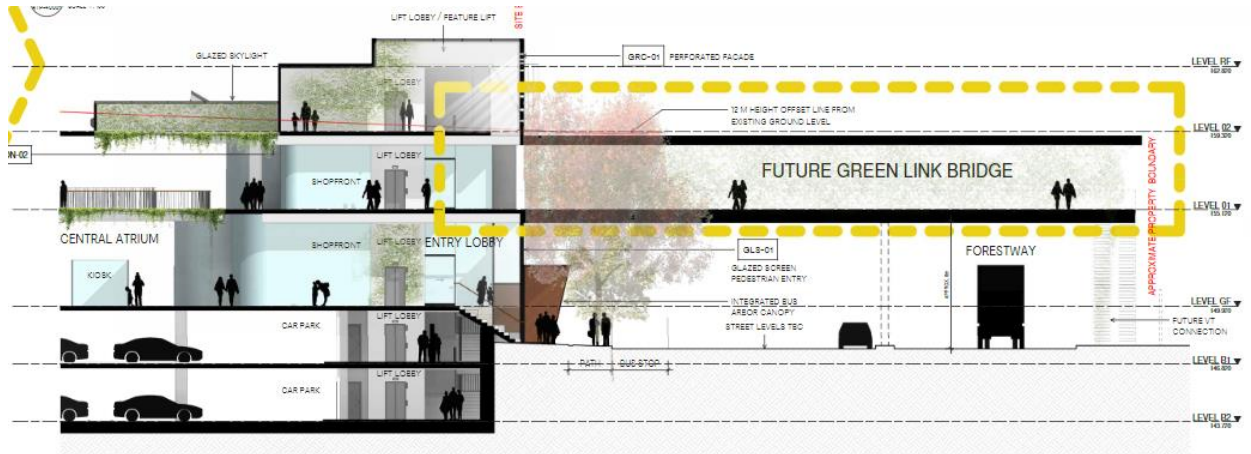
Source: TTW

Figure 3 – Future Connection to the Green Link to the east



Picture 5 – Level 1 connection

Source: Buchan



Picture 6 – Connection Across Forest Way, demonstrating alignment with FFL of Level 1 and 6m clearance over Forest Way

1 FORESTWAY ENTRY SECTION - FUTURE LINK DETAIL
SCALE 1:100



Picture 7 – Indicative Imagery of the future link

Source: Buchan

3. RESPONSE TO REFERRALS

3.1. TFNSW REFERRAL

A comprehensive response to TfNSW’s referral as well as the public submissions has been prepared by Colston Budd Rogers and Kafes and accompanies this correspondence.

TfNSW correspondence dated 19 December 2019 raised the following matters and a corresponding response has been provided in the table below:

Comment	Response
1. Further information is requested regarding the parking surveys used in the submitted Traffic Report, particularly when they were conducted and for how long. This information is required to confirm whether the traffic generation rates used for the proposed development are reasonable	The parking surveys were undertaken on Friday 16 November 2018 and Saturday 17 November between 9am and 4pm. The surveys found that peak parking demand occurred at 12.30pm on Friday and 11.00am on Saturday.
2. Section 3.35 of the submitted Traffic Report states that the new access on Forest Way would allow right turns out onto Forest Way,	We acknowledge an error in the previously submitted Traffic report. Section 3.35 of the traffic report should have stated that the new access on Forest Way would allow left turns out onto Forest Way (not right turns).

Comment	Response
<p>which is not consistent with previous discussions with TfNSW.</p>	<p>We acknowledge that this is consistent with the discussions with TfNSW.</p>
<p>3. Further information is requested regarding how the trip distribution was determined for the surrounding road network. For example, not all additional development traffic coming south on Forest Way will turn right at Russell Avenue to access the site, and some vehicles appear to turn right at Warringah Road</p>	<p>As noted in the previously submitted Traffic report the additional traffic has been assigned to road network based on existing travel patterns and adjustments for changes in access arrangements. The only way for traffic travelling south on Forest Way to access the centre is via Russell Avenue. We note that most traffic travelling from the north would arrive via Grace Avenue. With regard to traffic turning right onto Warringah Road, some customers who have a destination to the west, have been assumed to travel north along Grace Avenue, then use Adams Road to turn right onto Forest Way and then right onto Warringah Road.</p>
<p>4. Further information is requested regarding the proposed phasing for the mid-block on Forest Way. Do the adjacent crossings operate on the alternate phase?</p>	<p>The signalised crossing over the exit driveway will operate on an alternate phase to when pedestrians cross Forest Way. Note the crossing over the entry driveway has changed from a signalised crossing to a marked crossing.</p>
<p>5. There is a risk that pedestrians may ignore the signalised crossing across the parking access/egress when the mid-block crossing activates. Although the proposed layout may be efficient for traffic flow, consideration should be given to pedestrian safety.</p>	<p>TTW has prepared a road safety review and as part of this scope they have assessed whether the proposed entry/exit to the car park is appropriate with respect to pedestrian/traffic flow and safety. This recommended,</p> <ul style="list-style-type: none"> - Move the zebra crossing further within the site, to provide a more head-on approach to the crossing and a more typical arrangement for all users. - Ensure pedestrian visibility is maintained around the plant room area such as by a splay or chamfer. - Reduce the width of entry and exit driveways

Comment	Response
	<ul style="list-style-type: none"> - Provide a vehicle crash barrier at the pedestrian island to protect waiting pedestrians - Potential reduction in lane width to act as a traffic calming measures. <p>A full assessment is provided in the accompanying document.</p>
<p>6. TfNSW request that a Road Safety Audit should be undertaken to highlight any deficiencies with the proposed intersection design</p>	<p>TTW have undertaken a road safety review to respond to TfNSW's concerns over the intersection design.</p> <p>The review found:</p> <ul style="list-style-type: none"> - Provide an offset between the two driveway crossings to alert pedestrians to the change in environment and require an active change in behaviour between the two crossings - Provide pedestrian fencing along the edge of road reserve (north of the exit driveway lane) to deter pedestrian shortcuts in this area. - Provide pedestrian fencing along the road median (consistent with the existing treatment south of the crossing) to further deter pedestrian shortcuts <p>Overall, the proposed entry/exit to the car park is appropriate with respect to pedestrian/traffic flow and safety, measures can be put in place to improve safety and the design will comply with relevant standards.</p> <p>A full assessment is provided in the accompanying document.</p>

Accompanying this letter is a report by CBRK which addresses TfNSW comments as well as those matters raised in the public submissions.

CBRK have concurrently issued a response to TfNSW to ensure these matters are reviewed expediently.

3.2. COUNCIL INTERNAL REFERRALS

The table below summarises our response to the following additional comments in the internal referrals:

Table 1 – Internal Referrals

Internal Referral	Comments Raised	Response
Water management (20/12/2019)	<ol style="list-style-type: none"> 1. <i>Provide a MUSIC model for the development (.sqz file) Application Number: DA2018/1924</i> 2. <i>Revise the stormwater treatment strategy to incorporate additional green infrastructure (WSUD) elements rather than relying entirely on filter devices. Using the proposed green walls to reuse stormwater, and incorporating tree pits, infiltration strips and permeable paving is strongly encouraged.</i> 	<p>Civil/Stormwater Report prepared by TTW dated February 2020 addresses the referral comments in Section 1.4.</p> <p>Refer to attached MUSIC model and accompanying amended civil drawings.</p>
Development Engineering (31/12/2019)	<p><i>There has been no further stormwater drainage information submitted as requested previously.</i></p> <ul style="list-style-type: none"> • <i>The applicant has not provided the minimum information as required by clause 3.1.3 of Councils "On site detention technical specification" which includes detailed stormwater drainage plans and the DRAINS model so Council can review the determination of the post development flows.</i> • <i>The condition of the western Council downstream drainage networks are to be condition assessed by CCTV and engineers report. Where the structural condition of these lines are</i> 	<p>Civil/Stormwater Report prepared by TTW dated February 2020 addresses the referral comments in Section 1.5.</p> <p>Amended civil drawing set comprising:</p> <ul style="list-style-type: none"> - SKC04 P8 - Catchment Plan - SKC05 P5 – Site works plan B2 - SKC06 P6 – Site works plan B1 - SKC07 P5 – Site works plan GF - SKC08 P5 - Site works plan L1 - SKC09 P5 - Site works plan L2

Internal Referral	Comments Raised	Response
	<p><i>poor they will need to be replaced or relined in accordance with Councils technical specifications. Gross pollutant traps are to be incorporated into the stormwater drainage design in accordance with Councils stormwater management policy.</i></p> <ul style="list-style-type: none"> • <i>Site works/excavation of the car parking basements. In accordance with the Sydney Coastal councils "Ground water management handbook" the basement will need to be fully tanked if groundwater is encountered. Any proposed dewatering of the site is to comply with the handbook and Northern Beaches Council requirements.</i> 	<ul style="list-style-type: none"> - SKC10 P5 - Overall Site works and stormwater plan - SKC20 P5 - B99 Turning paths plan entry ramps from LB2 to L2 - SKC21 P4 - B99 Turning paths plan ramps from LB2 to L2 - SKC22 P7 - B99 Turning paths plan exits ramps from LB2 to L2 - SKC23 P5 - B99 19m semi turning entry via Russell Ave - SKC24 P5 – 8.8m MRV Turning paths entry via Russell Ave - SKC01 P4 – Notes and legends Sheet <p>Refer to the attached DRAINS model.</p> <p>The basement drainage condition will be further assessed with additional geotechnical testing post consent. The proponent is prepared to accept a condition of consent that if so, the basement will be fully tanked if groundwater is encountered.</p>
Urban Design (16/1/2020)	<p><i>As previously noted the proposed development can generally be supported. However revisions to amend issues that have not as yet been adequately addressed will require amendments to satisfy the urban design officer.</i></p>	<p>Further review and revisions have been made to further respond to Council's comments in relation to the pedestrian entry off Forest Way.</p> <p>Further changes to the Forest Way pedestrian entrance design have been</p>

Internal Referral	Comments Raised	Response
	<ul style="list-style-type: none"> • <i>Pedestrian Entry off Forest Way Previous comments provided (see dot point 6 below) are still unresolved in the current drawings. Whilst there have been some amendments the entrance to the centre from Forest Way is still lacking in adequate circulation coming off the ramp from the street into the complex/centre. The tenancy on the southern side of the entrance encroaches into the top of the ramp circulation zone leaving very little room for the quantum of pedestrians entering the centre. Deletion of this tenancy will allow for the creation of an adequate circulation zone for both access and egress. The significance of the entry gesture to this street frontage cannot be understated.</i> • <i>The length of frontage to the Forest Way elevation in terms of scale and proportion is significant enough to warrant additional circulation area, opening up the centre to provide a more generous entry sequence and street address that is identifiable.</i> 	<p>incorporated and are generally as follows:</p> <ul style="list-style-type: none"> - external façade corner (adjacent to the southern tenancy) is curved at top of ramp allowing for greater unimpeded pedestrian flow into the centre. The deletion of the southern tenancy is not deemed necessary as this corner ramped entrance is 2400mm in width and allows for two wheelchairs to pass. - To accommodate an improved ramped entrance, the main stair/seat has been slightly narrowed (to widen space at the top of ramp) and arrangement updated
Strategic planning (31/1/2020)	<p><i>The amended plans dated October 2019 demonstrate a number of changes in response to Council's previous referral comments. Of note is the provision of a 3.5m setback and readjusted property boundary along Forest Way to accommodate future road widening as discussed at the meeting on 23 August 2019. This is supported. The amended plans are also supported by a Structural Engineering Statement prepared by a qualified Structural Engineer which verifies that provision</i></p>	<ul style="list-style-type: none"> • We note Council's comments in relation to the future development of the site to accommodate high density residential over the existing shopping centre. A structural statement prepared by TTW is provided in the submission confirming that the previous structural statement (prepared in relation to the original DA submission and dated Feb 2019) remains valid when assessing the revised DA drawing set submitted.

Internal Referral	Comments Raised	Response
	<p><i>will be made in the design of the structure (footings and columns) to accommodate residential towers located above the shopping centre to a maximum height of 40m.</i></p> <p><i>However, further information is required in the Statement to confirm that this advice reflects the current architectural plans dated October 2019.</i></p> <p><i>In regards to the south-eastern corner, the comments by Council's Urban Designer (16/01/20) are supported.</i></p> <p><i>Further improvement can be accommodated should a major re-design be required (if RMS concurrence is not granted) by shifting the main pedestrian entrance further south where the HPSP indicates a pedestrian/cyclist overpass and a Green Link along Holland Crescent. Primary vehicular egress/exit would be focused towards the rear of the site at Grace Avenue. This would be supported by the proposed traffic infrastructure upgrades identified as part of the HPSP work.</i></p> <p><i>Despite the above comments, the proposal can be supported if concurrence from RMS and Council's Traffic Engineers is granted.</i></p>	<ul style="list-style-type: none"> • Drawing ATP-60003 Rev P1 details the Forest Way Entry detail specifically how the shopping centre design can accommodate a future link to the green plan and Frenchs Forest town centre to the east of the site as per the structure plan. This drawing demonstrates an alignment with the Forest Way entrance and a connection at Level 1 to match the finished floor level of the internal centre but also allowing for the provision of an approximate 6m clearance over the road. Precedent imagery demonstrates how this connection might appear.



3.3. PUBLIC SUBMISSIONS

The key issues raised by in the public exhibition were:

- Traffic
- Acoustic
- Pedestrian safety
- Retail competition
- Landscaping

The public submissions raised a lot of historical issues either previously raised in the initial public exhibition or that are within the community given the vast amount of traffic and construction activity proximate to the site. Refer to the Table below whereby a response is provided to each submission; grouped under issues.



The following table consolidates the public submissions to DA2018/1924 and provides a corresponding response to each.

Overarching Issue	Summary of the Key Points	Response																																		
Traffic	<ul style="list-style-type: none"> - Concerned about the increased traffic. - Additional traffic being fed into the system that is trying to access Forest Way. - Concerned with traffic problems and many drivers use back streets as short cuts to the shopping centres and suburbs beyond, e.g. trying to get onto Warringah Rd, via Brown St, Deakin, Altona Ave, Bentley Ave. - This concern is mainly related to the current frequent traffic jams occurring in local back streets. Suggests better management of traffic in these 'rat run' streets. - Suggest traffic turning right out of Glen St, Adam St and Forest Way. - They acknowledge that upon the completion of the roadworks near Warringah Rd and Forest Way may alleviate traffic. - Main concern in the increased intensification of traffic in the area. - Lack of traffic modelling. - People trying to turn right onto Warringah Rd from Altona Ave cause traffic jams and noise. 	<p>With regards to matters raised in submissions, as the RMS has denied right turn egress onto there will be a significant increase in traffic on Grace Avenue as set out below. This is also due to the development removing access from Russell Avenue. This means that all traffic accessing the centre from the north, south and east has to do so via Grace Avenue. Hence the large increase in traffic on the short section of Grace Avenue between Sorlie Place (north) and Russell Avenue.</p> <table border="1" style="margin: 10px auto;"> <caption>Table 3.1: Existing + Development Two-Way (Sum of Both Directions) Peak Hour Traffic Flows</caption> <thead> <tr> <th rowspan="2">Road</th> <th colspan="2">Weekday Afternoon</th> <th colspan="2">Saturday Midday</th> </tr> <tr> <th>Existing</th> <th>+ Dev</th> <th>Existing</th> <th>+ Dev</th> </tr> </thead> <tbody> <tr> <td>Grace Avenue</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- north of Russell Avenue</td> <td>835</td> <td>+170</td> <td>695</td> <td>+205</td> </tr> <tr> <td>- south of Russell Avenue</td> <td>835</td> <td>+390</td> <td>650</td> <td>+505</td> </tr> <tr> <td>- north of Sorlie Place (N)</td> <td>845</td> <td>+165</td> <td>610</td> <td>+180</td> </tr> <tr> <td>- south of Sorlie Place (S)</td> <td>830</td> <td>+165</td> <td>595</td> <td>+180</td> </tr> </tbody> </table> <p>The rat run to the southwest is banned along Grace Avenue is banned in the AM peak period. It is used in the PM peak period as a rat run for traffic travelling North East to get to Belrose/Davidson. Outside of these peak periods the route is used as rat run (although not to the extent in the PM peak period) and by local traffic to accessing the shopping centre.</p> <p>We argue that when the RMS road upgrades are completed, the extent of rat running will decrease and the route will generally be used by locals accessing the school/shopping centre.</p> <p>Further, the sharing of access with an entrance on Forest Way and on Grace reduces impacts on local roads, particularly Grace Avenue.</p>	Road	Weekday Afternoon		Saturday Midday		Existing	+ Dev	Existing	+ Dev	Grace Avenue					- north of Russell Avenue	835	+170	695	+205	- south of Russell Avenue	835	+390	650	+505	- north of Sorlie Place (N)	845	+165	610	+180	- south of Sorlie Place (S)	830	+165	595	+180
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Overarching Issue	Summary of the Key Points	Response
	<ul style="list-style-type: none"> - They are mainly concerned with the traffic exit onto Grace Ave and the Forest Way Pedestrian crossing - With the road works and recent developments in the area, traffic has been increasingly been getting worse. - Lack of parking availability in the area due to people parking and catching public transport 	<p>The CBRK letter, submitted with this response, states,</p> <p><i>“Many of the submissions relate to existing traffic issues in the local streets adjoining and to the south west of Forestway Shopping Centre (such as the rat run via Grace Avenue, noting that in the southbound direction this route is banned in the weekday morning peak period). These are historical issues that relate to congestion during peak periods, where traffic uses these local streets to avoid congestion at the intersection of Forest Way and Warringah Road. This has been exacerbated by the roadworks associated with construction of the upgrade of this intersection to improve capacity.</i></p> <p><i>The purpose of this upgrade is to cater for regional traffic, traffic from additional development (such as the Northern Beaches Hospital) and to reduce traffic on local roads (such as the above rat run). Once these works are completed and additional capacity is provided with the grade separation of this intersection, traffic flows on local streets should be reduced.</i></p> <p><i>As noted in our traffic report flows on Grace Avenue, north of Russell Avenue and south of the site access, would increase by some 165 to 205 vehicles per hour two-way during the weekday afternoon and Saturday midday peak hours.</i></p> <p><i>In the short section between the site access and Russell Avenue, the increase in traffic flows would be higher at some 390 to 505 vehicles per hour two-way.</i></p> <p><i>We note that the car park access to Grace Avenue is located as close as practical to the intersection with Russell Avenue, in order to minimise traffic increases in Grace Avenue.</i></p>



Overarching Issue	Summary of the Key Points	Response
		<p><i>These additional vehicles are generally local traffic travelling to/from the shopping centre from the adjacent residential areas that cannot access the site via Forest Way”.</i></p>
<p>Pedestrian Safety</p>	<ul style="list-style-type: none"> – Concerned about the safety of pedestrians moving through congested areas. – With the development being so close to the Primary school, the safety of many school children moving through traffic is highlighted. – Suggest the implementation of a 40km/h zone along the street. – Submission is mainly concerned with pedestrian and the poor driver behaviour along the ‘rat run’ roads. – They suggest more speed humps, better, more visible speed limit signs and more policing. – Suggests better provision of footpaths and safe crossing areas. – Lack of proper pedestrian safety measures, especially along Bentley St. – Traffic turning onto Grace have poor view of oncoming cars and could be dangerous, especially at school pick up and drop off times. – The current proposed crossing does not favour pedestrians. There was a pedestrian bridge 	<p>An Independent Road Safety Review prepared by TTW which examines the pedestrian safety at Forest Way. Design changes to the access (relocation of the pedestrian crossing on the entry lane, additional pedestrian fencing and a crash barrier) have been recommended.</p> <p>The car park access on Grace Avenue is located as close as practical to the intersection with Russell Avenue in order to minimise traffic increases in Grace and in turn volumes proximate to the school.</p> <p>The future pedestrian bridge remains in the concept when the Frenchs Forest town centre and green link envisaged in the stricture plan eventuates.</p>



Overarching Issue	Summary of the Key Points	Response
	proposed in the previous DA. The submission indicates this would create positive change.	
Competition	<ul style="list-style-type: none"> - The submission mainly focuses on the need for the upgrade, the possible cannibalisation from Glenrose Village Shopping area. - The submission also suggests the new site does not fit in with the growth precinct's planned growth, therefore is unnecessary. 	<p>A comprehensive Economic Impact Assessment ('EIA') was prepared and submitted as part of the DA. The EIA assessed the retail/economic impact of the Proposal on the Northern Beaches Hospital town centre and other existing retail centres (including GVSC).</p> <p>Overall, research reveals that there is ample retail demand in the trade area, even when considering the proposed Northern Beaches Hospital town centre. Research also suggests that any impact to GVSC will fall within a 'normal' competitive range and will not impact the viability of GVSC.</p>
Landscaping	Requests that more trees be planted as quite a few have been removed recently.	<p>The Proposal replaces the 18 trees removed and proposes planting at boundary.</p> <p>There is a 'green wall' on Grace Avenue, which will comprise an irrigation system.</p> <p>The Proposal also incorporates a 'sky park' providing additional green space, and a green wall fronting Grace Avenue. The replacement of trees is to be considered on balance with the provision of basement car parking and a refurbished retail asset</p>
Noise	<ul style="list-style-type: none"> - Noise affects student learning. - How will the noise from the development be mitigated given the long history of development impact on the area? 	<p>An acoustic statement was submitted with the DA submission. A further assessment was provided in response to the first round of submissions (in March 2019). This stated:</p> <ul style="list-style-type: none"> - <i>Noise emissions from the site have been addressed in accordance with the requirements of Northern Beaches Council DCP & the NSW EPA Noise Policy for Industry.</i>



Overarching Issue	Summary of the Key Points	Response
	<ul style="list-style-type: none"> - Noise: The outdoor dining area which operates till 10pm will disturb the quite bush setting as well as their children who are trying to sleep. Suggests the area be enclosed or even more set-back 	<ul style="list-style-type: none"> - <i>Management conditions have been recommended to ensure compliance with these requirements.</i> - <i>As presented in Section 6.2 of the further Acoustic Report, noise emissions from outdoor dining areas along Grace Avenue have been demonstrated as achieving the noise emission requirements of the NSW EPA Noise Policy for Industry. Management controls (restrictions on patron numbers/hours of operation) have been presented in Section 7.2 to ensure that noise emission requirements are achieved.</i> - <i>The impacts of construction noise and vibration on surrounding sensitive receivers are typically considered prior to the issue of a construction certificate, with the preparation of Construction Noise & Vibration Management Plan. Impacts of construction noise and vibration (including vibration which may cause damage to buildings) would generally be assessed with reference to the NSW EPA Interim Construction Noise Guideline.</i>

4. SUMMARY

Overall, this is a significant development application, not only due to the value of works amounting to estimated \$115 million but also as the centre as the ability to contribute to the available retail need in this area of the LGA and also potentially assist in a traffic solution for the immediate Frenchs Forest Planned Precinct. As such we request that this information is considered and assessed prior to the determination of the DA. We further welcome a meeting to discuss any aspect of this submission if that assists in resolving Council's issues.

We request that this package of information be considered in Council's assessment of the DA prior to the determination of the DA by the Sydney North Planning Panel.

If you have any questions please don't hesitate to contact me at (02) 8233 9959 or tblythe@urbis.com.au.

Yours sincerely,

A handwritten signature in blue ink that reads "Naomi Daley".

Naomi Daley
Associate Director

Enc:

- ***Amended drawings prepared by Buchan***
- ***Traffic statement prepared by Colston Budd Rogers and Kafes***
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