

# **ADDITIONAL INFORMATION AND RESPONSE TO REFERRALS**

## **FORESTWAY SHOPPING CENTRE (DA 2018/1924)**

**URBIS**

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## TABLE OF CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>4</b>
<b>2.</b>	<b>Overview of the Proposal and key benefits .....</b>	<b>5</b>
<b>3.</b>	<b>Accompanying Documentation .....</b>	<b>6</b>
<b>4.</b>	<b>Key Matters Raised in the Submissions.....</b>	<b>7</b>
<b>5.</b>	<b>Discussion on Key Referral Issues and Public submissions .....</b>	<b>9</b>
5.1.	Alignment with the Northern Beaches Hospital Precinct Structure Plan (HPSP) and Frenchs Forest Planned Precinct.....	9
5.2.	Built form and Urban Design.....	12
5.3.	Acoustic impact.....	14
5.4.	Car parking, traffic and pedestrian safety .....	14
5.5.	Stormwater.....	14
5.6.	Economic impact.....	15
5.7.	Other matters .....	15
<b>6.</b>	<b>Summary Table of Referral and Public Submissions received .....</b>	<b>16</b>
<b>7.</b>	<b>Overview of Amendments and Clarifications of the Proposal .....</b>	<b>22</b>
<b>8.</b>	<b>Conclusion .....</b>	<b>24</b>
<b>Disclaimer</b>	<b>25</b>	
<b>Appendix A</b>	<b>Amended Architectural Drawings (Buchan)</b>	
<b>Appendix B</b>	<b>Supplementary Architectural design statement (Buchan)</b>	
<b>Appendix C</b>	<b>Traffic Statement (CBRK)</b>	
<b>Appendix D</b>	<b>Structural Design Statement (TTW)</b>	
<b>Appendix E</b>	<b>Acoustic response letter (Acoustic Logic)</b>	
<b>Appendix F</b>	<b>Economic Impact Statement (Location IQ)</b>	

### FIGURES:

Figure 1 – Green Spine Connection (Buchan) .....	9
Figure 2 – Ground floor plan and accommodating future pedestrian link .....	10
Figure 3 – Level 1 Section showing potential connection to future pedestrian bridge (at lift lobby) .....	10
Figure 4 -Sample images relating to the GRC-01 permeable façade material on the Forest Way elevation ..	13

### TABLES:

Table 1 – Response to Referral Submissions .....	16
Table 2 – Response to Public Submissions .....	19
Table 3 – Overview of Key areas of clarification and amendment .....	22

# 1. INTRODUCTION

This report addresses the issues raised in community and Northern Beaches Council ('**Council**') referral submissions received during the public exhibition of the Development Application No. DA2018/1924 for *'Alterations and Additions to Forestway Shopping Centre (the '**Centre**'), including; a childcare centre, medical centre, shops, restaurant/cafes, recreation facility (indoor), office premises and basement car parking (the '**DA**)'*.

This report has been structured to provide a clear and considered response to the submissions received. This report:

- Provides an overview of the DA
- Identifies the key matters raised in submissions received
- Provides discussion on key matters
- Summarises the referral and public submissions received and provides a response to each matter
- Provides amended documentation and describes changes and clarifications
- Concludes our findings and assessment.

## 2. OVERVIEW OF THE PROPOSAL AND KEY BENEFITS

The project, as presented in the DA submission, is for the redevelopment of Forestway Shopping Centre (the 'Proposal').

The Proposal will provide an improved local convenience centre with an enhanced food and beverage offering and the addition of essential and complementary services, including; allied health, child care and a gymnasium. Further, the proposal will:

- Resolve current operational issues within the Centre
- Secure ongoing retail viability
- Create a centre that serves as an attractive and amenable community hub
- Provide additional green space through the inclusion of a 'sky park'
- Reposition the Centre in response to changes in the local area brought about by the Northern Beaches Hospital Precinct Structure Plan ('HPSP'), and the proposed Frenchs Forest Planned Precinct

The DA reflects close and ongoing consultation with Council (prior to lodgement), and per Section 4.1 of the submitted Statement of Environmental Effects, the Proposal responds to Council's prior feedback as is practical.

During its preparation, a key consideration of the Proposal was the importance of the immediate and broader surrounding context. The Proposal responded in the following ways:

- Built form that minimises impacts (incl. bulk, scale, noise and overshadowing), on surrounding residential areas, particularly that fronting Grace Avenue.
- Compliance with all key development standards, but for a limited height non-compliance allowing the inclusion of a key architectural element.
- Ensuring appropriate and efficient access is afforded from Forest Way therein reducing traffic impacts on the surrounding residential streets.
- Mitigating impacts to existing parking on streets surrounding the Centre. It is worth noting that the Proposal does not rely on parking in Sorlie Avenue parking to achieve the required car parking provision.
- Acknowledging a future 'green link' to the Northern Beaches Hospital and town centre – likely 'book ended' by the proposed 'sky park'.
- Contemplating the economic viability of the town centre (as envisaged in the HPSP).
- Ensuring Council can realise its HPSP by considering future traffic movement and circulation, and by ensuring a structural design that supports future mixed use development and higher density on the site.

Though the Proposal re-affirms the above development parameters, this submission seeks minor amendments and clarifications to the built form in response to internal referrals and public submissions received.

### 3. ACCOMPANYING DOCUMENTATION

Accompanying this report, and to be read in association with this comprehensive response, is the following documentation:

- An amended Architectural Drawing set prepared by Buchan with the following amended or added drawings of:
  - ATP - 20003 Level GF
  - ATP – 60001 Forest Way entry
  - ATP – 60002 Russell Avenue Entry
  - ATP – 80001 – Green link vision

For ease, a consolidated/ replacement DA drawing set has been re-submitted.

- Supplementary Architectural Design Statement prepared by Buchan. This statement draws particular reference to the site's position and connectivity to the 'green link' to the hospital/town centre as well as the materiality of the Forest Way elevation
- Traffic Statement, prepared by CBRK, largely responding to the public submissions on associated traffic and parking impacts.
- Structural Design Statement, prepared by TTW, confirming flexibility in the design to accommodate a future residential use above (when permissible and appropriate).
- Acoustic response letter, prepared by Acoustic Logic, largely responding to any potential associated noise from the level 1 restaurant and sky park.
- Economic Impact Statement, prepared by Location IQ, responding to the commercial objection from nearby Glenrose Village Shopping Centre.

## 4. KEY MATTERS RAISED IN THE SUBMISSIONS

The DA was publicly exhibited between 12 December 2018 and 5 February 2019.

During this period submissions were received from:

- Council departments, specifically:
  - Building Assessment
  - Development Engineering
  - Environmental Health
  - Parks, Reserves and Foreshores
  - Strategic Planning
  - Traffic Engineering
  - Urban Design
  - Waste
- Glenrose Village Shopping Centre ('**GVSC**')
- Several community members

It is worth noting that formal responses have not yet been received from:

- Roads and Maritime Service ('**RMS**')
- NSW Rural Fire Service ('**RFS**')
- State Transit Authority
- Ausgrid
- NSW Police
- Council's department of Community Services and Landscape
- Sydney North Planning Panel

The key matters raised in submissions are detailed below (in no particular order).

- Northern Beaches Hospital Precinct Structure Plan ('**HPSP**') and Frenchs Forest Planned Precinct, in particular:
  - Pedestrian connection with the Northern Beaches Hospital Precinct
  - Capability and flexibility of the building structure proposed to accommodate the outcomes of the HPSP
  - Traffic solution and modelling
- Urban Design
  - Pedestrian connectivity (to the proposed Frenchs Forest town centre)
  - Treatment of the Forest Way pedestrian entrance and façade materials, and other building entrances
  - Treatment of the southern façade of Woolworths
- Acoustic impact
- Car parking, traffic and pedestrian safety

- Stormwater
- Economic impact

In this regard, it is worth acknowledging the work of Elton Consulting, which on behalf of Invesco, prepared and facilitated an independent consultation process engaging with key stakeholders. A consultation report was submitted with the DA which identifies the groups consulted and the key issues raised. Given the limited number of public submissions, it could be concluded that this approach was productive and that generally the proposed development is supported by the community.

Further, on 22 February 2019, Invesco met with Council to specifically discuss traffic and parking. The meeting resulted in a broad consensus on the provision and quantum of car parking, and support for car parking access and arrangement if agreed by RMS. Any feedback from this meeting has been incorporated into this response.

Invesco acknowledges the comments contained in Council's referral comments and has endeavoured to address all matters in this comprehensive response.

We consider that this DA is fully supportable on its merits, and the amendments made within this submission further clarify the design and impact of the proposal.

We also welcome further discussion and ongoing consultation with Council to achieve the greatest outcome for the Centre and key stakeholders – balancing any associated impacts with community benefit.



## 5. DISCUSSION ON KEY REFERRAL ISSUES AND PUBLIC SUBMISSIONS

This section describes the proposed amendments or clarifications and discusses the key issues raised in the referral and public submissions.

### 5.1. ALIGNMENT WITH THE NORTHERN BEACHES HOSPITAL PRECINCT STRUCTURE PLAN (HPSP) AND FRENCHS FOREST PLANNED PRECINCT

Referral comments received from Council's Strategic Planning and Urban Design sections contained common themes of misalignment with the HPSP and the Frenchs Forest Planned Precinct (east of the site).

Key points of these referral comments are summarised below, along with a corresponding response.

#### 5.1.1. Pedestrian connection with the Northern Beaches Hospital Precinct

The proposed 'green link' associated with the structure plan formed an integral part of the design process and preparation of the DA submission. The concept planning of the site, prepared by Buchan, drew reference to the 'green spine' as illustrated in Figure 1 below.

Figure 1 – Green Spine Connection (Buchan)



The planning of the site acknowledged and enhanced the HPSP 'green link' by including additional green space in the form of the Sky park. This connects with the green link and pockets of open space from the National Park in the west to the hospital and town centre in the east.

As evident by Figure 2 below, the entrance from Forest Way at Ground Level is defined by splayed retail frontages, glazed retail tenancies and a taller built form (lift core), creating a legible and attractive entrance to the Centre.

Figure 3 illustrates how proposed works at Level 1 can accommodate a future connection to a pedestrian overpass spanning Forest Way, noting its exact siting is not known.

Figure 2 – Ground floor plan and accommodating future pedestrian link

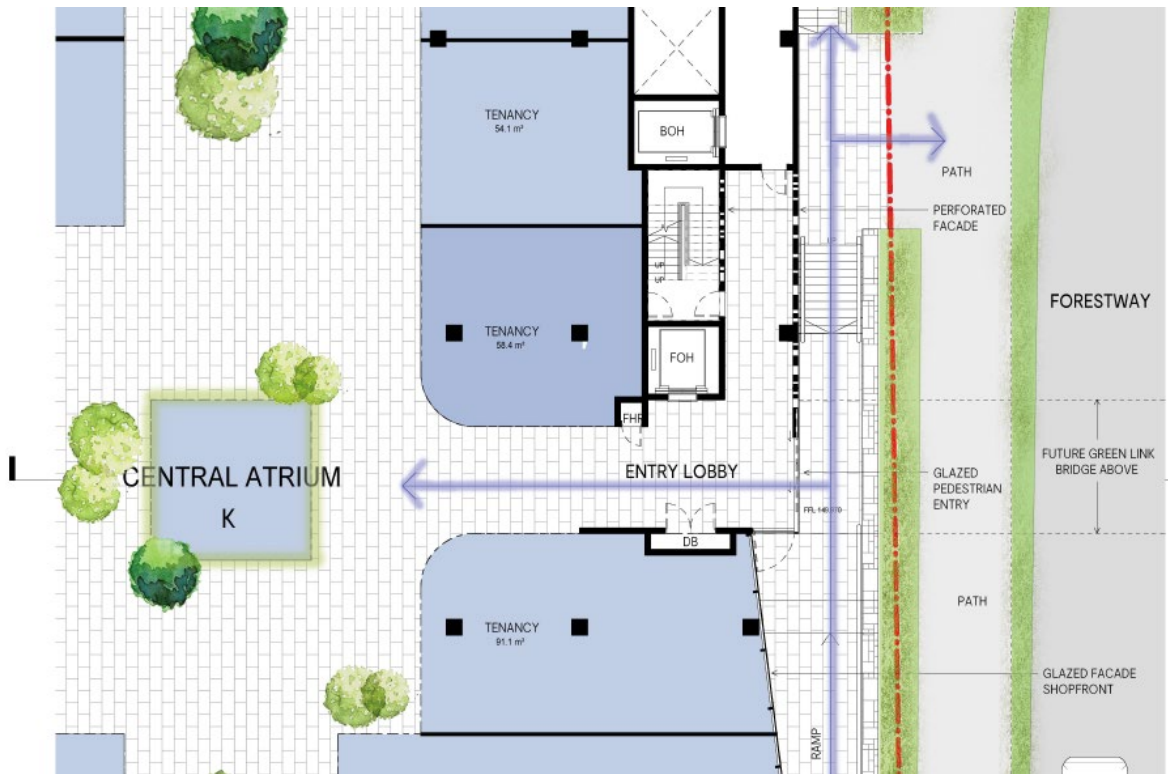
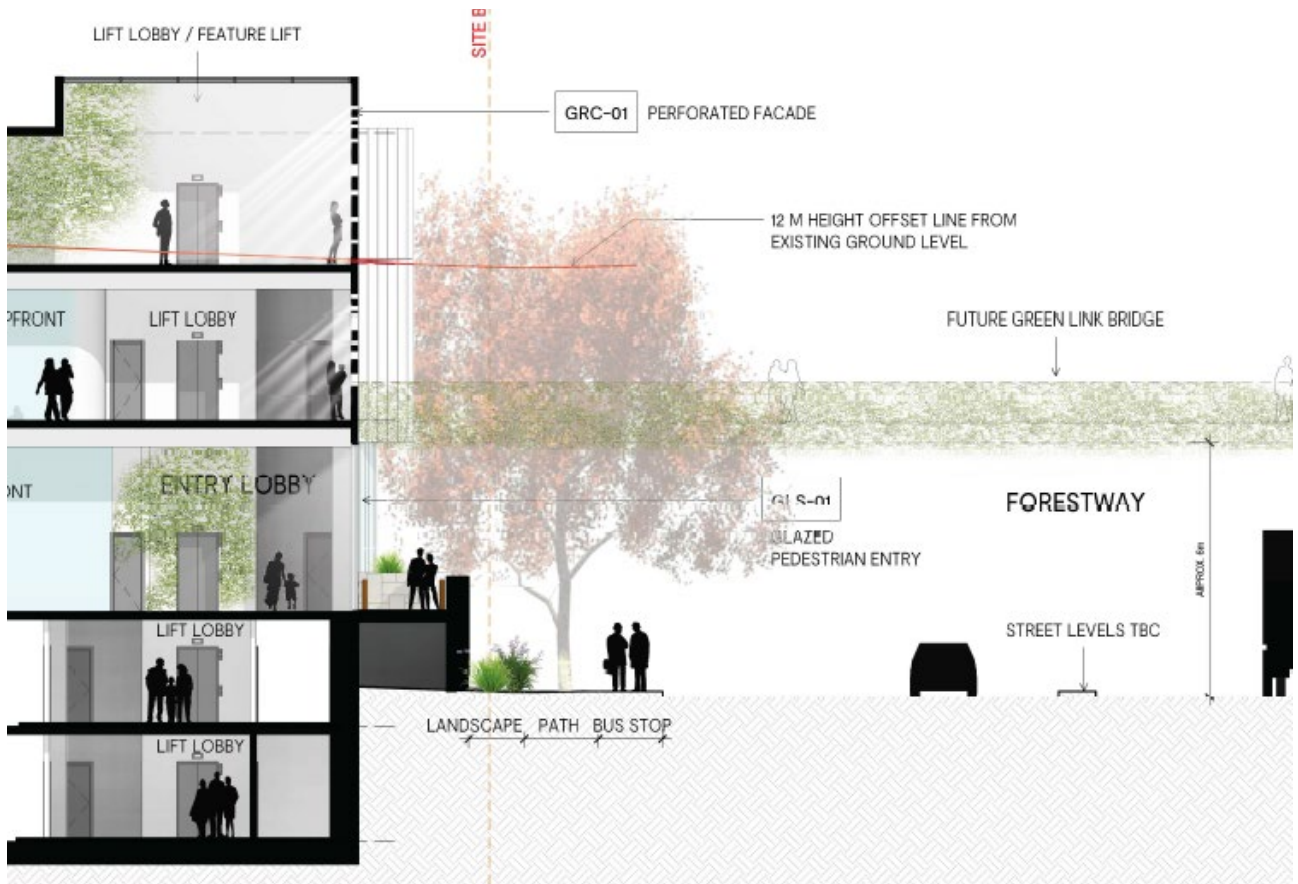


Figure 3 – Level 1 Section showing potential connection to future pedestrian bridge (at lift lobby)



The Buchan design statement articulates that the design has been developed with a clear acknowledgement of the HPSP. It states,

*“The redeveloped Forestway Shopping Centre will create a key destination at the western end of the draft Northern Beaches Hospital Structure Plan (‘HPSP’).*

*The current design for the redeveloped centre acknowledges the importance of pedestrian permeability and connectivity proposed by the draft HPSP. To this end, the design contemplates a direct link from a central location within the redeveloped centre to the ‘Town Centre’ and ‘Green Link’ of the draft HPSP via an overpass spanning Forest Way.*

*Further, it is acknowledged that although the position of the proposed overpass and ‘Green Link’ is yet to be finalised, the intent of the draft HPSP is to connect a redeveloped Forestway Shopping Centre and the proposed ‘Town Centre’.*”

### **5.1.2. Structural capability and adaptability of the centre to accommodate the outcomes of the NBSHP**

A structural engineering comment, prepared by TTW, has been submitted with this response and concludes:

*“This letter is to confirm that provision will be made in the design of the structure (footings and columns) to accommodate residential towers located above the shopping centre to a maximum building height of 40m”*

Notwithstanding TTW’s comment, it is important to note that at this stage Invesco has no immediate plans to develop the site for residential and there is no permissible pathway in which to do so. The current status is that the structure plan is endorsed. DPE and state agencies are currently in collaboration to carry out additional planning studies to inform a Stage 1 LEP. Given there is no certainty at this stage or any amendments to controls exhibited or gazetted, there is no inclusion of detailed drawings showing residential towers, which would at this early stage, be seen as speculative. In our opinion, no further analysis is required at this stage.

Overall, the subject DA has been prepared and submitted under the current planning controls, prior to the draft LEP (for Stage 1) being exhibited, however has ensured we are ‘consistent with the future intention’ outlined in the HPSP. To this end, what is proposed, will not preclude the outcomes of the HPSP.

It is noted that the proposed traffic modelling and assessment accompanying the DA submission has been undertaken in consultation with RMS and Council. This is discussed further below and in Section 5.4.

### **5.1.3. Traffic solution and modelling**

Council’s traffic engineering section has reservations about the access arrangements as it does not contemplate the future closure of Russell Avenue and continuation of Naree Road (as per the HPSP).

This matter was discussed in further detail at the meeting with Council on 22 February 2019. Invesco’s traffic consultant (CBRK) confirmed that the design contemplates the following principles:

- Limit access for local roads to minimise the increase in vehicle movements in Grace Avenue
- Enhance access/egress to the Centre from Forest Way – achieved through the movement of existing traffic signals.
- Avoid access via Russell Avenue in consideration of its proposed closure (in the HPSP).

CBRK, the project’s traffic engineer, has consulted with RMS and has discussed the proposal (considering the current road configuration), and the future road layout as envisaged in the HPSP. From these discussions we understand:

- The closure of Russell Avenue is not reflected in RMS’ five year plan.
- In any case it is important to note that the Proposal does not preclude the closure of Russell Avenue.
- RMS advised Invesco that modelling was not to consider the closure of Russell Avenue.

- RMS is to consider the Proposal before it and provide a position considerate of current road arrangements.

As noted earlier in this response and following the recent meeting with Council, we understand Council's traffic engineers would accept the proposed access arrangement if concurrence was given by RMS. CBRK, having responded to an RFI from RMS, is seeking further discussions to ensure a supportable solution.

## 5.2. BUILT FORM AND URBAN DESIGN

A significant amount of analysis was undertaken prior to the lodgement of the DA preparing a built form that responded to the surrounding residential context as well as the future context and broader HPSP, along with meeting operational and retail requirements.

A key design principle was also ensuring that traffic generation is minimised on Grace Avenue and this was best achieved through a 'sharing' of access to the car parking areas from both Forest Way and Grace Avenue. The associated management of potential pedestrian conflicts were also considered on balance against utilising a main road for access against intensifying access and vehicles on a local road.

Concern has been raised that the proposed access on Forest Way would require pedestrians to wait on a small concrete island before crossing Forest Way. For the DA, concept plans of the proposed the proposed Forest Way Access were provided. Post DA, detailed engineering plans will be prepared (in accordance with RMS and Austroad guidelines) including the provision appropriate pedestrian facilities across the site access and Forest Way. Notwithstanding this, given the existing traffic signals are proposed to be modified, the final design will require RMS approval.

The key themes of the internal referrals were:

- Pedestrian connectivity with the proposed Frenchs Forest town centre
- Treatment of Forest Way pedestrian entrance and façade materials and other building entrances
- Treatment of the southern façade of Woolworths

The following identifies how the design addresses these key themes:

- The Forest Way entry width is 4m and is splayed to further define the entrance. Further, the entrance is enhanced by a taller built form (lift core).
- At Ground Level, Buchan rationalised the central space and provides direct engagement with the Forest Way entry.
- A rationalised skylight design to link the Forest Way entry with central retail space.
- The design of lift and stair cores enhance visual connections to Forest Way, at both levels, through the use of perforated façade or similar treatments
- The submitted drawing set illustrates how a future pedestrian link bridge could engage and connect with Level 1.

Buchan's supplementary design statement assists in articulating how:

*"...the connectivity, pedestrian permeability and safety at Forest Way is optimised by:*

- *Adopting appropriate setbacks*
- *External elements, including; landscaped zones, generous stairs and a ramp linking the bus bay and footpaths*
- *A generous landscape buffer accommodating additional open staircases providing a direct connection to parking levels*
- *Providing for vertical connections to the proposed overpass and 'Green Link'*

*The central pedestrian entry at Forest Way is designed to provide a highly recognisable and identifiable 'wayfinding' element that emphasises a vertical built form and deliberate framing of an entry portal leading to a central location within the redeveloped retail environment. At ground level the entry is*

activated by vibrant shopfronts and a layered landscape threshold providing 'depth' to centre's the frontage".

- The activation and treatment of the Forest Way elevation has been clarified through additional information on the materials and treatment. Figure 4 illustrates the use of treatments similar to that proposed at the Forest Way frontage.

Figure 4 -Sample images relating to the GRC-01 permeable façade material on the Forest Way elevation



Picture 1 – light projecting through panels  
Source: Buchan



Picture 2 – external facade  
Source: Buchan



Picture 3 – internal construction of panels  
Source: Buchan



Picture 4 – external construction of panels  
Source: Buchan

In relation to the Woolworths facade, Invesco will work with Council's urban designer to deliver an agreed solution. It is important to note however the likely challenges surrounding the loading of Woolworths and the configuration of its 'back of house'.

### **5.3. ACOUSTIC IMPACT**

Acoustic Logic undertook a comprehensive assessment of the Proposal as part of the DA which remains valid.

Further, and in response to public submissions, Acoustic Logic has provided a supplementary statement which concludes,

- *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.*
- *Management conditions have been recommended to ensure compliance with these requirements. Whilst there may be concern for noise associated with the development, in context with the noise emission requirements for which the development must comply, they are unfounded.*
- *As presented in Section 6.2 of the 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.*

The statement also makes the following comments in relation to construction noise,

- *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.*

Appropriate consent conditions are anticipated in relation to the management and mitigation of noise during the construction period and operation of the Centre.

### **5.4. CAR PARKING, TRAFFIC AND PEDESTRIAN SAFETY**

At the Council meeting on 22 February, the car parking provision, traffic and access arrangements of the proposal were discussed in detail. Our understanding of the meeting and what was agreed in principle was that:

- The parking methodology and proposed provision of car parking outlined in CBRK report was commensurate with the proposed development
- Taxi/Uber parking would be relocated to Sorlie Place from Russell Avenue – now reflected in the amended drawing appended to this response.
- Council will support access arrangements and the signalised intersection proposed at Forest Way if supported by RMS

Correspondence prepared by CBRK also forms part of this response at Appendix C, responding to the issues raised in the public submissions.

### **5.5. STORMWATER**

Council's engineer noted, "*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*".

We note this information accompanied the DA and can be re-submitted if required.

We also suggest all other matters outlined in the referral (i.e. downstream drainage and gross pollutant traps), be addressed prior to construction through appropriate consent conditions.

## 5.6. ECONOMIC IMPACT

A submission prepared on behalf of GVSC was received discussing the economic impact of the Proposal.

We note that 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).

A supplementary statement prepared by Location IQ identifies the following in response to the submission:

- *The economic impact assessment prepared by LocationIQ is a detailed assessment of the likely impacts of the proposed development and has been prepared based on our experience with many comparable centres throughout Australia.*
- *Centre by centre impacts are considered in section 4.3 of our report, including specifically the impacts on Belrose (which includes GVSC) which is assessed at 12.0% of sales, (within the normal competitive range). Accounting for various facts, including centre composition distance to Forestway Shopping Centre and centre performance, this level of impact will not affect the viability of GVSC, given its current strong trading performance.*
- *In conclusion, the impacts resulting from the expansion of Forestway Shopping Centre have been duly considered and our assessment finds that the viability of GVSC will not be affected.*

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.

## 5.7. OTHER MATTERS

Tables 1 and 2 summarises referral responses, public submissions and responses provided by the applicant.

Other matters (and responses) of note are:

- **'Sorlie Place arc' landscape/trellis treatment** – Council's suggestion to extend the treatment of the façade fronting Sorlie Place to include the area south of the new entry is acknowledged.

Given such works could affect land owned by Council, the applicant proposes a collaborative approach be adopted with Council to reach an agreed solution. We do however note that such works would warrant a separate planning approval and do not form part of this DA.

- **Green wall on Grace Avenue** – The proposed 'green wall' will comprise an irrigation system. Further, a specialist consultant/supplier will be engaged to ensure an appropriate outcome.
- **ESD** – Invesco is pursuing a 4 Star Green Star rating. The current architectural design reflects this objective in its inclusions of; layered facades, operable windows, natural ventilation through, light wells and skylights in key locations, clear links through the Centre, bicycle parking facilities, landscaped outdoor and indoor public meeting spaces, rain water tanks, shading devices to rooftop parking, and generous building setbacks and shading elements at north and west facing façades.

## 6. SUMMARY TABLE OF REFERRAL AND PUBLIC SUBMISSIONS RECEIVED

Key matters raised in referral and public submissions, including themes common to several referrals already addressed (refer Section 5), are summarised in Table 1 and 2.

Table 1 – Response to Referral Submissions

Issue	Referral Summary	Response
<b>Traffic referral</b>		
Parking	The applicant shall not consider parking in Sorlie Place in its calculation of parking numbers. RMS rates are to be applied.	Parking numbers are based on traffic surveys and RMS guidelines where appropriate.  Refer to Section 5.4 for commentary.
Access	The DA does not consider feedback provided during re-lodgement meetings. RMS is to provide comment on access arrangements.	Feedback provided during pre-lodgement meetings has been considered.  We understand Council will accept the decision of RMS regarding access proposed at Forest Way.  Refer to Section 5.4 for commentary
Traffic	The applicant is to assess the impact of traffic on the local road network approaching state roads.  The HPSP contemplates the closure of Russell Avenue.	Refer to Section 5.4 for commentary
<b>Environmental Health</b>		
	Comments provided regarding construction and acoustics including suggesting consent conditions.	Each subsequent food premises (and child care) will seek a further approval (DA or CDC) for the fit out and operation.  The imposition of reasonable conditions is anticipated in terms of grease arrestors, mechanical ventilation and food premises and the like.



Issue	Referral Summary	Response
		A detailed construction management plan would be required to be prepared prior to construction works commencing to ensure any adverse impacts, such as noise and vibration are managed.
<b>Waste</b>		
	Support, subject to conditions	No comment/response
<b>Strategic Planning</b>		
	A statement from the project's structural engineer is required confirming the structure will be designed to accommodate future residential uses contemplated by Council's HPSP.	Refer to Section 5.1 and attached TTW report
	Concurrence from RMS and Council regarding proposed traffic arrangement	Refer to Section 5.4
	Reconsider the south-eastern corner to maximise pedestrian connectivity to the town centre and safety at Forest Way.	Refer to Section 5.2
<b>Urban Design</b>		
	<ol style="list-style-type: none"> <li>1. Amend the design of the Forest Way entrance at Ground Level to provide through-site connections to the Centre's central atrium.</li> <li>2. Demonstrate the Proposal acknowledges future pedestrian/bicycle connectivity to the new Frenchs Forest town centre.</li> </ol> <p>Provide drawings incorporating connections to new town centre Green Streets.</p>	<p>Refer to Section 5.1, 5.2 and submitted drawings.</p> <p>Invesco is committed to extending the proposed treatment at the 'Sorlie Place arc'. We do note however that agreement (and a separate application), would be required for the southern portion, fronting the school.</p>

Issue	Referral Summary	Response
	<ol style="list-style-type: none"> <li>3. Report from the project's structural engineer indicating structural systems are proposed to accommodate future residential uplift as per the strategic planner's comments.</li> <li>4. Design to address the southern façade of Woolworths through public art or treatment addressing the public realm/open space.</li> <li>5. Provide elevations detailing the extent of concrete ornamental treatment to facades</li> </ol>	
<b>Building Assessment</b>		
	Support, subject to conditions	No comment/response
<b>Parks and Recreation</b>		
	Support, subject to conditions	No comment/response
<b>Engineering</b>		
	Various comments relating to lack of information	DRAINS modelling accompanied the DA submission. Refer to section 5.6 of this response. Additional information can be provided by engineer if required.

Table 2 – Response to Public Submissions

Issue	Response
<p>Loss of trees</p>	<p>It is proposed that 18 trees be removed as they are either located within the footprint of the proposed development or are likely to suffer unacceptable impacts given their proximity to the proposed works and encroachment within the TPZ.</p> <p>The Proposal replaces the 18 trees removed and proposes planting at boundary. The Proposal also incorporates a ‘sky park’ providing additional green space, and a green wall fronting Grace Avenue.</p> <p>The replacement of trees is to be considered on balance with the provision of basement car parking and a refurbished retail asset.</p>
<p>Traffic on Grace Avenue:</p> <ul style="list-style-type: none"> <li>• Increase in traffic on Grace Avenue as a result of this development will be unsustainable for current road system</li> <li>• The traffic plans need to go back to the drawing board and actually consider the impact based on the fact that a new shopping centre will attract more traffic than present onto inadequate roads.</li> </ul>	<p>The sharing of access with an entrance on Forest Way and on Grace reduces impacts on local roads, particularly Grace Avenue.</p> <p>The CBRK report forecasts a 70-100 vehicles per hour (north of Russell and south of the site) increase in traffic on Grace Avenue. Sorlie Place remains unchanged as it’s currently operating at peak.</p> <p>Refer also to CBRK letter in Appendix C.</p>
<p>Traffic on Forest Way:</p> <ul style="list-style-type: none"> <li>• To add another set of lights at the junction of Russell and Forestway would impact traffic hugely and cause significant delays Southbound for all traffic. Another set of lights is overkill to an already very busy road. Cars coming across the Adams street Junction and Naree Junction would again have to stop to allow cars out or Russell.</li> </ul>	<p>CBRK shares the opinion that a signalised intersection at Russell Avenue and Forest Way is not the preferred solution and would have greater impacts than that proposed by the DA.</p> <p>Importantly the Proposal is not introducing another set of traffic signals – a signalised pedestrian crossing already exists. The signalised intersection proposed at Forest Way has been modelled, which included an analysis of queuing to Warringah Road, and is determined as appropriate</p>

<ul style="list-style-type: none"> <li>The proposal to then have another junction between Russell and Warringah road to allow traffic to turn left and right from the new shopping centre is beyond belief. This will hugely delay and impact traffic on Forest Way trying to get to Warringah Road.</li> <li>Consideration of residents of Belrose, Davidson and Frenchs Forest (west of Forest Way).</li> </ul>	<p>The methodology adopted by the traffic assessment accords with the directions and requirements of RMS.</p> <p>Refer also to CBRK letter in Appendix C.</p>
<p>Traffic on Council's road network:</p> <ul style="list-style-type: none"> <li>Impact of traffic along Bentley Avenue.</li> <li>Bentley Avenue does not have a footpath and is extremely unsafe</li> <li>Traffic controlling measures need to be put in place along Bentley Avenue and that there needs to be traffic light access in and out of Forest Way Shopping Centre onto Forest Way (in particular 2 lanes being able to access a right hand turn arrow onto Forest Way) to mitigate the number of cars travelling along Grace Avenue towards Bentley Avenue and the Brown Street traffic lights</li> </ul>	<p>Refer to CBRK letter in Appendix C. It states in relation to a potential increase in traffic on local streets to the southwest of the centre:</p> <p><i>“As part of the proposed redevelopment of the shopping centre, a new access is proposed on Forest Way. This new access would allow right turns out of the shopping centre onto Forest Way. Provision of this access will improve access to Forest Way and Warringah Road, and hence minimise traffic from the shopping centre onto the local streets south west of the shopping centre. Any increase in traffic on these streets would be local residents accessing the shopping centre”.</i></p>
<p>Car parking (including parking in Sorlie Place and commuter parking):</p> <ul style="list-style-type: none"> <li>Access, size [and] height [above] parking spaces - bigger is better for [the] aging population and acceptance by users.</li> </ul>	<p>The Proposal does not consider parking in Sorlie Place in its calculation of parking numbers.</p> <p>An analysis of RMS rates applicable to a variety of land uses has been applied. The provision of car parking has been accepted by Council.</p> <p>Concern has been raised that no commuter parking has been provided as part of the proposed redevelopment of the shopping centre. The proposed redevelopment provides appropriate parking for the shopping centre as required by Council's planning controls. There is no requirement to provide commuter parking.</p> <p>Refer also to CBRK letter in Appendix C.</p>

<p>Pedestrian safety</p>	<p>Concern has been raised that the proposed access on Forest Way would require pedestrians to wait on a small concrete island before crossing Forest Way. For the DA, concept plans of the proposed the proposed Forest Way Access were provided. Post DA, detailed engineering plans will be prepared (in accordance with RMS and Austroad guidelines) including the provision appropriate pedestrian facilities across the site access and Forest Way.</p> <p>Notwithstanding this, given the existing traffic signals are proposed to be modified, the final design will require RMS approval.</p>
<p>Conflict with HPSP/Future residential use:</p> <ul style="list-style-type: none"> <li>• This proposed development with new vehicle access to Forest Way appears in conflict with Hospital Precinct Structure plan and closure of Russell Ave.</li> <li>• What provisions are made for future residential Tower development on this site?</li> <li>• More consultation by all Government levels including surrounding owners so the long term plan can be finalised and proposed construction</li> </ul>	<p>This issue has been discussed in Section 5.1 of this report.</p> <p>The state government is working with Council on the plans and implementation of the NBHSP and as such is better to advise on the short term and long term rezoning and construction program.</p>
<p>RMS road works</p>	<p>Roadworks being completed by RMS are ongoing and responsive to the operational Northern Beaches Hospital.</p>
<p>Construction noise, operational noise (from dining precinct and management of loading docks) and pollution</p>	<p>This issue has been discussed in Section 5.6.</p>
<p>Economic impact</p>	<p>This issue has been discussed in Section 5.6.</p>

## 7. OVERVIEW OF AMENDMENTS AND CLARIFICATIONS OF THE PROPOSAL

As mentioned in Section 6, in response to submissions received, minor amendments and clarifications are proposed to design documentation. Architectural drawings appended to this response reflect these amendments and clarifications (refer Appendix A).

Table 3 summarises key areas of amendment and clarification now reflected in design documentation:

Table 3 – Overview of Key areas of clarification and amendment

Design change or clarification	Comment
Addition of six (6) taxi and uber car spaces in the northern and eastern arc of Sorlie Place. This moves the spaces from Russell Avenue as proposed in the original DA submission	This change was requested by Council at the meeting on 22 February.  Refer to drawing ATP-20003.
Additional detailing and sections provided to assist in better identifying the materials, pedestrian access and entrances on both Forest Way and Russell Avenue	Refer to drawing ATP-60001 and ATP-60002
Annotations and detailing of the Forest Way frontage (floor plans, elevation and sections) to better indicate and align the proposal with the HPSP and proposed green link pedestrian connection	Refer to drawing ATP-20003, ATP-20004, ATP – 60001 and ATP-80001  The proposal also incorporates the continuation of the proposed HPSP green link though the inclusion of the sky park at Level 1.  The proposed drawings demonstrate how the proposed pedestrian overpass could be incorporated at Level 1.
Clarification of the ground plane and pedestrian permeability and legibility on Forest Way	The design incorporates the following additional notes (where required): <ul style="list-style-type: none"> <li>• Lift core helps to identify the entrance</li> <li>• Soft landscaping is incorporated adjacent to the building</li> <li>• Activated uses and glazed shopfronts</li> <li>• Splayed build form to identify entrances and attract pedestrians to the Centre</li> <li>• Given materials selected, the Centre is afforded ample natural light.</li> <li>• Annotations and imagery added to identify material adopted at the Forest Way facade as being 'glass reinforced concrete'.</li> </ul>
Elevational drawings showing extent of façade ornamental treatments on Forest Way	Refer to drawing ATP-60001 which includes imagery and a material schedule.
Structural capability to ultimately realise the vision of the HPSP	A statement prepared by TTW is included in this response that confirms that the Proposal can accommodate a future residential use as envisaged by the HPSP.

Design change or clarification	Comment
<p>Annotations added to the drawings including:</p> <ul style="list-style-type: none"> <li>• Clarifying the 'greyed out' area on the Grace Ave elevation as plant</li> <li>• Forest Way elevation material detail</li> <li>• Notes to demonstrate how the centre could be 'retrofitted' to accommodate the proposed pedestrian link at Level 1 across Forest Way</li> </ul>	<p>The annotations provide additional clarification on a number of matters in the Council referrals.</p>

## 8. CONCLUSION

This report has considered internal referral responses and public submissions received during the exhibition of DA2018/1924 and published on Council's website, and design documentation has been amended (where appropriate).

Overall our previous findings and assessment remain valid in that:

- **The proposal satisfies the applicable local and state planning objectives and policies.** The Proposal achieves a high level of compliance with Warringah Local Environmental Plan 2011, and achieves a high level of consistency with key planning controls within Warringah Development Control Plan.
- **The design responds positively to site conditions and the surrounding urban environment.** The design contemplates and has been informed by existing site conditions, the residential context and the desired future built form and character of the Frenchs Forest Planned Precinct. The proposed use and built form are compatible with the locality.
- **The proposal is in the public interest.** The Proposal will enhance the established 'convenience' nature of the Centre in its addition of complementary services.

Importantly, the Proposal will deliver a high-quality development for use by the community in an area serviced by public transport.

The Proposal will also contribute a significant number of jobs through its construction and as an operational Centre.

- **The proposal will provide many positive benefits** including the provision of a new elevated open space, essential retail services, improved dining opportunities and complementary facilities, and services for the community.

Our assessment of the Proposal concluded that the local amenity and environment will benefit from a design that ensures it maintains solar access to residential properties, manages traffic and acoustics, and proposes a built form that is responsive to the site and surrounds.

I trust that the provision of this correspondence assists in Council's assessment. The applicant would welcome an opportunity to discuss the content of this response with Council in person and /or provide further information should it be required.



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# **APPENDIX A      AMENDED ARCHITECTURAL DRAWINGS (BUCHAN)**

**APPENDIX B      SUPPLEMENTARY ARCHITECTURAL  
DESIGN STATEMENT (BUCHAN)**

# APPENDIX C

# TRAFFIC STATEMENT (CBRK)

# APPENDIX D

# STRUCTURAL DESIGN STATEMENT (TTW)

# **APPENDIX E      ACOUSTIC RESPONSE LETTER (ACOUSTIC LOGIC)**

**APPENDIX F      ECONOMIC IMPACT STATEMENT  
(LOCATION IQ)**



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