

Submitter Name	Submitter Phone and email	Submitter Address	Date	Issues Raised by Submitter	Response by HM Team
Alison Torres	0403866845 alisonctorres@hotmail.com	7/1290 Pittwater Rd, Narrabeen	5/1/2022	<ul style="list-style-type: none"> Height 	<ul style="list-style-type: none"> The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height.
				<ul style="list-style-type: none"> Natural light. Won't see the sky. 	<ul style="list-style-type: none"> Building separation complies and indeed exceeds ADG requirements and as such is deemed appropriate for the scale of development proposed. Shadow diagrams are included on p40 of GMU, Urban Design Report.
Kay Millar	0414 345 702 kaymillar@bigpond.com	6 / 1-7 - 1-7 Lagoon Street Lagoon NARRABEEN 2101	11/12/21	<ul style="list-style-type: none"> Commercial zone expansion to Albert St 	<ul style="list-style-type: none"> The commercial uses currently extends beyond Albert St with existing medical centre and bank buildings located at the corner.
				<ul style="list-style-type: none"> Existing medical ctr not well located 	<ul style="list-style-type: none"> The medical centre will be relocated to more commercially appropriate location (cnr Pittwater Rd and Albert St).
				<ul style="list-style-type: none"> Expansion of medical ctr 	<ul style="list-style-type: none"> The expansion of the medical centre is in response to community needs. The medical

					<p>service has been provided from the site since 1955. The population of the area has also increased since that time and demographics changed. Refer also economic assessment report.</p>
				<ul style="list-style-type: none"> Traffic impact on Albert St 	<ul style="list-style-type: none"> It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
				<ul style="list-style-type: none"> Construction traffic on Albert St 	<ul style="list-style-type: none"> A detailed Construction Traffic Management Plan (CTMP) would be prepared as part of the DA / CC process. The purpose of a CTMP is to set out the measures to minimise potential disruptions and impacts associated with construction traffic during construction (refer letter from TTPP enclosed with this response)

				<ul style="list-style-type: none"> • Car share plan not compliant 	<ul style="list-style-type: none"> • Any specific car share requirements will be addressed at DA stage.
				<ul style="list-style-type: none"> • Tree removal 	<ul style="list-style-type: none"> • Whilst some trees will be removed in order to facilitate the development, an extensive landscape outcome is a part of the proposed development.
				<ul style="list-style-type: none"> • No room for full width footpath on Albert St 	<ul style="list-style-type: none"> • Excavation and retaining will be required in order to achieve a footpath in Albert St.
				<ul style="list-style-type: none"> • Spot rezoning opens door to other developers 	<ul style="list-style-type: none"> • NBC and DPIE control what rezonings can and cannot be sought. An approval of this site by no means “opens the door” for any subsequent rezoning.
				<ul style="list-style-type: none"> • Disconnect between what is currently proposed and what eventuates on the site with the DA 	<ul style="list-style-type: none"> • The PP sets the bulk and scale control for the DA process.
Cranae CB Pty Ltd	irena@eleyco.com.au	1302 - 1304 Pittwater Narrabeen 2101	15/12/21	<ul style="list-style-type: none"> • Increased height 	<ul style="list-style-type: none"> • The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height.
				<ul style="list-style-type: none"> • Loss of privacy due to development as similar height 	<ul style="list-style-type: none"> • Building separation complies and indeed exceeds ADG

					requirements and as such is deemed appropriate for the scale of development proposed.
				<ul style="list-style-type: none"> Increased traffic (gridlock on Albert Street) 	<ul style="list-style-type: none"> It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
				<ul style="list-style-type: none"> Loss of loading zone access 	<ul style="list-style-type: none"> No changes to the existing 'Loading Zone' on the northern side of Albert Street are envisaged because of the proposed Planning Proposal development
				<ul style="list-style-type: none"> Location of driveway at intersection of Albert St and Lagoon St 	<ul style="list-style-type: none"> The location of the driveway will be finalised at DA stage, however what is depicted on GMU's Urban design report shows the intended and most appropriate location taking into account site constraints including flood design levels; TfNSW designation of Pittwater Rd; distance from Pittwater Rd

					and Albert St intersection; setback from heritage item; basement levels and Lagoon St intersection. (Refer also TTPP letter on this item).
Matthew Liston	matthewliston@bigpond.com	29 / 1-7 Lagoon St NARRABEEN 2101	15/12/21	<ul style="list-style-type: none"> • Height 	<ul style="list-style-type: none"> • The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height.
				<ul style="list-style-type: none"> • Increased traffic implications 	<ul style="list-style-type: none"> • It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
				<ul style="list-style-type: none"> • Increased parking implications 	<ul style="list-style-type: none"> • Parking for occupants and visitors are provided within basement level parking in line with NBC requirements.

				<ul style="list-style-type: none"> • Driveway access on Albert St and traffic into Albert and Lagoon St 	<ul style="list-style-type: none"> • The location of the driveway will be finalised at DA stage, however what is depicted on GMU’s Urban design report shows the intended and most appropriate location taking into account site constraints including flood design levels; TfNSW designation of Pittwater Rd; distance from Pittwater Rd and Albert St intersection; setback from heritage item; basement levels and Lagoon St intersection. (Refer also TTPP letter on this item)
				<ul style="list-style-type: none"> • Not in keeping with current village atmosphere 	<ul style="list-style-type: none"> • The PP proposed a modest increase in allowable building height (+??m/+??%) resulting in a proportionately modest increase in density comparable to the town centre in which the subject site adjoins and arguably stands within. Allowable uses within the subject site are unchanged with these factors ensuring the ‘village atmosphere’ is preserved.
				<ul style="list-style-type: none"> • Additional retail where there are current retail vacancies 	<ul style="list-style-type: none"> • The majority of non-residential use already exists on the site and is being consolidated to the most appropriate location

					at the corner of Pittwater Rd and Albert St.
Mitchell Downman	mitchdownman@hotmail.com	49 towradji Narraweena 2099	14/12/21	<ul style="list-style-type: none"> Bulk and scale 	<ul style="list-style-type: none"> The proposed height increase or 11-12m is in line with the adjoining village and developments. This is addressed in detail within GMU's urban design report.
				<ul style="list-style-type: none"> Shop top housing and medical ctr – when no parking?? 	<ul style="list-style-type: none"> Basement parking is included as a part of the proposal for occupants and visitor cars in line with NBC requirements.
				<ul style="list-style-type: none"> Pittwater Rd setback – block solar access on Pittwater Rd 	<ul style="list-style-type: none"> Building heights and setbacks are in line with NBC and ADG requirements. Shadow diagrams are provided on P40 of GMU's urban design report.
				<ul style="list-style-type: none"> Precedent and change for the area 	<ul style="list-style-type: none"> As stated above for 'village atmosphere', in response to Matthew Liston submission.
Nadine Bundock	Chooozzzeee@gmail.com	75 Edgecliffe boulevard COLLAROY PLATEAU 2097	14/12/21	<ul style="list-style-type: none"> Nothing specific 	<ul style="list-style-type: none"> -
David Kelly	David.kelly@dbbstu.catholic.edu.au	9 Albert Narrabeen 2101	14/12/21	<ul style="list-style-type: none"> Copy of submission from Dowman above 	<ul style="list-style-type: none"> Refer response to Dowman submission above
Michael Kelly	mbk20997@gmail.com.au	9 Albert Narrabeen 2101	14/12/21	<ul style="list-style-type: none"> Copy of submission from Dowman above 	<ul style="list-style-type: none"> Refer response to Dowman submission above
David and Helen Johnson	0407 208 766 davidhelenjohnson@bigpond.com	Unit 7, 1-7 Lagoon Street NARRABEEN NSW 2101	14/12/21	Traffic	
				<ul style="list-style-type: none"> Location of driveway encroaches on existing heritage site 	<ul style="list-style-type: none"> Driveway location complies with heritage item setbacks

				<ul style="list-style-type: none"> • Driveway in PROHIBITED LOCATIONS FOR ACCESS DRIVEWAYS from figure 3.1 of AS2890.1:2004 	<ul style="list-style-type: none"> • The location of the driveway will be finalised at DA stage, however what is depicted on GMU’s Urban design report shows the intended and most appropriate location taking into account site constraints including flood design levels; TfNSW designation of Pittwater Rd; distance from Pittwater Rd and Albert St intersection; setback from heritage item; basement levels and Lagoon St intersection. (Refer also TTPP letter on this item).
				<ul style="list-style-type: none"> • Driveway should be on Pittwater Rd 	<ul style="list-style-type: none"> • The site has two road frontages, namely Pittwater Road and Albert Street. Pittwater Road is a State Road with designated B-Line lanes (ie. kerbside bus lanes) running north and south along Pittwater Road. Under TfNSW guidelines, all vehicle access to sites shall be provided via second order roads where available. As such TfNSW guidelines would restrict direct vehicle access via Pittwater Road. Hence vehicle access to the site would only be approved by

					TfNSW via Albert Street. (Refer also TTPP letter on this item).
				Heritage	
				<ul style="list-style-type: none"> Setbacks from heritage item to be maintained to 9m. Driveway encroaches by 1m 	<ul style="list-style-type: none"> Proposed location of driveway complies with proposed heritage setbacks.
				Views/streetscape/setbacks/Vista from Albert Street to Narrabeen Lake	
				<ul style="list-style-type: none"> Building A setback to 3m with further setback for third floor 	<ul style="list-style-type: none"> Currently the setback of existing building is 0m. The Urban Planner (GMU) recommended maintaining this. NBC has increased the setback to what is now proposed at 2m at ground level and an additional 3m at level 3 and above.
Stephanie Portale	stephanieportale@yahoo.com.au	7 / 95d Warringah road Forestville 2087	14/12/21	<ul style="list-style-type: none"> Copy of submission from Dowman above without exception of final dot point 	<ul style="list-style-type: none"> Refer response above
Warwick Bracey	warwickbr@bigpond.com	7 Albert Street Narrabeen 2101	14/12/21	<ul style="list-style-type: none"> Height 	The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within GMU's urban design report.

				<ul style="list-style-type: none"> • Overshadowing of heritage item 	<ul style="list-style-type: none"> • The heritage report addresses concerns and setback requirements from the heritage item.
				<ul style="list-style-type: none"> • Increased traffic in Albert St and Pittwater Rd 	<ul style="list-style-type: none"> • It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
				<ul style="list-style-type: none"> • Parking insufficient 	<ul style="list-style-type: none"> • Parking for occupants and visitors are provided within basement level parking in line with NBC requirements.
				<ul style="list-style-type: none"> • Shop top housing not permitted in precinct 	<ul style="list-style-type: none"> • The shop top housing is limited to Building A on the corner of Albert and Pittwater Rd. Non-residential uses that currently exist (and have existing for many decades) on the site are being relocated and consolidated at that location with residential accommodation above. The rest of the site does not have any shop top housing.

Kathryn Bracey	kathrynbr@bigpond.com	7 Albert Street Narrabeen 2101	14/12/21	<ul style="list-style-type: none"> Loss of parking 	<ul style="list-style-type: none"> Basement parking in line with NBC's requirements for occupants and visitor cars are being provided onsite
				<ul style="list-style-type: none"> Overdevelopment similar to Dee Why 	<ul style="list-style-type: none"> The height of 11-12m is far lower than that of Dee Why which is 30m.
				<ul style="list-style-type: none"> Height increase 	<ul style="list-style-type: none"> The proposed height increase is in line with adjoining and surrounding developments. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within the urban design report.
				<ul style="list-style-type: none"> Claim it is for low-cost housing 	<ul style="list-style-type: none"> The site contributes to NBC's affordable housing policy through provision of financial contribution.
Robert Willing	rob@thewillings.com.au	26 / 1 - 7 Lagoon Street Narrabeen 2101	14/12/21	<ul style="list-style-type: none"> visual impact does not protect the character of the village locality 	<ul style="list-style-type: none"> As stated above for 'village atmosphere', in response to Matthew Liston submission.
				<ul style="list-style-type: none"> Shadowing from the structures 	<ul style="list-style-type: none"> Height and setbacks are in line with NBC requirements. Building separation exceeds ADG. Shadow diagrams are included on p40 within GMU, Urban Design Report.
				<ul style="list-style-type: none"> Privacy to adjoining properties 	<ul style="list-style-type: none"> Building separation exceeds ADG.

				<ul style="list-style-type: none"> wind effect of this development 	<ul style="list-style-type: none"> Not applicable
				<ul style="list-style-type: none"> Affordable housing not suited to Narrabeen 	<ul style="list-style-type: none"> The site contributes to NBC’s affordable housing policy through provision of financial levy paid direct to the NBC.
				<ul style="list-style-type: none"> Parking 	<ul style="list-style-type: none"> Parking for occupants and visitors are provided within basement level parking in line with NBC requirements.
				<ul style="list-style-type: none"> Removal of trees will heat impact Narrabeen 	<ul style="list-style-type: none"> Whilst trees are being removed to allow the redevelopment of the site, these will be replaced with well designed landscaping that will improve the amenity of the site and surrounds. New canopy trees will be planted within and adjoining the subject site to reduce the heat island effect of the immediate context.
				<ul style="list-style-type: none"> Vehicle access and traffic in Albert and Lagoon St 	<ul style="list-style-type: none"> It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer

					also letter from TTPP Traffic engineers for further detail)
bruce kelly	bruceakelly@bigpond.com	9 Albert Narrabeen 2101	13/12/21	<ul style="list-style-type: none"> • Height 	The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within GMU’s urban design report.
				<ul style="list-style-type: none"> • Shop top housing not in keeping with residential zone 	<ul style="list-style-type: none"> • As above response on this matter to Bracey submission.
				<ul style="list-style-type: none"> • Heritage impact to 2 Albert and Furlough House 	<ul style="list-style-type: none"> • Refer heritage report
				<ul style="list-style-type: none"> • Flooding 	<ul style="list-style-type: none"> • Refer Flooding Risk assessment report. Matters raised have been included within the planning report for the site and will continue to be further through the DA stage design process.
				<ul style="list-style-type: none"> • Traffic – street not wide enough. 	<ul style="list-style-type: none"> • It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the

					<p>surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)</p> <ul style="list-style-type: none"> • Development should cater for occupants and visitors car parking • Height increase will cause solar loss to neighbours 	<ul style="list-style-type: none"> • Parking for occupants and visitors are provided within basement level parking in line with NBC requirements. • Height and setbacks are in line with NBC requirements. Building separation exceeds ADG. Shadow diagrams are included on p40 within GMU, Urban Design Report.
Kay Millar	kaymillar@bigpond.com	6 / 1-7 - 1-7 Lagoon Street Lagoon NARRABEEN 2101	11/12/21	<ul style="list-style-type: none"> • Refer submission dated 15/12/21 above 	<ul style="list-style-type: none"> • Refer comments to submission dated 15/12/21 above 	
Julie Bundock	Chooozzzeee@gmail.com	75 Edgecliffe boulevard Collaroy plateau 2097	10/12/21	<ul style="list-style-type: none"> • Nothing specific raised. 	-	
Lisa Calder	lisa@topperman.com	15 / 6 - 8 Waterloo Street Narrabeen 2101	10/12/21	<ul style="list-style-type: none"> • Height – against any change in height limit for any building in Narrabeen 	<ul style="list-style-type: none"> • The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. 	

				<ul style="list-style-type: none"> Don't want to live in Dee Why Atmosphere 	<ul style="list-style-type: none"> The proposed 11-12m height limit is in line with Village Centre and far lower than that of Dee Why which is some 30m.
Virginia Ingram	-	-	10/12/21	<ul style="list-style-type: none"> Height 	<ul style="list-style-type: none"> The heights proposed are in line with those in the adjoining Village Centre and existing development to the south.
				<ul style="list-style-type: none"> Density 	<ul style="list-style-type: none"> Density is in line with NBC requirements. Building separation is in line or greater than that required within the ADG.
				<ul style="list-style-type: none"> Traffic in Albert Street 	<ul style="list-style-type: none"> It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
Carol Gerrard		4 Alamein Avenue Narraweena 2099	9/12/21	<ul style="list-style-type: none"> Will 2 Albert Street be demolished? 	<ul style="list-style-type: none"> No.2 Albert Street will be retained.
Judy Higginson	judyhigginson22@gmail.com	25 / 24 - Albert St	9/12/21	<ul style="list-style-type: none"> Traffic congestion in Albert St and King St 	<ul style="list-style-type: none"> It is acknowledged that the planning proposal will increase

		Narrabeen 2101 (Furlough House resident)			<p>traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street.</p>
				<ul style="list-style-type: none"> • Increased traffic volumes • Dangers of having entrance driveway on western end of Albert St 	<ul style="list-style-type: none"> • Ditto above • Refer response from TTPP, our traffic engineer on this matter.
Mick Baker	mick.b123@hotmail.com	11/1-7 Lagoon St - Narrabeen 2101 Lagoon Narrabeen 2101	8/12/21	<ul style="list-style-type: none"> • Height out of proportion with built environment • Traffic congested already 	<p>The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within GMU's urban design report.</p> <ul style="list-style-type: none"> • It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network,

					including Albert Street (refer also letter from TTPP Traffic engineers for further detail)
				<ul style="list-style-type: none"> On street parking 	<ul style="list-style-type: none"> Parking for occupants and visitors are provided within basement level parking in line with NBC requirements.
Alex Smith			30/11/21	<ul style="list-style-type: none"> Could not open the attachment 	<ul style="list-style-type: none">
Robert Torning	0419209916		25/11/21	<ul style="list-style-type: none"> Height 	The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within GMU's urban design report.
				<ul style="list-style-type: none"> Doesn't want Narrabeen to follow Dee Why 	<ul style="list-style-type: none"> The site proposes a similar scale the surrounding developments and height at the village of 11-12m. Dee Why has a building height of 30m.
Thomas and Dorothy Lau		1290 Pittwater Road, Narrabeen	22/11/21	<ul style="list-style-type: none"> Solar Access 	<ul style="list-style-type: none"> ADG compliant side boundary setbacks demonstrate generous solar access for existing neighbouring dwellings especially dwellings within No.1290 Pittwater Rd.

				<ul style="list-style-type: none"> • Privacy 	<ul style="list-style-type: none"> • Setbacks are in line with NBC and ADG requirements.
				<ul style="list-style-type: none"> • Building Bulk 	<ul style="list-style-type: none"> • See comments for 'height'
				<ul style="list-style-type: none"> • Height 	<p>The proposed 11-12m height is in line with those in the adjoining Village Centre and existing development to the south. The proposed height being less than the building opposite at 1-7 Lagoon Street which is in excess of 14m in height. This is addressed in detail within GMU's urban design report.</p>