

Attachment A: Response to Agency Submissions

Issue	Response
NSW Department of Planning and Environment	
Further details are to be provided regarding changes to signage.	Mackenzie Group has prepared a statement confirming that the changes to the signage were either considered generally consistent with the approved plans or considered exempt development by the PCA. Details are provided in Attachment D .
Further details are to be provided regarding changes to landscaping.	Proposed changes to landscaping are shown on the landscape drawing and plant schedule at Attachment B . The proposed changes will provide amenity at ground level and will be integrated into the overall design. The landscaping will not impact on the operation or use of the proposed car park as the space will be delineated by an existing fence
The updated floor space ratio of the proposed development is to be provided.	The maximum floor space ratio applying to the site is 2.5:1 under the <i>Willoughby Local Environmental Plan 2012</i> . The approved floor space across the entire site is 1.59:1. The proposed modification seeks to amend this to a maximum FSR of 1.7:1. This is significantly below the maximum FSR applying to the site.
Willoughby City Council	
All new car parking spaces are to comply with the requirements of AS/NZS 2890.1, including maximum grades of 1 in 20 measured parallel to the angle of parking and 1 in 16 measured in any direction.	Noted. All new car parking spaces will be measured to comply with the requirements of AS/NZS 2890.1 prior to the issuance of the Construction Certificate. As noted on the Architectural Plans (Attachment B) the proposed car parking spaces will not exceed a slope of 1:16 in any direction.
Stormwater drainage measures are to be provided for the new parking area in accordance with Council's DCP and Technical Specifications, including additional on-site stormwater detention volume for new impervious areas if they were not included in the detention system provided as part of the original development.	As stated in the Stormwater Statement prepared by ACOR (Attachment E) the proposal will include a combination of oversize pits and pipes and above ground storage to provide OSD for the additional 16 car spaces. This is estimated to be 12m ³ . To facilitate this, the proposal seeks to include a condition of consent as specified in the covering letter. The final design plans for the stormwater drainage system will be prepared by a suitably qualified engineer and submitted to the certifying authority prior to the commencement of works.
Transport for NSW	
The subject site is within close proximity to the Sydney Metro City and Southwest Tunnels however the proposed modification does not include excavation in excess of 2 metres. The proposed development will have negligible impacts on the Sydney Metro City and Southwest tunnels. Relevant conditions in the original Development Consent, in particular Condition B12, should be retained.	Noted. The proposal does not involve any excavation works. However, in accordance with condition B12 of the original Development Consent, the application will obtain written permission from any affected property owners surrounding the site.

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The construction of the proposed development may coincide with the temporary shutdown of Epping to Chatswood and operation of Station Link which will commence on 30 September 2018 for approximately 7 months. This means that increased bus services will be occurring along Herbert Street and Frederick Street adjacent to the site. Construction related activities during the operation of the Station Link should be planned to consider this issue through the implementation of a Construction Pedestrian and Traffic Management Plan (CPTMP). The applicant should consult with the Sydney Coordination Office (SCO) regarding the preparation of any future construction and traffic management plan to ensure the traffic and transport impact is managed appropriately. The CPTMP must be prepared and submitted to the SCO prior to the issue of any Construction Certificate.	Noted. As discussed in the Traffic and Park Report prepared by TTPA and lodged with the original application, traffic and transport impacts during construction will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport and the cumulative impact of nearby construction projects. A Construction Traffic Management Plan will be prepared prior to the issuance of the Construction Certificate, to outline the measures and management techniques to be undertaken. Prior to works occurring on the site, the applicant will submit the Construction Management Plan to the DPE, SCO and Council with the plan to be implemented for the duration of construction works.
Roads and Maritime Services	
RMS raise no objection to the proposed modifications.	Noted.