

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Tuesday, 31 August 2021 3:56:55 PM

Submitted on Tue, 31/08/2021 - 15:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

FRENCHS FOREST

Submission

I am just writing a quick submission to let the Department know that I support the Place Strategy for Frenchs Forest. I think it is a great idea at its core but like all grand plans the devil will be in the detail.

I note that the Place Strategy seeks to deliver a lot of community benefit, which is fantastic to me as a local resident. I think however that the Department needs to make sure that the proposed planning controls and density is sufficient to enable any future developer to pay for all of these public benefits. As a resident I genuinely want to see this come to fruition but I know that unless these controls support viable development outcomes, then it's just colours on a page and pipe dreams on paper. If the Department is planning on this occurring then it needs to make sure that the market is able to deliver on this.

For example. The median house price in Frenchs Forest has sky rocketed this year and you can't pick up a 3/4 bedroom house for under \$2million. The medium density yields that you are proposing simply won't be able to generate sufficient return to enable developers to pay over the odds for land then fund the cost of development and then fund the cost of public contributions. We need to make sure the plan is viable and feasible otherwise it won't happen, and when I look at the controls that you're proposing I question whether these sites are going to be able to be developed in reality.

One other thing that I would advocate for is another local skate park or pump track in the centre. This community is family focussed and bike riding and scooter riding are a big deal locally. Having such a facility would bring people together. Alternatively a waterplay area would be amazing as well and really provide a focal point for families.

Other than that I really hope to see this come to fruition as it will deliver a massive benefit to the local area.

I agree to the above statement

Yes

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To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Tuesday, 31 August 2021 5:27:01 PM

Submitted on Tue, 31/08/2021 - 17:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Stan

Last name

Ciura

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest 2086

Submission

I fully support the proposed re-development of Frenchs Forest. The only concerns I have is how long it has taken to release the final proposed plan and when is proposed to start. I believe the work on the re-development should start ASAP as it will create employment in the current environment.

I agree to the above statement

Yes

Planning submission- [REDACTED]

[REDACTED], [REDACTED], [REDACTED]

The Neighbourhood Centre is apparently going to bring new shops and high quality medium-rise apartment buildings to the south side of Warringah Road. This sounds great, especially with the removal of the Bantry Bay shops, which are missed by the community.

The block, bound by Hilmer Street, Primrose Ave, Bantry Bay Road and Warringah Road offers an easy access site, a gentle sloping block and multiple entry and exits and easy access to Warringah Road, Wakehurst Parkway and Forest Way. This is in stark contrast to those streets on the other side of the hospital which lead onto single-lane roads, yet have far greater density development proposals.

The proposed neighbourhood centre is a great idea but it needs more commitment to make it a realistic proposition. A greater floor-space ratio is required to make the centre viable for developers to create a useful retail/business/residential block in this area. It would be easy to plan a centre with ample parking below ground and enough levels to contain retail, medical services and business on the lower floors, plus residential space above, without overshadowing any neighbours.

It is essential to increase the floor-space ratio to allow for parking for the residents and business employees and customers. With this in place the neighbourhood centre would be an attractive and realistic project for an experienced property developer. This will greatly benefit the southern side of Warringah Road as there would be no need to cross over to the main Frenchs Forest precinct to access the services provided here. This will be useful in cutting down traffic in the area and allowing pedestrians, many of whom would be the local elderly and infirm, to be part of a truly local neighbourhood centre.

I propose a floor-space ratio of at least 2 for the neighbourhood centre, with a tiered increase to 2.2 for the areas least likely to overshadow neighbouring residences. Only then will we see a successful and thriving 'neighbourhood centre' that truly lives up to its name.

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To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
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Date: Tuesday, 31 August 2021 6:37:03 PM

Submitted on Tue, 31/08/2021 - 18:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████████

Last name

████████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

Forestville

Submission

The people of Forestville and Frenchs Forest have put up with so much development in the past five to ten years. We moved to this area because we wanted a quiet leafy suburb. The hospital was built despite so much opposition. You are now developing and creating a major town centre. You obviously do not listen to the locals. Now we are again subject to major development which has never been in line with what these suburbs are.

If you are adding 2000 jobs and 2000 houses, the roadworks will not cope with the added traffic. However we do not want more roadworks intruding on our backstreets. I am particularly concerned about the closure of Russell Ave. Even with the opening of, what appears to be, Naree Road to allow traffic through, you will still get traffic flowing down Grace Ave and the rat run through 40km/hour residential streets to Ferguson or Brown Street. People wanting to head south from Forestway shops are unlikely to go up the Naree Road to then head south. You really have to do something about this traffic flow. I often walk around these backstreets and I'm horrified by the speeding cars. I have 4 wheel drive vehicles tailgating me trying to go faster than the 40km/hour as they have no problem with the speed bumps. These back streets are for residents not for people taking short cuts because of your overdevelopment.

You need to make an exit from Forestway shops directly onto Forest Way. An alternative is to move these shops into the new precinct.

Governments seem to think we all want development. Haven't you learnt anything from Covid-19? We need more green space, less development, less crowded conditions. So please reduce the amount of development proposed and fix the traffic problems.

I agree to the above statement

Yes

30 August 2021

Lauren Templeman
Department of Planning, Industry and Environment
Draft Frenchs Forest Place Strategy Submission

Dear Lauren

SUBMISSION – Draft Frenchs Forest Place Strategy – [REDACTED]

[REDACTED]

The current 2021 Draft policy maintains a reasonable 2.0 FSR for properties adjoining Frenchs Forest Road West but rapidly falling to 1.0 FSR directly behind. [REDACTED]

[REDACTED]

- (3) Regarding traffic, new transport such as B-Line bus to Chatswood and Northern Beaches tunnel will improve general transport. At a local level, there has been a new “Blinking Light” interchange at Wakehurst parkway, new dual upgrade of Frenchs Forest Road to a dual carriageway and a recent installation of lights at Gladys Ave. These improvements provide adequate transport at a local level.

We look forward to you adjusting this Draft policy appropriately.

Yours sincerely,

[REDACTED]

16 August 2021

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
Draft Frenchs Forest Place Strategy Submission
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Betts,

SUBMISSION – Draft Frenchs Forest Place Strategy – [REDACTED]

This submission has been prepared by Ethos Urban on behalf of the owners of [REDACTED] (the site), regarding the Draft Frenchs Forest Place Strategy (The Strategy).

The owners welcome the release of The Strategy following a lengthy wait since the first announcement of land uses changes over 7 years ago. Having effectively put their plans on hold for this time, the results of the draft Strategy are unacceptable to them.

To inform the next steps by the Department of Planning Industry and Environment (the Department), this submission provides an outline of how The Strategy relates to the site and makes recommendations for consideration in the finalisation of The Strategy.

The owners hope to meet with the Department to discuss the outcomes for the site.

The Site

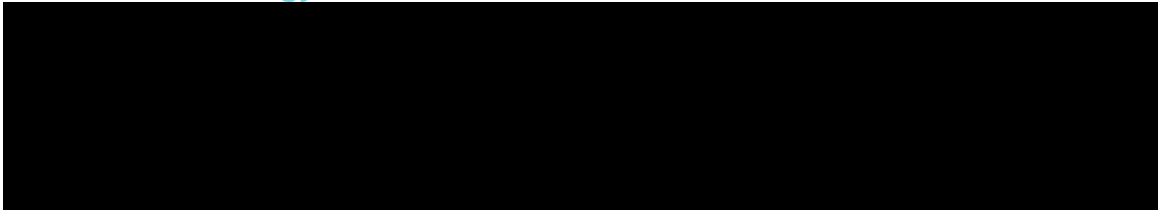
[REDACTED], immediately north of the new Northern Beaches Hospital.

Site History

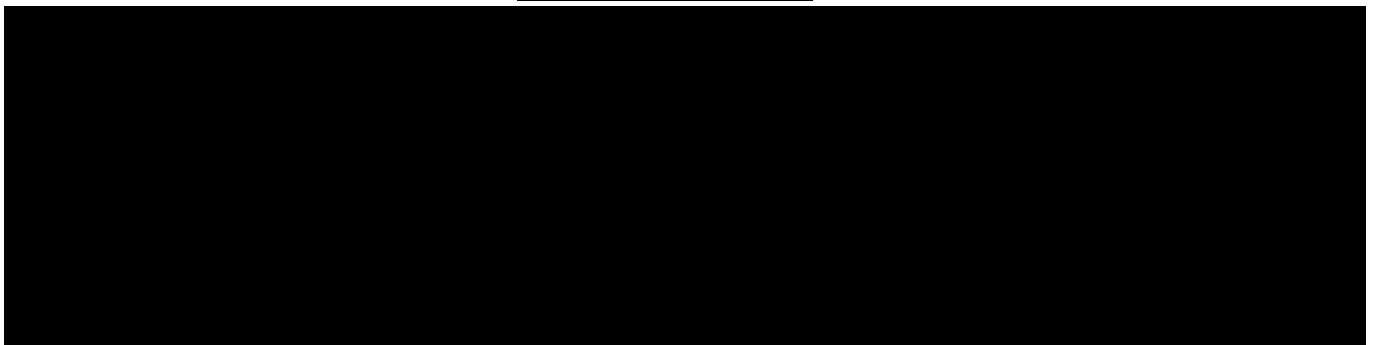
As part of the 2014 Council led Hospital Precinct Structure Plan, which delivered approximately 5,360 dwellings and 2,300 new jobs to 2034 the site was previously identified for an [REDACTED] This was supported.

Since this time there has been no further engagement with the affected landowners. Further, as a result of the unknown future for their lands, their lives have effectively been put on hold as they await the final outcomes of the precinct planning.

The Place Strategy



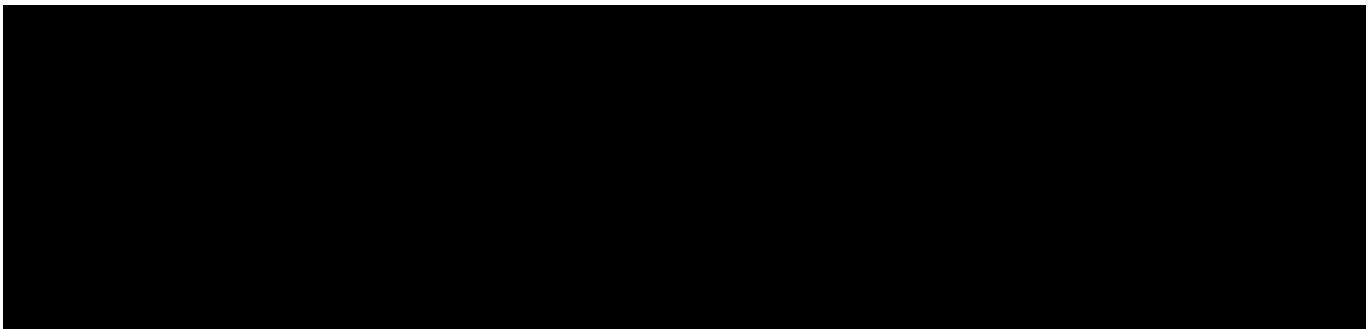
The Urban Design Report supporting the draft Place Strategy notes the following key items that can be addressed and achieved through the sensible renewal [REDACTED]



Key Issues

The key concerns of the landowner are summarised in the following:

- The reduction in FSR and HOB is insufficient to enable renewal of the sites.
 - At present, the underlying land value outstrips the cost of redevelopment.
 - We note that there has been no feasibility testing of the controls, which is a key concern when considering *'Big Move 3: Strengthen the emerging health and education precinct'* which is unlikely to be delivered when the FSR proposed is such that the cost of redevelopment of these sites is far more than the current house



- Inequality with town centre FSR: further to the above, it is apparent that the FSRs proposed for the Town Centre have remained as per the 2014 Plan. If there is to be an overall reduction in yield for the precinct then it should be shared equally across all sites.

- There has been no transparency in the process, nor engagement with landowners in order to understand the basis for the reduced FSRs. Further, there is nothing in the draft Place Strategy that provides any basis for the reduction in development yields.
 - The new Town Centre will become a stimulus for new and diverse forms of housing for the Northern Beaches and attract more people to reside in Frenchs Forest. A cap of 2,000 dwellings – when compared to the overall dwellings needs of the LGA is short sighted and simply places the burden to deliver another 10,000 dwellings elsewhere across the LGA. There is little evidence as to where these dwellings will be delivered. In addition, the location of a new school, parks and other soft and hard infrastructure means that this place is well suited to increased dwelling densities.

Suggested Amendments

[REDACTED]

[REDACTED]

[REDACTED] welcome the opportunity to discuss the above with you. Further, some clarity is sought by the landowners as to the processes undertaken between releases of plans that have resulted in reductions of development yields for these sites.

Yours sincerely,

[REDACTED]

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To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
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Date: Tuesday, 31 August 2021 7:04:08 PM

Submitted on Tue, 31/08/2021 - 18:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Kirkham

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest

Submission

Ten years ago, the Labor NSW Government proposed a plan to turn Frenchs Forest into an urban centre. The term "Specialist Centre" was used to justify a doubling of the population but was independent of the existence of the Northern Beaches Hospital, which was still only a vague possibility. I remember the conceptual illustrations showing how the "city centre" would look included a picture of Orchard Road in Singapore.

At the time I met Mayor Michael Regan near the Skyline shops, where he was helping to encourage residents to attend a meeting opposing the proposed development. I attended that meeting, which was chaired by Brad Hazzard, who was then in the opposition. Bronwyn Bishop also turned up. The meeting was full to capacity with local residents. Soon afterwards, Labor lost government, Brad Hazzard became the Coalition Planning Minister, and the hospital was built. The attempt to increase the population of Frenchs Forest resurfaced in 2017 with the first council rezoning plan, albeit in a less outrageous form than NSW Labor had proposed. One of my suggestions in my submission was to delay a decision on rezoning the area to the east of Wakehurst Parkway for 20 years. The council appear to have taken this on board, by calling the revised plan Frenchs Forest 2041.

Many of my objections submitted to the original 2011 plan still apply to the current proposal. These include traffic considerations, the threat of constant construction noise, the desire of residents for peace and quiet, not "vibrancy" etc, etc. However, one paragraph I wrote turned out to be quite prophetic, and I reproduce it here in full:

There is an incredibly fast change in shopping habits occurring as the internet becomes more widely used. Retailers are already expressing concerns over falling sales. Large shopping malls are likely to become white elephants in 25 years' time. As this happens, video-conferencing for business meetings will almost certainly replace much of the current business travel which takes place, and it is very likely that a large proportion of today's office workers will do most, if not all of their work from home. People will become much freer to live wherever they wish, and this is likely to encourage many people to move to smaller, more remote but environmentally desirable places. Science fiction? I don't think so. Technological changes are happening at such an accelerating rate that it is becoming increasingly difficult to visualise what might happen even 5 years ahead. My prediction is that large commercial and business complexes will become as passé in 25 years' time as the drive-in cinema which stood in Frenchs Forest just over 25 years ago.

Fast forward 9 years to 2020 and COVID-19 hit us. Not only did this result in an enormous acceleration of the changes I predicted, but with the added complication of businesses, shops and restaurants not knowing whether they are allowed to operate from one day to the next, and residents who are becoming increasingly fearful of venturing into populated areas.

There is no question that we will be living with COVID-19 permanently. It is too well established worldwide and however effective vaccines are, new mutant strains will continue to emerge and put continued pressure on our hospitals. It now makes no sense at all to increase the local population density when we will be expected to keep socially distanced from each other and probably continue to have to wear masks. It makes even less sense to build shopping centres and offices which will be increasingly likely to become vacant, both because of the reasons I foresaw 10 years ago, and by the total unsuitability of Frenchs Forest for such development with the complete absence of a railway line. The continual succession of office vacancies in the business park over the last 10 years testifies to this.

My recommendation is to upgrade Frenchs Forest High School, leaving it where it is, and abandon the whole concept of a "town centre" development which will be an economic and social disaster.

I agree to the above statement

Yes

31st August 2021

Stephen Batey



NSW Department of Planning Industry and Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

Re: Draft Frenchs Forest 2041 Place Strategy

Dear NSW Department of Planning Industry and Environment,

Thank you for opportunity to provide comment and feedback upon the Draft Frenchs Forest 2041 Place Strategy planning proposal.

While my address makes it obvious I do not currently reside in Sydney; I write regarding my researched knowledge of the vicinity of Frenchs Forest and how the Draft Place Strategy will affect the built fabric and character of the vicinity. I also write in regards to experiences through the recent rezoning and densifying of Epping Town Centre which did at the time personally affect myself and my family.

The rezoning of the Epping Town Centre occurred soon after the LGA boundary adjustments which saw the part of Hornsby Shire south of the M2 motorway transferred into the City of Parramatta. The rezoning and densification was in response to the introduction of the Metro Rail extending out to Norwest and Riverstone. The densification lifted the height limits on the eastern side of Epping Station from five stories to twenty-one stories and the density increased correspondingly.

During this transformation, in what was most certainly a commendable action on the part of the planners, acknowledging the substantial changes to the character of Epping which would be caused by the rezoning and increase in densities, a list of seventeen new heritage items and four new heritage conservation areas were gazetted. These new gazettals were for the conservation of some exceptional and/or quintessential elements of the character of Epping. These gazettals helped to ameliorate the effect of the radical character change of the Epping Town Centre.

It would also be highly commendable for the same initiative to be provided for Frenchs Forest so that generations who have grown up in the vicinity will be able to retain links to the exceptional or quintessential parts of the suburb which are recognised in the Draft documents.

Subdivision in the second half of the 20th century helped to form the suburb seen today – a place of larger blocks, leafy streets, a rich tree canopy, and predominantly lower-density, single and double storey homes.¹

¹ Draft Frenchs Forest 2041 Place Strategy – History, p09

In the Aboriginal and Non-Aboriginal Heritage Assessment provided for the Draft Frenchs Forest 2041 Place Strategy, the history of the development of Frenchs Forest is covered. This report comprehensively describes the period from establishment and orcharding through to approx. 1960 when the history of the succeeding sixty years is extremely brief. The orcharding and agricultural period of Frenchs Forest is important; but the memories, influence, and significance of Frenchs Forest for those of the past two generations is linked to the post-war development of the suburb. Post War development, championed by widespread car ownership created the major roads which in turn created the Forest Way Shops leading to the identified town centre proposed. The car dominated post-war year also created such Frenchs Forest Icons as the Skyline Drive in theatre.

These major character generating conditions of the last 60 years of Frenchs Forest History are only given two paragraphs of description in the Heritage Assessment report provided. However, this period is the one most likely to be significant to the current and recent past residents who have lived there, shopped there and sent children to the schools there. It would be wise to consider examples of exceptional or quintessential examples of post war development, particularly neighbourhoods, areas or streetscapes for gazetting in the LEP Heritage schedule.

The Heritage Assessment Report identifies one listed item and one potential item within the boundaries of the development site. It also identifies eight listed heritage items within 1km of the development site. Most of these items date between the late 19th century and the 1920s. The Betty Maloney Garden dates to 1955 and two Post War individual houses are listed and described as being 'good representative example[s] of the late 20th century organic style of domestic architecture'.² They are not necessarily quintessential examples of the character of Frenchs Forest by which it could easily be identified.

The Heritage Assessment Report made a search of the Statutory Heritage Registers to identify the gazetted items, but also searched the Non-Statutory Register of the National Trust which only identified one item. A register which was not searched was the Australian Institute of Architects' (AIA) Register of Significant Buildings in NSW. The AIA register, despite being non-statutory identifies two individual buildings and one group of buildings considered to be significant by the Institute within 1km of the Frenchs Forest site. Also listed is another significant house 2.3km away in Forestville. All of the buildings identified on this register date from the earliest years of the subdivisions which created the current character of Frenchs Forest. The buildings on the register are as follows in date order:

Name	Address	Architect	AIA Register No.	Construction Year	Distance from site
Sunline Homes Forest Heights Estate	Virginia Close and Altona Ave Forestville	Geoffrey Lumsdaine	4703151	1959	740m
Craftbuilt Prototype Project Home	67 Forest Way Frenchs Forest	Peter Muller	4702950	1960	800m
Chadwick House	82 Arthur Street Forestville	Neville Gruzman	4703073	1961	2300m
(Former) Avon Products Industrial Complex & Automated Warehouse	431 Warringah Rd Frenchs Forest	Brown Brewer and Gregory	4703576	1969	360m

² State Heritage Inventory listing for both 15 Adams Street and 2 Wareham Crescent.

Allow me to draw attention to the Sunline Homes Forest Heights Estate as it was a very early example of a company constructing a neighbourhood of Architect-Designed Project Homes which were then available for the public to buy. The Forest Heights Estate was not Sunline Homes' first group of demonstration homes in the area. Their first homes, a 'Sunline' designed by Bill McMurray and a 'Custom 9' by Geoffrey Lumsdaine were constructed at 589 and 591 Warringah Road only 100m from the subject site. Both of these homes were sadly demolished during the Forest Way intersection upgrades only a few years ago.

Sunline Homes were the first company in New South Wales to offer Architect-designed Project Homes to the NSW public. Craftbuilt (67 Forest Way example) came soon after. When Sunline homes went into administration in 1961 two companies arose which then dominated the market for nearly two decades. They were Lend Lease Homes and Pettit & Sevitt. There are a number of examples of these homes throughout the streets of Frenchs Forest. I want to focus on Lend Lease Homes however as they not only created individual houses, but similar to Sunline Homes they were able to create whole neighbourhoods and streetscapes possessing quintessential Frenchs Forest character.

now: the exciting 'Mark 65'

Your lounge room is breathtaking. Recessed down from dining room and entrance hallway, it features a unique studio ceiling which gives it an unusually spacious atmosphere. Here, as all through Mark 65, you'll notice the beautiful walls and ceilings. This is 100% fire-resistant GYPROCK, the completely stable, extra-strong, strong plaster board that provides the perfect surface for every decorative finish, including wallpaper. GYPROCK stands up to the knocks and bumps of family life and is a major feature in Lend Lease Homes' home design.

Your bathroom is magnificent. From grooming down time to an elegant early undress, it's a real bathroom in every way. As the sun of a day, you have hot water & pride in a shower. Whenever you want it, this thanks to your wonderful full flow mains pressure hot water system by RHEEM. One of the latest advances that make living so easy in Mark 65. Just of course, your RHEEM handles hot water the easy way to your kitchen and your laundry & home just isn't a home without a RHEEM. See the value, comfort and the Lend Lease demonstration home you visit.

Your kitchen is most efficient. Ample cupboard space, big, wide windows to let in plenty of natural light, and a cooking set-up that is a chef's delight. Mark 65 is fast to bring you METTERS gear new Sunline wall ovens... together with the newly designed 3-gate cooktop. All electric, of course. The fast heating oven has a big TV window to let you see what you're cooking, and METTERS "Shower" is thermostatically controlled, so guesswork is out forever. You'll see these in the superbly equipped and planned kitchen of the demonstration home you visit.

Your bedrooms are comfort planned with plenty of living space and no awkward nooks or crannies. And just like the walls of Mark 65, all 3 bedrooms are protected from extremes of heat and cold by ISOLATION aluminium foil insulation hidden in the roof. It's this feature alone that makes heating costs 40% lighter through winter. It's waterproof, dirtproof, keeps you snug in winter, cool in summer. And this new sound protection is a definite job. It's more than just insulation - it's the soundproof, incompressible aluminium foil ISALATION. And that's great.

MARK 65

You see it here. Trend setter. Eye opener. The newest, most exciting home yet presented by Lend Lease Homes is released this week. And in the history of Australian homebuilding, no home has ever been so highly acclaimed, so enthusiastically greeted. For "Mark 65" is a home ahead of its time - surpassing even the brilliant successes that have made Lend Lease the most outstanding, most envied home designs in Australia today. And this is a home you can own now. Friday, October 30th, 1964, marks the simultaneous opening of four "Mark 65" demonstration homes at Lend Lease Homebuying Centres around Sydney. Make it a day to remember. Visit the Centre nearest you. Discover how you could own a "Mark 65" on your own land for as little as £1700 deposit! Floor plans and firm site quotes are free, and our finance consultants will be available to give you the most up-to-date advice on financing your home. But come soon. See the incredible "Mark 65" as soon as you can. No other home in its class gives you so much of everything that makes for good living.

Lend Lease Homes

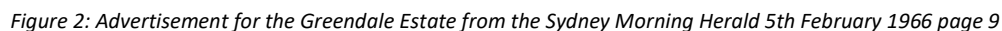
There is no other of this standard. Lend Lease Homes' new "Mark 65" is a home ahead of its time - surpassing even the brilliant successes that have made Lend Lease the most outstanding, most envied home designs in Australia today. And this is a home you can own now. Friday, October 30th, 1964, marks the simultaneous opening of four "Mark 65" demonstration homes at Lend Lease Homebuying Centres around Sydney. Make it a day to remember. Visit the Centre nearest you. Discover how you could own a "Mark 65" on your own land for as little as £1700 deposit! Floor plans and firm site quotes are free, and our finance consultants will be available to give you the most up-to-date advice on financing your home. But come soon. See the incredible "Mark 65" as soon as you can. No other home in its class gives you so much of everything that makes for good living.

The Australian Women's Weekly - November 4, 1964

Figure 1: The very popular Lend Lease Homes Mark 65 was demonstrated at Frenchs Forest. This Advertisement was printed in the Australian Women's Weekly Magazine 4th November 1964 pages 74-5

The first Homebuying Centre created by Lend Lease Homes in Frenchs Forest was opposite the Skyline Drive In Theatre. The location of this Homebuying Centre is just east of the Wakehurst Parkway in an area identified by the Draft Frenchs Forest 2041 Place Strategy as an area for 'Future Investigation'.

Other Demonstration Homes were constructed for this, the Warringah Homebuying Centre including a 'Fairway'³, 'Greenwood'⁴ and a 'Gazelle'⁵. Other Lend Lease Homes of this period can still be found nearby particularly along Nandi Avenue.



Lend Lease employed such covenants in a number of their subdivisions and this was the case at Frenchs Forest too. The next Lend Lease Homes Homebuying Centre included a 'Garden-Planned Neighbourhood' subdivision named the Greendale Estate. It centred on Greendale Avenue 650m from the site and across the road from the area for 'Future Investigation' identified in the planning

³ 29 Bimbadeen Cres
⁴ 31 Bimbadeen Cres
⁵ 78 Frenchs Forest Road East

documents. Demonstration Homes were built in Greendale Avenue in 1965 and the street still comprises predominantly of Lend Lease Homes to this date. Many have been renovated but nearly none have been lost. The streetscape of Greendale Avenue maintains a cohesive character due to the established covenants and the high numbers of Lend Lease Homes.

To conclude; it is inevitable that the Draft Frenchs Forest 2041 Place Strategy will lead to a change of character and densification of the proposed new Town Centre. The planning documents describe the intent to build on the established character of Frenchs Forest to create a place for people.

It would be wise and highly commendable to include new heritage items and conservation areas which ensure that exceptional and quintessential elements of the established character of Frenchs Forest can be maintained into the future and that which is built upon it can be appreciated in context.

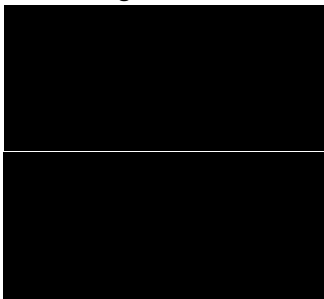
The conservation of these examples will benefit the current generations who grew up in these areas and also the future generations who will be able to interpret the Frenchs Forest history through the conserved areas. The creation of conservation areas would ameliorate the impact of the changes brought about by the Draft 2041 Plan.

Post-War residential development, championed by widespread car-ownership, is a very important period in the history of Frenchs Forest giving rise to the main thoroughfares, the Forest Way Shops and the iconic Skyline Drive-in Theatre which have since become the location for the proposed town centre. There are excellent examples of Post-War neighbourhoods, areas and streetscapes demonstrating the *larger blocks, leafy streets, rich tree canopy, and predominantly lower-density, single and double storey homes* which define the character of Frenchs Forest.

Some of the best examples of neighbourhoods, areas and streetscapes that I can suggest are those created by Sunline Homes and Lend Lease Homes as described in my correspondence above. There are likely to be others which demonstrate noteworthy integrity or intactness. Some of these are included in the areas shown as for 'Future Investigation' adjacent to the Town Centre site.

I offer these suggestions and these avenues of research so that the Draft Frenchs Forest 2041 strategy can indeed build upon existing established character and not obliterate it, that serious consideration be given to the post war years which established that character, that conservation initiatives be seriously considered to ameliorate the major changes that are inevitable and that the 'Future Investigation' of the areas adjacent to the Town Centre site may be addressed thoroughly before they face serious development pressures.

Kind Regards



From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Tuesday, 31 August 2021 9:14:59 PM

Submitted on Tue, 31/08/2021 - 21:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

FRENCHS FOREST

Submission

Please please leave our suburb alone. We bought here to bring our children up in a suburb, not a mini city which is what you are turning it into. We don't need or want the over development that is being proposed. Our small community is just that a community on the Northern Beaches that has a special feel about it and we want that to be retained. Look what has happened to DeeWhy, Chatswood or St Leonards, no planning departments could say that development has been for the good, it is just disgusting.

The roads cant cope as it is, throw in 2000 new homes, that's another 2000-4000 cars plus visitations to the area....come one, who wants to live with this. We have no trains, the bus network doesnt work on the roads as it is.

Please dont tell us it's for the future.....we dont need it and the area should be just left alone.

Thank you for your consideration and understanding on what the community needs and wants. It's not for the greedy developers.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Tuesday, 31 August 2021 9:32:22 PM

Submitted on Tue, 31/08/2021 - 21:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nick

Last name

Susko

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2085

Submission

I'm in favor of the Frenchs Forest Precinct plan and the rezoning as detailed in Stage 1 Stage 2 and Stage 3 of the plan.

My hope is that this will provide significant growth opportunities and medium density housing for Frenchs Forest and a new village area for the people of FF provided the proceeds earned through the Beaches Tunnel. I hope for the quick transit bus to be introduced along Forest Way between Dee Why and Chatswood and cycle paths and pedestrian paths are increased/improved so residents can be more active in getting around the local area.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Tuesday, 31 August 2021 9:33:26 PM

Submitted on Tue, 31/08/2021 - 21:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

2086

Submission

I agree and I am in support with the precinct plan and the re-zoning for stages 1-3. This plan will increase the value of properties in the area and allow for significant growth opportunities and medium density housing (which would include affordable housing). Along with this development there should be a dedicated bus lane to go to the city/Chatswood. Also a safe bike path.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 11:31:00 AM

Submitted on Wed, 01/09/2021 - 11:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Brian

Last name

Greeves

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest 2086

Submission

I am opposed to this development as little has changed from the original "plan" presented a few years ago apart from keeping the Aquatic Centre. At one of the previous meetings, the representative from the Department acknowledged that the transport infrastructure should be in place before the development takes place. We were promised a frequent public bus service to Chatswood, but this is yet to be fulfilled. The junction upgrade project was delayed and caused huge disruption. Whilst it provides relief at the Wakehurst/Warringah intersection, the queues (pre-Covid) just move further down the road. This is another thinly disguised scheme for influential developers to over-populate an area for profit (see Mascot!) which will cause enormous disruption over many years to the present population. If the issue is NB Hospital Workers, provide a purpose-built housing facility for them, which should have been in the original plan. Apart from the retention of the Aquatic Centre, few, if any, of the original concerns expressed at the previous community meetings have been addressed.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 11:42:36 AM

Submitted on Wed, 01/09/2021 - 11:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Frenchs Forest

Submission

The Triangle Area (Naree, Rabbit and Forestway) in Phase 1

This will significantly help to address the issue of Affordable housing

Increase supply which leads to:

- a. Increases the diversity of housing
- b. Frees up single dwelling housing for families
- c. Provides increased opportunities for current residents to move from single dwelling to multi dwelling developments
- d. Provides increased opportunities for Over 55's desired style of living
- e. Provides opportunities for greater mental health in our older residents

"Landmark" Development

- a. I have been told by both staff at Northern Beaches Council and NSW Planning, it is desirable for this Triangle area to be developed as a "Landmark" development.
- b. No doubt this is why this Triangle has been designated the same building height as the Hospital, at the other end of the precinct.
- c. Such a "Landmark" development will take significantly longer to plan, acquire properties, design and obtain development approval, then smaller developments.
- d. It will also take significantly longer to construct than smaller developments.
- e. The development contributions will bring a significant level of funding for community projects, not just within the Frenchs Forest precinct, but for the entire North Beaches.

Increased Public Transport facilities and Road Infra-structure

- a. The Beaches link tunnel is well underway in planning, by the time the above "Landmark" Development would be actually built and ready for occupation, the Beaches link tunnel will be complete.
- b. The B-bus system from Chatswood to Dee Why will also be complete and operating.
- c. The re-location of the Frenchs Forest High School to Allambie Road, will overwhelming/significantly reduce the congestion in the area.
- d. It is naïve to assume that by increasing the population in the Triangle area that the number of cars on the roads in this area will increase in the same proportion. The proportion of residents who will use public transport will be significant. ██████████ in the triangle ██████████ chose this location due to the current public transport. They use the bus to travel to work, and their primary school aged children to travel to Killarney Heights.

A very high percentage of residents who make the decision to live in this Triangle Development will use public transport. There will not be a significant increase in private cars. This area is going to appeal to residents who are seeking conveniences within walking distance.

Impact on existing residents of the Triangle area

- a. The properties in Karingal Crescent have been included in Phase 1 due to the impact of the road work on Warringah Road. They have every right to expect this; they have been impacted by noise and dust for the last 4 years, day and night.
- b. The residents of the Triangle have had the same impact on them. In fact, whilst the work on Naree Road was the widening of the road by two lanes, the residents facing Forest Way the impact of the works carried out on their road and Warringah Road; these works were in fact closer to the houses, than the impact on the residents in Karingal Crescent (the road works were at the back of their properties and the installation of significant noise barriers).
- c. ██████████ Naree Rd was widen from a 2-lane road to a 4-lane road. The road works and associated works were less than 10 metres from bedrooms and the living room in the house. Day and night disruptions. With no sound barriers.
- d. ██████████ earmarked for 3 metres of land acquisition, for a left turn lane onto Forestway. ██████████ on a 5-lane road, with the bedrooms and living room less than 5 metres from this 5-lane road.
- e. No noise barriers. This extension to the width of Naree Rd, a condition of Phase 1; will in effect leave ██████████ uninhabitable. The noise will be

incredible.

f. The residents of Naree Rd should have the same treatment as the residents of Karingal Crescent.

INCLUDE THE 'TRIANGLE' IN PHASE 1

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 11:43:42 AM

Submitted on Wed, 01/09/2021 - 11:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Frenchs Forest

Submission

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- c. The re-location of the Frenchs Forest High School to Allambie Road, will overwhelming/significantly reduce the congestion in the area.
- d. It is naïve to assume that by increasing the population in the Triangle area that the number of cars on the roads in this area will increase in the same proportion. The proportion of residents who will use public transport will be significant. ██████████ in the triangle ██████████ chose this location due to the current public transport. They use the bus to travel to work, and their primary school aged children to travel to Killarney Heights.

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- e. No noise barriers. This extension to the width of Naree Rd, a condition of Phase 1; will in effect leave ██████████ uninhabitable. The noise will be

incredible.

f. The residents of Naree Rd should have the same treatment as the residents of Karingal Crescent.

INCLUDE THE 'TRIANGLE' IN PHASE 1

I agree to the above statement

Yes

Northern Beaches Council selling Frenchs Forest to the Highest Bidder

In the Frenchs Forest Draft Green Plan (Draft for Public Exhibition, Dec 2020), there is one key point noted in section 3.3.1;

- Leafy Suburb

In the previous precinct survey, the top priority in most responses was;

- Environment & Trees.

s. 3.3.1 Existing Character

There are three distinctive character areas within the Green Plan Study Area. These include:

1. Hospital
2. Leafy suburb
3. Warringah Road

Let's start with Warringah Rd

There is an argument that the current infrastructure works has provided for increased capacity in the area. This is a misconception. Road infrastructure in the area has been struggling since the 1990's. All the current works has done is help catchup with the 2000-2010 capacity, and even this is just barely.

It's been merely convenient for Council and State Government that we have been in/out of lockdowns over the past 18mths that Warringah Rd has "appeared" to be coping.

- Current traffic volumes **are not** an indication whether road infrastructure is adequate to handle current or future demands.
- Any traffic counts carried out in the past 18mths (yes, I have seen the counters on a few roads) must be dismissed.
- During lockdown, I have still been caught in westbound peak hour congestion backed up from Forrestville through the tunnel to east of Allambie Rd.
- Outside of lockdown, Warringah Rd, Frenchs Forest Rd, Forest Way, and Wakehurst Parkway are just as congested as pre-roadworks.

An increase in road capacity doesn't magically result in less vehicles on the road

- The same volume of vehicles still pass through Frenchs Forest.
- Vehicles that now "bypass" the Wakehurst Pkwy and Forest Way intersections still need to travel through Forrestville.
- The "tunnel" becomes so much of a parking lot, that drivers are opting to stay on Warringah Rd.

Peak congestion has merely shifted from Frenchs Forest to Forestville

- In layman's terms, there is still a bottleneck in Forrestville.
- There is no logical explanation that Warringah Rd can handle an increase in traffic volume.

Leafy Suburb

Ask anyone why they moved to Frenchs Forest, and one of their "Top 3" reasons will be the environment. We are lucky to be surrounded by natural bushland. The northern and southern boundaries are nothing but bushland. To the east and west are smaller areas of bushland. And there are numerous playground and parks scattered throughout the suburb. We have street trees, and majority of properties have lawns, gardens, and more trees. Yes, Frenchs Forest is a quiet, leafy, family oriented, oasis, that is still in easy reach of major business hubs such as the CBD, Chatswood, and Macquarie Park. Developers know this, and are looking to cash-in before the area becomes over-developed and less appealing.

Unfortunately, with the re-construction of Warringah Rd and Frenchs Forest Rd we have already lost a lot of trees. Buildings along Warringah Rd that you would never have known existed are suddenly in-your-face visible.

Current developments along Frenchs Forest Rd have removed more trees. And yet, the future of Frenchs Forest put forward by Council and the State Government seems destined to continue this trend.

It's a well-known fact that developers like to show nice colourful architectural impressions of what a site will look like. Unfortunately, it's a well glossed-over fact that most of the time we are being blind-sided by "impressions" of what the site *would* look like after 5-10yrs of well-maintained garden space. The reality is;

- Small, immature plants/trees are provided as they are cheaper than mature plants/trees,
- Plants/trees take time to grow, and in that time construction warranty periods expire,
- When warranty periods expire, gardens are left to fend for themselves with little maintenance,
- The few remaining plants are eventually paved over, as paving is easier to maintain than gardens.

The Frenchs Forest Village "Impressions"

Lucky for us, the Frenchs Forest Village architectural impressions have skipped over all this messy, garden maintaining hassle, and just shows the reality of a barren paved, heavily trafficked, over-crowded, "Village Atmosphere" with a few scattered trees. But somehow this apparently fits in with the Green Plan and survey responses of;

- Leafy Suburb
- Environment and Trees

I'm sorry. I must have missed what the definitions are for "Leafy Suburb", "Environment", and "Trees". I do know what the master plan shows certainly does not look anything like the "Leafy, trees, environmentally friendly" suburb we have now.

Hospital

Developers are constantly allowed to use the loophole of "Affordable Housing" to push through applications for High Density Housing in areas currently zoned as Low Density.

In Frenchs Forest the developers are wetting themselves, as they have an extra bullet to throw out there;

- Affordable Housing for Hospital Workers

Nothing about these developments is "affordable". The sale price of apparent "affordable" properties is usually beyond what the target market can actually "afford". And there is also the ongoing cost to the local community through;

- Loss of natural environment,
- Loss of amenity,
- Overcrowding,
- Increase in traffic

The hospital is here, and it's not going anywhere. But don't let it be an open door for developers to flip a quick profit.

My Opinions

I'm not opposed to development. Under specific circumstances we need it. But allowing high-rise, high-density development in a low-density zone is irresponsible town planning.

With the hospital now a permanent feature of the area, I agree we need facilities for;

- Specialist medical and out-patient services,
- Support services, such as cafes/dinning, groceries, and other retail,
- Temporary accommodation.

And there are already commercially zoned areas for these to be provided. Additionally, these services can be adequately provided within the current 3-story building limits.

We do not need the hospital to be used as an excuse to;

- Increase building heights that would be out of character for the area,
- Provide additional, over-crowded, residential development,
- Building an ugly "Village Atmosphere" devoid of character, green space,
- Rezone low-density residential as high-density residential/retail/commercial space.

In a letter to the Northern beaches Review, I made the following comments about the Jardin development at Skyline Place;

People need to stop listening to developers and realise that these companies are all about "profit". They do not, have not, and never will, care about the community.

The developer argues there is a need and demand for this type of development in this area. What they really mean is "Our market research shows we can make huge profits in this area".

They argue they are providing 12 "affordable" units. What it really means is "If we use the term affordable, we can bypass some planning restrictions, and bypass Council, and have the development approved regardless of Council's objections".

And of course the developer manages to twist the Statement of Environmental Effects to their will. The report says there is a short fall of Senior's housing. Apparently that means "this area needs a 12-story development".

The developer argues they are creating jobs. Again, complete rubbish. The jobs are simply replacing those that will be displaced when current businesses leave.

The developer argues against Council's strategic masterplan. Well of course they do, as the masterplan does not allow for the destruction of local communities at the expense of developer profits.

There's no logical, technical, or environmental reason that a 12-story development of this magnitude would be of any benefit to the local community. A community where current building heights are 3-story.

We battled through the proposed rezoning chaos after the hospital was announced. And listening to the dribble coming out of Developers and Real Estate Agents was a joke. They never give straight answers. And actually had the balls to say they could "persuade Council to change planning laws". Thinking we would believe them!

Everything they said came back to one underlying motive..... "Frenchs Forest is a great place to live, so let's capitalise on that!"

Everything that is currently happening in Frenchs Forest is all about "profit". Profit margins of Developers. Profit margins of Northern Beaches Council.

The former Warringah Council made a complete mess of Dee Why when they allowed high-rise developments. You only need to look at the High-Rise Slums in other countries to see how this all ends. Council cannot pretend to think it will be any different here. Dee Why has already been condemned to an over-crowded ghetto. Please don't let this happen to Frenchs Forest.

Joel Allsop
Frenchs Forest Resident

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 1:39:38 PM

Submitted on Wed, 01/09/2021 - 13:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lois

Last name

Lovedee

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest

Submission

Please leave The Forest as it is . We do NOT NEED another shopping centre, especially on Frenchs Forest Road near the hospital. The traffic is already very bad there in peak hours. We have good public transport to Warringah shopping Mall, Chatswood , Manly & the city, if we need to go shopping .

Do not move The Forest High School to Allambie . It was part of the original development of FF in the 1960s. It is part of Frenchs Forest . The Oval & playing fields are an excellent amenity and MUST be retained.

Another shopping centre / town precinct is boring & not in the spirit of Frenchs Forest. More land returned to bushland or green space is what we need , not another paved shopping courtyard full of the SAME chain stores .

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 3:50:33 PM

Submitted on Wed, 01/09/2021 - 15:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Les

Last name

Irwig

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest

Submission

The video shows a cycle/pedestrian way crossing Wakehurst Parkway from Fitzpatrick Ave East. No mention is made of this in the planning document. It will be an important link for students to get to the School.

The details of this bridge need to be provided and feedback sought from the community. The current pedestrian bridge South of that needs to remain until the new one is fully operational.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 6:26:54 PM

Submitted on Wed, 01/09/2021 - 18:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Owen

Last name

Harris

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Forestville

Submission

I am writing as the President of Forest Baseball Club. With regards to the plans for Aquatic Reserve, I note that the Masterplan "will aim to incorporate a state-of-the-art education and recreation precinct" with "an additional permitted land use which will allow for an educational establishment in this location".

Aquatic Reserve is currently the home of baseball for the entire Northern Beaches LGA and is the only baseball specific facility in all of greater Sydney that offers three senior playing fields (plus two junior fields). It has been chronically underfunded and largely ignored by northern Beaches Council for the last 3+ years due to the uncertainty surrounding the move of Forest High.

This has left the fields in an unplayable and dangerous condition after even moderate rain - were it not for our very hardworking volunteer club members, we would be losing even more playing time due to the sub standard conditions we are faced with.

Facilities are run down, do not cater for the growth of player numbers (25% YoY growth over the last 2 years), there are no toilets near the junior fields, no facilities for female players, no field lighting except on the main diamond...all these issues are limiting the ability of Forest Baseball Club to tap the full extent of participation demand that we are seeing from existing and potential players.

Significant remedial action is required immediately to bring the fields back to a fit-for-purpose status, whilst in the longer term, a total Aquatic redevelopment needs to be incorporated in the Precinct Plan. Baseball is played year-round and Aquatic Reserve currently caters for ~1300 players (juniors, seniors and State League), so there is no room for "additional permitted land use" without impacting the baseball activities adversely.

We have the opportunity to turn Aquatic Reserve into a state-of-the-art baseball facility and thereby not only maximise participation numbers across the Northern Beaches LGA but also attract competitive teams from across Sydney, as well as host state-wide representative competitions (Baseball NSW have already flagged that they would like to see more games located at Aquatic, but the capacity for this currently does not exist)

I am looking for a commitment that Aquatic Reserve will be maintained exclusively as a baseball facility, with funding for both immediate remedial work as well as longer term development into a world-class facility, as part of the Frenchs Forest Precinct Plan.

Yours sincerely,

Owen Harris
Forest Baseball Club President

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Wednesday, 1 September 2021 10:02:11 PM

Submitted on Wed, 01/09/2021 - 22:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

██████████████████

Suburb/Town & Postcode

Frenchs Forest 2086

Submission

I object to the proposed plans for the new Frenchs Forest Town Centre for the following reasons:

- The surrounding streets won't cope with the increased traffic.
- The public transportation system won't be able to handle the increased population.
- The high rise development is out of character for the area and won't offer good quality living.
- There are not enough usable green spaces.

I agree to the above statement

Yes

Submitted on Wed, 01/09/2021 - 22:03

Submitted values are:

I am making a personal submission

11

114

Yes

CONFIDENTIAL

FORESTVILLE

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 6:10:25 AM

Submitted on Thu, 02/09/2021 - 06:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Gorest 2086

Submission

Please keep the area east of Wakehurst Parkway out of the scope/ not as an area for future investigation.

In the past 4 years, since the first draft plan with this area out of scope has been published, many young families have [REDACTED] in this area that haven't been cared for many years because the previous owners were waiting for the rezoning. Now it's a beautiful family place, relatively affordable for the area, with kids playing in the streets and neighbours knowing each other. A real community has grown. This is especially important during this pandemic.

Please don't jeopardise this with a looming rezoning. It would be very heavy on people's minds and with the current crisis in mental health quiet disastrous.

Thank you for your consideration.

I agree to the above statement

Yes

TO WHOM IT MAY CONCERN



I am a joint owner of the property [REDACTED]

I am writing to you regarding the draft Part G9, Frenchs Forest Town Centre, DCP.

The proposed rezoning takes into account certain properties that form part of a right of Way (formerly known as "Bantry Bay Track"). **ALL REZONING MAPS SHOW THIS RIGHT OF WAY ENDING AT 2 WAKEHURST PARKWAY WHEN IT ACTUALLY CONTINUES TO 16 WAKEHURST PARKWAY AS SHOWN ON THE ATTACHED PLAN.** The four houses which are shown to be rezoned on the Structure Plan only have access to Frenchs Forest Road via the right of way. These properties are 2, 2A, 4 Wakehurst Parkway and 13 Gladys Avenue.

Brief History of Bantry Bay Track - The houses which are currently known as 2 – 16 Wakehurst Parkway originally had access to Wakehurst Parkway. When access was taken away from us in approximately 1950 the Right of Way was created to give us access to Frenchs Forest Road. Part of this right of way has been created over private property and part over Council Land.

I am concerned that the Draft Development Control Plan proposes rezoning only the four houses on the right of way nearest Frenchs Forest Road and does not take into consideration the **other nine properties** which rely on the Right of Way for access to Frenchs Forest Road. From the Precinct Plan these four properties have been rezoned R3+ Medium Density – Plus Additional Uses.

My main concerns regarding the rezoning, future development and the fact that there are nine properties that haven't been rezoned are:

1. 112A Frenchs Forest Road (Bantry Bay Track) comprises a single lane right of way which is used by properties 2 – 16 Wakehurst Parkway, 13 Gladys Avenue and 24A and 24B Gladys Avenue.
2. The area is in high bushfire risk zoning.
3. Our future access to and from Frenchs Forest Road with any redevelopment to medium density at the top of the right of way?
4. Emergency Services - How will any development affect access for Emergency services?
5. There are no services on the right of way – i.e.garbage or post. The garbage bins are left on the footpath on Frenchs Forest Road for collection. Our mail boxes are also at

2.

the top of the right of way. Again, how would redevelopment deal with these issues?

6. There is no turning circle or overtaking areas for vehicles available on the right of way. Any redevelopment would no doubt create additional traffic on the right of way.
7. Any redevelopment needs to also take in to account the fact that on the right of way:
 - There are no footpaths providing safe pedestrian access.
 - There are no street lights
 - There is no parking on the right of way other than within our own properties
8. Children's safety - There are many children who live on the right of way and who play in the park and with no footpaths the right of way is the only access – more traffic will create a safety problem for children living here.
9. Our general day to day life will be seriously and adversely affected by any development proposed at the top of the right of way with both increased people and traffic using the right of way. The traffic situation here is already at a maximum with some properties having between 3 and 5 cars using the single lane right of way. As previously stated, there is no parking or turning bays on the right of way.
10. Drainage issues – presently some storm water from Gladys Avenue runs through the Pubic Reserve and then runs down beside 16 Wakehurst Parkway. What arrangements have been made to deal with storm water issues for any future development of Gladys Avenue?

On this basis, I would like to suggest that the Council and the State Government consider the rezoning of all the properties which form part of the right of way and not only a select few.

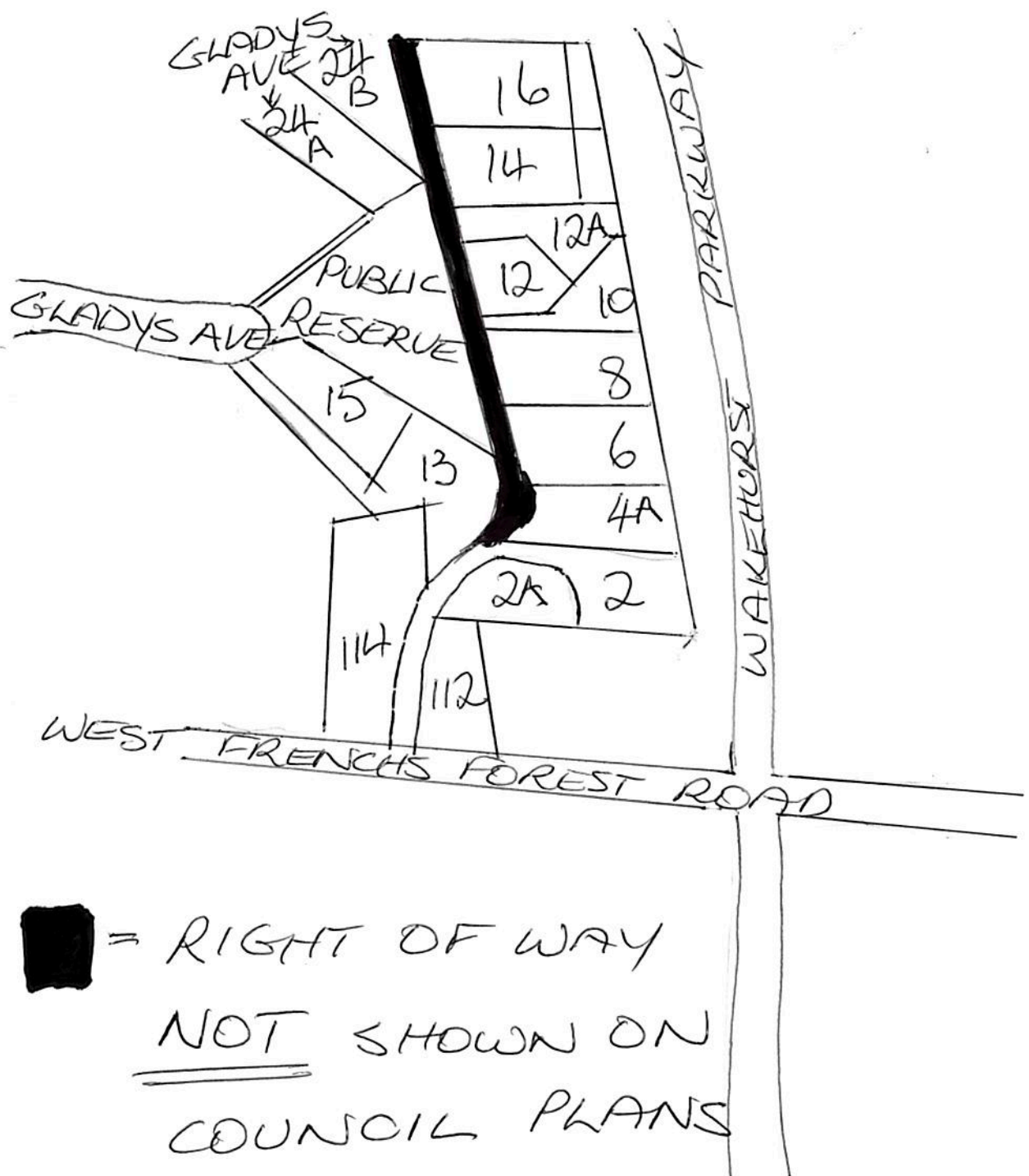
I would strongly recommend that the planning committee come and inspect the right of way to be able to see first hand what our concerns are. I am sure the people living on the right of way would be available to meet with you.

Regards,



Penny Paterson





2 September 2021

Dear Sir/Madam

Re Submission on proposed planning criteria for Frenchs Forest Place

I am the [REDACTED], which is located within Zone B of the Draft Frenchs Forest 2041 Place Strategy, prepared by the Department of Planning Industry and Environment (DPIE Strategy). My understanding is that the DPIE Strategy supersedes the Hospital Precinct Structure Plan that was prepared by Northern Beaches Council in 2016 (Council Plan).

A key change of the DPIE Strategy is the reduction of the Maximum Floor Space Ratio from the proposed 2.2:1 to 1:1. Further there is a reduction of the Maximum Building Height from 27.5m to 13m. I don't believe that these proposed changes are appropriate, as

- they make the Gladys Ave sites economically unviable for developers,
- they increase the chance of an undeveloped south side of Gladys Ave, bordering the developed Frenchs Forest Rd, with poor transition from high density to low density.
- they increase the risk of stranded sites on Gladys Ave
- they make it difficult to amalgamate sites to create appropriately sized sites for a good development.
- they won't achieve the key objectives of the DPIE Strategy or Council Plan

Why is the proposed 1:1 FSR, with 13m height limit economically unviable for developers?

1, House Prices

House prices have risen significantly over the last 5-6 years from when the Council Plan was initially prepared. 5A Gladys Ave recently sold for \$1,825,000 which equated to \$5447 per m². My understanding is that the house was sold to family looking to move into the area, rather than a developer looking to redevelop the site under the proposed changes. 9 Gladys Ave is currently for sale for \$3,500,000. This equates to \$4284m². This price appears consistent with recent sales for quality homes in Frenchs Forest but is too expensive for a developer given the proposed development constraints under the DPIE Strategy.

2, Unit Prices

House prices have increased considerably, however unit prices have not increased as much. Developers need to buy houses with land to develop the proposed Units and Retail / Commercial premises. This divergence of pricing has made the economics even more difficult.

3, Warringah Development Control Plan – Draft Part G9

The Draft DCP has several requirements regarding setbacks, design, finishes, landscaping, site consolidations, parking. Developers are required to therefore purchase Gladys Ave sites to obtain access to Frenchs Forest Rd as well as meeting the site consolidation requirements. My view is that developers are required to subsidise Gladys Ave acquisitions with the higher yielding Frenchs Forest Rd properties. The issue is that proposed FSR and height limits for properties along Frenchs Forest Rd have also been reduced from the initial Council Plan. With both Frenchs Forest Rd and Gladys Ave sites now having lower proposed density and height limits, it is uneconomic to meet all the requirements of the Draft DCP. In my opinion It is highly likely that several sites along Gladys Ave will become isolated, as they are smaller, uneconomic sites (for example 3,5,5A, 9, 9A, 9B, 15 Gladys Ave).

4, Special Infrastructure Contribution and Affordable Housing

Both initiatives have sound logic from a planning and community perspective, but only work on the basis that there are enough profits in the development to make these economically feasible. Currently, the developments are not feasible when you consider the above points.

Why do the proposed height limits and FSR's mean that the core objectives of the DPIE Strategy and Council Plan will not be met?

Initial Hospital Precinct Structure Plan (Council Plan)

The initial Council Plan stated – “Over the next 20 years, the Structure Plan proposes the phased delivery of approximately 5,360 dwellings and 2300 new jobs. Traffic modelling has indicated that in the short term, the precinct can support up to 3000 dwellings concentrated around the town centre site with specific road and intersection upgrades”.

I believe that the area bound between Gladys Avenue, Frenchs Forest Rd West and Wakehurst Parkway is a critical area given its proximity to the Hospital. This area presents an ideal opportunity to maintain the originally proposed R3 and R3+ Medium Density Residential plus additional uses to achieve the integrated housing diversity that is proposed for in the Council Plan. It is critical that the appropriate zoning (including FSR and height limits) is implemented from the outset to encourage good design and development principals to achieve the long-term objectives under the overall Frenchs Forest and Hospital Precinct structure Plan .

Draft Frenchs Forest Place Strategy

One of the key objectives of the DPIE Strategy *“is to deliver 2,000 new homes (1,000 of these in the town centre; 1,000 in the adjacent residential areas) with a range of housing including townhouses, terraces, apartments and aged care; and homes for key workers such as nurses and paramedics.”* This can only be achieved by having an appropriate density to ensure the financial viability of such a range on housing types. The ability to deliver a percentage of key worker housing is derived from a density that allows developers to fund the subsidised housing within the overall development.

The proposed reduction of the FSR along Gladys Ave to 1:1 and a height limit of 13m, prohibits the ability to achieve this objective from financial feasibility point of view and prohibits appropriate design principals to ensure integration of these diverse housing types within each development.

Further the concept in the DPIE proposal is that medium density transitions to low density residential on the north side of Gladys Ave. Unfortunately, because of the poor economic viability, I believe the transition will occur from the Frenchs Forest 2:1 FSR to the Gladys Ave 1:1 FSR, as developers will focus on the Frenchs Forest Rd zoning, with minimal development in the Gladys Ave 1:1 area. I believe a better transitional zone is Gladys Ave itself and the park between 15 and 24 Gladys Ave. This is what I think has been intended, however this won't occur under the current DPIE proposal.

NSW Government is Conflicted

I believe that the NSW Government has a commercial conflict in the DPIE Strategy. A key constraint in preparing the strategy appears to be the current transport infrastructure servicing the area, and the delay in the beaches link tunnel. DPIE have essentially determined that Stage One of the DPIE Strategy be constrained to 2000 new dwellings primarily for this reason. Further the NSW Government land that is being made available for the town centre has a proposed 40m Height Limit and a 2.9:1 FSR. In other words, the NSW Government are maximising the value of their land in the Town Centre, at the detriment of the private landowners who own sites to the North and the South of the Hospital. An increase in Zoning density in the Gladys Ave area will have only a small impact on the overall number of units being built.

What is a more pragmatic planning proposal?

I believe a more pragmatic approach would be to increase the FSR and Height Limits for the properties located between Gladys Ave and Wakehurst Parkway on Frenchs Forest Road West to 2:2:1 with a Height Limit of 24m and to increase the FSR at Height limit for the south side of Gladys Ave to 2.0:1 and 17.5m respective (Refer Table 1). This increased density and height limit is still less than the original Council Plan.

The slightly increased density needs to be considered in the context of a 40m hospital already built on Frenchs Forest Road and the fact that the existing houses on the north side of Gladys Ave have no over shadowing issues or loss of views from any development in this zone. The overall economics have improved for the developer, where they should be able to create a well designed and integrated development which is consistent with the DPIE Strategy and Council Plan.

Table 1

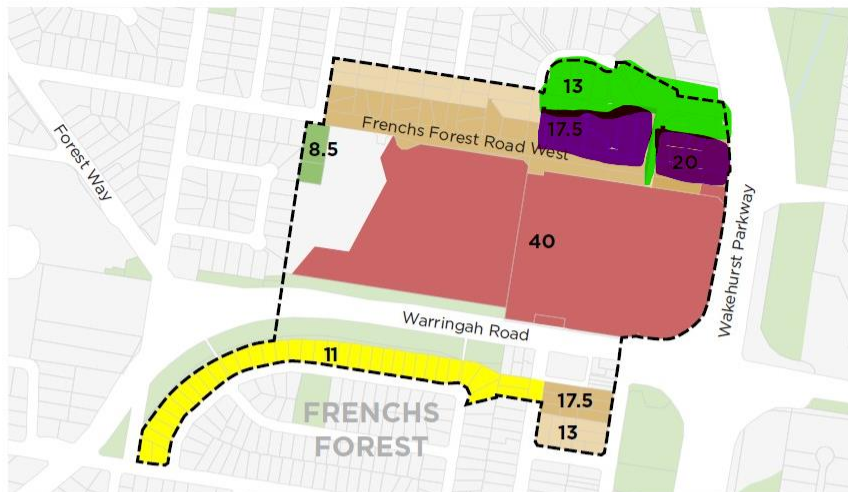
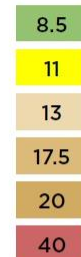


Figure 6:
Height of buildings map

Maximum height of building (metres)



17.5
24

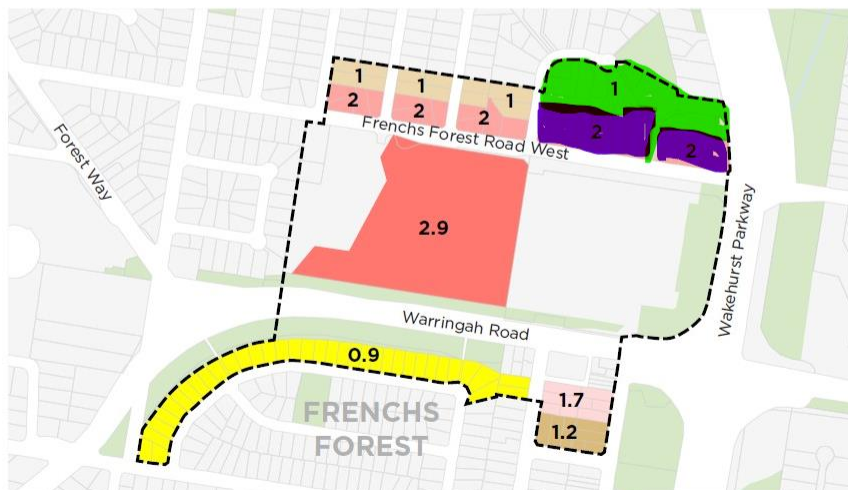
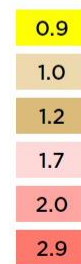


Figure 7:
Floor space ratio map

Maximum Floor Space Ratio (n:1)



2.0
2.2

Amalgamation of Sites

I have had discussions [REDACTED]. Together these properties provide over 10,000m² of land, which provides significant opportunity for a well-considered development, that should be able to meet most planning requirements. Unfortunately, under the current DPIE Strategy the feedback from developers is that the economics don't work with the current land prices, SIC and Affordable Housing requirements. I believe if the density was increased along the lines of my proposal, then developers would be interested in this large site, and would be able to commence work post the formalisation of the LEP.

This has been a long, frustrating process, and it is now disappointing that the NSW Government is favouring their own property (the school site), over the residents' properties, in the DPIE Strategy. I would ask that this is reconsidered, and that the key constraints of FSR and building heights be reviewed to encourage development of these properties and bring Frenchs Forest Place into fruition.

Your Sincerely

A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the contact information, with a smaller redaction box above it.

Submission to draft Frenchs Forest Place Strategy.

47 years ago my wife and I built a home in leafy Prahran Ave Frenchs Forest and raised a family. We are still here because we love the area, the people here and the natural attributes of the suburb. I can walk 200m and be in the bush out of site of suburbia. Many people currently walk the local trails and tracks seeking relief from the current covid lockdown.

A city needs areas of natural space to act as lungs for people and nature. I know that the state governments are committed to increasing housing density but I wonder where will this end. Do we really want Sydney to become a Shanghai type city?

Another concern of mine is the road congestion that will result from this plan. Although there does not appear to be any reference to the future of Forest Way Shopping Centre, the plan's only relief to those living west of Forest Way Shops is to force more traffic on to Forest Way via a new road connecting Forest Way to Grace Ave, that leads to Frenchs Forest Rd. As I live in Prahran Ave, I have to pass Forest Way Shops to go south (to city/Chatswood & beyond). With this plan, the congestion will be exacerbated by the greatly increased population and resultant activity, and I fear my access to and from my residence will become choked.

Frenchs Forest has its treasures of natural bushland, animals and open spaces. The draft plan does include some open space however we should not be reducing current space at all in order to jam more people into a limited and currently beautiful area.

Thank you,

Donald Creed

[REDACTED]
[REDACTED]
[REDACTED]

September 1, 2021

Feedback on Draft Frenchs Forest Place Strategy

To whom it may concern:

We would like to register our support for the Draft Frenchs Forest Place Strategy on behalf of the Trust which owns 130 Frenchs Forest Road West.

We have reviewed the Documents on Exhibition, namely the Draft Place Strategy – Frenchs Forest 2041, Draft Explanation of Intended Effect and the Draft Frenchs Forest Green Plan, and believe the plans would contribute to the sustainable, well-managed growth of Frenchs Forest, while maintaining and enhancing the area's local character.

Sincerely,

Lawrence D. Sperling

Director

Orchard 1 Pty Ltd atf Orchard 1 Unit Trust, the beneficial owner
of 130 Frenchs Forest Road West, Frenchs Forest, NSW 2086

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 2:49:36 PM

Submitted on Thu, 02/09/2021 - 14:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

Frenchs Forest

Submission

I am a resident on ████████ I love the new town centre plan and think it will revitalise the area. Will be great for young families in the area. I am concerned however about the level of traffic which funnels down Rabbett St. Currently it is a rabbit run of cars avoiding Naree Rd and Forest Way. What is being done to address this? Is there a local traffic management plan proposed as the new plan will increase traffic to the area. Also - what is the plan for Rabbett Reserve as this 'park' is currently unusable and unsafe for children.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 3:31:51 PM

Submitted on Thu, 02/09/2021 - 15:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest

Submission

To whom it may concern,

I wish to make some comments concerning the Draft Frenchs Forest Place Strategy.

1. Webinar

Please be advised I attended the 18 August webinar, however, although logging into the webinar 10 minutes before the webinar was due to begin (as requested), I was only permitted access to the webinar by the host after the webinar had been running for 30 minutes. I missed the entire first-half of the presentation and was only granted access by the host for the second-half of the presentation, which was the Q&A. And I wasn't the only person denied entry. Disgraceful!

2. Lack of engagement

There are a number of older residents who are not computer literate, and so did not attend the webinar. These residents feel disengaged by Government and Council about the whole planning process. This should be of concern to Government, and attempts should be made by Government to engage with this older demographic.

3. Traffic

Traffic remains the overwhelming issue with the Draft Strategy. The traffic situation along Warringah Road at the Forest Way intersection is gridlocked during morning and afternoon peak hour. Building an addition 5,360 dwellings (apartments, terraces etc) over the next 20 years (including approximately 2,500 dwellings for the first phase) will only exacerbate the heavy traffic that goes through Frenchs Forest each day.

Your public servants believe traffic can be eased by increasing use of public transport (buses), but despite your 'modelling', the reality is that most people will continue to use their private vehicles. This means Frenchs Forest will become choked with additional traffic, and as Warringah Road is one of only three entry roads into the Northern Beaches, it is reasonable to expect that the Warringah Road/Forest Way intersection will become the Northern Beaches and NSW's most congested intersection (as it already is)!

Add to this the development of Ingleside, with an additional 5,000 dwellings earmarked for this suburb, which means another 7,000 cars travelling down Forest Way to get to the Warringah Road/Forest Way intersection. It's simply too many more vehicles for this road to manage!

4. Rat Runs

There are no details in the draft strategy to deal with increased traffic around the new Frenchs Forest town centre precinct. Once quiet streets, like Rabbett Street, Adams Street, Fitzpatrick Avenue and Bantry Bay Road, have already turned into 'rat runs'. For many residents, myself included, trying to get out of my street (Epping Drive) is becoming increasingly difficult (particularly in the morning), as drivers use Rabbett and Adams Streets as shortcuts. Most mornings, the traffic is bumper-to-bumper down Adams Street. Motorists are not using the Naree Street exit (which is two lanes), instead using Adams/Rabbett Streets which are only one lane. This needs to be fixed!

5. Schools

I notice there is no plans in the draft strategy for additional schools. Where will all the children in these 5,360 dwellings go to for schooling? Frenchs Forest Public School is at capacity (as are other local public schools - Mimosa and Forestville) and the Government's plans are to simply relocate The Forest High - not expand its student capacity.

6. Green spaces

I also note the lack of parks and green spaces to accommodate the massive population increase in Frenchs Forest. Where are the playing fields for the children? Where are the green spaces for families to picnic and relax in? The green space allocated for the new town centre is embarrassingly small, and cannot serve the number of new people expected to live in this precinct.

Rejuvenating Akora Reserve does not constitute an increase in 'green space' for the additional 15,000+ people you are shoehorning into Frenchs Forest. There needs to be more 'green space' for Frenchs Forest, particularly around the areas zoned for high and medium density.

7. Car parking

I am concerned by the lack of car parking spaces planned for the town centre development. The draft strategy doesn't provide enough car spaces for the new dwellings, which means there will be a lot more cars parked in adjoining residential streets. This will make these streets busier and undoubtedly, more dangerous for residents (particularly children).

8. Live in the area

I urge all Government officials involved in planning the Frenchs Forest town centre precinct to PLEASE spend time living (full-time) in Frenchs Forest and particularly in areas that will be impacted by this development. This needs to be for a reasonable period, like six months (minimum), to get a better understanding of what it means to live in this suburb and how the local community deals with issues like traffic gridlock.

9. Future investigation

Residents are concerned about the area in the draft plan shaded in grey that is deemed 'future investigation'. This is a substantial chunk of Frenchs Forest, which has many residents (myself included) concerned. The Government must provide greater clarity about what this means. We are terrified that with the rezoning of parts of Frenchs Forest, our suburb will become a beacon for overdevelopment and an excuse for every greedy developer to build more apartments disguised as 'affordable housing'. These developers aren't interested in 'affordable housing', instead, it's all about making a quick profit!

These are my key concerns. I do have more issues but I feel these points outline some of the more pressing issues that need to be addressed in the draft strategy. If you require me to elaborate on any of these points, please don't hesitate to contact me.

I look forward to hearing back from you.

Yours sincerely,

[Redacted Signature]

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 3:32:27 PM
Attachments: [187-allambie-road.docx](#)

Submitted on Thu, 02/09/2021 - 15:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tim

Last name

O'Sullivan

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest / 2086

Submission file

[REDACTED]

Submission

Frenchs Forest High School Re-location.

Quote:-The NSW Government is increasing its investment in public education infrastructure, with funding for 44 new and upgraded school projects announced as part of the NSW 2021/22 Budget. This includes relocation of The Forest High School, which is part of the re-zoning and planning framework for Frenchs Forest to create a new town centre for the community.

The Forest High School will be relocated to a portion of 187 Allambie Road, Allambie Heights. This is located within the current intake area for The Forest High School.

Objection:- The proposed re-location of the school to A PORTION of the site at 187 Allambie Rd will not allow for the replacement of the existing sports fields adjoining the current school location which are also used by the wider community. There is insufficient space at 187 Allambie Rd. to build the school and replace the existing sports field.

The attached Council Map shows in RED the entire property boundary of the land occupied by Cerebral Palsy Alliance at 187 Allambie Rd. a PORTION only of which is to be acquired for the 'new' school.

This is a most inappropriate and ill-considered location for the 'new' school.

I agree to the above statement

Yes



Aerials

Warringah Zoning

Pittwater Zoning

Manly Zoning

To: NSW Government
Re: Draft Frenchs Forest Place Strategy

2 September 2021

To Whom It May Concern,

[REDACTED]

[REDACTED]

I'm writing this letter because I'm concerned by the idea of creating a town centre in Frenchs Forest, next to the current Northern Beaches Hospital.

I feel that the new Northern Beaches Hospital has brought even more traffic problems to one Sydney's worst bottlenecks (at Wakehurst Parkway and Warringah Road) so I find it disturbing that you are planning such a new town centre in the same location. I am not against the idea of a new town centre, however having given thought to the fact that:

- The traffic /gridlock/ bottlenecks which were bad enough 20+ years ago would only get worse, especially since most people would drive to get there. Where will all the people park? Even if a multi-storey carpark is built you will eventually run out of space (just like at Warringah Mall or any shopping mall).
- There isn't enough public transport infrastructure to support it. The existing bus lines are woefully inadequate. A light rail or something similar needs to be built. I (and probably many others) don't want temporary solutions but longer term planning to reduce re-doing construction in the future.
- Town centres have to be walkable. That piece of land is extremely hilly. There is a high percentage of elderly residents in the area. The area is not well suited to either walking or cycling.
- The chosen location seems a bit strange, right in the middle of the hill... just because the hospital is there? Why not put it where the current Forestway shopping centre is? That way the school does not need to be demolished and there will be minimal changes required to be made to the suburb.

I think a lot more research and planning still needs to be done.

I compared Frenchs Forest's proposed town centre to that of Rouse Hill's, which I think is has much better planned town centre and chosen location. It's a suburb with a population half the size of Frenchs Forest's but has its own metro station as well as a huge variety of shops and great walkability.

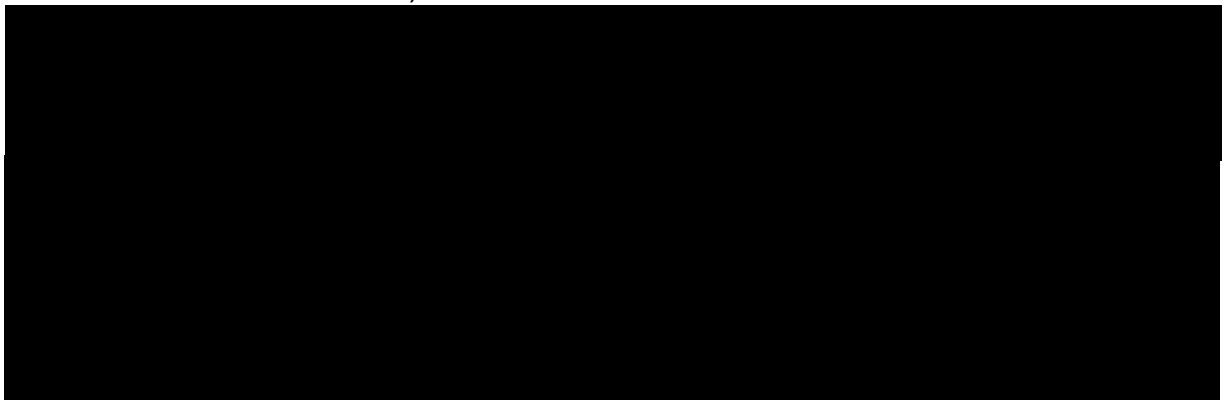
<https://www.planning.nsw.gov.au/-/media/Files/DPE/Reports/north-west-rail-link-rouse-hill-station-structure-plan-a-vision-for-rouse-hill-station-surrounds-2013-09.pdf?la=en>

<https://www.bylettassociates.com.au/portfolio/rouse-hill-town-centre-stage-2/>




Some of the problems were:

- The huge bottleneck and long delays at Frenchs Forest Road (heading west) and then turning left (south) onto Wakehurst Parkway. Although there was a 'bus only' lane, we were stuck there for quite a long time every single morning because the footpath protruded too far out onto the road and the bus could not turn.
- There were not enough buses in the morning or afternoon peak times (with many people having to stand the whole way into the city)
- Due to the traffic lights sequence, there would be buses missed or skipped, and then 2 or 3 would arrive all at the same time.
- In non-peak times there was only one bus every 30 minutes or an hour.
- Buses were never on time, sometimes 20 or 30 minutes late.



Buses are just not a good long term solution for Frenchs Forest in my opinion. It doesn't matter if you're sitting in a bus or sitting in a car, you're still sitting in gridlock. Randomly scattered sections of bus lanes do little to help (as evidenced by the Harbour Bridge and off ramp). If they have a choice, people will only use public transport if it's somehow faster, better, more convenient or cheaper than driving.



Meanwhile... here is a list of recent and ongoing public transport projects in Sydney:

- Light Rail L1 Dulwich Hill Line – opened in 1997
- Chatswood to Epping rail line – opened in 2018
- Sydney metro (Chatswood to Tallawong via Epping) – opened in 2019
- Light Rail L2 Randwick Line – opened in 2019
- Light Rail L3 Kingsford Line – opened in 2020
- Light Rail L2/L3 CBD Line – opened in 2020
- Light Rail Parramatta lines (including Carlingford) – Target opening date of 2023
- Sydney Metro City & Southwest – Target opening date of 2024
- Western Sydney Airport line - Target opening date of 2026
- Sydney Metro West – Target opening date of 2030

It seems that every part of Sydney already has a rail line and/or frequent and reliable bus services, or will have some improvement to its public transport infrastructure in the near future... except the Northern Beaches peninsula. Not only does Frenchs Forest have abysmal bus services, the much-loved, iconic and heritage Manly ferry fleet was also removed from service and replaced with something which carries far less passengers.

Why?

It seems like everything has been done to ensure the Northern Beaches area has the worst public transport in all of Sydney.

I have to mention Bradfield's visions for the city.

Bradfield being the visionary that he was, had always planned for a rail line to go to the Northern Beaches or Manly-Warringah area. More than a century on, there still aren't any decent, long-term transport solutions for the Northern Beaches area other than motorways and tunnels (both of which have been proven to not be long term solutions as well as not being sustainable) and the B-line bus services which don't even go anywhere near Frenchs Forest. (I realise that in the "Draft Green Plan" document on page 55 there is a vague mention of B-lines running on Warringah Road, but until I actually see a map and a timetable I'm doubtful of this coming to fruition and am also doubtful of its usefulness).

Frenchs Forest deserves to have a much better public transport in the area. If it deserves to have a huge, new hospital and a new town centre it also deserves to (and needs to) have a new public transport solution.

All the great cities and neighbourhoods of the world are walkable. All the convenient suburbs of Sydney are walkable and have train stations (or many and frequent bus services or ferry services) eg Chatswood, Dee Why, Manly, Neutral Bay, Hornsby, Hurstville, Bondi Junction, Epping, Eastwood, Strathfield, Liverpool, Merrylands, Parramatta, etc.

Not only that, comparing the house prices of various streets and suburbs in Sydney, it is obvious that many people do want to live walking distance to train stations, shops, schools, and of course work.

Take Chatswood for example, a suburb far bigger than Frenchs Forest and much denser, and yet the traffic there is not nearly as bad as in Frenchs Forest because most people walk or take the train (there are many and frequent buses too). It is overall an extremely walkable and convenient suburb. As a consequence, the house prices there are much much higher. Of course I am not wanting Frenchs Forest to turn into another Chatswood at all but there you can see the merits of a well-planned and well-designed, walkable suburb.

While I've mentioned Dee Why I still don't think buses are a great long term solution for Frenchs Forest because unless there is a dedicated bus lane along the whole length of Warringah Road, it will be pointless.

Three documents were highlighted on your website:

<https://yoursay.northernbeaches.nsw.gov.au/french-forest-precinct>

I downloaded and read them all and could not see anything much mentioned about transport. I could not see any mention of any new bus routes (with bus line numbers or maps) or suggestions of implementing a light rail, for example.

1. In the "**Draft Frenchs Forest 2041 Place Strategy**" document
On page 44, it simply says, *"Council's Move - Northern Beaches Transport Strategy 2038 echoes this ambition. It aims for a quarter of all trips in Northern Beaches LGA to be made by public transport by 2038, and for a 30% reduction"*

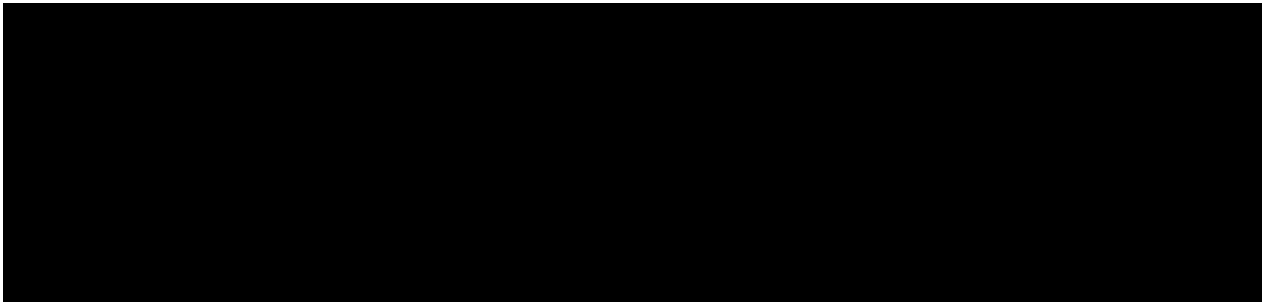
It only "aims" to, but how exactly?

on Page 46 (map) the only transport initiative I can see for the area mentioned is a *"committed motorway"*

Page 48 says, *"Transport strategy: A large shift from private car use to public transport is essential. The main access road to the town centre may be at capacity at 70% town centre development. Road use should be monitored and travel demand management initiatives required."*

I am glad that this issue has been acknowledged, but again, how will it be achieved? There are no mentions of any strategies or ideas.

2. Then in the “**Frenchs Forest / Explanation of Intended Effect**” document on page 14, it says, *“Transport infrastructure needs must be considered once the town centre reaches 70 per cent residential development capacity (approximately 700 dwellings or 56,000m² of residential floorspace) to ensure development does not have an adverse impact on the road network and is supported by adequate transport infrastructure. This will require: a detailed traffic impact assessment to demonstrate sufficient capacity in the transport network to support the development; or o the provision of infrastructure upgrades required as part of the development”*



3. In the 66 page “**Draft Green Plan**” document there is no mention of what public transport solutions are going to be implemented. On page 22 the challenges are listed but nowhere are any solutions mentioned.

On page 50, it talks about a *“proposed transport hub that links the Town Centre park in the north to Akora Reserve in the south.”* Without mentioning anywhere else in that document what that ‘transport hub’ is exactly. Is it a bike hub, as mentioned on page 55?

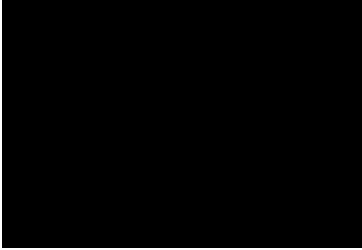
It has been brought up time and time again for decades, since Bradfield’s era, that there should be either a light or heavy rail going from Dee Why through Frenchs Forest and onto Chatswood.

By not building a rail line or dedicated, frequent and reliable public transport of some sort I feel there will be the delaying of the inevitable. Something must be done soon about the abysmal transport in this part of Sydney instead of constantly ignoring the problem, coming up with makeshift ‘solutions’ or relying on motorways or tunnels to ‘solve’ the problem. **The transport solutions must be planned in conjunction and simultaneously with the new town centre not years or decades later (or at ‘70% capacity’),** just as has been done for Rouse Hill and the new Western Sydney airport.

While there’s merit in the huge amount of planning that has done with this grand and ambitious project so far, in my opinion **there’s really no point of thinking about huge plans for a French Forest town centre without also integrating concrete solutions to deal with the current and future local traffic problems.** And as a former resident and member of the public I would really like to see what those solutions are in the form of maps and proposed routes and timetables, etc.

I hope the points I've highlighted can be kept in mind when considering the planning of the future of Frenchs Forest.

Yours sincerely,



From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 5:02:57 PM

Submitted on Thu, 02/09/2021 - 17:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Clayton

Last name

Cooling

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest Sydney 2086

Submission

Our family has lived opposite the new hospital site for 60 years now, we were the third house in the area when Frenchs Forest Road was a dead end dirt road. I love the idea of a significant town centre and surrounding residential precinct to compliment the hospital and bring vitality to the area making a statement into the future. When they built the Harbour Bridge they had foresight long into the future and I congratulate the town planners in this project for having what appears to be the same forward creative thinking. I don't particularly mind the reduction in height of the residential buildings along Frenchs Forest Road to maybe six storey which I think is more suited to the area however I think the FSR should remain at 2:2:1 which will allow the developers more room to move so to speak in their design process as they appear to have many other restrictions to take into consideration which may inhibit the significance of these developments as they look for other ways to make their projects viable. We as a family are certainly looking to buy back into the development opposite the hospital on Frenchs Forest Road however if the apartments are pokey structures with small rooms this will not appeal to us and will inhibit the creative appeal of the developments. Let's not build the Spit Bridge again but keep our forward open progressive thinking with all aspects of the Precinct Planning. Thankyou Clayton

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 8:03:43 PM

Submitted on Thu, 02/09/2021 - 20:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest

Submission

I don't agree with medium/ high density housing backing onto low density residential homes [REDACTED] comprising peaceful and private residential area. A bline bus route would be beneficial. High rise developments are not in character with the suburb and disappointing. We purchased in the area because of low density area family oriented. If I want a cosmopolitan life I would have moved to the city.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 8:24:30 PM

Submitted on Thu, 02/09/2021 - 20:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kristina

Last name

Coates

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2100

Submission

Allambie Road is not going to cope with the increased traffic. The traffic already backs up down Allambie rd through the Aquatic drive round about and down to almost sunnyfield.

With the Bunnings being built this will also cause increased traffic.

The amount of increased traffic and cars are going to create a major safety issue for the current Sunnyfield students/workers that attend and Cross the roads as they wait for their buses.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 8:29:57 PM

Submitted on Thu, 02/09/2021 - 20:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Gina

Last name

Burrows

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2086

Submission

I would like to make a submission against the proposed Frenchs Forest development. The area around the development is currently and historically bushland with a large variety of native fauna and flora. This development will destroy not only a large proportion of bush land but many birds and animals will perish.

Currently the roads around this proposed development are at capacity during peak hours adding any further traffic would make driving at this time untenable. The area does not have current infrastructure to be able to service this development.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 8:49:08 PM

Submitted on Thu, 02/09/2021 - 20:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Grahame

Last name

White

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2100

Submission

Why is it that the Northern Beaches Council feels the pressing need to provide additional low cost accommodation in the area?? Why does the area need additional people?? Are they filling a shortage of people to do particular jobs ??

And if the additional people are required, (and there is no evidence to suggest so) what changes to public infrastructure are being made? Additional Street parking? Additional Placid parkland?? Additional buses and bus routes?? More school classrooms and teachers?? Extra Police, more ambulances??

DONT turn the Northern Beaches into some over crowded under publicly resourced suburb that will collapse under the strain of over population.

There is plenty of available building space in other areas of the Greater Sydney Basin and country NSW. The local community areas are being smashed already.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 8:54:35 PM

Submitted on Thu, 02/09/2021 - 20:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Frenchs Forest 2086

Submission

I would like to object to the proposed Strategy for Frenchs Forest. I object on the following grounds:

- 1) The new location for the Forest High School is completely unsuitable and will not even be in Frenchs Forest. It will mean that many children have to cross the busy Warringah road and or Wakehurst Parkway and travel a considerable distance to reach the high school. This is not an acceptable outcome and will result in increased traffic as parents will have to drive their children to school as it will no longer be close enough for them to safely walk too.
- 2) The scale and bulk of the proposed town centre is excessive given the lack of mass public transport and the roads already being past capacity with the existing population. Neither can sustain the proposed additional population. The buses into the city were already at full capacity and once the pandemic is over they will be again, it isn't feasible to increase the population by the amount proposed with only buses for public transport.
- 3) The size and scale of the proposed town is not acceptable and is completely out of scale and character for the local area. 12 story towers are not acceptable and the development should be restricted to no more than 4 stories.
- 4) The minimal 3.5 green space barrier between the newly proposed town centre is insufficient and will not provide a meaningful visual barrier between Warringah Road and bulk and scale of the new development.
- 5) The 15% affordable housing is insufficient, the percentage should be higher and there should be a requirement that the affordable housing should be identical to the private housing and should have access to the same facilities to prevent the developers building small and low quality slum accommodation for the disadvantaged.

The school should remain where it is and any redevelopment should be limited to the existing Forestway site. Frenchs Forest does not either need nor want a new town centre, this is just the sale of public assets to private interests to generate excessive profits for developers. This strategy should be thrown out until a suitable site for the new school is found that is actually in the suburb it is supposed to serve.

Sincerely

[REDACTED]

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 9:02:02 PM

Submitted on Thu, 02/09/2021 - 21:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████████

Last name

████████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2086

Submission

Firstly I think we need the Bantry Bay shops built ASAP. Trying to post a letter, withdrawing money or buying a coffee is so much harder since the shops were demolished.

Secondly we need female friendly walkways. The underground pathways and alley ways and sweeping ramps like the one near the FF primary school are unsafe for me to use alone particularly at night time if I have to catch the bus home and I have no one to pick me up.

Thirdly we need b line car parking and places to park bikes or some form of transport to get to the bus stop.

Eg) Keoride and parking services which the other b line uses. Council coffers pay for the hip skip and jump services to Balgowlah Seaforth and manly. Prior to the hospital by pass and the 169 cancellation I had a reasonable walk to the bus stop. Now I have to walk about 1km.

This extra distance discriminates against the elderly and anyone with a physical disability getting to public transport bus stops without getting a lift to and from the bus stop.

Lastly we need a sound wall from Warringah Rd to replace the houses removed for the widening of Warringah Rd. Numbers 597, 595, 593, 591, 589 and 587.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Thursday, 2 September 2021 10:33:37 PM

Submitted on Thu, 02/09/2021 - 22:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Grant

Last name

Coates

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Allambie 2100

Submission

How do you propose Allambie Rd, Aquatic drive, Rodbough Rd and Warringah Rd to cope with this fantasy. Barring lockdowns it can already take 20 minutes from Sunnyfield down the hill to Condamine Street, this is before adding a massive Bunnings and a High School to the traffic flow. If the traffic ever manages to move, the risk to the public school students and the attendees of Sunnfield will greatly be increased.

For the long term plan of building high rise buildings and then trying to hide it under the disguise of green living and green space is ridiculous.

The only people who like high rising living or high density living are developers and whoever else can recieve financial gain on or over the edges of the law.

This is a plan to help the egos and finances of a few at the detriment to the majority.

After the debacle of the blown out time frame on the Warringah Rd bypass, two years of lock downs the residents of the Northern Beaches cannot suffer anymore at the hands of the Government or the Council.

Any student at Forrest High School would be able to design this new "Town" on a computer and sell it as Green Space and enviromentally friendly.

The key is the logistics and obviously this plan has not even considered the most basic of logistics.

Please stop looking at how good you think your model looks and ask the most basic questions.

Do the people want this? No

By trying to fix one problem am I causing more problems? Yes

Will this work? No

This absurdity has to stop!

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Friday, 3 September 2021 12:35:08 AM

Submitted on Fri, 03/09/2021 - 00:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

■

Last name

■

I would like my submission to remain confidential

Yes

Info

Email

■

Suburb/Town & Postcode

2086

Submission

To the department of planning team,

I've reviewed the draft Frenchs Forest 2041 Place Strategy document and the online information session and would like to submit my comments and feedbacks to the planning team for consideration.

As a background, we are a young family with 2 small children. We love the area because it's strategically close to Chatswood but are also surrounded by beautiful parklands and reserves. It's also a very family friendly neighbourhood with close accesses to many good local/private schools and beaches. Like many similar young families in the area, we have many families and friends who lived in the area and hence have always wanted to stay connected and live and raised our children in the area as well.

The challenge however is that the property value in the Northern Beaches and particularly in the local area has increased drastically in the recent property boom due to the high demand and shortage of supply. It's becoming increasingly difficult to stay in the area and realise the dream of owning a property and raising our children here.

The original plan strategy for the Frenchs Forest precinct was very much welcomed as it not only create a vibrant urban town centre but more importantly the added variety of apartment supplies which are something that is really lacking in the local area. It allows young families like ours to get a foothold into the local property market and gradually work our way to transition to larger properties around the area as the family grows.

However upon review of the draft Frenchs Forest 2041 Place Strategy, it was disappointing to see that the development of the medium rise residential area was materially scaled back particularly around the northern part of the Frenchs Forest Road West Neighbourhood Centre which forms the high street of the precinct. We can see the building height of the area was scaled back from 17.5/27.5m to 13m and floor space ratio was scaled back from 1.7/2.2 to 1. This equates to around 40-45% reduction to that northern strip of the neighbourhood. It's difficult to estimate the actual reduction but it certainly would reduce a lot of the much needed supply of apartments in the area.

We understand the rationale of the height deduction from 17.5/27.5m to 13m as it help transition the height of the buildings from the town centre to the nearby residential area. However the reduction of floor space ratio from 1.7/2.2 to 1 seems excessive as this will really reduce the number of residential apartments that could have been available in this key strategic strip of the town centre neighbourhood.

Looking at the Bantry Bay Neighbourhood Centre, the reduction and transition of both the building height (from 17.5m to 13m) and floorspace ratio (from 1.7 to 1.2) was much more proportionate. Hence we suggest a slightly higher floor space ratio of 1.2-1.4 in the northern strip of the Forest Road West Neighbourhood Centre should be considered as it allow more supply of apartments. This way young startup families like ours can have more opportunities to purchase and stay in the local area.

Thank you for your considerations.

Regards,

■

I agree to the above statement

Yes

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

Dear Sir /Madam

I am writing to give my feedback on the above, which has some major and fundamental flaws, which will have a severe negative impact on the Forest community (which encompasses Frenchs Forest, Forestville Belrose, Davidson and Killarney Heights), with ramifications for the broader Northern Beaches community.

I am a long-term resident of the Forest area, currently living in Davidson. I've previously lived in / travelled to many other cities, towns and villages in multiple countries around the world. Based on my experiences I've come to realise that the Forest area is one of the most attractive, liveable areas I've seen compared with other major towns or cities around the globe.

It is therefore deeply disappointing that the major flaws in the proposed development, will have a major negative impact on this area forever more.

School relocation

The Forest High School is well-established, and is centrally located to its main Frenchs Forest (to the east and west) and Forestville (to the west) catchment areas. It is currently within easy walking distance for many families.

Moving the school to the proposed new location on Allambie Road, 2.1 km by road south east of the current location means that for many the school will no longer be within walking distance. This means many children will need to be driven to school, notably those living to the west of the current location, or they will go to one of the other two local high schools (Killarney or Davidson), placing increased pressure on those schools and the roads that service them.

The proposed school site is close to the Allambie / Warringah Road intersection, which is already exceptionally busy and is a well-known traffic bottleneck, notably during the morning and afternoon peaks (apart from during the current COVID lockdowns, which won't last forever). The new school will generate considerable additional traffic at this intersection.

Further, a massive new Bunnings has recently been approved at the Allambie / Warringah intersection, with proposed parking for 400 cars, which will put even further pressure on traffic movements around this intersection,

[Bunnings: Epic new three-storey hardware store planned for Sydney's northern suburbs | news.com.au — Australia's leading news site](https://www.bunnings.com.au/news/epic-new-three-storey-hardware-store-planned-for-sydney-s-northern-suburbs)

At the recent video presentation for the proposed precinct, when asked about traffic planning that has been undertaken for the proposed new school location, we were informed that no specific traffic surveys have been undertaken for this location, and that this would be undertaken by the Department of Education prior to the school being built.

I find it hard to believe that this proposed new location has been tabled without having first undertaken a full review of the ability for this intersection and the surrounding roads to handle the substantial increase in traffic movements that will result from a large new high school and a massive

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

new Bunnings. This must be completed as a priority before and proposed relocation is even considered as an option.

The proposed new location already has a relatively new building on it, which will need demolished/redeveloped to accommodate the school, which is a terrible waste of money / resources. The cost of relocating Forest High school will be considerable - taxpayers / ratepayers should not be forced to bear the cost of unnecessarily relocating the school.

Many trees and plants will need to be removed for the proposed new school, which will have a negative impact on the local environment – which has already been severely impacted by the construction of the new hospital and associated road upgrades.

Also, I would like to know where the new schools playing field will be located? If, for example the school is planning to use the Aquatic Centre playing fields – I hope the planning department takes into account that these playing fields are

1. located on a former toxic rubbish dump ([Forest High School may be relocated to 'toxic waste dump' \(smh.com.au\)](https://www.smh.com.au)), and
2. are easily waterlogged during periods of rain – making them unusable

Overdevelopment

The structure plan proposes the addition of 5,360 new dwellings over the coming 20 years, with 3,000 dwellings to be concentrated around the proposed new town centre in “the short term”

Assuming approximately 2-3 people per household that would be an additional – 6,000 - 15,000 people – a significant proportion of which will be children.

Further, most households these days have at least 2 cars – so that would add approximately 6,000 - 10,000 new cars into the Forest area.

This would be not only a gross over-development of an already well-established area – but would put unprecedented pressure on local infrastructure, including playing fields, schools, roads and associated community services (libraries, shops, doctors, as well as local parks and beaches. For example, at the local beaches, such as Dee Why, Curl Curl, Freshwater and Manly, which are popular with Forest residents, it's already very difficult / sometimes impossible during the peak summer months.)

This area is currently characterised by its extensive flora and fauna, leafy streets and open spaces - much of which would be destroyed by this gross over-development.

Traffic

The roads between Forestway and Roseville and Brookvale and beyond are already heavily congested, notably during the morning and afternoon peak periods. Apart from during the current Covid restrictions, Frenchs Forest is mentioned most weekdays on the morning and afternoon radio travel reports as an area with significant travel delays.

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

The proposed 3,000 – 5,360 additional residences adjacent to the hospital, plus other developments across the northern beaches will further increase the amount of traffic accessing these roads. This will not only make it a nightmare for the many thousands of commuters who use the roads daily to access places such as Brookvale, Dee Why, Chatswood and the City, but will make it extremely difficult for ambulances to transport patients to the hospital in an emergency, putting lives at risk.

For example, the new hospital has already created significant additional delays for people accessing Warringah Road via Forestway, and generated considerable additional traffic on Grace Avenue heading South West and increased traffic on Deakin Street and Brown Street, which are not designed to accommodate larger traffic flows.

Access to Grace Avenue between Fitzpatrick Avenue West and Altona Avenue is also restricted during peak hours, forcing drivers to access Forestway via Adams Street. It's already problematic trying to access Forestway via Adams Street during the morning peak hour and an increase in traffic volumes related to the new precinct will make this even more difficult. The following picture shows how it take approx. 25 minutes to travel the 3km from my home in Davidson to Warringah Road via Adams Street and Forestway. This is a typical non- covid day. It also shows the severe bottleneck where the traffic merges with the traffic coming out of the new underpass.



At the recent video presentation, we were told that traffic modelling, which was based on the traffic studies for the new hospital, showed that the roads can handle the additional traffic that will be generated by the 3,000 new residences associated with the precinct plan. However, the traffic studies for the new hospital only looked at the roads in the direct vicinity of the hospital (ie within 2km of the hospital), and did not address the broader road network.

Before allowing any component of the precinct plan to proceed a detailed analysis of the impact of the proposed new precinct and the relocation of Forest High School on traffic flows across the broader traffic network, including Warringah Road, Forestway, Frenchs Forest Road, the Wakehurst Parkway, Allambie Rd, and also other local roads such as Adams Street and Grace Avenue must be undertaken. The findings should also be made public so the Council and the community can make an informed decision about the full impact of the proposed new precinct.

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

Pollution & public health

There are numerous public health studies that have shown that living next to busy roads has a detrimental impact on public health.

<http://www.theage.com.au/victoria/health-risks-for-those-living-within-500m-of-main-roads-20100619-yo2h.html>

<http://www.dailymail.co.uk/health/article-2520532/How-traffic-fumes-deadly--safe-levels-Living-near-busy-road-increase-risk-premature-death-7.html>

In the direct vicinity of the proposed new precinct there are the following roads

- Warringah Road - 10 lanes of traffic
- Forestway - 6 lanes of traffic
- Frenchs Forest Road (West) - 4 lanes of traffic

Hence the proposed new precinct is bordered by 20 lanes of traffic, which will have substantial volumes of traffic. The emissions from cars using these roads will make it an extremely unhealthy, noisy place for people to live. The proposed 3,000 – 5,360 homes will generate many additional car journeys, which will significantly increase emissions and noise.

Further, the current COVID pandemic has shown that people living in densely populated communities living in close proximity to each other are more likely to contract and transmit the virus, illustrating the potential negative health impacts from creating a new densely populated precinct.

Sports fields

Recent studies have shown that with Sydney's increasing population and building developments our sports fields are now facing unprecedented demand. The Northern Beaches is cited as one of the areas that is struggling to cope with this growing problem.

<http://www.smh.com.au/nsw/sydney-faces-sports-field-shortage-20170104-gtm7b5.html>

The proposed new precinct will bring thousands of new residents into the Forest area, many of whom will want to participate in sporting activities. The Forest High school playing fields are currently used by various sporting groups for soccer, cricket etc. If the school is relocated then local sports fields will be further depleted making it harder to provide adequate facilities for sporting groups, that will also have more participants than ever before

Environment

Many hundreds of trees have already been removed to make way for the new hospital and associated road upgrades. Building a large new precinct would require many more trees to be removed to make way for new buildings.

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

Trees have a positive impact on the environment - they beautify the area, provide shade, improve air quality by reducing CO2 and provide homes for many birds and other creatures. Destroying even more trees will therefore have a substantial negative impact on residents and the environment.

Governments and local councils are becoming increasingly aware that replacing trees with bricks and concrete creates heat islands, which radiate heat during hot summer months, increasing temperatures and, in doing so, increasing the risk of bush fires plus other negative environmental impacts.

The following clearly illustrate the heat island effect



<http://www.smh.com.au/environment/urban-heat-island-effect-encompassing-western-sydney-20160119-gm97ps.html>

Draft Frenchs Forest Place Strategy

Feedback from Nicholas Keynes, 3rd September 2021

Due to heavy usage local sporting fields (Lionel Watts Reserve & Melwood Oval) have already been converted by the Northern Beaches Council to synthetic surfaces, which further contribute to this heat island effect.

[Fake grass may be greener, but much hotter and less friendly to environment \(smh.com.au\)](https://www.smh.com.au)

Further population increases will mean the Council will look at converting even more local sports fields to Synthetic surfaces, which would make this problem even worse.

This heat island effect will markedly increase the risk and severity of bushfires, notably in local national park areas, which would have a devastating effect on the Forest area.

Summary

Before progressing, the precinct plan the government and Northern Beaches Council should undertake more more detailed traffic and environmental impact studies which show the likely full impact of the proposed precinct plan on the road network, including areas beyond the direct vicinity of the new hospital.

Further consideration should also be given to the impact of the proposed precinct plan on the environment, public health and sporting and social facilities.

Local residents, taxpayers and ratepayers should also be fully informed and allowed to provide feedback in relation to the substantial impact and associated costs that will result from the proposed precinct plan and relocating Forest High School.

There is clear evidence to suggest that there are many good reasons for leaving the school at its current location, and that the proposed precinct plan should be markedly scaled back, so that the local road and social infrastructure is able to cope with such a new development.

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Friday, 3 September 2021 7:58:26 AM

Submitted on Fri, 03/09/2021 - 07:58

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2086 Frenchs Forest

Submission

Dear Sir/Madam,

Please find below my observations on the Frenchs Forest draft place strategy for your review and consideration.

The plans to deliver an extra 2,000 jobs with associated retail and hospitality venues that are open from morning to evening are commendable and will bring character to the suburb and make it a destination for visitors and residents. Residents currently have to go outside of the suburb for this.

On the flip side, the plan to put an extra 2,000 dwellings and at least another 2,000 cars on the road is not sustainable with the current road and public transport infrastructure. Whilst this may be viable during COVID pandemic traffic movements, it is not sustainable when things return to pre COVID levels and will turn Frenchs Forest peak hour traffic into a snail crawl (which it already is). The roadworks that accompanied the hospital has not alleviated the traffic situation and during peak hour cars stream residential side streets to bypass the Forestway and Warringah Road gridlock (such as Fitzpatrick Avenue East and Hilmer Street).

The plans on display do not address this major issue that accompanies the proposed redevelopment. Frenchs Forest does not have any dedicated bus lane that could by pass the traffic and residents are already suffering from the volume of cars that use Forestway and Warringah Road as a main thoroughfare. For these plans to be viable the road infrastructure problem needs to be addressed and a solution reached before any development should occur.

The plans on display indicate that transport infrastructure won't be upgraded or even considered until after 70% of the new town centre is occupied per page 14 of the Draft Explanation of Intended Effect under "provision of the town centre (Site A only)" subheading. It cannot be assumed that the infrastructure will fix itself after all the new dwellings and new residents arrive.

It also cannot be assumed that the residents of the 2,000 extra dwellings will be employed in the extra 2,000 jobs that will be created so they will not need to use the roads and rely on cars.

Previous studies conducted have found an overwhelming majority of residents in the Northern Beaches drive to work (as opposed to using public transport or other means). It appears that the plans assume that the roadworks accompanied with building the hospital will be sufficient for future growth in the suburb. Residents in other Northern Beaches suburbs also use Forestway / Warringah Road as a main thoroughfare so the roads in Frenchs Forest have to also cater for growth in Frenchs Forest plus surrounding suburbs. The current road infrastructure cannot cope.

For the proposed growth in Frenchs Forest to succeed and garner support from residents, significant improvement to the road infrastructure and better public transport links need to be invested in concurrently at the same time as the redevelopment. The locals are not anti-development, we will support well planned and sustainable development that will make Frenchs Forest a desirable suburb to live and work in. We do not want the suburb to become overcrowded and the roads turned into a rat race.

Additional green space should also be considered for the town centre area.

Thank you for considering my submission. Please do not hesitate to contact me if you wish to discuss further.

Kind regards,

██████████

I agree to the above statement

Yes

Jason and Alicia Beachley



29 August 2021

RE Frenchs Forest Precinct Plan

The Submissions Officer
Northern Beaches Precinct Plan

We wish to express our shock and disappointment at the new controls suggested for the Frenchs Forest Precinct Plan and in particular in relation to **Gladys Ave**. This plan, having taken YEARS to be released, has changed significantly from the original plan submitted by the Northern Beaches Council.

The surrounding streets next to the hospital, have always been ear-marked for the need of a support infrastructure. Areas providing accommodation for staff and locals, short term rental spaces for patient's families, specialist offices and mixed retail. There has been such a dramatic change to what was previously exhibited, it appears this thinking has been discarded.

As a result of the new considerations and the Plans new controls, our land value has decreased to LESS THAN RESIDENTIAL, yet State Planning is expecting this area and in particular our street to be developed. There is absolutely no incentive for us to sell, yet we are likely to have to live through years more construction and disruption as the Town Centre is created.

This doesn't make sense when the purpose of the plan was to encourage development in the surrounding streets, providing support to the new Hospital and Town Centre. How will Planning meet its accommodation goals if the local owners don't sell? Are we not a vital component of this new vision?

In order to deliver the promised plan and its proposed outcomes and encourage interest from developers to build viable product, we would like to have the following controls reviewed:

FSR

- An FSR of 1.0 (previously 2.2) does not make building or development sense, especially when taking into consideration offset and greenspaces
 - DESIRED OUTCOME – INCREASE BACK TO 2.2

Height

- Dropping height to 13 metres, from the original 27.5 metres, coupled with an FSR of 1.0:1 does not make building or development sense, especially when taking into consideration gradients back from the hospital site
 - DESIRED OUTCOME – INCREASE BACK TO 18-22 metres

Affordable Housing

- There is no precedent for 10%. This goal is in place to benefit Council revenue, surely the development of both this area and the Town Centre will attract families and businesses. The associated rates, rents and related revenues with this influx, can surely off-set any loss of affordable housing income.
- We see a realistic figure in this development being 3% to 5% especially in these lower density outlining streets where height and FSR have been cut so dramatically.
 - DESIRED OUTCOME – REDUCE TO 3%

After enduring years of uncertainty and major impacts to our everyday life, we now face future upheaval as a direct result of the major changes to the proposed plan, a plan we were assured was “largely unchanged”.

We fail to see how the proposed planning controls will contribute to the expected outcomes for the Precinct, from either development interest, the commercial and employment benefits related to construction, through to the delivered product promised to the community by State Planning.

After discussing the new Plan with Developers, we know for a fact, they cannot (will not) build on the residual land once consideration has been given to these new controls. If this is the case, then State Planning will not be able to deliver on the vision of the surrounding streets supporting the new Town Centre.

Regards

Alicia & Jason Beachley

Jason and Alicia Beachley

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Friday, 3 September 2021 9:19:13 AM

Submitted on Fri, 03/09/2021 - 09:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

jeremy

Last name

trahair

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

frenchs forest 2086

Submission

This development is neither wanted nor needed by the residents of Frenchs Forest. We dont need a new town centre and we dont need a further 2000 dwellings.

The existing shopping and retail facilities in the area are more than adequate. It seems ludicrous to consider demolishing the aquatic centre and then rebuilding the facility elsewhere.

Likewise the idea of demolishing a functional school and rebuilding it elsewhere is equally ludicrous.

The proposal is against basic environmental and sustainability principles, reduction in green space, increase in concrete and hard surfaces will contribute to environmental warming.

It is ridiculous that the existing community will lose playing fields which are already at or over capacity, forcing weekend football games to be rescheduled to weeknights.

Further, birth rates in NSW are in decline and hence there is no need for further high density accommodation. The new dwellings provided will be bought and sold at market rates and it is hence a fallacy to suggest that this proposal will provide cheap housing.

The Northern beaches does not have a train line and as a result this proposal will lead to significant increased congestion on all the roads in the area. The additional traffic will bring with it noise, air pollution and soot which will cover my windows.

During construction there will be unacceptable noise impacts on residents in the area, of particular concern at night time. Noise will be generated by construction itself and heavy vehicle movements. I am sure that this will lead to nights without sleep, as was the case from previous recent noisy developments in this area.

This whole idea reeks of development for development sake, along the same lines as the foolish decision to knock down the Sydney football stadium.

As a resident of Forest Way I am particularly sensitive to increases in traffic, which are becoming an increasing threat every time that I need to enter or leave my property. I anticipate that should this proceed that this will become a nightmare and even more hazardous during construction.

I agree to the above statement

Yes

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Friday, 3 September 2021 10:18:47 AM

Submitted on Fri, 03/09/2021 - 10:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2087

Submission

Based off the current plans, I am concerned about the integrity of our beautiful suburb Frenchs Forest. I appreciate the need for development and accomodation surrounding the new hospital, but what I cannot understand is the current zoning plans. Why is it that some developments will be several stories high and sitting next to significantly smaller development projects? By not maximising the space and having small developments amongst larger ones, not only will it make the suburb look extremely ugly, it is also not an efficient use of space. If you plan to make developments on land, maximise that land and build each development at similar heights. This would be extremely successful to avoid wiping out other parts of the suburb and completely turning Frenchs Forest into an oxymoron with the lack of forest by creating a concrete jungle without any character. To reinforce, be consistent with the height of each development in neighbouring areas to avoid recreating a scene from a game of Tetris. Also consider that smaller developments amongst significantly larger buildings will not be an attractive place to live as they will be cut off from natural sunlight and accordingly natural warmth, as well as being deprived of any views beyond their neighbouring building.

I agree to the above statement

Yes

3 September 2021

NSW Government
Planning Industry & Environment

Dear Sir / Madam,

SUBMISSION: LETTER OF OBJECTION - [REDACTED] REZONING

[REDACTED]

The legitimate expectation that should be considered, would be a two-storey development, with a ridge height not to exceed 8.5m. Reasonable front setback controls would prevail and be enforced, as they are in any other sites under the current Warringah LEP and DCP that is enforced with the R2 zoning.

The poor amenity outcomes that arise includes bulk, scale and character of the proposal, and impacts upon amenity of surrounding residential properties, are unacceptable.

[REDACTED]

The proposed draft plan implies only one car space per dwelling. [REDACTED] have already endured a significant increase in all day parking due to the close proximity to the Northern Beaches Hospital.

We suggest a much more appropriate planning proposal that is less to impact the residents located to the [REDACTED] to be as follows:

- A maximum height limit of 8.5 metres
- A maximum front set back of 6.5 metres
- A maximum rear set back of 6 metres
- A minimum 2 car space allocation per dwelling

We hope that a mutually beneficial outcome for both sides of [REDACTED] can be achieved.

Regards,

[REDACTED]

Submitted on Fri, 03/09/2021 - 10:36

Submitted values are:

I am making a personal submission

11

11

Yes

Frenchs Forest

Yes

The logo for the Northern Beaches Strategic Community Group is a white rectangular box containing the text "NORTHERN BEACHES STRATEGIC COMMUNITY GROUP" in a bold, white, sans-serif font, arranged in five lines. The background of the page features a dark blue header with a white box for the logo, and a large graphic of stylized waves in dark blue and light blue on the right side.

NORTHERN BEACHES STRATEGIC COMMUNITY GROUP

Dear Hon Robert Gordon Stokes MP, & DPIE

RE: Frenchs Forest Place Strategy

In relation to our previous meetings and correspondence with you and all levels of NSW State Government Departments, including Northern Beaches Council and Liberal Party Members and our Community we were excited to hear that the final plan for the Frenchs Forest Precinct has been released.

We find aspects of the plan will deliver some fantastic outcomes for the community. We are pleased with the considerations for height limitations to not exceed the hospital on the town center site, and with the retention of greenspace and addition of a vibrant piazza. We are excited that the entire build of the town center (and all surrounding buildings included in the areas to be rezoned) must maintain high quality green building standards such as solar energy, grey waste water recycling, rainwater collection and storage, as well as very important native green connections to support the wildlife that exists in the area.

In relation to the transport aspect, we expect a proper BRT East West from Dee Why to Chatswood and appropriate bus interchange to be built to support the increase in dwellings. We maintain this must be a condition for this first stage of the Frenchs Forest Place to be built.

In addition, we expect all new uplifted zoned land developments should contain underground parking as the surrounding streets are already complete chokeholds for visitors and staff at the hospital site, because parking is not free on the hospital site. In addition, all dwellings to be built on Frenchs Forest Road West MUST have vehicular entry points from Frenchs Forest Road West, not the side streets, (eg Gladys Avenue, Bluegum, etc) as these streets are already at capacity and cannot take any additional traffic.

As the plan's intent is to acquire the Frenchs Forest Police Station for road creation, and as the new Place will contain over 2,000 new dwellings, with thousands of extra people, it is extremely important that the suburb does not lose its Police Station services to maintain law and order. The current Police Station services not only Frenchs Forest, but is also providing services to Allambie Heights, Killarney Heights, Forestville, Davidson and Belrose. Where will the new Police Station reside and will it include a large investment in staff, vehicles and building area to cater for the huge population increase being planned?

We were pleased to see the incorporation of State Infrastructure Contributions added to the plan; however, we fail to see how the \$1 million allocated to transport is adequate for the East West BRT from Dee Why to Chatswood. The plan states this is still **unfunded**. It is not feasible to place additional load on the already choked network and bus system, that these 2000 extra dwellings will create. The community needs a clear plan from DPIE on how it will fund and deliver the BRT in advance of and in readiness for the increased population explosion. The community has been asking for this for a very long time. Increased services of existing bus lines is **not** a BRT and is an unacceptable solution. It is our understanding that the State Government pledged to provide this in 2019. See article:

https://www.dailytelegraph.com.au/subscribe/news/1/?sourceCode=DTWEB_WRE170_a_GL&dest=https%3A%2F%2Fwww.dailytelegraph.com.au%2Fnewslocal%2Fmanly-daily%2Fliberals-promise-dee-why-to-chatswood-rapid-bus-service-if-elected%2Fnews-story%2F31aab5159cc0f5653f0e67bd4d27de67&memtype=anonymous&mode=premium



Promised: Dee Why to Chatswood Rapid bus service

Buses could soon run every 10 minutes between Dee Why and Chatswood as the State Government pledges to replicate the successful B-Line service if elected. SEE THE PLAN IN THIS EXCLUSIVE STORY.

The NSW State Liberal Party Government was re-elected in March 2019. Many Northern Beaches Residents voted for the party on the understanding that the BRT from Dee Why to Chatswood would be delivered. Will this election promise be upheld?



Additionally, on transport and pedestrian links, the projects such as:

- the Wakehurst Parkway upgrade from Narrabeen to Seaforth, and its
- interconnection with the Hospital and Frenchs Forest Place sites via a proper off-road bus-interchange; as well as
- new links to the new relocated Frenchs Forest High School (for pedestrian, cycling, and bus access); along with
- the Beaches Link tunnel catchup infrastructure project; and
- the upgrade of Mona Vale Road; and
- associated parks and cycleways,


must all be properly interconnected and able to meet the needs of the future projected increased population growth.

All these plans need to be futureproofed to ensure bus and pedestrian interchanges, intersections and bus stops do not require further rework down the track. We have already seen that after all the money spent on the Frenchs Forest Road upgrade, that there is now a suggestion for all the newly installed Powerlines to be moved underground as the location of the powerlines are too close to where the newly anticipated buildings front setbacks are to be placed. This means new further road disruption, re-digging up of the newly installed footpaths, and so-on. What a waste of time, money and resources already spent! A long-term well-thought-out approach must prevail here to avoid this type of inconvenience and waste of taxpayer's dollars in the future!

All projects related to the upgrades should be considered as one; and consolidated to minimize disruption to the community to one point in time as opposed to years and years of ongoing construction interruptions. A time lined approach for the roll out of all of these projects should also be clearly outlined to the community in an easily digestible communication. This enables the community to know what to expect when.

It is with disappointment that we note that the ongoing development issues facing our Northern Beaches Local Government Area, that we have raised with you previously have NOT been addressed. We raised directly with all of you on behalf of the Frenchs Forest Community, the improper planning related to the zoning of the area, including the lack of scale down, and how it is inappropriate to cut streets in half and wedge single dwelling homes between tall buildings. We remind you of those issues below:

1. The Frenchs Forest Precinct Structure Plan does NOT provide scale down zoning within the streets off French's Forest Road West, nor does the new Place Plan. Residents still face high density (6-12 storeys) next to and across the road from single dwelling family homes. This is still poor planning which is completely failing the community.
 - a. **Impacts:** Surrounding residents with the worst example in Gladys Avenue (who have invested millions in their homes) face years of further limbo on rezoning and significant ongoing staged building works on the entire South Side,



impacting on property value, health, and quality of life. The remaining streets adjoining Frenchs Forest Road West face a similar plight. Residents face high density R3+ rezoning of the first 2 blocks in (from Frenchs Forest Road West) on every street, with the remaining blocks staying at R2 zoning. This process started in 2014 and there is still no comprehensive solution in sight. Trees and setbacks is NOT scale down zoning. As per the 22-storey tower plan (where more residential capacity was sought) with no additional transport infrastructure, RMS traffic excuses don't stack up. The Bantry Bay Track landowners are also being placed in a landlock chokehold which is unacceptable. Additionally, it is unfathomable that Council's new LEP doesn't fix this issue either. In other words, no one is taking responsibility for fixing this issue at the State Government nor at the Council level. **Why is it that the community is being railroaded in this manner?**

- b. **Solution:** Rezone all the properties on the North Side of Gladys Avenue to R3 Medium density (potentially including height caps of 3-4 storeys). This provides residents with a way out and offers a unique opportunity to reshape the entire street all at once. It's a win for residents, developers, and Council by enabling controlled planning through minor zoning uplifts. This will enable low-rise medium density dwellings to be built on the north side, rather than one or two developer led housing types that fail the current community and its future needs. An R3 rezone uplift to entire streets off Frenchs Forest Road West is also required (Bluegum, Sylvia, Gidya, Cobb, Rabbett, Wareham). Bantry Bay track must be upgraded to a proper road at the cost of the developers who will be upgrading current R2 sites to hotels and apartments etc. **We maintain all these recommendations are critical to easing the extreme financial and emotional strain this plan is placing on existing homeowners within these streets.**
2. **Collaborative Community Engagement.** We restate that we are not against development. We support the Greater Sydney Commission's North District Plan and understand the need for growth. However, growth must meet the current and future needs of the community. We do not want to see catchup infrastructure such as the Beaches Link Tunnel being used as justification for a developer led free for all. We want to see best practice applied to the Northern Beaches LGA. Proper consultative community engagement ensures great planning outcomes benefit everyone, that's all we are asking for here.

With the plan to move away from Precincts more generally, while still pushing ahead with the Frenchs Forest Place, there is an even greater urgent need to ensure this is done properly. All levels of Government and the community need a great news story and world class design. We want a legacy we can be proud of which provides excellent outcomes for currently impacted residents **and** the community's future needs. Where is the independent world class green design team? We understand Council is implementing a design team however, an independent non-government body should be nominated to review this design piece of work, to ensure transparent global green design standards and world class modern aesthetics are met.



In relation to the Frenchs Forest High School relocation:

- It is imperative that the minimum green standard requirements which align to the Northern Beaches Council's goals for new build green ratings toward 2040 are included in the design. They must align to the green Frenchs Forest Place design principals. **It is critical, that SEARs from DPIE, (*"which advises the requirements that need to be included as part of the main development application"*), ensures that the full green star rating requirements is applied to the design and build of this project.**
- In addition, it is not only the current Frenchs Forest school community that should be engaged in this process, as there are many current primary school children in the area, who will attend this new school, in the future. To ensure transparency, the design phase must go out for review and comment to the wider Frenchs Forest, Belrose, Davidson, Forestville and Killarney Heights, Allambie Heights, Beacon Hill communities for comment.
- Further, we would like to see the school design include extension Satellite Class spaces, and a dedicated facility with teaching aids to support children who require additional educational supports and behavioral supports.
- The design must also include outdoor greenspace classrooms and building structures that support a sense of connectedness to nature, to enable children to break out from traditional structured classroom environments. In today's increasingly digital world, the children of the future need access to digital free down time in nature to improve mental health and wellness, toward creating a healthier generation of adults.
- The design also needs to include a dedicated sporting oval, basketball courts and sporting facilities that encourage physical health and wellbeing. The new Frenchs Forest High School must also be futureproofed to accommodate for the population explosion planned for the area, together with walking, cycling, and bus interchange connections to the Frenchs Forest Place site.

We look forward to quick progressive action from you to resolve these issues this year. We thank you (and Brad Hazzard MP) again for previous audience and appreciate you taking the time out to champion these issues as the Minister for Planning. We look forward to hearing from you in due course.

cc: Brad Hazzard MP

Yours sincerely,



Gopala Maurer
President
Northern Beaches Strategic Community Group



Rebecca Tissington
Frenchs Forest Place Community Liaison
NBSCG

3 September 2021

NSW Government
Planning Industry & Environment

Dear Sir / Madam

Re: Draft Frenchs Forest Place Strategy
The Exhibition of the draft Frenchs Forest Place Strategy

WRITTEN SUBMISSION: LETTER OF OBJECTION IN RELATION TO

The poor amenity outcomes that arise includes bulk, scale and character of the proposal, and impacts upon amenity of surrounding residential properties, are unacceptable.

The draft proposal plan is not compatible with neighbouring residential dwellings in [REDACTED], and the building height and front set back presents a worrying concern to the privacy not adequately preserved to the [REDACTED].

The ease with which privacy can be protected is inversely proportional to the density of development. At low-densities there is a reasonable expectation that a dwelling and some of its private open space will remain private, at high-densities it is more difficult to protect privacy.

The proposed draft plan implies only one car space per dwelling. The [REDACTED] residents have already endured a significant increase in all day parking due to the close proximity to the Northern Beaches Hospital.

[REDACTED] there is a concern the narrowness of the street will become extremely dangerous for the children that currently reside in the street, not to say the pollution of motor vehicles parked on a daily basis due to the insignificant allocation of parking.

[REDACTED]

- A maximum height limit of 8.5 metres
- A maximum front set back of 6.5 metres
- A maximum rear set back of 6 metres
- A minimum 2 car space allocation per dwelling

We accept the proposed R2 zoning + additional land uses being, attached & detached dwelling.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Yours Faithfully

[REDACTED]

Dear Hon. Gordon Stokes, MP

My comments on your Draft Planning Package for the Frenchs Forest Precinct are set out below for your consideration.

1.0 Conclusion

The Draft Planning package is completely out of step with any of the major modern town planning principles ^{ref1, ref2}, makes unsustainable and unsubstantiated claims about its great public benefit and quality of living, liveability, and has not one word about likely sources of finance to turn this package into reality.

Therefore, being a project without public benefit and merit the complete package must be rejected.

An independent peer review is essential to give the package a minimum of credibility.

2.0 Discussion

2.1 Preamble

In the 1970s as a commuter from Collaroy to Clyde via Chatswood I had often waited patiently on mornings at the Wakehurst parkway intersection lights. My return journeys were deliberately timed to be in the late evening to avoid traffic jams there.

And just recently, I have tried to explore the streets of the proposed town centre as a pedestrian.

The completion of the Warringah Road enlargement at Frenchs Forest has now allowed for a huge increase in car traffic volume to reach Chatswood in a much shorter time, thus benefiting that destination greatly. The Warringah Road car traffic has become faster and denser. The now much faster Express bus service 160x from Chatswood to Dee Why has made commuting between these end points practical. It allows travel between end points in 45 minutes and reaching Frenchs Forest hospital in 25 minutes at 10-minute bus intervals! Check out its usage! Little used so far.

After walking on Forest Road-West from Wakehurst Parkway towards Frenchs Forest shopping centre, I was soon exhausted by the roller-coaster type of road that was either too steep falling or too steep rising. The road was just bulldozed across the undulating terrain. No attempt was made to try to produce a walkable footpath along some less steep, gentle contours.

I reached the conclusion this precinct is not a pedestrian friendly place or suitable for bicycle riding.

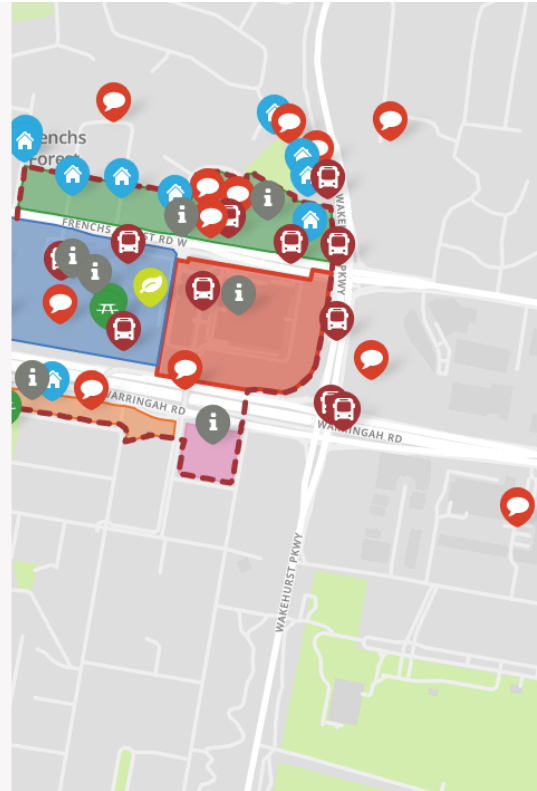
2.2 Comments

Following the sequence of the Department of Planning, Industry and Environment Draft Planning package (see below) I comment as below:

Draft Planning package

The Department of Planning, Industry and Environment has prepared a draft planning package for the Frenchs Forest precinct. The new town centre will reimagine Frenchs Forest as a thriving centre for the Northern Beaches with:

- 1.5ha of new public open space
- A 1,665sqm piazza
- New retail, employment and social opportunities with new bars, restaurants and cafes
- New health and education related jobs to support Northern Beaches Hospital
- More diverse housing options for the community including up to 250 new affordable homes, subject to project feasibility
- Easier walking and cycling connections
- The town centre being a sustainable, low carbon, high-efficiency precinct
- A new, locally related Forest High School that will set the standard for 21st century learning.



2.3 New public open space

This space is occupied by the high school to be moved out.

This is not NEW public space just repurposed public land.

No Merit.

2.4 1,665 sqm piazza: converted from the public school grounds.

No Merit.

2.5 New retail, employment and social opportunities with new bars, restaurants, and cafes.

Will never happen.

The precinct is surrounded on three sides by dense, high speed car traffic on big roads, like the medieval moats around castles designed to keep foreigners out. I have not seen anywhere in Australia or the world a successful town centre that was enclosed by traffic moats such as these. There will be none of the wished-for social facilities without large parking areas for arriving traffic. Bicycles, pedestrians will be absent, because the precinct is not accessible to either of them.

Examples where a traffic sewer such as the Wakehurst Parkway and Warringah Road splits and destroys a suburb can be found in Dee Why where Pittwater Road becoming wider and uglier by the day splits the township into two and thus destroying any resemblance to a thriving city centre.

Castle Hill is a classic example that the proposed Frenchs Forest precinct is trying to emulate. Castle Towers shopping centre has become the virtual town centre and is surrounded on three sides by traffic moats that have killed the city centre. Historic public buildings are enclosed behind security fences, inaccessible to the public, because cars have had their free reign that keep pedestrians at bay.

I will not mention in detail the debilitating effects of noise and air pollution.

2.6 New health and education related jobs

Pipe dreams.

The Northern Beaches Hospital, private and public is a new institution with great benefit to all manner of not healthy people in the larger surrounding area of Frenchs Forest. All inmates of such an institution are sick and are under medical treatment. Staffing is done by professionals drawn from all Sydney precincts. Their education took place at tertiary institutions around the country and the world. There will be no new employment beyond what is there now. The presence of the hospital as a public benefit towards the city centre will be zero, unless recovering patients from the hospital can be rolled out on stretchers and wheelchairs to participate in lunch time avocado sandwiches and coffee.

The hospital is managed by a British management company. Therefore, all financial, operational, and strategic plans for the hospital are determined in London, not locally. We just supply a variety of labour categories as that company determines.

No educational facilities are mentioned for producing education related jobs.

Trying to arrange a new people friendly city centre around an hospital is not much different to the now under construction hare-brained Aerotropolis in Badgery Creek based on creating a live city centre around an airport. It cannot be done.

How will new health and educational jobs be created?

As a footnote I mention the perennial proposals for the present Brookvale industrial area adjacent to Dee Why to create high technology jobs in a technology park to make for less commuter car traffic. Implementing such proposal would do much more to reduce commuter trips, benefit the Common Good than any new town centre in Frenchs Forest could do.

2.7 Diverse housing options.

Who will finance these housing projects? Private developers.

2.8 Easier walking and cycling connections

This is an outright lie, when considering the steeply undulating terrain, obstacles for pedestrians to cross large and busy road intersections and the amount of concrete serving as heat sinks already laid down and proposed to be laid down.

Try as a pedestrian try to cross Wakehurst Parkway at the lights. Or who is going to cross over the pedestrian bridge arching over Warringah Road? Would you let your child go unsupervised onto the road anywhere in the precinct with a skate board or scooter?

2.9 The town centre as a sustainable, low carbon , high efficiency precinct

Buzzwords to be deleted and replaced with liveability factors such as pedestrian friendly, bicycle enabled, friendly, slow life style, clean air, and minimal traffic intrusions and noise by diverting all car traffic.

2.10 References

1. Paul Tranter and Rodney Tolley, *Slow Cities, Conquering our Speed Addiction for Health and Sustainability*, Book, 2020, Elsevier.
2. Elizabeth Farrelly, *KILLING SYDNEY, The Fight For a City's Soul*, book, 2021, Picador.

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE CSE Frenchs Forest Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: Draft Frenchs Forest Place Strategy
Date: Friday, 3 September 2021 12:44:55 PM

Submitted on Fri, 03/09/2021 - 12:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Narrabeen 2101

Submission

We lived in Frenchs Forest Rd West, [REDACTED]. From 2012 to 2017 we were always involved in public meetings, consultations submissions etc in the planning for the hospital. The new Hospital Precinct plan was promised every 6 months or so for years from 2014 to finally now in 2021 when it was finally released. We moved [REDACTED] 7 due to frustration, dirt, noise, roadworks, maintenance required to house, no idea when we would know what was planned, & old age. I tell you all this so you know why we feel qualified to comment on the plan [REDACTED]

One thing we learnt over these years of trying to give feedback on the 1st Phase of Hospital Plan to authorities (new roads, actual hospital plan & placement on block etc etc) is that not much notice is taken of residents and they proceed with what the experts in offices have drawn up who don't even know, live in or feel the vibe of the suburb.

However having said this, the current plan has good ideas especially the relocation of the High School to the old Spastic Centre and new buildings & facilities for future generations of students. We like the rezoning & set up of the surrounding streets & areas & the plan to have it unfold in stages over the years. Mention is made of upgrades to walkways & cycleways in the area but this whole precinct area is surprisingly hilly when on foot or bike.

The one thing we think needs to be addressed & not mentioned is access to all the houses & residents bounded by the three roads, Frenchs Forest Rd West, Forest Way and Wakehurst Parkway. Access in & out in all directions has been significantly longer now there are so many more traffic lights & cars on Frenchs Forest Rd West, the hospital traffic light being particularly long and annoying! We can vouch for this as it takes us 5 mins longer now when we visit our two children who live in this area. Once the construction of all the medium density housing & town centre commences it will be harder and longer let alone when all the residents, tenants & shoppers & their cars use Frenchs Forest Rd West.

Thank You & Good Luck

I agree to the above statement

Yes



2 September 2021

Department of Planning, Industry and Environment
12 Darcy Street NSW 2150
Parramatta NSW 2150

Attention: Brendan Metcalfe (Director North District) and Lauren Templeman (Project Manager)

Re: Draft Frenchs Forest Place Strategy 2041

Dear Brendan and Lauren,

We write in relation to the Draft Frenchs Forest Place Strategy 2041 and supporting documentation currently on exhibition. We write on behalf of REVELOP who own Forestway Shopping Centre located at 22 Forest Way, Frenchs Forest that is within the Northern Beaches Hospital Precinct.

We would like to take this opportunity to open communication lines with Department of Planning, Industry and Environment (**DPIE**) and Northern Beaches Council (**NBC**) in relation to the preparation of the Frenchs Forest Place Strategy 2041. We like to request to meet with DPIE and Council prior to finalisation of Frenchs Forest Strategy 2041 to provide specific input into its preparation as the largest private landholder in the precinct.

We look forward to collaborating with you to maximise the potential of Frenchs Forest and ensure the principles of the Northern Beaches Local Strategic Planning Statement are met.

For the reasons outlined in **Attachment 1** we raise objection to the Draft Frenchs Forest Strategy 2041 in its current form due to its potential impact on the Forestway Shopping Centre and welcome the opportunity to discuss further. A full copy of Revelop's submission on the Draft Frenchs Forest 2041 Strategy is provided at **Attachment 1**.

Thank you for considering our submission. Please do not hesitate to contact us if you require any further information about Revelop or our submission. We look forward to receiving your response and speaking to you soon regarding the strategy.

Yours sincerely



Robert Bennett
Director





Attachment 1

**REVELOP submission to
Department of Planning, Industry
and Environment on Draft Frenchs
Forest Place Strategy 2041**

September 2021



Introduction

Emerging in 2007, REVELOP has an active portfolio of modern, urban development and redevelopment projects in Australia. REVELOP's development strategy reflects a drive to create innovative, sustainable facilities, workplaces, and residential communities to meet the needs of the precincts and communities in which they are located. A passion for property, perceptive market approaches and unmatched expertise has seen the transformation of bare earth sites into outstanding properties in the residential, retail, and commercial sectors.

REVELOP own the Forestway Shopping Centre located at 22 Forest Way, Frenchs Forest and took ownership of the site approximately 6 months ago. REVELOP is the largest private landholder within the Northern Beaches Hospital Precinct and provides an important community asset for the residents of Frenchs Forest.

Forestway Shopping Centre is situated 13kms from the Sydney CBD in a prime location on the corner of Warringah Road and Forest Way. The asset is complemented by a neighbourhood retail offering anchored by Woolworths and Aldi, with over 35 specialty tenancies. The centre also incorporates 7 commercial office spaces.

Forestway Shopping Centre Facts:

- » 2 x Majors (Woolworths + Aldi)
- » 3.5million foot traffic annually
- » 9,576sqm Total GLA
- » 500+ Parking Bays
- » 5.5* NABERS Energy & Water Rating

REVELOP are currently in the early stages of developing plans to expand and revitalise the existing Forestway Shopping Centre to enhance the assets of the existing site and provide a vibrant and active centre.

Figure 1: Forestway Shopping Centre Location Plan



Source: Six Maps

Forestway Shopping Centre is located within the broader Northern Beaches Hospital Precinct. The **Draft Frenchs Forest Strategy 2041** is the proposed strategic plan for the Northern Beaches Hospital Precinct that will result in rezoning of land in and around the new hospital. It will drive the



revitalisation of Frenchs Forest by establishing a vision for the future to provide for new homes and jobs around the precinct, close to transport, open space and schools. The proposed rezoning's include the Forestway Shopping Centre site being rezoned from B2 Local Centre to R3 Medium Density Residential as part of Phase 3 and the Frenchs Forest High School being rezoned from R2 Low Density Residential to B4 Mixed Use as part of Phase 1.

Figure 2: Northern Beaches Hospital Precinct Structure Plan



Legend

B1 Neighbourhood Centre	R2+ Low Density Residential plus additional land uses	R3+ Medium Density Residential plus additional land uses
B4 Mixed Use	R3 Medium Density Residential	SP2 Infrastructure
Phase 1 (Immediately)	Phase 2 (10 years)	Phase 3 (10 years +)
Proposed new road		

Source: Northern Beaches Council

While it is understood the rezoning of the subject site will form part of Phase 3, it does not appear that an adequate assessment has been made of the proposed Phase 1 rezoning and relocation of the business/commercial core to determine the impact it will have to existing commercial assets in the precinct. The rezoning and overall redevelopment of the precinct will impact on the ability for Forestway Shopping Centre to operate effectively and efficiently for the reasons outlined in this submission.

Given the significant impacts to Forestway Shopping Centre as a result of the overall ***Draft Frenchs Forest Strategy 2041*** it is vital that discussions are held between REVELOP, DPIE and NBC prior to any further amendments and endorsement of the strategy.

Towards 2040 – Local Strategic Planning Statement

In March 2018, amendments to the Environmental Planning and Assessment Act 1979 (EP&A Act) introduced new requirements for councils to prepare and make Local Strategic Planning



Statements (LSPS). LSPSs are to set out the 20-year vision for land use in the local area and how growth and change will be managed into the future. The LSPS is the key resource to understand how strategic and statutory plans will be implemented at the local level.

Towards 2040, prepared in March 2020, is the LSPS for Northern Beaches Council. It sets out several priorities and principles to guide future development. Of importance to the **Draft Frenchs Forest Strategy 2041** and the subject site is priority number 23 which aims to provide Frenchs Forest as a sustainable health and education precinct. One of the key principles identified in the LSPS is to:

"Ensure the business park, town centre, hospital and Forest Way [sic] Shopping Centre function together."

Therefore, it is noted that the function and working operation of the Forestway Shopping Centre is a key component of the future broader strategy for the Northern Beaches Hospital Precinct. Given the importance of LSPSs in translating strategic directions into local priorities any future controls and plans are to illustrate how they will achieve the above key principle.

Concern is raised with the **Draft Frenchs Forest Strategy 2041** as it will undermine the ability for Forestway Shopping Centre to trade for the reasons outlined below and it does not appear that the strategy provides adequate actions to address the above key principle identified in the LSPS. This letter outlines our concerns with the **Draft Frenchs Forest Strategy 2041** and provides recommendations for future planning to ensure the on-going viability of Forestway Shopping Centre and alignment with the key principles of the LSPS.

Economic Impacts

A review of the **Precinct Employment Strategy** prepared by Macroplan, dated November 2020 has been undertaken. It does not appear the **Employment Strategy** has adequately considered all three phases of the Northern Beaches Hospital Precinct Plan and the impact to the existing Forestway Shopping Centre.

The **Precinct Employment Strategy** has accounted for the expansion of Forestway Shopping Centre by identifying it could provide around an additional 6,000 sqm of expanded retail and related ancillary floorspace but is unlikely to increase the number of supermarkets it accommodates. It has also identified that new retail development in the Frenchs Forest Town Centre, between 7,000 – 16,000 sqm of new retail and ancillary floorspace is anticipated at the new centre. It is noted that the **Precinct Employment Strategy** has made assumptions regarding the expansion of Forestway Shopping Centre however its owner has not been engaged to discuss future plans for the shopping centre.

The **Draft Frenchs Forest Strategy 2041** effectively relocates all commercial and business development away from existing. It is unclear why this has been done and whether consideration has been given to co-locating new business zones adjacent to the existing business uses and Forestway Shopping Centre to ensure they can work effectively together. Without consideration of this option it does not appear adequate consideration has been given to determine how the the key principles of **Towards 2040** that are outlined above can be achieved. It is strongly recommended that the **Precinct Employment Strategy** consider the implications of relocating commercial development away from existing. It appears counterintuitive to provide additional commercial space when there is already an existing shopping centre within the Northern Beaches Hospital Precinct.

As detailed earlier in this letter REVELOP is in the process of preparing plans to revitalise Forestway Shopping Centre which will assist in meeting the key principles of the **Draft Frenchs Forest Strategy 2041**. It seems logical to therefore work with REVELOP on development of the precinct to understand their future plans and hence a meeting between REVELOP, DPIE and NBC is considered necessary prior to endorsement of the **Draft Frenchs Forest Strategy 2041**.



As Forestway Shopping Centre already exists, and most retail development is provided within Phase 1 it appears all retail development is expected to be provided within phase 1, whereas demand (from new population etc) will only be met in the long term when Phase 3 is completed. Given the above, all commercial development will be provided at once and no information is provided in the planning package on the impact this will have on trade within Forestway Shopping Centre.

Therefore, it appears the economic impacts have not been considered in their entirety, and it is suggested further research be undertaken to determine more realistic supply/demand scenarios, especially any specific impacts (positive and negative) on the existing Forestway Shopping Centre across each proposed phase of development so that the opportunities presented in the Strategy can be properly realised and put in place.

Given the potential impacts to the economic viability of Forestway Shopping Centre as a result of the ***Draft Frenchs Forest Strategy 2041*** it is considered that at a minimum engagement with REVELOP prior to the strategy's endorsement is required given they are the largest private landholder in the precinct.

Permissibility

As shown in Figure 2 above, future directions for Forestway Shopping Centre site include rezoning it from B2 Local Centre to R3 Medium Density Residential Development as part of Phase 3 of the strategy.

The ***Explanation of Intended Effect*** (EIE) included in the planning package details that the *Warringah Local Environmental Plan* (LEP) 2011 will be amended to implement new planning controls in accordance with the above structure plan.

Given the above, a review of the R3 Medium Density Residential zoning under the Warringah LEP has been undertaken and is reproduced below:

Zone R3 - Medium Density Residential

1 Objectives of zone

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.*
- *To ensure that medium density residential environments are of a high visual quality in their presentation to public streets and spaces.*

2 Permitted without consent

Home-based child care; Home occupations

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental protection works; Exhibition homes; Group homes; Home businesses; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Residential flat buildings; Respite day care



centres; Roads; Secondary dwellings; Seniors housing; Tank-based aquaculture; Veterinary hospitals

4 Prohibited

Pond-based aquaculture; Any other development not specified in item 2 or 3

The existing Forestway Shopping Centre contains a variety of uses as defined under the Standard Instrument including but not limited to, business premises, commercial premises, food and drink premises, shops, indoor recreation facilities, medical centre and neighbourhood shops.

As detailed in the land use table above, a number of the current uses within the shopping centre are not identified as 'permissible with consent' and would therefore actually be 'prohibited' development within the R3 Medium Density Residential zone. While it is acknowledged this would not impact on any uses that already have either Complying Development Certificates (CDCs) or Development Consent to operate, it would impact on any future uses that seek to operate in the centre and require consent to amend or expand their current operations.

This cannot be an intended effect of the **Draft Frenchs Forest Strategy 2041**, as rezoning the site R3 Medium Density Residential zone would have adverse impacts on the shopping centre as any options for obtaining CDCs / approvals for amendments and/or expansion would be impacted and the undermine the ability of the shopping centre to continue to trade.

The centre relies heavily on the Complying Development Certificate (CDC) process to be followed where possible. CDCs allow for straightforward development to be determined through a fast-track assessment process to reduce approval waiting times and allow businesses to start operating in a timely manner. Under Part 5, Division 1, Subdivision 2 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) any new use under a CDC must ensure the following:

- (a) the current use must be a lawful use,
- (b) the current use must not be an existing use within the meaning of section 4.65 of the Act,

Therefore, the use must be 'permissible' under the current provisions that apply to the land. With the proposed rezoning to R3 Medium Density Residential, a CDC would not be able to be issued for any future new use and would rely on the approval of a development application through Council under Part 4 of the *Environmental Planning & Assessment Act 1979* (EP&A Act). This would result in costly and lengthy approval processes for small business owners and therefore may diminish the attractiveness of Forestway Shopping Centre to new businesses.

As noted, most commercial uses would be prohibited within the zone. Therefore, any development application submitted to Council for a new use at Forestway Shopping Centre within an R3 Medium Density Residential zone would have to demonstrate they benefit from existing use rights under Division 4.11 of the *Environmental Planning & Assessment Act 1979* (EP&A Act). However, it is unclear how easily existing uses (and especially any new uses) could demonstrate they benefit from existing use rights. Therefore, the entire operation of Forestway Shopping Centre would be placed into significant doubt as there is limited guarantee that any new business requiring consent would be able to gain approval.

Given the above, the proposed rezoning of the site from B2 to R3 would have serious implications on the ability of the existing centre to operate and attract new business. This is especially significant given the current impact on retail trading resulting from the broad issue of internet purchasing and the specific disruption caused by the COVID 19 pandemic.

Furthermore, it appears reasonable to assume that **Towards 2040** considers that Forestway Shopping Centre will continue to operate into the future and as such, any new planning controls for the precinct must ensure this occurs. In addition, it is interesting to note that a number of technical studies included in the planning package speak to an expansion of Forestway Shopping Centre. The key principles and directions of **Towards 2040** would not be met if the site was



zoned to R3 Medium Density Residential given the changes to permissibility and prohibition which will undermine the ability for the centre to continue to operate and trade, let alone evolve and flourish.

Given the above, REVELOP object to the rezoning of the site from B2 to R3 given the significant impacts it will have on Forestway Shopping Centre. It is also very concerning that REVELOP have not been engaged prior to the ***Draft Frenchs Forest Strategy 2041*** given the serious implications it will have on the ability for Forestway Shopping Centre to operate.

Notwithstanding the above objection, the EIE for the *Draft Frenchs Forest Strategy 2041* includes a proposed amendment to Schedule 1 of *Warringah LEP* to allow additional permitted uses for some land that is part of Phase 1 of the structure plan. The amendment to Schedule 1 would permit (with consent) business and office premises, medical and community health facilities in the R2 Low Density Residential zone and the R3 Medium Density Residential zone. As discussed above, ***Towards 2040*** and the technical studies include details of the future of Forestway Shopping Centre and its possible expansion. If the Forestway Shopping Centre site were to be rezoned to R3, Schedule 1 of Warringah LEP would have to be amended as part of any Phase 3 development to also include additional permitted uses for Forestway Shopping Centre. This, or another equivalent savings provision inclusion would ensure future operation of Forestway Shopping Centre as well as its potential expansion. The additional permitted uses would have to include the overarching parent term of 'commercial premises' to capture the large array of different uses that currently form part of a shopping centre. While it is noted Phase 1 is only being implemented, without any reference within the Draft Frenchs Forest Strategy 2041 to future permissibility of the shopping centre it is unclear how it will continue to operate and plan for its future.

If the site were zoned to R3 Forestway Shopping Centre would be unable to continue to trade as it would hinder the ability for new businesses to gain consent and thus the key principles and priorities of ***Towards 2040*** would not be met. In addition, the technical studies that form part of the planning package for Frenchs Forest 2041 would appear to be inaccurate in their conclusions as they have been prepared on the basis of the continued operation of Forestway Shopping Centre.

It is considered that the overarching ***Draft Frenchs Forest Strategy 2041*** has not considered the new Northern Beaches Hospital precinct in its entirety. While it is acknowledged that only controls for Phase 1 are being amended, the ***Draft Frenchs Forest Strategy 2041*** still includes references to future phases but does not appear to have considered them to the same degree. Furthermore, the rezoning to local centre within phase 1 is likely to have serious implications for Forestway Shopping Centre and this hasn't been considered in the assessment of ***Draft Frenchs Forest Strategy 2041*** as discussed below. Given these serious implications on Forestway Shopping Centre it appears that engagement with REVELOP prior to endorsement of the ***Draft Frenchs Forest Strategy 2041*** is required and it is not understood why this has not been happened at an earlier stage.

Traffic Impacts

The ***Draft Frenchs Forest Strategy 2041*** details that infrastructure will be in place as the population grows, with infrastructure planning drawn from detailed technical studies and inputs from State agencies and Northern Beaches Council. This includes a focus on walking, cycling and public transport, to achieve a shift away from private car use.

A review of the ***Transport Strategy*** prepared by Jacobs dated November 2020 has been undertaken. The strategy details that a substantial proportion of the population use private vehicles as their main mode of transport. The strategy also identifies that into the future, private vehicles will be maintained as the main mode of transport, albeit slightly reduced in its proportion among other modes. Therefore, consideration of the traffic impacts is vital to the future of the precinct as this will still be the main form of transport.



Overall, it is considered that the traffic impacts of any future development within the Northern Beaches Hospital Precinct haven't been considered in their entirety. The Transport Strategy makes the following recommendation if Phase 1, 2 and 3 were all to go ahead:

"Overall results demonstrate that the full structure plan yield would have major impacts to the road network. It is also noted that the level of road infrastructure required to serve this demand (i.e. widening of Warringah Road) is unlikely to be feasible or cost effective due to substantial land requirements. A large mode share shift from private car to public transport would be necessary to support the delivery of the full structure plan."

Therefore, it would appear that adequate modelling for all three phases has not been undertaken and consideration has not been given to the overall impacts of all phases of the **Draft Frenchs Forest Strategy 2041**. While only phase 1 is being implemented, it appears illogical to only consider traffic impacts in the short term rather than the long term.

The Transport Strategy recommends an additional right-turn lane at the Naree Road/Forest Way intersection. This intersection is located approximately 100m from the Forestway Shopping Centre and as such may have adverse consequences for the centre. Notably, the traffic report identifies the following:

"An additional right-turn lane at the Naree Road/Forest Way intersection. It is recognised that a number of constraints exist should this be implemented. Therefore, the feasibility of this upgrade should be investigated further."

Without this further investigation it is unclear what the immediate and longer-term impact(s) might be on either the Forestway Shopping Centre and/or the overall precinct. Furthermore, the Special Infrastructure Contributions (SIC) includes the additional right-hand turn lane into Naree Road in its infrastructure schedule. It is unclear from the transport strategy why this option has been included as a specific item for revenue raising when there appears limited evidence for its inclusion or future status. It appears imperative to further investigate this option to determine whether appropriate traffic measures will be put in place during phase 1 to minimise impacts to surrounding streets.

It should also be noted that the Traffic Strategy recommends that Russell Avenue access is not blocked from Forest Way as this is not required to manage traffic impacts from the proposal. However, the structure plan diagram (Figure 3) in the **Draft Frenchs Forest Strategy 2041** appears to indicate that access to this road from Forest Way is blocked. There is no evidence for this proposed measure. Blocking of Russell Avenue will have serious implications for the overall precinct as this would result in the only access to Forestway Shopping Centre being from Grace Avenue. Given the Transport Strategy recommends Russell Avenue remains accessible from Forest Way and given Forestway Shopping Centre will operate well into the future there are likely to be impacts to traffic within Grace Avenue if access to Russell Avenue were blocked and this has not been considered in the modelling. Overall, the need to block Russell Avenue access from Forest Way requires further consideration prior to any endorsement of the **Draft Frenchs Forest Strategy 2041** as the planning package and technical studies recommend it remains accessible from Forest Way.

Given the gaps apparent in the Transport Strategy, it appears the traffic impacts of all three phases have not yet been adequately considered. Further investigation into the Naree Road/Forest Way additional lane, closure of Russell Avenue and traffic impacts resulting from all three phases of proposed development should be undertaken to determine whether adequate measures are proposed; possible; viable; and able to be funded through contributions (in whole, or in part).

Given the extent of traffic impacts on the streets around Forestway Shopping Centre it appears that engagement with REVELOP prior to endorsement of the **Draft Frenchs Forest Strategy 2041** at a minimum is required given they are the largest private landholder in the precinct.



Built Form/ Urban Design Impacts

The **Draft Frenches Forest Strategy 2041** contains a number of principles to guide future development in the Northern Beaches Hospital Precinct. Key principles are reproduced below:

- » *Integrate pedestrian movement and convenience with accessible public transport*
- » *Prioritise pedestrians*

In addition, as detailed previously, the Northern Beaches **Towards 2040** LSPS includes the following key principle:

Ensuring the business park, town centre, hospital and Forestway Shopping Centre function together.

An **Urban Design Report and Public Domain Strategy** has been included within the technical studies for the Phase 1 development. This report identifies that the precinct currently has poor walkability and permeability and any future town centre design should seek to complement the existing retail provisions at Forestway Shopping centre.

While the above strategies and plans consider Forestway Shopping Centre, the urban design report masterplan does not include any proposals or details on the connections that might be made to the existing Forestway Shopping Centre. Therefore, it is unclear how they will manage to operate alongside one another. The Employment Strategy has also not adequately considered the impact to Forestway Shopping Centre and this in combination with the lack of physical connections illustrate a lack of consideration for how the new business precinct and shopping centre will function alongside one another.

To ensure the continued economic viability of Forestway Shopping Centre and to ensure consistency with the **Draft Frenches Forest Strategy 2041**, the importance of providing connections between the proposed town centre and existing shopping centre would appear to be vital and it does not appear this has been adequately considered. If these two centres are to operate in tandem, their connection should be further considered and - at a very minimum - discussed with the existing operator(s).

Frenches Forest Strategy 2041 Documentation

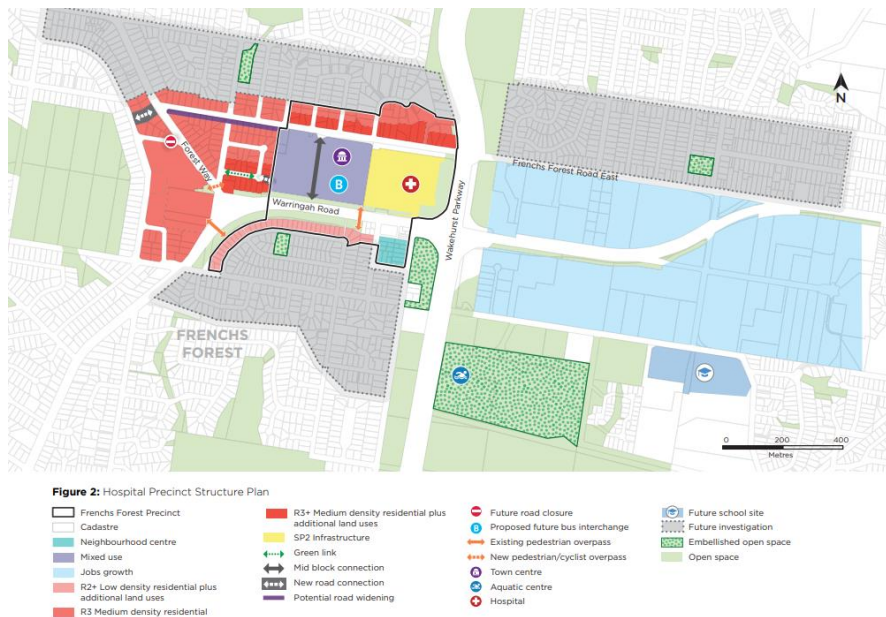
A review of the **Draft Frenches Forest Strategy 2041** and EIE have been undertaken. It is understood the rezoning of land at the site of Forestway Shopping Centre forms part of Phase 3 of the development. The **Draft Frenches Forest Strategy 2041** refers to three phase delivery of the Hospital Precinct Structure Plan and details the following:

"Phases 2 and 3 are longer term propositions that will require significant regional road works, such as the proposed Bus Rapid Transit and Beaches Link before changes to planning controls are envisaged."

However, the strategy does not identify what sections of the precinct form which part of each individual phase. Specifically, Figure 2 from the document is reproduced below and illustrates the rezoning across the entire precinct however doesn't illustrate the areas that will occur at later phases subject to further studies and analysis. It is highly unusual for a strategy with three distinct phases not to include a staging plan on the structure plan that coordinates the separate building and infrastructure stages.



Figure 3: Hospital Precinct Structure Plan – Draft Frenchs Forest Strategy 2041



Source: Draft Frenchs Forest Strategy 2041

Further concerns are raised with the EIE as it details the following:

"It is also proposed to amend the Environmental Planning and Assessment Regulation 2000 to ensure that the Frenchs Forest Place Strategy is a matter for consideration in future development applications."

As the structure plan includes rezoning of areas that appear to fall outside of the initial phase 1, this is likely to cause confusion with the broader community and during any assessment.

Given the above, further clarification should be provided in the **Draft Frenchs Forest Strategy 2041** on the boundaries of each phase and what works are proposed as part of each specific Phase.

Current Development

A number of technical studies have been undertaken as part of the development of controls for Phase 1 of the **Northern Beaches Hospital Precinct Structure Plan**. Some of the technical studies were begun prior to the completion of the hospital and prior to its operation. In addition, The Warringah underpass has recently been completed and therefore significant changes in traffic and movements are likely to have occurred within the precinct.

Given the significant changes since the formation of the **Hospital Precinct Structure Plan** and the **Draft Frenchs Forest Strategy 2041** it is recommended that further assessments and coordination of traffic and employment are undertaken prior to any finalisation or endorsement of the **Draft Frenchs Forest Strategy 2041**.

Summary

Revelop appreciates the opportunity to comment on the **Draft Frenchs Forest Strategy 2041**, EIE and associated technical studies. We believe further studies should be undertaken to confirm the strategic merit of the **Draft Frenchs Forest Strategy 2041** and to ensure it meets the priorities and principles of **Towards 2040** (Northern Beaches LSPS).

Revelop would welcome the opportunity to meet with DPIE and Council to further discuss the matters outlined in this submission letter and to discuss the future opportunities for expanding the Forestway Shopping Centre within the Hospital Precinct Structure Plan.



Thank you for considering our submission. We look forward to collaborating to maximise the potential of Frenchs Forest and ensure the principles of the relevant strategic plans are met and look forward to hearing from you soon.

Please contact us via email at [REDACTED] to arrange a time to discuss the Draft Frenchs Forest Strategy 2041.

Yours sincerely



Robert Bennett
Director





3 September 2021

Department of Planning, Industry and Environment
4 Parramatta Square
Parramatta, NSW 2150

Dear Sir/ Madam,

Submission to Draft Frenchs Forest 2041 Place Strategy

1. Introduction

This submission has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *Winten Property Group* (Winten) in response to the Department of Planning, Industry and Environment's (DPIE) exhibition of the *Draft Frenchs Forest 2041 Place Strategy* (Draft Place Strategy).

Winten owns or has options over land at 122-126 Frenchs Forest Road West, Frenchs Forest (the site) (Figure 1).



Figure 1: Site location and surrounding context (Base source: Nearmap)

The site is a prominent corner site, located at the signalised intersection of Gladys Avenue, Frenchs Forest Road West and the entrance road to the Northern Beaches Hospital. Given the site's central location immediately opposite the hospital and proposed town centre, it has

the potential to play an important and transformative role in the redevelopment of the precinct by providing a high quality residential and mixed use development close to services and transport and which will activate Frenchs Forest West.

The ability to deliver much needed housing, including the potential provision of key worker housing, and non-residential uses is considered fundamental to the future development of the site and long-term growth of Frenchs Forest.

On this basis, it is essential that the Draft Place Strategy provides a robust and flexible framework for the development of the site and broader precinct in a manner which ensures that the objectives of the Draft Place Strategy can be met.

We note that, concurrent with this submission, we have also prepared a submission to Northern Beaches Council (Council) on the Draft Frenchs Forest Town Centre Development Control Plan (Draft DCP).

2. Background

Winten Property Group is one of Australia's premier property development companies, with a focus on high quality residential apartments and the creation of new communities through the delivery of greenfield and brownfield developments.

Winten's vision for its Frenchs Forest site is to capitalise on the site's strategically significant location to deliver a landmark residential and mixed use development of the highest architectural quality, which will set a design benchmark for the transformation of the Frenchs Forest Road West Neighbourhood Centre and provide opportunities for affordable and key worker housing in close proximity to the Northern Beaches Hospital and future town centre.

To this end, Winten has been working closely with Council over several years and is currently preparing options for the redevelopment of its site for a multi-storey residential development and mixed use development, with commercial or medical uses at ground level.

In this context, as outlined below, we have undertaken a detailed review of the Draft Place Strategy and have identified a number of outcomes we support and also a number of issues that we consider warrant further consideration. These issues should be reviewed prior to the finalisation of the Draft Place Strategy, with associated amendments as recommended in this submission.

3. Review of Draft Frenchs Forest 2041 Place Strategy

3.1 High School Relocation

We note that the major initiative of the Draft Place Strategy and the number 1 “Big Move” is the relocation of The Forest High School in order to create a new town centre on the current school site.

However, the Draft Place Strategy provides no certainty or estimated timing around this process, meaning that the completion of the town centre could be many years away.

In this regard, we note that the NSW Department of Education has only recently requested Secretary’s Environmental Assessment Requirements (SEARs) for the new school at 178 Allambie Road, Allambie Road. This is the first step of a lengthy statutory planning process which, combined with likely construction timeframes, reinforces that the availability of the current school site for the new town centre is at least several years away.

Accordingly, it will be other key sites in the precinct, such as the Winten site, which will be the earliest catalyst developments that will be undertaken in accordance with the aims of the Draft Place Strategy. It is therefore critical that the planning controls applying to these other sites are properly formulated and sufficiently flexible to facilitate development that is both commercially feasible and of a high design quality.

This is reflected in our comments on the proposed controls below.

3.2 Zoning and Additional Permitted Uses

As illustrated in Figure 2, the site is currently zoned R2 Low Density Residential under the *Warringah Local Environmental Plan 2011* (WLEP 2011). We note that the site is proposed to be rezoned to R3 Medium Density Residential under the Draft Place Strategy, with additional permitted uses (APUs) including:

- business and office premises
- medical centres and community health facilities
- shop top housing
- health consulting rooms at ground floor level

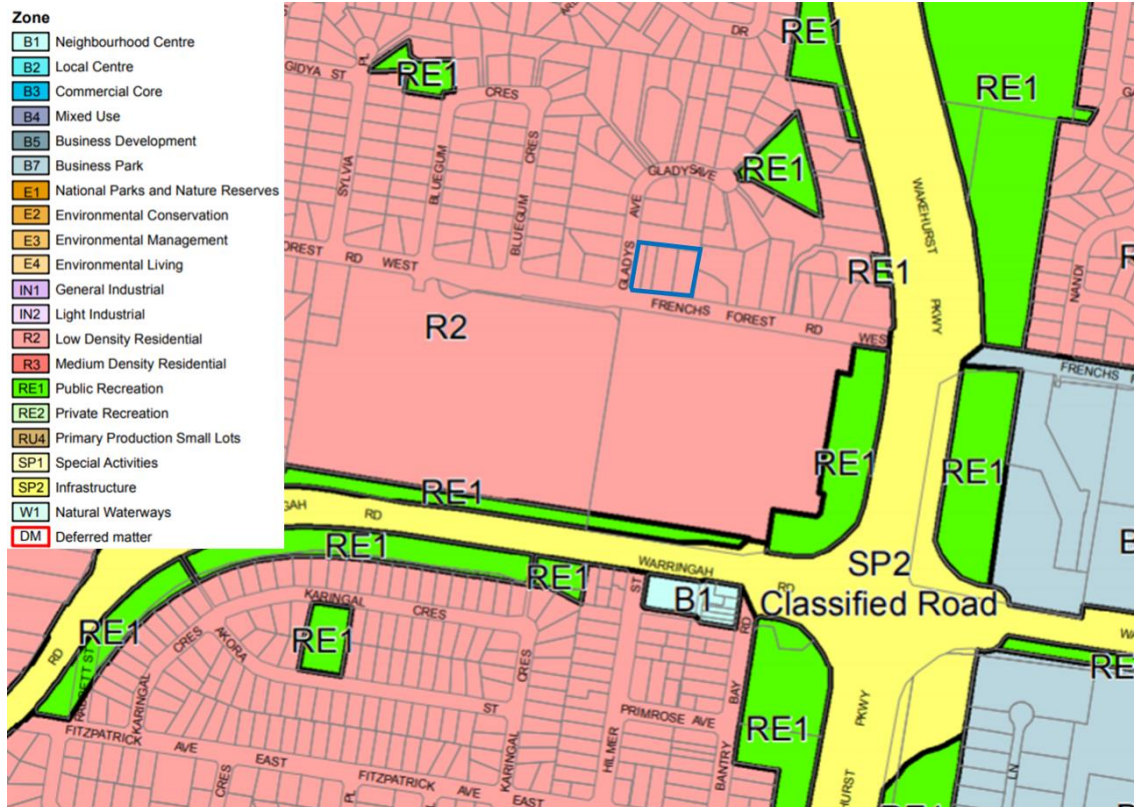


Figure 2: Zoning (Source: WLEP 2011)

Whilst we generally support these proposed APUs, the restriction of the ground floor use to medical and health related uses is considered overly prescriptive. This approach limits the variety of uses that could support the adjacent hospital and town centre as well as increase activation essential to the establishment of a vibrant High Street along Frenchs Forest Road West. Such additional uses could include but not be limited to medical and health related uses, retail and commercial premises.

Recommendations:

1. Amend the additional permitted uses for the Frenchs Forest Road West Neighbourhood Centre to:
 - a. Remove the prescriptive requirement for medical and health related uses to be provided at ground floor level of shop top housing
 - b. Introduce commercial and retail premises as additional permitted uses for the site noting its unique position at the intersection of the hospital and town centre

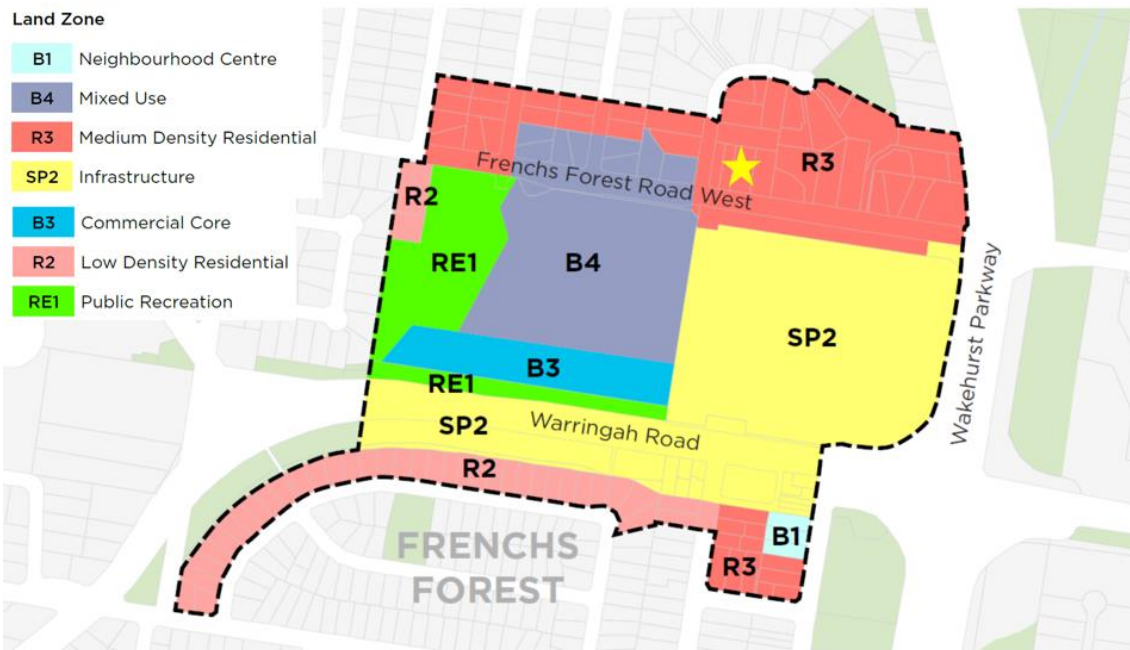


Figure 3: Proposed zoning under the Draft Place Strategy (site location indicated by star) (Source: Draft Frenchs Forest Place Strategy 2041)

3.3 Urban Design

Urban Design

From an urban design perspective, the Draft Place Strategy identifies that the town centre will be the heart of the precinct, bringing together complementary economic uses, with the hospital as the anchor for a health and education precinct.

The proposed design approach therefore seeks to locate the greatest density and building heights within the town centre, near the hospital. The scale of buildings is then proposed to decrease to the north and south of the precinct so that new residential housing integrates with the existing residential neighbourhood.

Whilst we generally support this vision, it is essential that the proposed numeric controls are appropriate in facilitating feasible and high quality development outcomes and the achievement of the infrastructure contributions and other public benefits envisaged in the Draft Place Strategy.

Building Height

The Draft Place Strategy seeks to increase the applicable building height at the site to 17.5 metres and the FSR to 2:1. (Figures 4 and 5).

Despite the proposed increases in height and density, the Draft Place Strategy does not properly account for the site's prominent corner location, situated at the intersection of the hospital site, the town centre and the northern extent of the B4 Mixed Use zone within the Frenchs Forest Road West Neighbourhood Centre.

Corner sites provide an ideal opportunity for design markers, including greater articulation and height to bookend adjoining sites and provide a greater variety of building heights and design innovation. We therefore consider that the site and other prominent corner sites along Frenchs Forest Road West would be suitable for a building height of 22.5 metres.

Given the site's location and orientation, increasing the building height to 22.5 metres would not result in adverse overshadowing impacts to neighbouring properties as the site's shadow will be predominantly cast over Frenchs Forest Road West.

Furthermore, as shown in the figure below, the proposed height of 17.5 metres results in a significant stepping down in the heights from the hospital and town centre (40m), rather than adopting a domed or linear approach which provides a suitable gradual transition, whilst still adhering to the principle of a transition of building heights away from the town centre.

As Frenchs Forest Road West is to be an active frontage, this will require a commercial floor to floor height at ground level in the range of 3.6 metres to 4.2 metres. This requirement together with the overall building height of 17.5 metres further constrains the ability to achieve a suitable mixed use development at the site.

Furthermore, as per the definitions under the Standard Instrument, building height is required to accommodate plant and lift overruns. The proposed building height does not appear to take these items into consideration and will inevitably lead to Clause 4.6 Exceptions to development standards being required with future development applications to achieve appropriate building heights.

Winten has undertaken an initial test study for the site based on an FSR of 2:1 and a maximum building height of 17.5 metres, together with the built form controls proposed in the Draft DCP. This study revealed that the various proposed controls result in a U-shaped building at the site, with a significant number of apartments internally facing each other resulting in direct sight lines and adverse privacy outcomes. A revision of the proposed building height from 17.5 metres to 22.5 metres will facilitate:

- a greater number of north facing apartments, minimising direct sightlines between apartments within the development and facilitating a higher level of solar accessibility
- an improved building form more in keeping with the aspirations of the Draft Place Strategy.

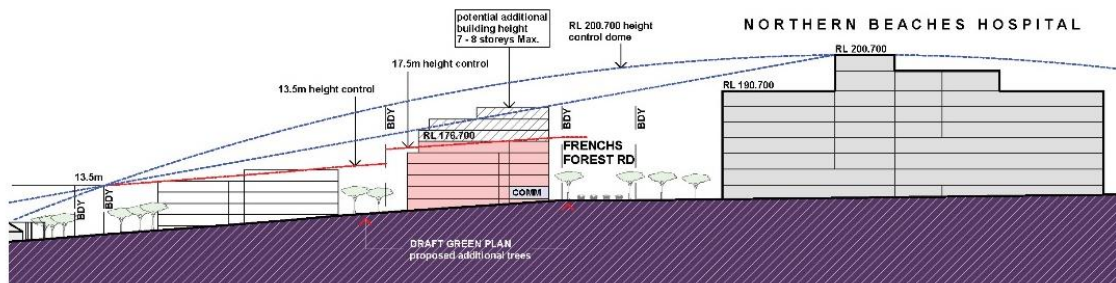


Figure 4: Cross section showing transitioning heights from the hospital to residential zones to the north (Source: Winten)

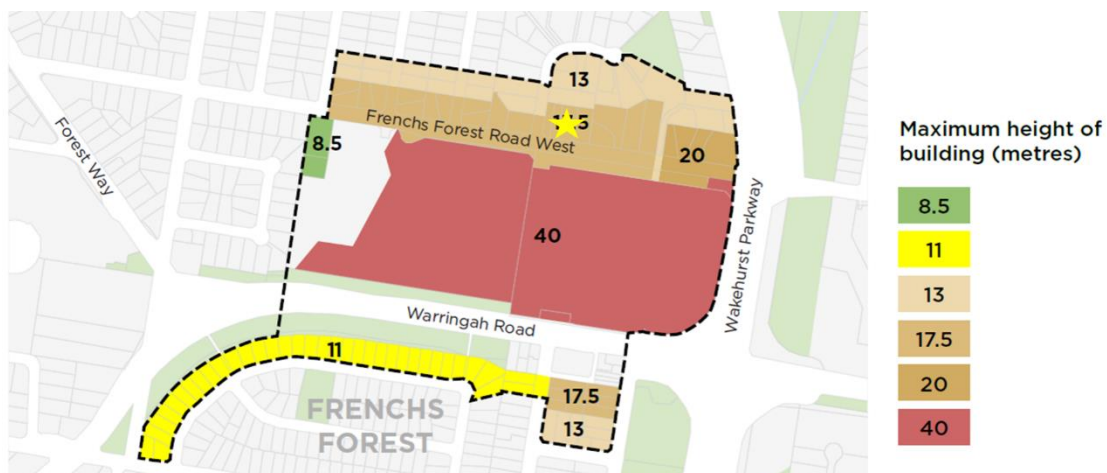


Figure 5: Proposed height of building under the Draft Place Strategy (site location indicated by star) (Source: Draft Frenchs Forest Place Strategy 2041)

Floor Space Ratio

The Draft Place Strategy proposes to significantly increase the height and FSR within the Frenchs Forest Town Centre, whilst restricting development potential on privately owned land through significantly reduced heights and FSRs.

It is considered that a redistribution of densities across the precinct will facilitate the precinct's orderly redevelopment due to improved viability of individual sites and a better density transition, without additional traffic generation and associated infrastructure constraints.

On this basis, it is recommended that the FSR in the town centre be reduced from 2.9:1 to 2.7:1, with complementary increases in FSR in the Frenchs Forest Road West character area.

In the 2016 draft strategy, the site was identified for a FSR of 2.2:1, higher than the subsequent FSR proposed in the current Draft Place Strategy. The previously proposed 2.2:1 FSR resulted in a more orderly and equitable distribution of densities.

The reduced FSR combined with the building height of 17.5 metres and proposed DCP controls, including setbacks and landscaped area requirements, will greatly restrict the development potential of the site and the broader character area and may undermine the achievement of the Draft Place Strategy's key objectives.

This issue is further exacerbated by the proposal to exclude FSR from the use of clause 4.6 variations, which further constrains the development potential of the site and the opportunity for design innovation (further discussed below).

Given the above, it is strongly recommended at the FSR for the site be amended to 2.2:1 as per the 2016 draft strategy.

We also note that the Draft Place Strategy now proposes an FSR of 1:1 for a number of neighbouring sites to the north. This approach will likely preclude the redevelopment of these sites in the future as low density residential will remain their highest and best use. This will further undermine the achievement of an appropriate height transition and good urban design outcomes for the precinct. It is therefore recommended that the FSR for these sites be increased to 1.1:1, which will also facilitate a more logical transition of densities away from the town centre.

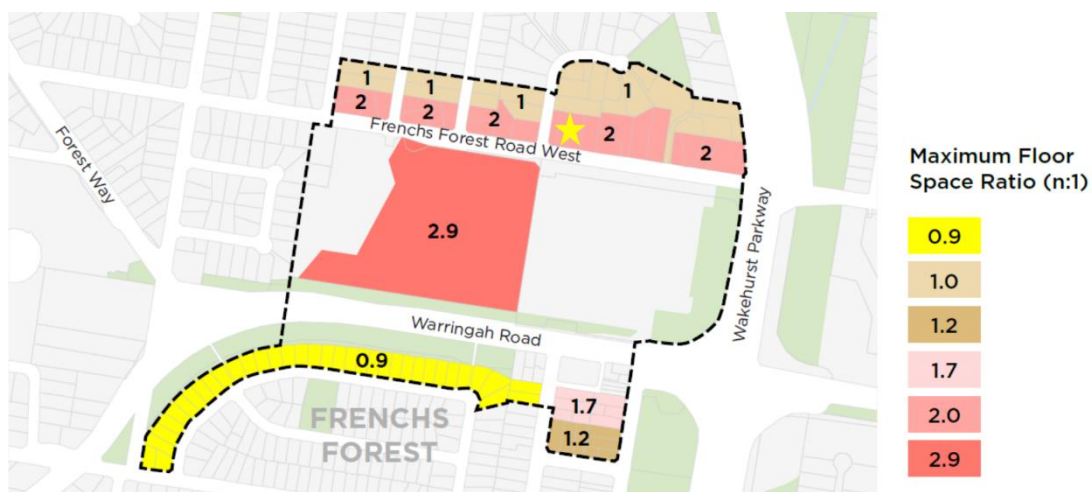


Figure 6: Proposed FSR under the Draft Place Strategy (site location indicated by star) (Source: Draft Frenchs Forest Place Strategy 2041)

Key Worker Housing

We note that the proposed decrease in FSR from 2.2:1 to 2:1 at the site and surrounding area is predominantly due to existing traffic pressure within the area.

Winten is currently investigating the opportunity to provide key worker housing on the site. This housing typology is targeted at Northern Beaches Hospital employees to provide housing close to their place of work at an affordable cost.

This form of housing will not require the provision of car parking spaces and therefore the additional residential yield will not contribute to the traffic network. To mitigate private car ownership for this cohort, Winten is also investigating the potential of providing car share spaces in collaboration with Go Get. This will assist in affordability of both sale and rental prices whilst also reducing the impact on the existing traffic network.

The provision of car share spaces at the subject site would also provide benefit to:

- any apartments built without parking
- other building residents (potentially locals) who will relocate and sell their car given the increase in public transport services available as well as employment in the proposed Town Centre

Car share is only viable at this level to the operator where there is a public benefit use. There are numerous examples of this type of carshare operation (including Winten developments) to support this case. Car share assists any key worker housing aspiration for the project as well as overall sustainability.

Based on the above approach, it is considered that an FSR of 2.2: would remain appropriate for the site and would not result in adverse traffic impacts beyond those anticipated at an FSR of 2:1.

Clause 4.6 Exception

The Draft Place Strategy seeks to exclude all FSR controls from the provisions of *Clause 4.6 Exceptions to development standards*. We strongly object to this proposal, as it greatly constrains more detailed and tailored site-specific design responses, which may entail a minor increase in FSR without any adverse design, amenity or traffic impacts.

For example, the inability to vary the FSR could preclude the proposed inclusion of key worker housing, which would provide demonstrable social benefits without increasing traffic generation of the precinct.

We also note that clause 4.6 is subject to stringent assessment criteria and tests established by the Land and Environment Court, with proposed amendments to clause 4.6 recently exhibited by the Department proposing a further tightening of relevant assessment criteria. Accordingly, any clause 4.6 variation request would only be approved following a comprehensive merit assessment which demonstrates that the objectives of the standard are not compromised and that there would be no adverse impacts.

On this basis, we strongly recommend that clause 4.6 be applied to FSR and all other relevant development standards.

Minimum Lot Size

The Draft Place Strategy seeks to establish a minimum lot size of 1,400m² for multi-dwelling housing, residential flat buildings, shop top housing within the Frenchs Forest Road West area. This control provides minimal incentive and may preclude lot amalgamation. It is therefore considered that a bonus height and FSR provision could be introduced to encourage lot amalgamation, facilitating the desired future character of the area.

We note that bonus provisions for amalgamated sites are a commonly used planning tool in other LEPs to achieve more efficient development of land. For example, clause 4.3A *Exceptions to height of buildings* of the Ryde LEP 2014 incentivises the amalgamation of sites by allowing for increases in height. These height bonuses are relevant to the subsequent size of amalgamated sites to ensure that land is efficiently and appropriately developed. It is considered that this approach should be adopted within the precinct.

Recommendations:

2. Redistribute height and FSR provisions as follows:
 - a. Reduce the FSR in the town centre from 2.9:1 to 2.7:1, with complementary increases in FSR in the Frenchs Forest Road West character area.
 - b. Provide better transitions from the Town Centre to sites to the north through increased maximum building height to 22.5 metres and a maximum FSR of 2.2:1 for land along Frenchs Forest Road West, including the subject site.
 - c. Increase the FSR provisions for sites to the north to 1.1:1 to encourage their redevelopment and facilitate a positive urban design outcome
3. Identify key corner sites as opportunities for design innovation and greater building height through appropriate height and FSR provisions.
4. Develop bonuses for amalgamated sites to ensure the efficient and orderly development of such sites.
5. Allow sites within the Frenchs Forest precinct to utilise Clause 4.6 Variations in relation to FSR

3.4 Infrastructure and Services

The contributions proposed in regard to infrastructure and servicing is pre-emptive given Council is not scheduled to exhibit its draft Section 7.11 Contributions until later this year.

The Section 7.11 plan is a critical document which will impact on development feasibility and the ability of the precinct to be developed in accordance with the Draft Place Strategy. Accordingly, the Draft Section 7.11 plan should have been included in the suite of documents currently on exhibition. Without knowledge of the content of the 7.11 plan, it is difficult for all stakeholders to make informed decisions on development design and feasibility.

We also note that the Draft Place Strategy proposes an amendment to the WLEP 2011 requiring the developer to consider undergrounding existing power lines on Frenchs Forest Road West or alternatively requiring a 3m setback if power lines retained. This is an excessive cost to future developers and will be completed piecemeal per site rather than as a coordinated outcome. Given the existing location of powerline poles at the site, underground cable work will involve potential work to the east and west, well beyond the site boundaries. There is a current powerline pole at the corner of the site (122 Frenchs Forest Road West) and another centrally located at the front boundary of the site. The removal of these poles will require crossing Gladys Avenue to the west at significant cost to the developer.

Council have advised that the powerline poles require removal to facilitate road widening. Accordingly, this is not a site specific issue but a broader precinct matter. In addition to positive urban renewal outcomes, the redevelopment of the subject site will contribute to the broader improvement of Frenchs Forest Road West through the removal of 3 larger residential driveways improving the flow of traffic and subsequent safety. Due to the nature of large high voltage cables, the approach of a piecemeal undergrounding on a site by site basis is not efficient. This approach is technically flawed and will incur significant additional costs rather than undertaking the works for the entire precinct simultaneously, potentially impacting on development feasibility.

The removal of poles to provide for underground cabling also disregards that poles will still be required for street lighting. The existing poles and wires have also only recently been upgraded in the last 12 months or so.

Recommendation

6. Require Council rather than individual landowners to undertake the undergrounding of powerlines to ensure a coordinated outcome that provides certainty to developers and avoids a piecemeal approach.

3.5 Affordable Housing Contribution

The Draft Place Strategy identifies an affordable housing contribution rate of 10% for the site. These rates are further detailed in Council's Draft Affordable Housing Contribution Scheme which only applies to Frenchs Forest and which identifies the following rates:

Where the contribution is provided as a dedication of dwellings:

- *the dedication in favour of the consent authority, free of cost, one or more complete dwellings with a gross floor area equivalent to 10% of the accountable total floor space.*

Where the contribution is provided as an equivalent monetary contribution:

- *\$11,000 per square metre*

While the strategic aim of the affordable housing contribution is noted, it is not equitable for sites within Frenchs Forest to be assigned with the responsibility for the provision of affordable housing across the entire Northern Beaches LGA. The proposed affordable housing contribution will impose a significant impost to the development feasibility of the site and wider precinct, particularly when combined with the limitations of the proposed built form controls under the Draft Place Strategy and Draft DCP.

Accordingly, we request DPIE to work with Council to review the proposed affordable housing rates in the context of development feasibility and the equitable imposition of affordable housing contributions across the Northern Beaches LGA.

Recommendation

- 7 That DPIE work with Council to review the proposed affordable housing rates in the context of development feasibility and the equitable imposition of affordable housing contributions across the Northern Beaches LGA.

3.5 Development Feasibility

The limiting controls within the Draft Place Strategy and Draft DCP, together with the onerous Affordable Housing rates, will significantly impact on the feasibility of developing the site and the wider precinct.

This is due to the cumulative effect of the proposed height, FSR, setbacks, Section 7.11 Contributions, utility supply costs, affordable housing contribution, requirement to underground powerlines, estimated time of delivery of the Town Centre and the generally higher construction costs associated with the COVID-19 pandemic.

These constraints significantly impact the ability to provide innovative high quality and sustainable design, as well as mitigating design excellence and a superior urban design outcome which is the intent of the Draft Place Strategy.

We therefore encourage DPIE to independently test the feasibility of certain key sites, including the Winten site, to ensure the viability of the proposed controls and contributions in the Draft Place Strategy.

Recommendation

- 8 That DPIE independently test the feasibility of certain key sites, including the subject site, to ensure the viability of the Draft Place Strategy.

4. Conclusion

Our review of the Draft Place Strategy has identified a number of positives including:

- the vision for Frenchs Forest to become an innovative health and education precinct and the identification of supporting activity nodes
- the vision for the Frenchs Forest precinct and the action to provide development that supports the function of the Northern Beaches Hospital and proposed Town Centre
- the priorities and actions to improve pedestrian amenity, street activation along Frenchs Forest Road and the quality of built form
- the potential Bus Rapid Transport route running along Warringah Road connecting Dee Why to Chatswood

However, we have also identified several issues and shortcomings that we consider should be addressed prior to finalisation of the strategy. In particular:

- there is a need to clarify and revise draft planning controls to align with the framework outlined in the strategy and provide a suitable framework for key sites to be feasibly developed
- there is a need to redistribute densities across the precinct to facilitate its orderly redevelopment through improved viability of individual sites and a better density transition, without additional traffic generation and associated infrastructure constraints
- the strategy should acknowledge the benefits that the potential redevelopment of the site may have given its corner lot location opposite the Northern Beaches Hospital in providing appropriate housing for future residents and key workers
- the strategy needs to reconsider the proposed north-south transition in building height transition from the hospital and town centre to the residential zones north of Frenchs Forest Road West to ensure an appropriate urban design outcome
- the strategy needs to ensure a degree of flexibility for future developments through the retention of Clause 4.6 Exceptions to development standards for both building height and FSR
- the undergrounding existing power lines on Frenchs Forest Road is an excessive cost to future developers and will be completed piecemeal per site rather than as a resolved outcome.

Accordingly, we provide the following recommendations for DPIE's consideration in finalising the strategy:

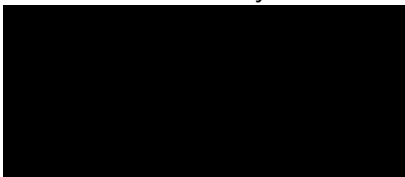
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5. Allow sites within the Frenchs Forest precinct to utilise Clause 4.6 Variations in relation to FSR
6. Require Council rather than individual landowners to undertake the undergrounding of powerlines to ensure a coordinated outcome that provides certainty to developers and avoids a piecemeal approach.
7. That DPIE work with Council to review the proposed affordable housing rates in the context of development feasibility and the equitable imposition of affordable housing contributions across the Northern Beaches LGA.
8. That DPIE independently test the feasibility of certain key sites, including the subject site, to ensure the viability of the Draft Place Strategy.

It is also requested that we be notified of any changes to the Draft Place Strategy that are applicable to the site and that we be provided an opportunity for further review and comment.

Please do not hesitate to contact me on [REDACTED] if you wish to discuss any aspect of this submission.

Yours sincerely



Dan Keary BSc MURP MPIA
Director