



19 August 2026

REF: WTJ25-337

Zena Ayache
Executive Planner
Canterbury Bankstown Council
137 Beamish Street
Campsie NSW 2194

RE: RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION - DA-52/2026

PROPERTY AT 24 ROSELAND AVENUE, ROSELANDS

Dear Zena,

Reference is made to Development Application DA-52/2026 which seeks development consent for alterations and additions to the existing Roselands Shopping Centre at 24 Roseland Avenue, Roselands (the site).

Table 1 overleaf provides a response to the further matters raised by Canterbury Bankstown Council (Council) on 22 July 2026. This response is supported by the following information:

- **Appendix 1** – SIDRA Modelling;
- **Appendix 2** – Noise and Vibration Impact Assessment Peer Review;
- **Appendix 3** – Design Response;
- **Appendix 4** – Amended Architectural Plans;
- **Appendix 5** – Amended Landscape Plans;
- **Appendix 6** – Amended Traffic Impact Assessment;
- **Appendix 7** – Amended Civil Plans;
- **Appendix 8** – Crime Prevention Through Environmental Design Report;
- **Appendix 9** – Visual Impact Assessment;
- **Appendix 10** – Services Response Letter;
- **Appendix 11** – Amended Noise and Vibration Impact Assessment; and
- **Appendix 12** – Civil Response Letter.

Should you wish to discuss further, please contact Cameron Gray on 0477 003 429 or via email at cgray@willowtp.com.au.

Yours faithfully,

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TABLE 1 – RESPONSE TO COMMENTS

Comment	Response
1(a) Transport for NSW – SIDRA Modelling Your application was referred to Transport for NSW who reviewed the application and advised they require the following additional information: SIDRA Modelling: TfNSW requires electronic copies of the SIDRA modelling files, together with details of any default parameters that have been modified and the justification for those changes. Please Note: To facilitate the assessment of the DA, TfNSW advised Council that they contacted the applicant on 8 and 10 July 2026, as well as the applicant's traffic consultant (TTW), requesting the above information. Unfortunately, this requested information was not provided to TfNSW. To enable Council to progress with assessment and determination of the application, Council requires the concurrence of TfNSW. As such, we kindly request the above matters be satisfactorily addressed.	The SIDRA Modelling is provided in Appendix 1 and has previously been submitted on the NSW Planning Portal.
2 Permissibility A threshold issue in my letter of 10 April 2026 was permissibility. Your response to this issue has been reviewed by Councils General Counsel and no further objection is raised.	Noted.
3(a) DRP 1.2 – The linear park The proposed linear park is supported in principle as an opportunity to establish a high-quality and legible public domain edge that supports arrival, orientation and amenity for the centre. However, the current design does not clearly demonstrate the intended role, spatial structure, or level of activation of this space. As currently presented, it reads as a linear landscape buffer rather than a defined public domain corridor or usable place. This is further compounded by the relationship to King Georges Road, which functions as a major arterial corridor and may limit its role as a primary pedestrian connection. The proposal should demonstrate: - A clear spatial hierarchy and defined role within the broader site - Program clarity, including opportunities for gathering, pause and activation - Defined edges and stronger integration with building entries and pedestrian desire lines	It is noted that additional comments have been made. As noted in the Design Response provided in Appendix 3, The linear park is designed to enhance the transitional experience from King Georges Road to the Roselands Centre and convert existing hardstand area to open space with improved ecological outcomes. The linear nature of the park creates a movement-focused open space that encourages active transport and provides refuge spaces for visitors. Key design outcomes include: ▪ Reinforce avenue planting along Roselands Drive, with large tree planting to infill existing gaps in canopy trees; ▪ Provide a 3m wide serpentine path through open space to encourage active transport and link between residential areas and shopping destinations;



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Comment	Response
- A resolved landscape strategy, including canopy, biodiversity and water-sensitive outcomes This will ensure the linear park contributes meaningfully to the public domain and overall experience of the centre, rather than operating as a residual landscape strip.	▪ Provide rest nodes along the way, with seating area and sculptural arbour to act as visual anchors within the open space; ▪ Replace an expansive existing hardstand area with planted and grass area, maximising permeability and providing significant greening; ▪ Improve biodiversity with a locally indigenous planting palette and establishment of tree canopy, shrub layer and understorey planting; and ▪ Buffer planting to residential edge. From a civil engineering perspective, the existing site is predominantly asphalt pavement. The introduction of landscaped areas and canopy structures is expected to deliver positive outcomes for water-sensitive urban design.
3(b) DRP 1.3 – Visual Analysis As the proposal is a significant extension to the existing Roseland Centre and encroaches closer to the residential areas to its south, the proponent should provide a full Visual Impact Assessment as recommended by the Design Review Panel to demonstrate and assess the proposal's impact on the surrounding area. In particular, special considerations should be taken from the neighbouring residential streets and lots close to the proposed extension such as Roseview Avenue and Robin Place.	A Visual Impact Assessment has been prepared and provided in Appendix 9 which considers the key viewpoints. The proposal has been assessed as resulting in a negligible to moderate visual impact, having regard to the existing built form, established large-scale built form context and surrounding sloping topography. From surrounding public roads and pedestrian areas, the extension will be perceived as a visual continuation of the existing Roselands Shopping Centre. The scale, height and built form of the proposal are consistent with the expected level of development of the site. When viewed from residential areas to the south, noting the undulating topography, the proposed extension is predominantly visually screened by intervening elements such as established trees and vegetation and existing residential development. The proposal is consistent with and visually complementary to the established scale, massing and character of Roselands Shopping Centre. As a result, it is read as part of the broader shopping centre complex and generally aligns with the desired future character and built form outcomes identified for the site within the Canterbury-Bankstown Development Control Plan 2023 (CBDCP2023). The proposal satisfies the relevant visual amenity, urban design and built form objectives and controls of the Canterbury-Bankstown planning framework.



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TABLE 1 - RESPONSE TO COMMENTS

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	Overall, the visual impact of the proposal is considered acceptable, with visual prominence moderated by the existing built form at the site, vegetation and topography. The visual outcome will be further enhanced through high-quality architectural finishes, integrated landscaping and the retention of existing vegetation.
3(c) DRP 2.1 - Design with Country The inclusion of a narrative acknowledging Country is noted, and the intent to incorporate opportunities for native planting, cultural interpretation and public art is supported in principle. However, the proposal does not yet demonstrate how Designing with Country principles have informed the spatial planning, landscape structure, or architectural response of the development. As such, the current approach reads as a conceptual overlay rather than a genuinely embedded design framework. At a minimum, the applicant is to provide a clear outline of the proposed methodology and intended design objectives, including how engagement with local Aboriginal stakeholders will be meaningfully translated into the public domain, landscape systems, and built form. Additional comment: It is acknowledged that additional time may be required to develop a comprehensive Designing with Country strategy. Accordingly, this is to be addressed as a condition of consent, prior to the issue of any Construction Certificate.	Noted, any such condition of consent is accepted.
3(d) DRP 3.4 - Bulk, massing and modulation The eastern façade shows a long continuous treatment of the same material which does not relate to the design of the existing centre and creates a dominant bulky form. Recommendation: - Introduce an additional diagonal element to the northern portion of the eastern façade to break up the continuous form and signify a transition into the existing centre.	Additional details of the proposed materials and finishes are included in Appendix 3 for reference, specifically in response to Council's concerns about the long, continuous application of a single material, which was considered inconsistent with the character of the existing centre and contributed to the perception of a dominant and bulky built form. As shown in the revised elevations provided in Appendix 4, the eastern façade has been reworked to introduce greater modulation through both built form and materiality. The façade is now articulated into a series of distinct building elements of varying heights and forms, with a complementary palette of materials used to emphasise this articulation. This approach reduces the perceived bulk of



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- Introduce a different material that is mirrored in the existing centre to the northern portion of the eastern façade to create visual interest and connection to the existing Centre.	the development, creates visual interest, and establishes a stronger relationship with the existing shopping centre. The revised façade treatment also contributes to a more cohesive architectural narrative, responding to the character and evolution of the existing centre while delivering a more refined and pedestrian-friendly outcome.
3(e) DRP 5.4 – Expression and Form While some articulation and material variation has been introduced, the proposed extension continues to present as a dominating built form and poor visual amenity with continuous blank facades with minimal articulation, particularly at the eastern and western interfaces along Roseland Drive. The proposal has not sufficiently demonstrated: • How the new built form integrates with and relates to the existing shopping centre, and • How the scale and bulk are modulated to respond to the surrounding context and public domain. Further refinement is required to substantially reduce the perceived bulk of the development through meaningful modulation and variation in form, not limited to surface treatments. This may include: - o Introducing more vertical elements along the facades to break up its continuous form. - o Introduce articulations and additional galvanised metal louvers to create shadowing and reduce the visual bulk. - o Use a variation in brick colours and textures on the eastern elevation ground floor to introduce visual interest into the brick façade. - o Introduce variation in height along the eastern and western façade through architectural roof features to create visual interest. - o Introduce material such as timber to soften the visual bulk of the building. - o Introduce green walls to soften the visual bulk of the building, particularly closest to the neighbouring residential areas.	Further refinement of the façade design to provide greater articulation and visual interest has been provided in Appendix 4. The revised façade incorporates a broader range of architectural elements, including vertical architectural fins, which create a dynamic interplay of light and shadow across the building elevation. This approach enhances the visual quality of the development, breaks down the perceived scale of the built form, and contributes to a more engaging architectural expression. As a direct response to the character of the existing shopping centre, the proposed addition now incorporates both masonry and a palette that references and responds to the materials used within the existing development. This is supported by a coordinated tonal palette of metal cladding, providing a contemporary interpretation of the established material character while ensuring the new addition integrates cohesively with the existing centre. The combined use of varied materials and architectural detailing assists in creating a well-articulated façade that is responsive to its context and addresses Council's concerns regarding visual bulk and built form presentation.
3(f) DRP 5.5 – Signage	The indicative signage zones have been amended in Appendix 4, however it is noted that these zones do not form part of this application and will be the subject of future applications.



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TABLE 1 - RESPONSE TO COMMENTS

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The proposal has shown potential signage locations on its eastern and south facades. However, the location of these signage does not correlate to other architectural elements to form a cohesive design. Recommendation: - Shift the southern signage to be adjacent to the escalator to emphasis the entry location and improve wayfinding. - Shift the eastern signage to the southern corner to balance out the large portion of blank façade.	
3(g) DRP 6.1 – Movement Hierarchy and Legibility While additional circulation diagrams have been provided, it is not evident that the spatial organisation of movement has been materially improved. The scheme continues to function as a series of discrete areas rather than a coordinated and legible circulation network. The proposal does not establish a clear and legible hierarchy of movement across the site. The relationship between the proposed linear park, new entry points, car parking areas and surrounding streets remains unclear, limiting intuitive wayfinding and orientation within the centre. Recommendation: Further work is required to: • Strengthen pedestrian priority and safety, particularly in areas of interface with vehicles and servicing • Provide direct, sheltered and legible pedestrian connections from parking areas to key entries • Demonstrate an integrated circulation strategy addressing pedestrians, cyclists, public transport, and servicing Additional comment: The proposal includes a large-format retail component which is anticipated to generate high visitor volumes and a strong reliance on car-based access. This places increased importance on delivering a clear, efficient and safe circulation strategy, particularly in relation to pedestrian movement between parking areas and building entries. A Costco-type retail model typically means:	The circulation diagrams in Appendix 3 have been updated to better illustrate the proposed safe travel movements and management of different users, people, cars, and loading (trucks). They demonstrate how pedestrians are prioritized and, in addition, how all users are separated and, in the few instances where they cross over, how they are safely managed - generally through traffic calming measures, including safe crossings. Despite the general servicing requirements of the proposed extension being managed to avoid overlap with shoppers, additional fencing has been proposed to further separate pedestrians from the loading area and associated driveway.



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TABLE 1 – RESPONSE TO COMMENTS

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• Car-dominated access patterns • Large-format, single-volume building • High-volume, peak-driven arrivals (weekends) • Trolley-based movement (affects circulation + gradients + distances) • Strong reliance on efficient, direct access from parking to entry Recommendation: • Establish a clear and legible hierarchy of movement across the site • Provide direct, safe and continuous pedestrian connections from all areas of parking • Resolve conflicts between pedestrian, vehicle and service movements • Strengthen CPTED outcomes and passive surveillance • Deliver an integrated, multi-modal access strategy • Improve the clarity, capacity and experience of entry and vertical circulation.	
3(h) DRP 6.3 – Pedestrian connectivity, particularly from the southern car park Pedestrian connectivity, particularly from the southern car park, remains underdeveloped. The current configuration shows the southern car park extension is poorly connected with the existing Centre with a sole new access point via the escalators along the western interface which do not provide convenient or direct connections for all users. Additionally, the eastern portion of the parking has no direct Continuous and sheltered pedestrian connection to the Centre that is protected from the traffic. Opportunities to strengthen the arrival sequence—including the relationship between the entry plaza, vertical circulation, and internal mall connections—have not been fully resolved. Recommendation: - Reconfigure the receiving area of the extension to face south, and extend and widen the fire egress path to the terrace enclosure to allow for a direct, sheltered connection from the carpark to the Centre.	Opening of this fire egress passageway to the public raises significant concern having regard to Crime Prevention Through Environmental Design (CPTED), particularly given the presence of a blind corner. In our view, the configuration has the potential to reduce passive surveillance opportunities and create conditions that may encourage anti-social behaviour or other undesirable activities. We also note that the proposed addition already provides a new and convenient pedestrian connection to the same level of the shopping centre via the western side of the development. As a result, the proposed passageway is considered unnecessary, as it duplicates an existing access function. The alternative connection is located within approximately 50m of the proposed link and provides direct access while avoiding the CPTED concerns associated with the blind corner arrangement. Accordingly, it is considered that the proposed western connection would provide a safer and more efficient outcome for pedestrians, while maintaining appropriate access to the shopping centre.
3(i) DRP 6.4 – Safety, CPTED and Conflict Management The proposal raises ongoing concerns regarding safety and potential conflicts between pedestrians, vehicles and servicing movements. Areas associated with	Refer to response above, in relation to safe pedestrian movements, and separation from loading & servicing.



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back-of-house functions, loading and circulation appear insufficiently integrated, increasing the risk of pedestrian-vehicle conflict. In addition, certain circulation areas appear visually isolated or poorly surveyed which may result in environments inconsistent with CPTED principles. Recommendation: Further design development is required to: • Minimise conflict between service vehicles and pedestrian movement • Enhance passive surveillance across key circulation areas • Improve the spatial integration of loading and servicing functions	
3(j) DRP 6.9 – Circulation Strategy The Design Review Panel has noted multiple circulation and transport access issues concerning the existing centre has not been addressed, and it is unclear how the proposed work will affect the existing circulation issue within the centre. Recommendation: - Consider including an overall circulation strategy with diagrams illustrating the movement of pedestrians and vehicles around the centre to demonstrate how conflicts and frictions are identified and resolved for pedestrians and vehicles moving through these spaces.	Refer to response above, in relation to safe pedestrian movements, and separation from loading & servicing. There are clear sightlines for all traffic and pedestrian movements, and no conflicts are perceived.
3(k) DRP 6.11 – Master Plan Recommendation: - It is recommended that the applicant provide an overall strategic vision or master plan for the centre as per Design Review Panel advice to identify how future stages of the centre can be developed to address and minimise on going issues.	Whilst this is not intended to be part of this application, the Design Response in Appendix 3 includes an illustration of the indicative masterplan, including future stages of work. Future stages of work including further embellishment of landscape, public domain and opportunities for additional uses will be subject to further studies and investigations.
3(l) DRP 7.1 – Consolidation and Integration of Services The proposal has not provided sufficient information on whether upgrades to the existing infrastructure such as substations and other services will be required as part of the new works. Recommendation:	A detailed Services Response Letter is provided in Appendix 10. Additional substation infrastructure upgrades will not be required for the proposed development works. A standalone fire sprinkler system will be provided for the proposed development works incorporating new fire sprinkler tanks, pumps and booster assembly. The existing fire hydrant system will be extended to the new development works area. Rationalisation of the existing Woolworths



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- Provide additional information on the requirement of upgrading to existing infrastructure, or installation of new infrastructure as per Design Review Panel advice. - Explore opportunities to relocate the mechanical plant rooms away from the main entry area to improve the entry experience and amenity of this space as per Design Review Panel recommendation.	and ALDI mechanical services plant areas will be undertaken as part of the proposed development works and other mechanical services plant areas will be explored and assessed on an ongoing basis.
3(m) DRP 9.1 – Green infrastructure The proposed landscape plan lacks information on the detail planting design which dictates the overall landscape experience and canopy coverage. Recommendation: - Provide more details within the landscape plans with regards to the proposed species and biodiversity strategy as per Design Review Panel advice.	The planting palette focuses on resilient, climate-responsive species suited to the local environment while enhancing character across the mall, public plaza, linear park, and parkland. The plant species palette is almost entirely made up of locally indigenous plant species, with only two additional plant species used within the design. These species are improved cultivars of locally indigenous plant species. The indigenous planting species allow opportunity to improve the biodiversity value of the site, providing habitat and strengthening the ecological resilience of the local area. Planting plans have been prepared and provided in Appendices 3 and 5.
3(n) DRP 9.3 – Green infrastructure As the centre holds a critical role within its regional context, a public domain strategy will assist in the overall improvement to circulation and placemaking of the centre. Recommendation: - The proponent should consider establishing an overall public domain/placemaking strategy including public art, event spaces, signage and wayfinding opportunities to elevate the overall experience of the centre as per Design Review Panel recommendation.	The open space around the centre offers flexibility and adaptability in use to allow for future activation and events to occur within the precinct. Opportunities for public art and Connecting with Country design pieces have been identified within the existing landscape framework for the precinct. Art pieces and activation are intended to function as both interactive pieces and as viewing items, recognising that many visitors arrive and depart by private vehicle and will choose not to engage with the external environment during their visit. Key placemaking opportunities have been identified within Appendix 3.
3(o) DRP 9.4 – Green infrastructure The provision of a local playground is supported in principle as an important community-facing element of the development, however, as currently located, the playground appears peripheral to primary pedestrian movement paths and key entry points, with limited integration into the overall circulation and arrival sequence.	The local-level playground has been relocated and is now proposed opposite the retail centre, adjacent to The Lantern Club bowling greens. The playground has been relocated away from the residential areas of Raymond Avenue and Hilton Avenue to minimise potential impacts on adjacent residential homes and avoid the duplication of facilities provided within Roseanne Ave Reserve, a short distance away.



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While the intention to provide a quieter, local-level play space adjacent to residential areas is acknowledged, the proposal does not adequately demonstrate how this space connects to, or complements, other activity nodes within the site such as the Lantern Club and Roseland Leisure and Aquatic Centre. Recommendation: Further clarification is required to ensure the playground functions as an integrated and meaningful component of the site, rather than an isolated or residual element. This includes: - Define the intended role of the playground within the broader public domain network - Strengthen its connection to pedestrian circulation, entry points and surrounding uses - Ensure appropriate levels of visibility, accessibility and passive surveillance - Demonstrate how the playground contributes to activation, amenity and community use without adversely impacting surrounding residential interfaces.	The passive surveillance and increased connectivity provided at the new location address the feedback provided.
4(a) Traffic – Onsite Arrangement The centre line marking is skewed and does not allow sufficient width for two-way flow. This issue must be addressed.	The linemarking has been updated in Appendix 7 accordingly.
4(b) Traffic – Road Layout Please provide a detailed layout of proposed road changes to ensure they are compliant with TfNSW Guidelines, Australian Standards and Austroads including: i) Proposed pedestrian crossing dimensions. ii) The proposal will bring increased pedestrian circulation throughout the precinct, therefore to increase pedestrian safety and upgrade to current TfNSW standards, the existing pedestrian crossing on Roselands Avenue is to be converted to a raised crossing with kerb extensions to ensure there is no more than one lane of moving traffic on each approach. This crossing is a key component in the Bus, Taxi and rideshare walking route shown in Figure 15 of the traffic report. iii) There are concerns regarding the roundabout layout:	Pedestrian crossing dimensions are shown in Appendix 7. The pedestrian crossing width will be 3.5m and will be designed as per AS 1742.10. As mentioned in the previous RFI, the proposal will retain the existing crossing in its current location. The crossing will be provided in accordance with relevant Australian Standards. Kerb extensions will be provided and signage and layout will be further detailed to ensure the safety of pedestrians during detailed design. Regarding the SIDRA layout, Council's comment has been considered. The modelling has been updated to a one-lane roundabout. Refer to Section 5.2 of the amended Traffic Impact Assessment (TIA) provided in Appendix 6. Based on the SIDRA modelling, the proposed intersection upgrade results in a significant improvement at Roselands Avenue/Roselands Drive, with the



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TABLE 1 – RESPONSE TO COMMENTS

Comment	Response
o SIDRA Layout - 2 westbound through lanes on the eastern leg and 1 westbound through lane on the western leg. o Considering that the northern, eastern and western leg merge into a single lane shortly after the exiting the roundabout there are concerns about safety at these conflict points. Consideration is to be given to a one-lane roundabout instead. These issues must be addressed.	intersection improving from LOS E to LOS A during the PM peak and from LOS F to LOS B during the Saturday Peak. In addition, the one-lane arrangement provides a simpler lane configuration and addresses Council's concern regarding the potential for lane-merging conflicts on the downstream approaches. Modelling results of both of the intersections are further detailed in Section 5 of Appendix 6.
4(c) Traffic – Modelling With reference to the Traffic Report (Table 1, 3I), for the Saturday peak there will be an additional 28 vehicles generated by the development (both inbound and outbound traffic), not 14 vehicles per hour as stated. Evidence is to be provided to support claims regarding the traffic impacts – site observations are insufficient. Therefore, to determine the impact of the development traffic on Council's local roads, both the following intersections are to also be modelled due to their proximity to each other: i) Violet Street and Martin Street. ii) Karne Street and Martin Street. Additional information addressing these issues must be submitted.	Additional modelling for Violet Street/Martin Street and Karne Street/Martin Street has been included as part of the assessment in Appendix 6. Modelling results indicate that the additional development traffic can be accommodated at both intersections, with the intersections continuing to operate at an acceptable level of service (LoS A) and within available intersection capacity. Modelling results of both of the intersections are further detailed in Section 5 of Appendix 6.
4(d) Traffic – Swept Paths There appears to be encroachment onto kerbs with the AV swept paths.	Revised swept paths are provided in Appendix 7.
4(e) Traffic – Bus Swept Path Bus swept path is overlapping kerb extension.	Revised swept paths are provided in Appendix 7.
4(f) Traffic – Lane Width at Crossing Please ensure lane width at crossing is sufficient to accommodate bus movements and amend swept paths accordingly. Amended plans that address these issues and demonstrate compliance with all relevant controls must be submitted for Council's review.	Revised swept paths are provided in Appendix 7.



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4(g) Traffic – Bus Stop and Taxi Changes Please consult with and provide evidence of support from TfNSW and the Taxi Association for the proposed changes to the Bus stops and Taxi Zone. Noting that Council will need this to be provided during the DA stage.	As detailed in Appendix 6, both TfNSW and NSW Taxi Associate are supportive of the proposed development. A detailed response and their correspondence are provided in Appendix 6.
4(h) Traffic – Loading Dock Due to the safety concerns regarding conflict between light and heavy vehicles, loading and waste collection is to occur outside of operational hours. A Loading Dock Management Plan is to be submitted detailing this arrangement.	The project team acknowledges Council's concerns regarding potential conflicts between light vehicles and heavy vehicles. A Loading Dock Management Plan will be prepared prior to operation, detailing loading and waste collection arrangements as well as the management of any occasional heavy vehicle delivery or service activities required during operational hours. The Plan will outline the appropriate traffic management and safety measures to ensure there is no adverse impact on customer vehicle movements or pedestrian safety.
5 Environmental Health Environmental Health has reviewed the proposal and still raises concerns regarding the potential noise and amenity impacts associated with the proposed Costco Warehouse development on adjoining residential properties. Environmental Health notes that it is atypical for a development of this scale and operational nature, such as a Costco Warehouse, to be situated immediately adjacent to residential premises. Council has also received numerous submissions from adjoining residents, raising concerns relating to noise and general amenity. As such, Environmental Health recommends that the acoustic report prepared by Pulse White Noise Acoustics Pty Ltd, titled 'HomeCo Roselands Mall – Noise and Vibration Impact Assessment – R1', dated 12 June 2026, report reference number 250622, be reviewed by an external acoustic consultant. The purpose of the review would be to verify that the noise predications are accurate and that proposed noise mitigation measures as adequate, including the height of the proposed 'crash barrier acoustic wall'. The external acoustic assessment should also confirm that the submitted acoustic report has been prepared with reference to the most recent traffic report, ensuring that noise impacts associated with vehicle movements have been accurately assessed and considered.	A Noise and Vibration Impact Assessment Peer Review has been undertaken and provided in Appendix 2. An Amended TIA and Noise and Vibration Impact Assessment are provided in Appendices 6 and 11 which have been updated to address the relevant comments made.
6(a) Community Safety – CPTED Report Council's Community Safety Department has reviewed the proposal and raises the following concerns which must be addressed:	A full CPTED Report was provided to Council previously and is resubmitted as Appendix 8 which provides all relevant details.



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A full CPTED Report should be included with a Statement of Environmental Effects to include a range of important site management recommendations that assist in the operational response to crime risk within your development. CPTED assessment of any commercial, residential, mixed use, landscape and government developments in accordance with the NSW Safer by Design evaluation process. To ensure the review process does not impact approval timelines, it is recommended that CPTED consultants are engaged early in the design process to work collaboratively with the project team to achieve the right outcome.	
6(b) Community Safety – CCTV and Lighting That the entire site of the development has CCTV coverage including street access and lighting that meets Australian Standards AS/NZS 1158 3.1 2020, this will ensure Crime Prevention Through Environmental Design, the significance of good lighting cannot be overstated. It serves as a key element that aligns with CPTED principles, enhancing natural surveillance, reducing opportunities for criminal activity, fostering community engagement, and addressing fear of crime.	CCTV will be provided throughout, and this may be confirmed as a condition of consent.
6(c) Community Safety – Landscaping Landscaping must be regularly maintained and kept to a minimal height as to no person should be able to conceal themselves behind vegetation or gardens.	Landscaping will be managed accordingly, and this may be confirmed as a condition of consent.
7 Landscape The response indicating that detailed planting plans will be provided at Detailed Design stage is not considered sufficient to address the concerns raised. The submitted documentation lacks sufficient detail regarding planting design outcomes. While general intent is provided (e.g. screening, urban forest, avenue planting), the following is not adequately addressed: i) Species selection (including quantities and location); ii) Planting density and spacing strategy; and iii) Long-term maintenance requirements and irrigation strategy. Further detail is required to demonstrate that planting will be viable in both hardscape and constrained environments (particularly within car park and podium areas).	All relevant landscaping details are provided within Appendices 3 and 5 .



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TABLE 1 – RESPONSE TO COMMENTS

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8 Notification and Local Planning Panel Your application attracted significant public comment, not all of which supported the proposal. The introduction of privacy screens on the western side of the proposed travelators may reduce the risk of shoppers being able to overlook the private open space on nearby dwellings. After you respond to this letter, your application will be re-notified and a final assessment will be carried out before your application is referred to the Local Planning Panel for determination.	Obscured glazing to 1,500mm high has been provided along the travelator to reduce the risk of shoppers being able to overlook the private open space on nearby dwellings, as shown in Appendix 4.

