

Urban Design Referral Response

Application Number:	DA2018/1514
To:	Lashta Haidari
Land to be developed (Address):	Lot 100 DP 1015283 , 145 Old Pittwater Road BROOKVALE NSW 2100

Officer comments

The applicant has submitted supplementary documentation and commentary (dated 14 Dec 2018 & 5 April 2019) in response to the comments made below. The applicant has requested that the proposal be determined based on merits, notwithstanding the non-compliances with the DCP and urban design issues highlighted below. Our responses to the additional information supplied are added to the original comments below:

1. The proposed stage 2 has changed significantly from the previous design submitted during the Pre-Lodgement Meeting (PLM) on December 2016. The stage 2 Development Application (DA) proposal occupies a smaller area than the PLM proposal. The areas that have been left out are:
 - a. The southern corner of the site where the Mall Music and cinema building is located. This building was previously proposed to be demolished to create a landscaped area which will become the southern entry point to the shopping centre. With the current proposal of keeping Coles supermarket in that corner, it is unclear whether the future staging of work as an entry point is still possible as a new cinema structure is proposed to be on top. Since there is no future use proposed for the existing cinema building, the building should be demolished to create a deep-soil area for substantial trees to be incorporated as a landscape treatment gateway response.
 - b. The retail area extension over the carpark area facing Condamine and Pittwater Road with the intention of connecting via a pedestrian bridge to the Brookvale Community Health Centre. Given there are ongoing discussion with Roads and Maritime Services /Transport for NSW on traffic matters and the new bus interchange design/ location, a possible design solution should still be incorporated into the future phasing of works to give certainty to this important public transport connection/ interchange.

Response: The applicant states that “redevelopment works proposed by this development application will not preclude the delivery of further elements of the overall masterplan as part of future stages of development”. No certainty and information has been given to indicate future stages of development mentioned in the current DA application. RMS has yet to comment on the latest additional traffic modelling submitted. It is understood the pedestrian bridge crossing will be constructed by RMS landing on the western side of Pittwater Road’s reserve with the possibility of connecting to an upper retail extension of Warringah mall Shopping centre in the future. It would be ideal that certainty can be given that this future works by Warringah Mall will be undertaken as pedestrian arriving on the eastern side of Pittwater Road will have to climb up and down the pedestrian overpass to cross the road in the current proposal if RMS proceeds with building the bridge in the near future. The traffic modelling submitted assumes the at-grade pedestrian crossing across Pittwater Road near William Street will be retained. RMS will need to confirm that this is the case.

2. Warringah Development Control Plan 2011 (WDCP2011) Part G4 states that “The roof is to be designed so that the visual impact of the roof form is minimised....Rooftop plant and equipment are to be integrated into the building/roof forms or screened in a manner compatible with the

building design to minimise visual and acoustic impacts on the surrounding properties, including elevated properties which have views over the centre.”

It is noted the envelope control over the existing carpark structure facing Old Pittwater Road next to the existing cinema building is set at a lower RL26 to compensate for the lack of building setback buffer. The proposed RL45.3 over this area is 19.3m over the WDCP2011 envelope control. There could also be substantial view loss from existing developments on the western side of Old Pittwater Road and houses further up the hill at Allambie heights. The visual impact assessment submitted is not comprehensive enough. There will also be additional shadow impact to the immediate surrounding houses although the shadow diagrams submitted indicate they will receive 3 hours sunlight to the garden areas. The additional building bulk will be visually overwhelming and imposing. As such, the proposed built form bulk cannot be supported.

The building encroachment into the 10m building setback on the Condamine Street boundary will affect the green buffer strip. However, the proposed landscaping treatment has been carried into the cut-out area to help soften the building approach impact. As the proposed cutaway building form creates a welcoming gesture and presents a better street activation response, the encroachment can be supported.

Response: A visual context analysis has been submitted. The breach of 19.3m building height would mean a built form of about 30m tall will be built next to Old Pittwater Road with boundary setbacks ranging from about 1.5 to 5m (no setback dimensions shown on drawings). The extent of non-compliance with the DCP building envelope is too significant to be supported on merit terms.

3. With the proposed upgraded and enhanced entrance facing Condamine Street, it will attract more foot traffic from the Pittwater Road bus stops. Pedestrians will have to cross two driveways to get to that entrance so pedestrian safety such as zebra or signalised crossings should be considered.

Response: A pedestrian desire/ movement plan has been submitted. There is a road crossing in front of the new main entrance which has no pedestrian street crossing indicated. Existing at-grade pedestrian crossing across Pittwater Road has not been indicated on the plan. What is the future status of this crossing? Traffic modelling options have also been submitted and RMS response will be needed.

4. The entry point to the shopping centre from the adjacent TAFE building pedestrian crossing has not been planned well. Walking through the existing carpark to enter the shopping centre can be dangerous and compliance with disable access has not been demonstrated. The existing carpark structure frontage presents an unwelcoming facade. Considering the amount of foot-traffic in this area, the existing carpark area should be replanned to improve pedestrian access requirements and incorporate a landscape buffer strip to soften the impact of the built form.

Response: The DA does not propose any adjustment to the existing entry conditions from Old Pittwater Road. The pedestrian desire/ movement plan submitted indicates a future public pedestrian circulation route entry point near the Music Mall building into the back of the existing Coles Supermarket location. The safety and accessibility issues of pedestrian entering the shopping centre through the car parking areas from the pedestrian crossing at Old Pittwater Road are still not resolved.

5. The Masterplan DCP conceived in 2009 was meant to plan for the expansion of the shopping centre in an orderly and coordinated manner. The extension proposals to date have been a piece-meal process deviating away from the intentions of the original Masterplan. Taking into account the changing nature of the retail, food and entertainment industries, it might be an opportune time to review and submit a complete picture of the whole development as a staged

DA so that future expansion intensions are made clear. Approvals for departure from the current controls can then be given in a holistic manner.

Response: There is ongoing discussion on the possibility of amending the DCP.

The revised proposal cannot be favourably determined on merit based as the above issues are not resolved in an acceptable manner.

Recommended Heritage Advisor Conditions:

Nil.