

WARRINGAH MALL STAGE 2 DEVELOPMENT APPLICATION

SOCIAL IMPACT ASSESSMENT

26 JULY 2018
SA7493
FINAL
PREPARED FOR SCENTRE GROUP

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Clare Brown
Associate Director	Lucy Band
Project Code	SA7493
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EXECUTIVE SUMMARY

This Social Impact Assessment (SIA) has been prepared for Scentre Group to evaluate the identify and assess the positive and negative social impacts of the Stage 2 expansion of Warringah Mall (the Mall).

A SIA is an independent specialist study undertaken to identify and analyse key social impacts associated with a particular development proposal. It includes recommendations to enhance positive impacts and mitigate negative impacts in accordance with professional standards and statutory obligations.

LEGISLATIVE REQUIREMENT

Under Section 4.15 of the *Environmental Planning and Assessment Act 1979*, all social, environmental and economic impacts that are reasonably foreseeable are required to be considered and addressed as part of the planning process.

Section G4 of the *Warringah Development Control Plan 2011* (DCP) outlines specific SIA requirements for the Mall, including the need to ensure any potential social impacts resulting from the expansion of the Mall are appropriately managed or mitigated.

THE PROPOSAL

The Stage 2 proposal includes the following:

- **Floor Space:** additional floor space, including new forecourts, new retail, hospitality and entertainment spaces.
- **Facilities:**
 - Additional major and speciality retail stores
 - New casual dining spaces and fresh food stores
 - Additional level with new cinema complex and mini-major stores.
 - Modifications and upgrades to existing retail facilities.
- **Parking and access:**
 - Reconfiguration of the existing on-grade car parking at Condamine Street and Pittwater Road including new vehicle entry and exit points.
 - Additional car parking spaces to the north of the existing Orange car park on Level 1 and Level 1 mezzanine.
 - New pedestrian access points along Condamine Street to provide better connection to the mall and bus interchange.
- **Landscaping**
 - Landscaping treatment along Condamine Street and Pittwater Road.
- **Construction**
 - In accordance with the Construction Management Plan it is expected that the project construction may take up to 14 months and subject to approvals the start date for construction is September 2019.

SUMMARY OF SOCIAL IMPACTS

Below is a summary of potential social impacts, mitigation and enhancement strategies associated with the Stage 2 expansion of the Mall.

Impact	Impact level
<p>Strengthening the function of Warringah Mall as a significant sub-regional retail centre</p> <p>The Mall is one of the largest retail areas in Greater Sydney and the key retail centre for the Northern Beaches LGA. The Stage 2 expansion will improve the role and function of the Mall for the Northern Beaches community, by providing new retail, food and beverage and entertainment spaces.</p>	Long-term significant positive impact
<p>Improved accessibility, connectivity and pedestrian amenity</p> <p>The Stage 2 expansion will provide improved pedestrian movements and accessibly, including lifts, escalators, landscaped footpaths to enhancing walkability in and around the Mall.</p> <p>The existing internal bus interchange and taxi rank will be relocated slightly to the north of the current location. The new bus interchange and taxi rank will include new seating, shade and a taxi call button. The arrangements and timing for this temporary relocation will be negotiated with Sydney Buses.</p>	Medium positive impact
<p>Operational traffic and parking</p> <p>Traffic is an existing issue in the local area and was identified by stakeholders as a potential future concern.</p> <p>The Traffic and Parking Impact Assessment for the site indicates that the majority of surrounding road intersections will continue to operate satisfactorily following the completion of the Stage 2 development. It is noted that the proposed access changes to the Mall would result in the critical intersections operating more efficiently.</p> <p>The Stage 2 expansion will provide a net additional of 418 car parking spaces, which is consistent with the parking requirements stipulated by the DCP.</p> <p>The recent introduction of the B-Line also provides more frequent and reliable services for customers travelling between the Northern Beaches and the Sydney CBD.</p>	Neutral impact subject to application of traffic mitigation strategies
<p>Improved amenity, activation and integration</p> <p>The Stage 2 expansion includes new and upgraded frontages and extensive landscaping works. A Public Art Plan also proposes a range of art installations such as sculpture, lighting, children's play and murals.</p> <p>The Condamine Street entrance will be improved through new landscaping and public and integrated forecourt is proposed. A dedicated drop off zone is also proposed to the ground floor entry of Coles.</p> <p>These enhancements will help to better integrate the Mall within the fabric and life of Brookvale-Dee Why, in line with the North District Plan objectives.</p>	Low positive impact

Impact	Impact level
<p>Operational noise impacts</p> <p>There is a community concern that potential additional noise may be generated by the Mall's air conditioning plants and car parks following its expansion.</p> <p>The Noise Impact Assessment indicates that the site is currently affected by environmental noise predominantly from traffic on Condamine Street. The noise generated by the Mall's air conditioning plants and car parks has been found to be negligible compared to other environmental impacts.</p> <p>The Noise Impact Assessment prepared for the site concludes that the proposed development will comply with all relevant noise and vibration criteria.</p>	Low negative impact
<p>Environmental impacts</p> <p>Community feedback indicated concern regarding the impact of development on the creek running underneath the site and the greenhouse gas emissions associated with the proposal.</p> <p>The environmental impact of the proposal has been considered as part of the Sustainability Management Plan for the site.</p>	Medium positive impact subject to environmental enhancement and mitigation strategies
<p>Continued provision of community facilities</p> <p>The Mall currently provides a Library and two large multipurpose rooms, used primarily by community, retailers and Centre Management for regular and ad hoc events. At present these rooms are underutilised, with only four groups using them regularly.</p> <p>The Stage 1 development works that were completed in 2016 created new spaces to allow for continued opportunities for the bulk of community usages to continue during and post the proposed works.</p>	Medium positive impact
<p>Construction impacts on tenants and visitors</p> <p>During construction there is likely to be reduction in amenity in some the areas of the Mall, due to construction impacts, such noise, vibration and dust. The Stage 2 expansion will have no impact on existing childcare and health facilities provided at the Mall.</p>	Temporary negative impact

CONCLUSION

This assessment has found that the proposed development is consistent with the strategic directions outlined in Warringah DCP 2011 and North District Plan. It supports the role of the Mall as a key hub for community activity, entertainment and employment opportunities for the Northern Beaches.

The proposal provides an opportunity to deliver new and enhanced facilities that cater to the requirements of the current and future users of the Mall. Consideration should be given to the use of the Mall by key demographic groups, including culturally and linguistically diverse (CALD) people, people with disability, families with children, young people and older people.

1. INTRODUCTION

This Social Impact Assessment (SIA) has been prepared for Scentre Group to evaluate the potential positive and negative social impacts of the Stage 2 expansion of Warringah Mall (the Mall).

A SIA is an independent specialist study undertaken to identify and analyse key social impacts associated with a particular development proposal. It includes recommendations to enhance positive impacts and mitigate negative impacts in accordance with professional standards and statutory obligations.

1.1. LEGISLATIVE REQUIREMENT

Under Section 4.15 of the *Environmental Planning and Assessment Act 1979*, all social, environmental and economic impacts that are reasonably foreseeable are required to be considered and addressed as part of the planning process.

Section G4 of the *Warringah Development Control Plan 2011* (DCP) outlines specific SIA requirements for Warringah Mall Shopping Centre, including the need to ensure any potential social impacts resulting from the expansion of Warringah Mall are appropriately managed or mitigated, including the need to consider social impacts regarding:

- Public Transport
- Child care provision
- Accessibility (and inclusion)
- Health facilities
- Young people
- Facilities for children.

1.2. METHODOLOGY

The following tasks were completed as part of this SIA:

Stage 1: Scoping

- Review of relevant policy documents to assess key implications at a local and state level;
- Site visit and audit of surrounding context;
- Review of existing Warringah Mall uses and the development plans.

Stage 2: Baseline Analysis

- Review of demographic characteristics, crime profile and population projections for the local area;
- Audit of neighbouring premises, nearby sensitive receptors, community facilities and open space and recreation facilities;
- Review of technical studies to inform the SIA.

Stage 3: Stakeholder and Community Consultation

- Preparation of Community Consultation Plan (stakeholder mapping);
- Distribution of letter to neighbour catchment introducing the proposal and inviting feedback on potential impacts (both positive and negative) via project communication channels (phone, email and feedback form);
- Community feedback received via 1800 number, email address and feedback form;
- Contact with Northern Beaches Council Manager Community & Library Services;
- Additional tasks included to inform the SIA included:
 - Review of 2008 consultation outcomes to inform the Warringah mall masterplan
 - Review of Stage 2 stakeholder consultation outcomes for consultation undertaken by Scentre Group and project team.

Stage 4: Social Impact Assessment

- Assessment of potential impacts, their significance, duration and extent in consideration of the baseline and consultation outcomes;
- High-level recommendations to maximise benefits and minimise impacts, monitor and review cumulative and ongoing impacts;
- Preparation of SIA report.

2. SITE LOCATION AND EXISTING USES

The Mall is located in the Northern Beaches Local Government Area (LGA) (former Warringah LGA) and is 17km north of Sydney CBD. It is the only regional shopping centre serving the population of the Northern Beaches.

The site is situated on a large parcel of land in Brookvale bounded to the north by Cross Street, to the south by Old Pittwater Road and to the east by Condamine Street/Pittwater Road. The site is zoned B3 (Commercial Core).

Figure 1 – Site context



Source: Urbis GIS

2.1. EXISTING USES

The Mall accommodates a mix of indoor and outdoor spaces including:

- 2 Department Stores
- 2 Discount Department Stores
- 2 supermarkets
- 15 mini-major tenants
- 239 retail specialty stores
- Non-retail and entertainment floor space
- Hoyts Cinema complex
- Gymnasium
- Commercial offices
- Medical Centre
- External floor space
- Car parking
- A public library
- Multipurpose rooms for hire.

The Mall currently supports a number of events, activities and programs, including a Shopmobility program, a parent's room, kids play world, school concerts, community sport sign up days, jumping castle events and other activities for young people. Scentre Group has advised these will be maintained (and expanded) as part of the Stage 2 plans.

2.1.1. Westfield Warringah Mall multipurpose rooms

The Mall operates two large multipurpose rooms, used primarily by community, retailers and Centre Management for regular and ad hoc events. These rooms are available at no charge to not-for-profit groups, community groups and retailers. The rooms are hired out to external business and for-profit enterprises at \$35/room per hour.

At present these rooms are underutilised, with only four groups using them regularly. Multipurpose room No. 1 has a size of 136 sqm and an occupancy rate of 23%, with only one group using it regularly. Multipurpose room No. 2 has a size of 261 sqm and an occupancy rate of 37%, with four groups using it regularly.

Scentre Group has implemented a new multipurpose room facility which is utilised by a variety of community uses. The new space will accommodate the removal of existing rooms.

2.2. SURROUNDING LAND USES AND RECEPTORS

The following is a high-level overview and description of the surrounding land-uses and community facilities in proximity to the Mall.

2.2.1. Public transport

The Mall is located along Pittwater Road/Condamine Street, which is one of the major traffic routes in the Northern Beaches LGA. More than 30 bus routes stop within 100 metres of the site.

The B-Line service commenced on 26 November 2017 and provides more frequent and reliable services for customers travelling between the Northern Beaches and the Sydney CBD. The B-line services run every 5-7 minutes during the busy morning and afternoon peak commute periods, and every 10 minutes at other times of the day, including weekends.

A B-Line bus stop is located adjacent the the Mall development site on Pittwater Road.

2.2.2. Commercial and industrial land

The Mall is surrounded by land zoned for commercial and industrial purposes. A large industrial area is located to the north and west of the site with further industrial areas on the eastern side of Pittwater Road.

2.2.3. Education

There is one tertiary education institution, two primary schools and one secondary school within 1km of the site. These are:

- Tertiary education: The Northern Sydney Institute of TAFE
- Primary schools: Brookvale Public School and The Beach School
- Secondary school: St Augustine's College.

2.2.4. Childcare

There are 15 childcare centres within 1km of the site. Two of them are located within the Mall. These are:

- The Warringah Mall Childcare operates between 7:30 am and 6 pm Monday to Friday
- The Goodstart Brookvale is a branch of Goodstart Early Learning, an Australia-wide childcare provider. It operates between 7:30 am and 6 pm Monday to Friday.

2.2.5. Community facilities

A number of community facilities exist within 1km of the site. These include:

- Brookvale Community Centre

- Allambie Heights Public Hall.

2.2.6. Open Space and recreation facilities

The closest public open space and recreation facilities to the site include:

- Allenby Park and Manly Dam Reserve
- Gumbooya Reserve
- Brookvale Park
- Earl Reserve
- Warringah Golf Course.

2.2.7. Health facilities

The Mall is home to a medical centre, a traditional Chinese medicine practice and other health-related facilities, such as an optometrist and laser clinic.

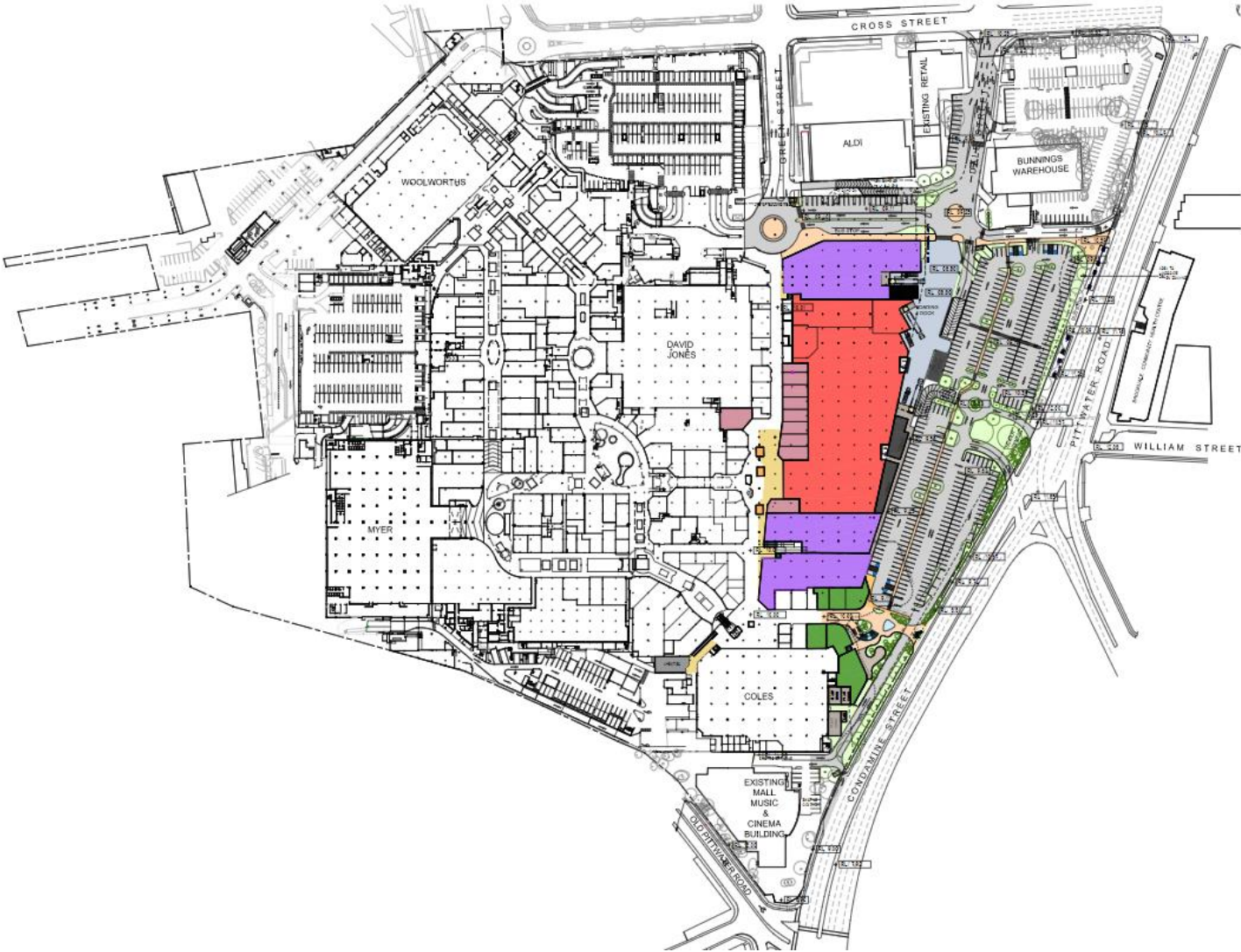
The Brookvale Community Health Centre opened in February 2018 and is located opposite to the site. The Centre delivers 22 health services including the first in house BreastScreen NSW for the Northern Beaches, child and family health, child and youth mental health, chronic and complex care, community adult mental health, community drug and alcohol, health promotion, home nursing service, oral health and community rehabilitation and aged care.

3. THE PROPOSAL

The Stage 2 proposal relates to the eastern portion of the existing Mall adjacent to Pittwater and Condamine Streets and includes the following:

- **Floor Space**
 - Additional floor space, including new forecourts, new retail, hospitality and entertainment spaces.
- **Facilities:**
 - Additional major and speciality retail stores
 - New casual dining spaces and fresh food stores
 - Additional level with new cinema complex and mini-major stores
 - Modifications and upgrades to existing retail facilities.
- **Parking and access:**
 - Reconfiguration of the existing on-grade car parking at Condamine Street and Pittwater Road including new vehicle entry and exit points
 - Additional car parking spaces to the north of the Orange car park on Level 1 and Level 1 mezzanine.
 - New pedestrian access points along Condamine Street to provide better connection to the mall and bus interchange.
- **Landscaping**
 - Landscaping treatment along Condamine Street and Pittwater Road.
- **Construction**
 - In accordance with the Construction Management Plan it is expected that the project construction may take up to 14 months and subject to approvals the start date for construction is September 2019.

Figure 2 – Ground floor plan



4. POLICY CONTEXT

A range of relevant policy and strategic planning directions were reviewed for the SIA. A detailed summary of these documents is included in **Appendix A**. Key themes relevant to the SIA are outlined below.

Table 1 – Policy directions

Policy theme	Relevance to Warringah Mall
Strategic Positioning	<p>The Mall is identified as a retail centre of sub-regional significance. The continuous development of the site must respond to the needs of the users of the site, its surrounds and its accessibility.</p> <p>As a key strategic site, it must include high quality urban design, and landscaping, external finishes that respond to its context and adequate signage.</p>
Demographic profile and community needs	<p>There is a need to provide adequate and accessible infrastructure and services to meet the needs of changing demographics on Sydney's North Shore.</p>
Accessibility and transport	<p>Key issues for the area surrounding the Mall include:</p> <ul style="list-style-type: none"> • Traffic congestion and parking • Pedestrian access • Public transport availability. <p>Priority considerations for accessibility include:</p> <ul style="list-style-type: none"> • Street crossings (disability accessible and safe) • Kerb ramp design and need for continuous footpaths • Need for reliable and frequent public transport • Walking and cycling connections between the Mall, Brookvale and Dee Why.
Social Inclusion	<p>Access to information and services, especially those for culturally and linguistically diverse (CALD) people and people with disability are key priorities for the LGA.</p>
Identity and Belonging	<p>Promoting ageing in place and meeting the needs of an ageing population are key priorities for the LGA.</p>
Vibrant and Creative Communities	<p>There is a need to strengthen partnerships with artists, community members, local businesses and other stakeholders to promote cultural development in the Northern Beaches. These include festivals, events and multicultural activities.</p>
Crime prevention	<p>Importance of CPTED for the reduction of vandalism and crime, which includes applying the Safer by Design principles across the LGA.</p>

5. COMMUNITY PROFILE

The following demographic analysis is based on 2016 ABS census data for the Brookvale suburb (Study Area), Freshwater-Brookvale SA2 and Greater Sydney.

A full demographic summary table is provided at **Appendix B**.

In 2016 the estimated population living in the Study Area was 3,161 people. Key characteristics of the study area are outlined below:

- The average number of people per household in the Study Area is 2.3 persons per household, compared with 2.6 for Freshwater-Brookvale SA2 and 2.8 for Greater Sydney.
- Over half of the Study Area (61.85%) live in flats or apartments which is significantly higher than Freshwater-Brookvale SA2 (49.2%) and Greater Sydney (28.1%).
- Nearly one third (29.9%) of the Study Area population are middle-aged (30-44 years of age).
- The Study Area has higher rates of cultural diversity compared to the Brookvale-Freshwater SA2, with 65% of the Study Area population speaking only English compared with 79.1% for the Brookvale-Freshwater SA2.
- Nearly one third (28.9%) of the Study Area has a bachelor degree or higher.
- The median household income for the Study Area is \$1,822 which is higher than Greater Sydney (\$1,750).
- Freshwater-Brookvale is characterised as among the top 10% most advantaged SA2's in Australia, and is within 20% for economic resources.

5.1. RELATIVE ADVANTAGE AND DISADVANTAGE STATISTICS

The Socio-Economic Indexes for Areas (SEIFA) was developed by the Australian Bureau of Statistics (ABS) to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. Four indices have been developed, as follows:

- Index of Relative Socio-economic Disadvantage: focuses primarily on disadvantage, and is derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles.
- Index of Relative Socio-economic Advantage and Disadvantage: is a continuum of advantage (high values) to disadvantage (low values), and is derived from Census variables related to both advantage and disadvantage.
- Index of Economic Resources: focuses on financial aspects of advantage and disadvantage, using Census variables relating to residents' incomes, housing expenditure and assets.
- Index of Education and Occupation: includes Census variables relating to the educational attainment, employment and vocational skills.

Scores: A lower score indicates that an area is relatively disadvantaged compared to an area with a higher score. The area with the lowest score is given a rank of 1, the area with the second lowest score is given a rank of 2 and so on, up to the area with the highest score is given the highest rank.

Postcode 2100, where the Mall is located, is within the top 10% most advantaged postcodes in Australia and within 20% for economic resources.

Table 2 – SEIFA indexes for Study Area (postcode 2100)

Advantage and disadvantage		Disadvantage		Economic resources		Education and occupation	
Score	Decile	Score	Decile	Score	Decile	Score	Decile
1131	10	1098	10	1074	9	1127	10

Source: SEIFA, 2016

5.2. POPULATION PROJECTIONS

The Northern Beaches LGA is expected to grow by 18% between 2011 and 2036. A total of 297,950 people will live in the LGA by 2036. The age group with the highest growth rate will be the 80+ year-olds (98% increase in the number of people in this age group by 2036).

Appendix B includes an age breakdown of the population projections for the Northern Beaches LGA between 2011 and 2036.

5.3. CRIME PROFILE

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile within Brookvale and Northern Beaches LGA. This was compared to the NSW average to help assess risk compared to state-wide averages.

Brookvale has generally higher levels of crime when compared with the NSW average for major crimes, with the exception of 'assault-domestic violence related', 'break and enter dwelling' and 'steal from dwelling'. The highest crime rates in Brookvale are 'steal from retail store' and 'fraud' which can be expected as the Mall is a significant retail centre in the suburb.

The Northern Beaches LGA has experienced a stabilisation in crime rates over the past two years across all crime types.

BOCSAR publishes hotspot maps to illustrate areas of high crime density relative to crime concentrations across NSW. A review of these maps indicates Brookvale is located near crime hotspots for the following crime types:

- Domestic assault
- Non-domestic assault
- Break and enter dwelling
- Break and enter non-dwelling
- Motor vehicle theft
- Steal from motor vehicle
- Steal from dwelling
- Steal from person
- Malicious damage to property.

The location of the Mall itself is only located in a hotspot for 'malicious damage to property'. Typically, areas of high crime rates are concentrated at the north-east of the suburb.

Appendix C includes crime hot spot maps for Brookvale and their relationship to the Subject Site.

6. COMMUNITY AND STAKEHOLDER CONSULTATION

Community and stakeholder consultation was undertaken in early 2017 and this SIA was informed by this targeted community consultation and a review of ongoing consultation outcomes between Scentre Group and key stakeholders. This has enabled Urbis to understand existing social issues, key potential impacts, mitigation and enhancement measures and community perceptions associated with the proposal.

Scentre Group employs a Community Relations Manager, who is a dedicated point of contact between the community and the Mall. Urbis met with the Community Relations Manager to review previous consultation outcomes undertaken by Scentre Group. This ensured consistency between the stakeholder mapping for this project and community engagement undertaken in 2008 as part of the Warringah Mall Master planning process.

A community information letter was developed by Urbis to introduce the proposal, provide an explanation of the SIA process and invite feedback by the community.

Appendix E includes a copy of the community information letter.

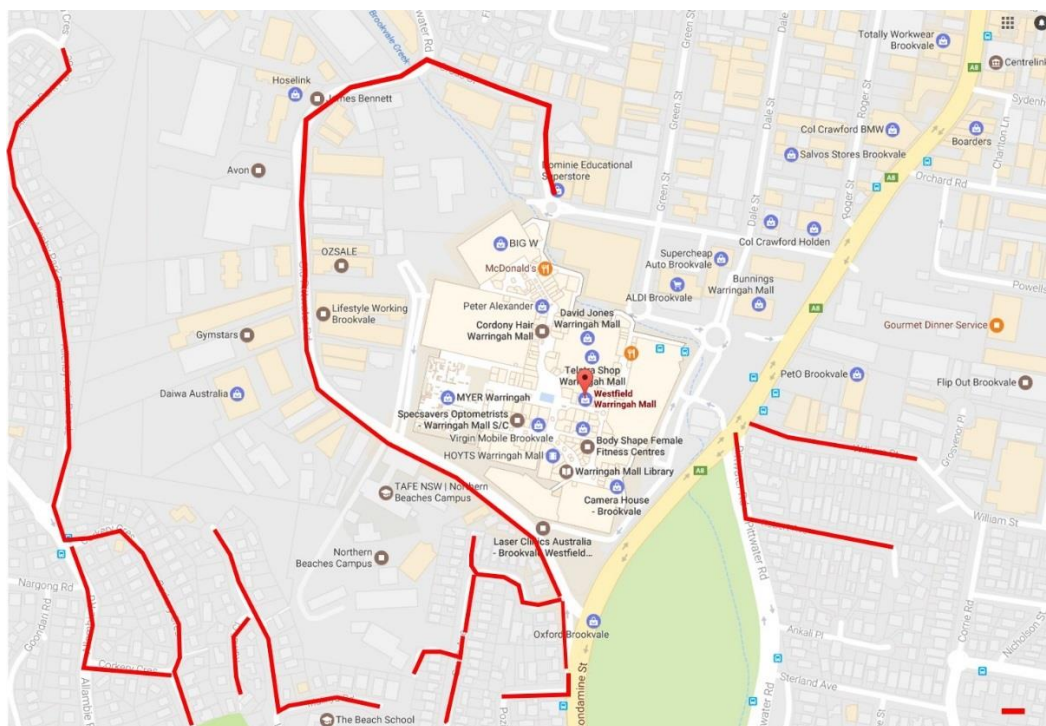
Four hundred and twenty (420) community information letters were distributed in total and the following feedback channels were made available for people to respond:

- A feedback form (pre-paid envelope)
- Dedicated 1800 number
- Dedicated email address.

The letters were distributed on 16 January 2017 and asked respondents to provide feedback by 5 February 2017.

The community information letter was distributed to properties in the catchment outlined on Figure 3 (both sides of the road). This catchment was developed based on a desktop analysis undertaken by Urbis staff, properties adjacent to the defined development area (Old Pittwater Road and Condamine Street), residential properties identified in the draft Noise Impact Assessment and consultation with Scentre Group Community Relations Manager.

Figure 3 – Community letter drop catchment area



Source: Urbis

6.1. SUMMARY OF COMMUNITY FEEDBACK

Urbis received six (6) email responses during the consultation period, including an email with photographs of existing issues.

Appendix F includes the unidentified (anonymous) responses received.

Table 3 – Community feedback

Theme	Feedback	Suggested Strategies
Increased amenities	<ul style="list-style-type: none"> Support for increased amenities and facilities. 	<ul style="list-style-type: none"> Not identified.
Open space and landscape planning and design	<ul style="list-style-type: none"> One person indicated support for additional landscaped areas, shaded areas and spaces for nearby residents. 	<ul style="list-style-type: none"> One resident suggested that trees should be planted to replace those removed from the Pittwater Road area during construction – this is a condition of approval for works already under way.
Increased Traffic	<ul style="list-style-type: none"> Concerns relating to existing and potential future traffic congestion were raised as one of the most pressing issues in the local area. 	<ul style="list-style-type: none"> Suggestion to work with RMS to review the frequency and efficiency of traffic signals Suggestion to identify risks associated with the increasing volume of traffic on Old Pittwater Road Suggestion to include an alternative entry and exit point along Old Pittwater Road Suggestion to develop a traffic management plan for the Mall and further consultation with shoppers.
Parking during the construction stage	<ul style="list-style-type: none"> One person was concerned about parking availability along Old Pittwater Road during the construction stage of the project It was reported that during the previous expansion of the Mall, there was a significant reduction of available street parking due to construction staff parking along nearby streets, affecting local small businesses, residents and visitors. 	<ul style="list-style-type: none"> Suggestion to reserve car parking spaces inside the Mall for workers and staff during construction Suggestion to include temporary controls to reduce the impact of construction on car parking availability.
Pedestrian access along Old Pittwater Road	<ul style="list-style-type: none"> Two people raised concerns regarding pedestrian accessibility between the Mall and Old Pittwater Road. They indicated that the footpaths are too 	<ul style="list-style-type: none"> Suggestion to widen the footpath along Old Pittwater Road for people with prams and people with physical disability.

Theme	Feedback	Suggested Strategies
	narrow for shopping trolleys, prams and wheelchairs.	<ul style="list-style-type: none"> Suggestion to reduce speed limits along Old Pittwater Road to increase pedestrian safety.
Impact of abandoned shopping trolleys	<ul style="list-style-type: none"> One person indicated that shopping trolleys are often left along Pittwater Road and nearby streets, which contributes to littering and unsafe environments for pedestrians. 	<ul style="list-style-type: none"> Suggestion to develop a trolley monitoring and removal strategy and locks for trolleys.
Drainage along Old Pittwater Road	<ul style="list-style-type: none"> One person indicated that there are bad smells coming out of the new drains installed along Old Pittwater Road. 	<ul style="list-style-type: none"> Suggestion to check for bad odours/leakages.
Noise Impacts	<ul style="list-style-type: none"> One person indicated a concern for the likelihood of additional noise being generated by the Mall's air conditioning plants and car parks. 	<ul style="list-style-type: none"> Suggestion to consider the level of noise arising from the development as part of the assessment.
Noise impacts during construction	<ul style="list-style-type: none"> Three people indicated concerns in regards to noise impacts during construction, particularly in relation to the impact of construction noise at night. 	<ul style="list-style-type: none"> Suggestions included the reduction of construction hours, the addition of sound barriers and 'white noise' equipment to minimise noise impacts
Dust impacts during construction	<ul style="list-style-type: none"> One person indicated that the generation of dust during construction is a health impact that needs to be managed and reduced. 	<ul style="list-style-type: none"> Suggestion that more notice should be given to residents of Old Pittwater Road regarding construction times and hazards associated with construction.
Environmental Impacts	<ul style="list-style-type: none"> Concerns for environmental impacts of the development, especially in relation to the creek running underneath the site. 	<ul style="list-style-type: none"> Solar panels were suggested as a way to make good use of the roof space created by the development. Nearby 'Lifestyle Working' project was mentioned as an example of good sustainability outcomes, that could be considered for the development.

6.2. ONGOING STAKEHOLDER CONSULTATION

Scentre group has undertaken consultation with key government and service provider stakeholders, including:

- Transport for NSW
- RMS
- Sydney Water
- Private/Local bus operators
- Council library manager
- Council community services.

Warringah Mall library

Scentre Group has met with Council on a number of occasions to discuss the current and future requirements of the Warringah Mall library. The library lease of the Mall space expires on 12 April 2020 and there is an opportunity to extend this lease for an additional 10 years. Key issues for a future library included:

- There is a tendency for libraries to provide more compartmentalised sections, as opposed to large rooms, catering for multiple different usages at the same time.
- The social model of libraries is changing. Eating and drinking in libraries is being encouraged so the location of libraries close to food/food courts is a preference.
- Active borrowers are families with children.
- Proximity to bathrooms is important for the library.

Council community services

Urbis provided an outline of the SIA methodology to Council Manager Community & Library Services and invited feedback on key issues and requirements regarding this project. The following issues were identified as important to consider:

- The impact of the proposal on the library and community centre.
- The impact of the proposal on children and young people.
- Impact of any additional licensed premises in relation to young people and reference to responsible service of alcohol requirements and practices as a matter of course.

7. REVIEW OF TECHNICAL STUDIES

The following section provides a summary of the technical studies that were reviewed to inform this SIA.

7.1. LANDSCAPE PLANS AND STATEMENT OF LANDSCAPE INTENT (JULY 2018)

Landscaping plans and a Statement of Landscape Intent has been prepared by Arterra Design Pty Ltd. Extensive tree planting and landscaping works are proposed as part of the proposed development.

The main landscaping elements include:

- New trees including Cook pines, fig trees and palm trees along the Pittwater Road/Condamine Street frontage.
- New trees and landscaping treatment within the at-grade car park.
- Indicative locations for the inclusion of feature art installation.

7.2. NOISE IMPACT ASSESSMENT (JULY 2018)

A Noise Impact Assessment has been prepared by Acoustic Logic and provides an assessment of the potential impacts on the acoustic amenity of the proposed Stage 2 works at the Mall.

The Noise Impact Assessment indicates that the site is affected by environmental noise predominantly from traffic noise from Condamine Street to the east of the site, which carries high volumes of traffic.

It indicates that the proposed development will comply with all relevant noise and vibration criteria, following advice to minimise impacts related to construction, including hours of work, subject to planning approval conditions.

7.3. TRAFFIC AND PARKING IMPACT ASSESSMENT (JULY 2018)

A Traffic and Parking Impact Assessment has been prepared by The Transport Planning Partnership and assess the traffic and transport implications for the Stage 2 proposed expansion. It includes the following conclusions and recommendations:

- The assessed intersections would continue to operate satisfactorily following the completion of the Stage 2 development. It is noted that although the traffic assessment assumes the future works at the signalised intersection of Condamine Street-Pittwater Road/William Street to accommodate the Brookvale Health Care Building would be in place, the Stage 2 proposed expansion does not rely on these works. That is, the assessed intersections would operate with a similar performance with or without these proposed works.
- The proposed vehicle access arrangements are considered satisfactory and the proposed access changes to the Centre would result in the critical intersections operating more efficiently.

7.4. SUSTAINABILITY MANAGEMENT PLAN (JULY 2018)

A Sustainability Management Plan has been prepared by Scentre Design and Construction. It includes the following initiatives:

Material and resource sustainability

- Recycle content in concrete and recycled timber.
- Target to include building materials that are responsibly sourced or have a sustainable supply chain which uses energy-reducing processes in its manufacture.
- Steelwork sourced from a responsible steel maker/steel contractor will be incorporated as much as practically possible.

Water conservation strategies

- The selection of equipment that is more water efficient than comparable standard practice equivalents.
- The use of water-efficient supplementary equipment and water metering facilities management plans for prevention of excessive water consumption through leakages of amenities and hardware.

Waste management

- During the design, consideration will be given to the appropriate collection, separation and management including the possibility of recycling/reuse of construction waste on site.

Energy consumption

- High efficiency HVAC aimed at lower operating emissions, high performance glazing and high efficiency LED lighting.
- High performing glazing.
- Integration of shading devices and ventilation of facades to reduce solar heat gains into mall space at high luminance periods of the day.

Sustainable transport

- Access by public transport.
- Active transport facilities.

Emissions

- Refrigerants and insulants will be considered for their ozone depleting potential.
- Minimising impacts of external light pollution to the local community.
- Best practice application of microbial controls within air conditioning systems.
- Refrigerant leak detection system will be considered to prevent local refrigerant emissions.

Urban Ecology

- Plantation of indigenous xeriscape species of plants.
- Reducing the impact of heat island effects from hard surfaces.

7.5. CONSTRUCTION MANAGEMENT PLAN (JULY 2018)

The Construction Management Plan for Westfield Warringah (Stage 2) establishes obligations and controls in order to manage construction traffic and activities during the construction to minimise impacts on affected properties including:

- Ensure good community relations throughout the development
- Steps to protect the public during the development
- Public access, safety & security
- Noise and vibration management
- Traffic management
- Waste minimisation strategies.

7.6. SECURITY MANAGEMENT PLAN (JUNE 2018)

The *Westfield Warringah Mall Security Management Plan* (June 2018) outlines Scentre Group's commitment to safety and security for the shopping centre. The plan states:

"Westfield Warringah Mall currently has a full security service that aims to protect the community, their customers and their tenants against security threats. The security system incorporates passive and active

technology and community policing. The system places a key emphasis on effective incident management and customer service.”

Key management strategies covered in the plan include:

- **Surveillance:** CCTV cameras located at all entrances and exits to the centre and all publicly accessible areas. The property is currently secured and monitored 24 hours a day by a security service provider. Detailed operational policies for security are also outlined.
- **Lighting:** the current lighting standards followed by the Mall are based on the relevant Australian standard. In some instances, a higher level of luminance is required to assist CCTV systems and centre visibility.
- **Territorial reinforcement:** there is a strong emphasis on way-finding throughout the centre. Existing measures include centre directories, restriction and enforcement signage and customer services.
- **Space/Activity Management:** a combination of passive surveillance, CCTV and active surveillance measures are included in the plan.
- **Amenity of Neighbourhood:** staff and licensed venues within the centre are instructed to consider the amenity of the Centre and the Centre’s neighbours and take all reasonable measures to eliminate the potential for adverse impact on surrounding areas.
- **Behaviour of Customers:** The Licensees and the Centre Management Team are responsible for taking reasonable steps to control the behaviour of customers whilst on the licensed premises.
- **Environmental Maintenance:** The Centre currently outsources maintenance contracts including cleaning, HVAC, pest control, vertical transportation, waste and garden maintenance for external and internal areas. This includes daily cleaning inspections of common areas and the monitoring of graffiti, detection and repair of any dilapidation to any parts of the premises.
- **Access Control:** The Centre currently has a centralised access control system using proximity cards and a solenoid door lock system.
- **In-house policies:** The Centre has a comprehensive house policy, which includes strategies on RSA, pets and skateboards, prevention of antisocial behaviour, environmental management.
- **Youth strategy:** Westfield Warringah Mall, in partnership with Street Works, provide a service on Thursday nights specifically targeting young people in the mall area. Management and security staff have regular dialogue with representatives of the Northern Beaches LAC police, in particular their Youth Liaison and Crime Prevention Officers.

7.7. PUBLIC ART PLAN (JULY 2018)

The Public Art Plan outlines Scentre Group’s commitment to integrating public art in the delivery of Stage 2 works. The plan outlines proposed locations for consideration of public art which will be finalised in a detailed Public Art Plan.

The proposed locations will focus on the following:

- Nodal points
- Entry points
- Key façade applications
- Landscape and public art integration.

Westfield Warringah Stage 1 works and Westfield Chatswood are identified as case study examples that have embodied the approach of integrating public art so it is intertwined within the public spatial experience. This is envisioned for the Mall’s Stage 2 works through sculpture, murals, children’s play and light features with the theme of contemporary Northern Beaches lifestyle.

8. SOCIAL IMPACT ASSESSMENT

This section is based on the criteria outlined in Section G4 of the *Warringah DCP 2011*. It includes an assessment of the level and significance of the impacts and an evaluation of the duration, extent, ability for populations to adapt, social outcomes, management measures and residual impact.

SIA is the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans or projects)¹. The level of impact (both positive and negative) that will occur as a result of the proposal is assessed by comparing the consequence of impact against the likelihood of the impact occurring.

Table 4 – Social Impact Assessment

Impact	Mitigation/Enhancement Measures	Impact level
<p>Strengthening the function of Warringah Mall as a significant sub-regional retail centre</p> <p>The Mall is one of the largest retail areas in Greater Sydney and the key retail centre for Northern Beaches LGA. The Stage 2 expansion will improve the role and function of the Mall for the Northern Beaches community, by providing new retail, food and beverage and entertainment spaces.</p>	<p>The Stage 2 expansion should respond to the existing character of the area and consider the needs of its users and its surroundings. This will be facilitated by:</p> <ul style="list-style-type: none"> Continuing to facilitate events and activities that support the needs of the Northern Beaches community, in consultation with Council. Designing new facilities, activities and events to key demographic groups, including culturally and linguistically diverse (CALD) people, people with disability, families with children, young people and older people. Seeking to better integrate the Mall within the fabric and life of Brookvale-Dee Why as per the objectives of the North District Plan. 	Long-term significant positive impact
<p>Improved accessibility, connectivity and pedestrian amenity</p> <p>The Stage 2 expansion will provide improved pedestrian movements and accessibly, including lifts, escalators,</p>	<ul style="list-style-type: none"> Encourage pedestrian connections between the Mall and surrounding community and education facilities, such as TAFE and the Community Health Centre, as per the objectives of the North District Plan. 	Medium positive impact

¹ International Association for Impact Assessment

Impact	Mitigation/Enhancement Measures	Impact level
<p>landscaped footpaths to enhancing walkability in and around the Mall.</p> <p>The existing internal bus interchange and taxi rank will be relocated slightly to the north of the current location. The new bus interchange and taxi rank will include new seating, shade and a taxi call button. The arrangements and timing for this temporary relocation will be negotiated with Sydney Buses.</p>	<ul style="list-style-type: none"> • Prioritising pedestrian safety within the Mall through the implementation of CPETD measures and legible wayfinding strategies. • Ensuring the internal pedestrian crossings are clearly visible to pedestrians and drivers and provide safe movements. • Timely communication to tenants, customer and visitors to inform them of changes to transport arrangements during construction and operation. • Ensuring that the bus interchange and taxi rank remain accessible for all users and weather-proof. 	
<p>Operational traffic and parking</p> <p>Traffic is an existing issue in the local area and was identified by stakeholders as a potential future concern.</p> <p>The Traffic and Parking Impact Assessment for the site indicates that the majority of surrounding road intersections will continue to operate satisfactorily following the completion of the Stage 2 development. It is noted that the proposed access changes to the Centre would result in the critical intersections operating more efficiently.</p> <p>The Stage 2 expansion will provide a net additional of 418 parking spaces, which is consistent with the parking requirements stipulated by the DCP.</p> <p>The recent introduction of the B-Line also provides more frequent and reliable services for customers travelling between the Northern Beaches and the Sydney CBD.</p>	<p>Implement the recommendations outlined in the Traffic and Parking Impact Assessment, including:</p> <ul style="list-style-type: none"> • Install a new vehicle access off Condamine Street (left-turn entry only), of which RMS has provided in-principle approval • Provide a direct exit to Condamine Street and Pittwater Road at the William Street signalised intersection including a third northbound traffic lane to facilitate the efficient operation of the intersection, and • Convert Dale Street to permit two-way traffic flows. • Provision of approximately 53 additional bicycle parking as required by the DCP. <p>The benefits of the B-Line Bus Interchange adjoining the mall can be enhanced by:</p> <ul style="list-style-type: none"> • Ensuring that the B-Line Bus Interchange is adequately connected to the Mall via accessible and safe. 	<p>Neutral impact subject to application of traffic mitigation strategies</p>

Impact	Mitigation/Enhancement Measures	Impact level
	<ul style="list-style-type: none"> • Encourage the use of public transport from and to the Mall instead driving • Providing information to the public about the operation of the B-Line, including frequencies and hours of operation. <p>Ongoing consultation between Council, Scentre Group and relevant state government agencies and the Mall work together to find ways to minimise the impact of existing traffic in the area, improve walking and cycling connections and encourage the use of public transport.</p>	
<p>Improved amenity, activation and integration</p> <p>The Stage 2 expansion includes new and upgraded frontages and extensive landscaping works. A Public Art Plan also proposes a range of art installations such as sculpture, lighting, children's play and murals.</p> <p>The Condamine Street entrance will be improved through new landscaping and public and integrated forecourt is proposed. A dedicated drop off zone is also proposed to the ground floor entry of Coles.</p> <p>These enhancements will help to better integrate the Mall within the fabric and life of Brookvale-Dee Why, in line with the North District Plan objectives.</p>	<p>Due to the nature of the uses of the Mall (cinemas, car parking and large retail stores), it is not possible activate all frontages.</p> <p>However, it is recommended that active frontages are included on as many sides of the building as possible to provide natural surveillance, especially at the interface between the multi-storey car parks and public areas surrounding the Mall.</p> <p>The inclusion of integrated art at key nodal and entry points and facades will improve the aesthetic amenity and experience for users of the mall. Extensive landscaping is proposed along the Pittwater Road/Condamine Street frontage to act as a buffer between the road and car park. Landscaping in the form of feature trees and planting are also proposed throughout the site.</p>	Low positive impact
<p>Operational noise impacts</p> <p>There is a community concern that potential additional noise may be generated by the Mall's air conditioning plants and car parks following its expansion.</p> <p>The Noise Impact Assessment indicates that the site is currently affected by environmental noise predominantly from traffic on Condamine Street. The noise generated by</p>	Regular maintenance of plant and machinery and ongoing communication with the community to identify potential operational impacts.	Low negative impact

Impact	Mitigation/Enhancement Measures	Impact level
<p>the Mall's air conditioning plants and car parks has been found to be negligible compared to other environmental impacts.</p> <p>The Noise Impact Assessment prepared for the site concludes that the proposed development will comply with all relevant noise and vibration criteria.</p>		
<p>Environmental impacts</p> <p>Community feedback indicated concern regarding the impact of development on the creek running underneath the site and the greenhouse gas emissions associated with the proposal.</p> <p>The environmental impact of the proposal has been considered as part of the Sustainability Management Plan for the site.</p>	<p>A Sustainability Management Plan has been prepared to minimise the environmental impacts of the development. It includes mitigation and enhancement strategies in relation to:</p> <ul style="list-style-type: none"> • Material and resource sustainability • Water conservation strategies • Waste management and energy consumption • Transport • Urban ecology. <p>Extensive environmental works are currently underway for the site's stormwater management system and Brookvale Creek. The environmental benefits of these projects will contribute to those of the Stage 2 development, including the reduction in flood risks.</p>	<p>Medium positive impact subject to environmental enhancement and mitigation strategies</p>
<p>Continued provision of community facilities</p> <p>The Mall currently provides a Library and two large multipurpose rooms, used primarily by community, retailers and Centre Management for regular and ad hoc events. At present these rooms are underutilised, with only four groups using them regularly.</p>	<ul style="list-style-type: none"> • Scentre Group have confirmed the Library Services will be maintained post development works. • Continued consultation with the Council regarding Library services and needs of the Northern Beaches Community. • Communications with the library and community room users regarding any future changes to location or operational aspects. 	<p>Medium positive impact</p>

Impact	Mitigation/Enhancement Measures	Impact level
The Stage 1 development works that were completed in 2016 created new spaces to allow for continued opportunities for the bulk of community usages to continue during and post the proposed works.		
<p>Construction impacts on tenants and visitors</p> <p>During construction there is likely to be reduction in amenity in some the areas of the Mall, due to construction impacts, such noise, vibration and dust. The Stage 2 expansion will have no impact on existing childcare and health facilities provided at the Mall.</p> <p>It is expected that the overall project construction timeline for the works will be approximately 14 months.</p>	<p>Implement the recommendations outlined in the Construction Management Plan to minimise impacts on affected properties including:</p> <ul style="list-style-type: none"> • Ensure good community relations throughout the development • Steps to protect the public during the development • Public access, safety & security • Noise and vibration management • Traffic management • Waste minimisation strategies. <p>Scentre will appoint a member of staff to the role of Community Liaison Officer as the point of contact for external parties with project related enquiries or concerns. A 24-hour contact line will be established for this purpose.</p> <p>Individual Traffic Management Plans (TMP) will be prepared for each stage of construction.</p>	Temporary negative impact

9. CONCLUSION

This assessment has found that the proposed retail development is consistent with the strategic directions outlined in Warringah DCP 2011. It supports the role of the Mall as a key hub for community activity, entertainment and employment opportunities for the Northern Beaches.

The proposal provides an opportunity to deliver new and enhanced facilities that cater to the requirements of the current and future users of the Mall. Consideration should be given to the use of the Mall by key demographic groups, including culturally and linguistically diverse (CALD) people, people with disability, families with children, young people and older people.

DISCLAIMER

This report is dated 26 July 2018 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Scentre Group (**Instructing Party**) for the purpose of SIA (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A POLICY REVIEW

The North District Plan 2018

The *North District Plan* sets out a strategic direction for Greater Sydney's North District (North subregion). The North District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

Brookvale-Dee Why is identified as a strategic centre which will be the focus of public transport investments that seek to deliver the overall 30-minute city objective across Greater Sydney. The 2036 target for jobs in Brookvale-Dee Why is 26,000, or an additional 6,000 from the 2016 estimate.

Actions for Brookvale-Dee Why include:

- The encouragement and support of improvements to the Mall and better integration of it within the fabric and life of Brookvale-Dee Why.
- Promote walking, cycling and public transport to the Mall, the Brookvale industrial area and Dee why.

Warringah Council Graffiti Management Plan

The *Warringah Council Graffiti Management Plan* outlines strategies for Council to respond to vandalism and tagging in the LGA. Three overarching approaches are provided in the document accompanied by methods as follows:

- Reactive elements:
 - Graffiti reporting and removal
 - Working with police and other agencies
 - Urban design to deter graffiti.
- Preventive elements:
 - Working with graffiti's and community agencies
 - Artistic development and education.
- Evaluation:
 - Establish partnerships with universities and other research bodies to develop and implement a comprehensive set of tools for defining and measuring success for each element of the program.

Creative Warringah 2014 -2020

Creative Warringah 2014 -2020 sets goals for expanding creativity in Warringah. The overall vision of the strategic plan is: "Our community is enhanced in its cultural life, connections and wellbeing – catering for all generations and needs." This vision is established through five goals as follows:

- Goal 1: Creative confidence
- Goal 2: Creative spaces and places
- Goal 3: Celebration and activation
- Goal 4: Collaboration and networks.

Multicultural Strategy Culturally Diverse Warringah 2015

The former Warringah Council established a Multicultural Strategy titled *Culturally Diverse Warringah 2015 - 2020*. This strategy provides a framework that outlines the Council's commitment to developing an inclusive community that embraces, acknowledges and celebrates diversity. Six strategic directions and key objectives are provided in the strategy.

Direction	Objective
Housing	Long term objective to increase affordable housing options for all residents including those from CALD backgrounds
Employment, Education and Training	Residents from CALD backgrounds have access to information related to meaningful employment, education and training opportunities
Access to Information and Services	Residents from CALD backgrounds have access to information and services that support their health and wellbeing
Identity and Belonging	Residents from CALD backgrounds feel welcome and have a sense of belonging to our community
Celebration and events	Residents from CALD backgrounds have the opportunity to celebrate their culture
Health and safety	Residents from CALD backgrounds feel safe in the community and know where to seek help for legal and health concerns.

Source: *Multicultural Strategy Culturally Diverse Warringah 2015*

Warringah Pedestrian Access and Mobility Plan

The *Pedestrian Access and Mobility Plan* outlines the Mall as a major, if not biggest single attractor, in the former Warringah LGA.

This document identifies that there is a need and community demand for the following pedestrian access to be improved:

- Cross street to the Mall
- Kerb ramp near bus stop at the Mall, which is too steep for wheelchair users
- Better access to the Mall from Allambie, therefore continue footpath along Smith Avenue to Condamine Street
- Old Pittwater Road (along the Mall), provide good footpath access to Pittwater Road busses for Northern Sydney TAFE.

Warringah Mall Development Control Plan

The DCP identifies the Mall as a retail centre of sub-regional significance. It includes controls to ensure that the growth of the mall positively responds to the site and its surrounds and facilitates high quality urban design, landscaping, external finishes and signage.

Warringah Council's Ageing Strategy

The *Warringah Ageing Strategy* describes the priority areas for Council to enhance the quality of life and wellbeing for older people. The strategy identifies five themes:

- Where we live: Ageing in place, housing choice and affordability, housing that is close to shops and services
- Getting out and about: Public transport, community transport, footpaths and accessible public places and facilities
- Community involvement and lifelong learning: social isolation, work and volunteering and information and communication technology
- Healthy lifestyles: physical activity and organised activities
- Access to care and support: information provision and Home and Community Care (HACC) and other services.

Warringah Youth Strategy 2013-2023

The *Warringah Youth Strategy 2013-2023* sets overarching strategic directions for how Council approaches health and wellbeing for young people. The strategy provides three key directions:

- Direction 1: Ensure that public places are welcoming, vibrant and accessible and offer a variety of uses and functions to cater for all young people
- Direction 2: Youth programs and events are in sync with the social and creative interests and needs of a diverse population of young people
- Direction 3: Continuously explore innovative approaches to designing built and social environments that contribute to community connectedness.

Warringah Council's Open Space Strategy

The *Warringah Open Space Strategy* provides a holistic view of Warringah's open spaces and includes the following strategic directions and commitments:

- Spaces for all: to have open spaces that cater for a diverse range of recreational interests that support the physical, social and mental health and well-being of park users
- Safe and accessible spaces: to have safe and accessible open spaces that support inclusion and foster a sense of belonging
- Spaces for animal friends: to be able to spend quality time with our animal friends in a safe and enjoyable environment
- Environmental spaces: to have open spaces that complement and enhance the natural environment
- Artistic, cultural and heritage spaces: to integrate art, culture and heritage into our open spaces through creative and innovative ways
- Playgrounds: to provide a sustainable and equitable distribution of quality play experiences.

Warringah Council's Recreation Strategy 2009

The Recreation Strategy was developed to provide long term strategic direction for the future provision and management of recreational assets, programs and services in Warringah LGA. It includes a series of high priority actions covering the following areas:

- Open space assessment
- Community provider assistance and facilitation
- Partnerships with other councils, commercial providers and community groups
- Access audits and provision for people with a disability
- Communication
- Data collection
- Pricing
- Asset management and development
- Addressing gaps in asset provision
- Climate change and sustainability.

Warringah Sustainable Transport Strategy

The *Warringah Sustainable Transport Strategy* is a framework to support sustainable transport in Warringah. It includes five strategies:

- Council as a leader in sustainable transport incentives
- Regional advocacy and partnerships
- Active travel
- Place planning and connectivity: reducing travel/trips, jobs containment and more sustainable forms of movement
- Information, accessibility and reporting.

The strategy supports change through provision of facilities and services that encourage the uptake of more sustainable modes of transport and through planning of the local area to ensure more travel demand can be met through walking, cycling or public transport.

Shape 2028: Northern Beaches Draft Community Strategic Plan 2017-2028

The Shape 2028: Northern Beaches Draft Community Strategic Plan 2017-2028 defines the community vision and sets the direction for Council to guide decision making over the next decade. The plan identifies six guiding principles, these being equity, intergenerational equity, precautionary principle, access, participation and rights.

The strategy outlines eight community outcomes with associated goals and strategies to guide outcome success. The community outcomes are:

- Protection of the environment
- Environmental sustainability
- Places for people
- Community and belonging
- Vibrant local economy
- Transport, infrastructure and connectivity
- Good governance
- Partnership and participation.

The strategy makes reference to the value of the built environment in creating a village feel with cafes, bars and shops. The strategy also states the need to make it easier for people to get together in the local neighbourhoods, villages and centres.

APPENDIX B DEMOGRAPHIC SUMMARY

Data item	Brookvale suburb	Freshwater-Brookvale SA2	Greater Sydney (GCCSA)
Population	3,161	20,978	4,823,991
Median age	35	36	36
Average people per household	2.3	2.6	2.8
Age distribution (%)			
Aged 0-4	7.2%	7.0%	6.4%
Aged 5-9	4.2%	6.7%	6.4%
Aged 10-14	3.3%	5.8%	5.8%
Aged 15-19	4.2%	4.7%	6.0%
Aged 20-24	6.6%	5.0%	7.1%
Aged 25-29	11.2%	8.0%	7.9%
Aged 30-34	11.8%	10.3%	8.1%
Aged 35-39	11.0%	9.3%	7.4%
Aged 40-44	7.1%	8.6%	7.1%
Aged 45-49	6.6%	7.8%	6.7%
Aged 50-54	6.3%	6.4%	6.3%
Aged 55-59	6.0%	5.3%	5.8%
Aged 60-64	4.1%	4.4%	5.0%
Aged 65-69	3.2%	3.6%	4.4%
Aged 70-74	1.8%	2.4%	3.3%
Aged 75-79	1.6%	1.6%	2.4%
Aged 80-84	1.4%	1.2%	1.8%
Aged 85+	2.6%	1.7%	2.0%
Country of birth and Indigenous identification (%)			
Australia	53.7%	63.3%	57.1%
England	5.5%	7.9%	3.1%
China	4.8%	1.06%	4.7%
New Zealand	3.5%	3.0%	2.7%

Data item	Brookvale suburb	Freshwater-Brookvale SA2	Greater Sydney (GCCSA)
Aboriginal or Torres Strait Islander	0.9%	0.5%	1.5%
Language spoken at home (%)			
English only	65.0%	79.1%	58.4%
Mandarin	4.1%	1.0%	4.7%
Italian	3.4%	1.9%	
Spanish	2.3%	1.2%	
Family composition (%)			
Couple family without children	43.1%	39.5%	33.4%
Couple family with children	38.2%	47.7%	49.5%
One parent family	16.5%	11.3%	15.2%
Other family	2.2%	1.5%	1.8%
Household composition (%)			
Family households	64.7%	70.8%	73.6%
Lone person households	30.9%	23.8%	21.6%
Group households	4.4%	5.4%	4.7%
Dwelling structure (%)			
Separate house	17.9%	42.4%	56.9%
Semi-detached	17.4%	7.0%	14.0%
Flat or apartment	61.8%	49.2%	28.1%
Other dwelling	2.3%	0.9%	0.6%
Employment (%)			
Labour force participation	72.7%	72.0%	61.6%
Unemployed	3.8%	3.2%	6.0%
Occupation (%)			
Professionals	23.1%	30.3%	26.3%
Technicians and Trades Workers	15.6%	11.6%	11.7%

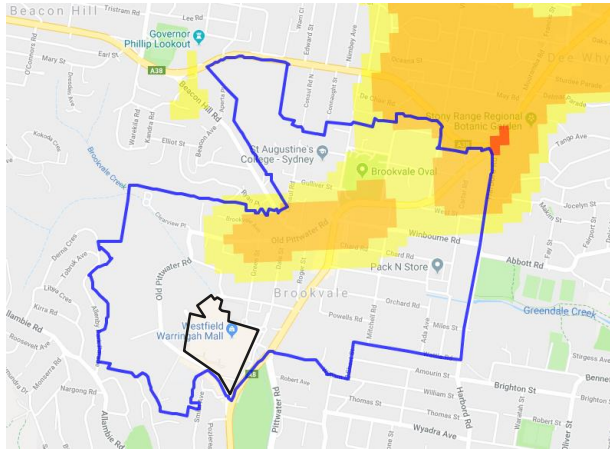
Data item	Brookvale suburb	Freshwater-Brookvale SA2	Greater Sydney (GCCSA)
Clerical and Administrative Workers	14.8%	12.9%	14.6%
Managers	13.9%	18.5%	13.7%
Sales Workers	9.9%	8.2%	9.0%
Labourers	6.8%	4.9%	7.5%
Community and Personal Service Workers	9.6%	9.4%	9.6%
Machinery Operators and Drivers	5.0%	2.7%	5.6%
Income (\$)			
Median household weekly income	\$1,822	\$2,251	\$1,750
Housing Status (%)			
Owner	15.7%	26.1%	29.1%
Purchaser	38.3%	35.2%	33.2%
Renter	42.3%	35.6%	34.1%
Households in Mortgage Stress (% Households)	10.7%	7.9%	8.4%
Loan Mortgage Repayments (monthly \$)	\$2,200	\$2,600	\$2,167
Households in Rental Stress (% households)	19.2%	13.4%	14.2%
Rent Payments (weekly \$)	\$500	\$550	\$440
Highest Level of Educational Attainment (%)			
Year 9 or below	5.4%	4.0%	7.1%
Year 10	8.0%	6.4%	9.4%
Year 11	2.8%	2.4%	3.1%
Year 12	17.0%	14.9%	17.3%
Certificate level I-IV	14.8%	12.3%	12.2%
Advanced Diploma and Diploma level	11.3%	11.5%	9.3%
Bachelor Degree level and above	28.9%	36.7%	28.3%

Data item	Brookvale suburb	Freshwater-Brookvale SA2	Greater Sydney (GCCSA)
Motor vehicles (%)			
None	10.1%	6.6%	11.1%
1 motor vehicle	47.2%	41.9%	37.1%
2 motor vehicle	32.0%	36.6%	32.8%
3 or more vehicles	7.3%	11.9%	15.7%

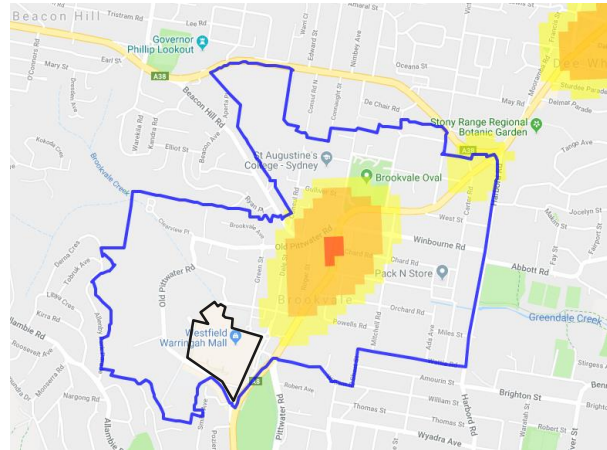
Age	Year						% Change 2011-31
	2011	2016	2021	2026	2031	2036	
0-4	17,800	17,850	17,700	17,400	17,450	17,900	1%
5-9	16,350	17,950	17,800	17,850	17,900	18,050	10%
10-14	14,550	16,250	17,500	17,450	17,750	17,850	23%
15-19	13,750	14,650	15,900	17,050	17,250	17,600	28%
20-24	13,950	13,600	13,800	14,750	15,850	16,200	16%
25-29	15,400	15,050	13,900	14,100	14,850	15,800	3%
30-34	17,700	18,000	17,100	16,500	16,800	17,500	-1%
35-39	20,650	19,350	19,500	19,250	18,950	19,250	-7%
40-44	20,050	20,900	19,600	20,200	20,300	20,100	0%
45-49	18,700	19,800	20,250	19,350	20,200	20,450	9%
50-54	16,450	18,000	18,750	19,250	18,650	19,650	19%
55-59	14,450	15,650	16,800	17,450	18,050	17,700	22%
60-64	13,350	13,600	14,550	15,600	16,300	16,900	27%
65-69	11,350	12,400	12,550	13,500	14,500	15,250	34%
70-74	8,500	10,450	11,400	11,700	12,700	13,700	61%
75-79	6,600	7,600	9,350	10,400	10,800	11,850	80%
80-84	5,750	5,550	6,400	8,000	9,150	9,650	68%
85+	6,350	7,050	7,300	8,200	10,200	12,550	98%
TOTAL	251,700	263,700	270,150	278,000	287,650	297,950	18%
CHANGE	-	12,000	6,450	7,850	9,650	10,300	-

Source: NSW Department of Planning, 2016

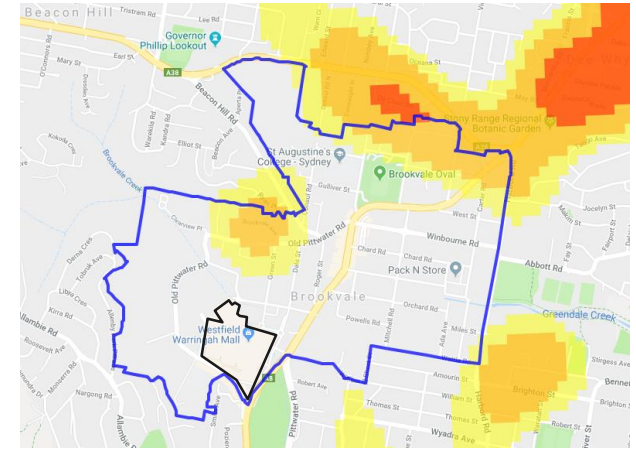
APPENDIX C CRIME HOTSPOTS



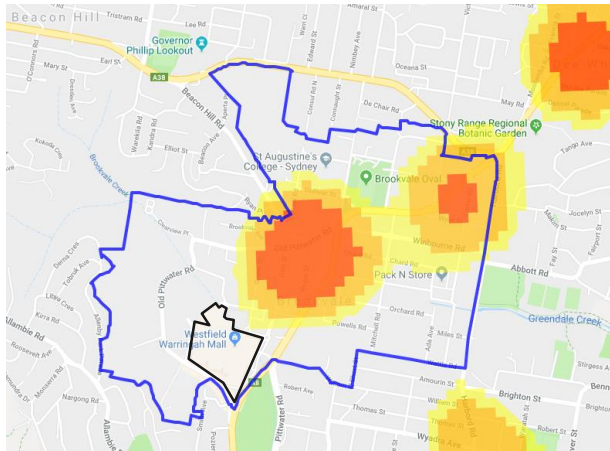
Picture 1 – Incidents of domestic assault
Source: BOCSAR



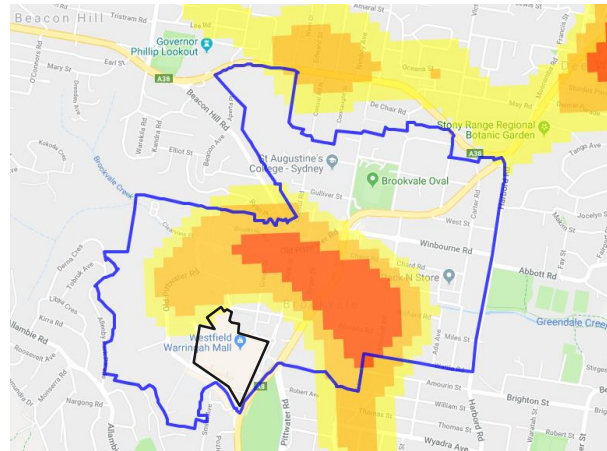
Picture 2 – Incidents of non-domestic assault
Source: BOCSAR



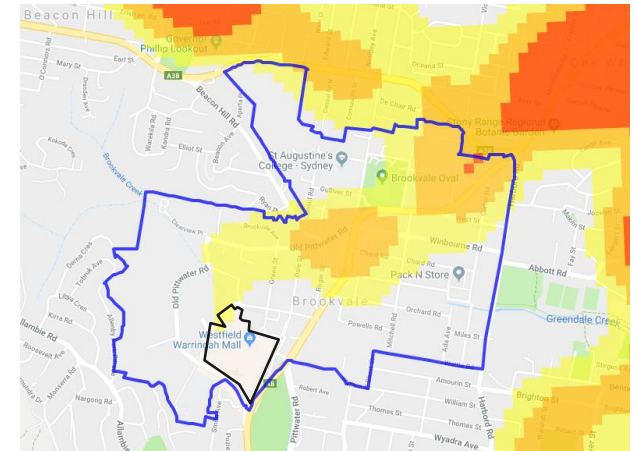
Picture 3 – Incidents of break & enter dwelling
Source: BOCSAR



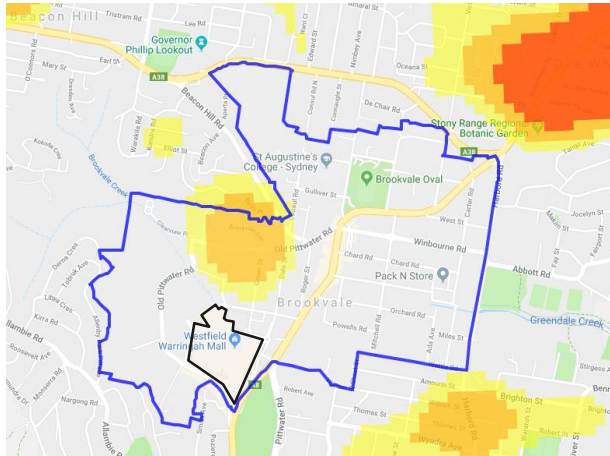
Picture 4 – Incidents of break & enter non-dwelling
Source: BOCSAR



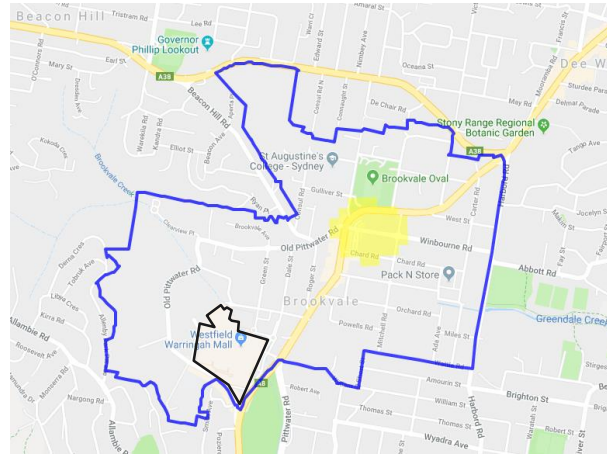
Picture 5 – Incidents of motor vehicle theft
Source: BOCSAR



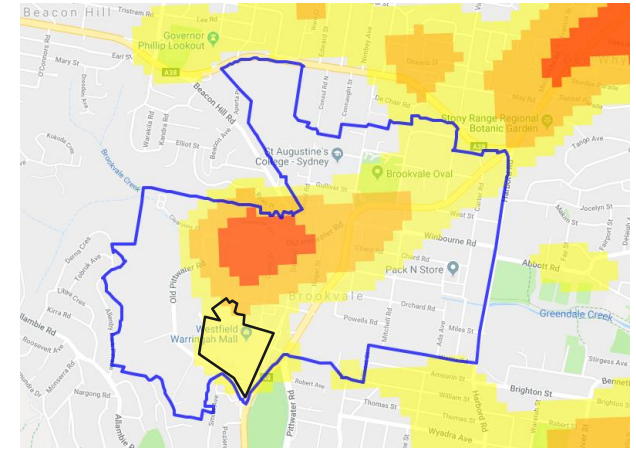
Picture 6 – Incidents of steal from motor vehicle
Source: BOCSAR



Picture 7 – Incidents of steal from dwelling
Source: BOCSAR

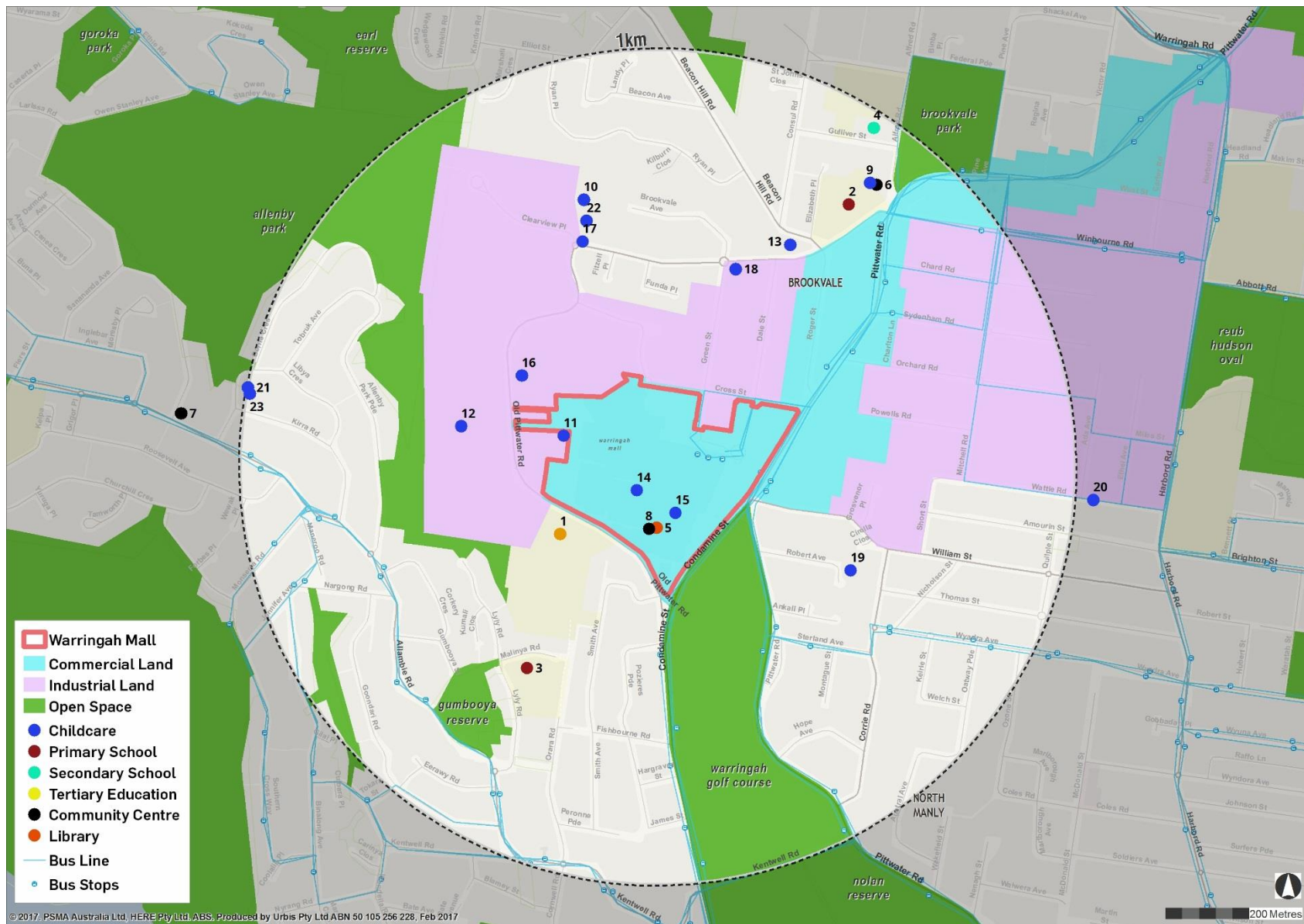


Picture 8 – Incidents of steal from person
Source: BOCSAR



Picture 9 – Incidents of malicious damage to property
Source: BOCSAR

APPENDIX D MAP OF SURROUNDING LAND USES AND RECEPTORS



Map ID	Facility	Category
1	Northern Sydney Institute of TAFE	Tertiary Education
2	Brookvale Public School	Primary School
3	The Beach School	Primary School
4	St Augustine's College	Secondary School
5	Warringah Mall Library	Library
6	Brookvale Community Centre	Community Centre
7	Allambie Heights Public Hall	Community Centre
8	Warringah Mall Multipurpose rooms	Community Centre
9	Brookvale Early Learning Centre	Childcare
10	Brookvale World of Learning	Childcare
11	Community Kids Brookvale Early Education Centre	Childcare
12	Explore & Develop Brookvale	Childcare
13	Greenwood Brookvale	Childcare
14	Warringah Mall Child Care Centre	Childcare
15	Goodstart Early Learning Brookvale	Childcare
16	Little Learning School	Childcare
17	All Quality Child Care	Childcare
18	Little Scribblers Early Learning Centre	Childcare
19	Manly Warringah Pre-School	Childcare
20	Wattle Road Early Education Centre	Childcare
21	Allambie Heights Kindergarten	Childcare
22	Little Miracles	Childcare
23	Allambie Heights Kindergarten	Childcare

APPENDIX E COMMUNITY INFORMATION LETTER

16 January 2017

Dear Resident,

Westfield Warringah Mall –Stage 2 Development Application

Westfield Warringah Mall is currently preparing a Stage 2 development application as part of the overall masterplan for the shopping centre.

Westfield Warringah Mall has engaged Urbis to conduct a Social Impact Statement (SIA) as part of the Development Application Process. An SIA report will be provided to Council for its review and consideration.

Aerial view of the proposal



What is a Social Impact Assessment?

An SIA is an independent specialist study to identify and assess potential positive and negative social impacts associated with a development proposal. An SIA also identifies potential mitigation measures and recommendations.

What does the Stage 2 Development Application include?

The Stage 2 proposal includes the following:

- **Floor Space:** approximately 21,000 m2 additional floor space, including new public malls, new retail, hospitality, lifestyle and entertainment spaces.
- **Facilities:**
 - Additional major and speciality retail stores
 - New casual dining space, entertainment and fresh food spaces
 - Additional level with new cinema complex
 - Modification and upgrades to existing retail and community facilities.
- **Parking:** approximately 900 additional car spaces.
- **New and Improved Access:**
 - Pedestrian access points along Pittwater Road, connecting the Mall to the existing bus stop and public footpaths
 - Vehicle access off Condamine Street onto ground level parking and off Pittwater Road at the intersection between Condamine Street/Pittwater Road.
- **Landscaping:** new and additional landscaping along Condamine Street and Pittwater Road.

What is the planning process?

- The Development Application, including the SIA, will be submitted to Council for consideration
- Council considers the application and makes a decision
- Subject to approval, it is likely that construction will occur over a period of 20 months in accordance with the construction management plan

How can I provide feedback?

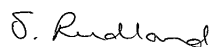
Please contact Urbis Social Planning on **E: gumana@urbis.com.au or T:1800 244 863.**

We encourage feedback on the following questions:

1. What are the key issues that should be considered in the planning and design process?
2. What are the likely benefits of the proposal?
3. What are the likely negative impacts of the proposal?
4. How do you think the benefits could be enhanced?
5. How do you think the negative impacts could be managed?

Please provide your feedback to Urbis by 5 February 2017.

Kind regards,



Susan Rudland,
Director – Social Planning

APPENDIX F EMAIL RESPONSES (UNIDENTIFIED VERBATIM)

EMAIL RESPONSE 1:

What are the key issues that should be considered in the planning and design process?

Noise during and after construction, traffic load, road modifications to cope, shopping trolleys, established trees and environment and how does Westfield show it is concerned about community as much as its profits.

Just how environmental is this revised mall beast? There is a whole lot of car parking and other roof space that could at the very least be covered in Solar panels. The power generated from a huge area such as this would easily provide all of the energy to run plant equipment, elevators, escalators, giant fans, fountain pumps and air conditioning. Quite probably more. See the award winning "Lifestyle Building" behind the mall in Old Pittwater Road for an extremely good example. <http://www.lifestylebuildingdesign.com.au/Contact-Us> Westfield could brag about it and show itself to be a leading example to other businesses and homes in the community and beyond. What a missed opportunity!

Full marks for helping to clean up the creek that travels underneath the mall. Although I suspect the Council made that a requirement. Nothing should ever have really been built over it. Too late now.

Noise issues. Noise pollution, especially late at night and into the morning. As already expressed to Westfield directly, it has been extremely unpleasant having to endure the constant pounding of jack hammers and those piercing reversing beepers on all manner of equipment. Even when there is no construction, just the cleaning sweepers and maintenance equipment are armed with these reversing beepers that sound all night. You have no idea how far that piercing noise travels at night.

Trees are a good way to add to a sound barrier. Of course, all of the large mature trees have been cut down now, including extremely old Figs and Norfolk Pines.

Shopping trolleys are a constant scourge. Westfield and not their tenants need to control this. Pittwater Road is a thorough fare for kids riding trolleys and having fun no doubt. But they don't think it through too much and often leave trolleys in the middle of Pittwater Road, quite apart from the dozens of trolleys that litter the local streets from the people who remove them from the confines of the mall. Westfield needs to ensure that whatever method they use, the trolleys are unable to be removed from their perimeter. Allowing the trolley's to escape is not just a nuisance and an eye sore but actually quite dangerous. It really is bad.

What are the likely benefits of the proposal?

Not sure I really see too many as a local resident. But if you like new, shiny and expensive, then this mall is your place and there are plenty of economically affluent people living on the Northern Beaches to support it.

What are the likely negative impacts of the proposal?

Noise pollution day and night, shopping trolley pollution and increased traffic as mentioned above.

Significantly more traffic load. The road ways in particular on the weekend are horrendous as cars bank up waiting for their turn to exit Pittwater Road into one of the entrances for the mall.

On weekdays, the traffic trying to get back onto Pittwater Road from Old Pittwater Road is crazy now. I have work colleagues who couldn't get out of our building car park and onto Old Pittwater Road the traffic was so banked up. They returned to our workplace car park and came back to work. Not an isolated case.

Noise pollution during construction in particular, but very much so in the nightly cleaning and maintenance of the Mall. Sound carries a very long way at night.

How do you think the benefits could be enhanced?

Be a social and environmental leader in the community. Solar for a business this size is extremely cost effective now. Especially as the Malls greatest energy requirements synchronise with the most light energy available during business hours. Look at Walmart, Costco, Google, Apple, Tesla, Amazon and Facebook as primo examples. They don't do it just for publicity. It is cost effective.

Be a good and concerned neighbour to the local community. It isn't just about how much profit can Westfield make. In fact, being, a good neighbour will probably naturally increase your profits while making your neighbours happy.

How do you think the negative impacts could be managed?

During and after construction, including all cleaning and maintenance equipment (scissor lifts, cherry pickers, fork lifts, garbage trucks, road sweepers etc.) ensure that all equipment uses “white noise” reversing alarms.

Here is one example <https://www.youtube.com/watch?v=psWBaxtK19g>

Ensure shopping trolleys cannot be physically removed from the Mall perimeter. What ever system you like. I prefer the wheel locking systems. Pools have to be fenced for public safety, so should shopping trolleys.

<http://www.couriermail.com.au/questnews/coles-launches-electronic-trolley-locks-as-ipswich-city-council-cracks-down-on-stray-shopping-trolleys/news-story/db81b4c079ff0bf55ac9524f948acaba>

<http://www.geek.com/news/electronic-fences-for-shopping-carts-555102/>

Re-plant as many tall, truly established trees as possible as a sound barrier. It will also look better than all the concrete that is the mall. Of course it'll probably be another fifty years before any re-planted trees get to any effective size even if Westfield claims to be re-planting mature trees. I can only hope it is faster.

Work harder with local council and state road authorities to manage traffic flow more effectively. If you are going to bring this much extra traffic in, it is only fair Westfield takes more responsibility for it. Even side streets (council jurisdiction) are increasingly being used as turning circles for cars and trucks. Installing traffic islands in these streets will help prevent this, even where drivers would otherwise be inclined to ignore “No U-turn” signs. Discourages or prevents those drivers from this practice while still allowing residents to turn right or left onto the main roads.

EMAIL RESPONSE 2:

I have one major concern about the second stage of the development and it relates to parking. During the previous stage it became very difficult for us to park our cars anywhere on the road as the workmen were parking out the street from very early in the morning and often through the night. We all noticed a significant easing in the congestion when stage one was completed. We would propose that Westfield reserves car spaces for the construction workers the carpark out side the childcare centre for example is often close to empty. Having another extended period were all the car spaces along Old Pittwater Rd are not available to residents or customers of the surrounding small businesses is not workable and impacts on many.

One other thing I wanted to raise was the lack of a proper pedestrian entrance from at the car entrance opposite the Tafe entrance (prams). Also, the constant foul smell coming out of the new drain needs to be looked at!

I very much hope you will consider the above.

EMAIL RESPONSE 3:

What are the key issues in the design and planning process?

Traffic and Pedestrian access along Old Pittwater Road.

The pedestrian facilities on the southern side of Old Pittwater Road are such that shopping trolleys and pedestrians exiting the mall and using the footpath do so with considerable risk due to the narrow and poor quality of the path.

Recently, there was a death at the corner due to the confluence of pedestrians and a truck delivering. I am raising this as a project risk. That, the increased traffic and expected increase in persons accessing the mall, requires a considered study of the capacity of old Pittwater road to cope and provide a safe environment

Noise from Air Conditioning Plants. (existing and likely to increase)

Noise from Car Parks with loose separation plates between slabs. (existing and likely to increase)

Likely benefits

The increased amenities and development should increase the value of surrounding properties.

Negative Impacts

Traffic, Noise, Loss of Open Space, Poor Planning in the Management of Access, Dust.

Enhanced Benefits

Better Open space planning, shade, park areas, trees, residential development

Management of Negative Impacts

Identify the risks associated with increasing volume of traffic on old Pittwater road.

Contain the noise form Air Conditioning Plants

Widen Pedestrian Access on Old Pittwater Road, south side. There is an existing clear risk to the safety of mall patrons using this access method.

A management Plan and Study of the Traffic flow and usage of Old Pittwater road.

Fix Car Park noise, especially from loose separation plates.

Provide shade, open space, trees to replace the ones removed from Pittwater Road during phase 1 construction

Look at other ways to manage traffic into the mall, create extra entrances, perhaps off Pittwater Road, improve the access tp the mall car parks.

Limit the speed on old pittwater road.

Notify / signage for concealed entrances

Manage dust during construction.

EMAIL RESPONSE 4:

The attached photos raises risks against old Pittwater road, which, in construction resident witness examples such as the attached.

This footpath has been in this state for a week, rendering it impassable to shopping trolleys, and forcing pedestrians closer to a 4-lane carriageway. The photos also illustrate the conditions on the other side of the road.

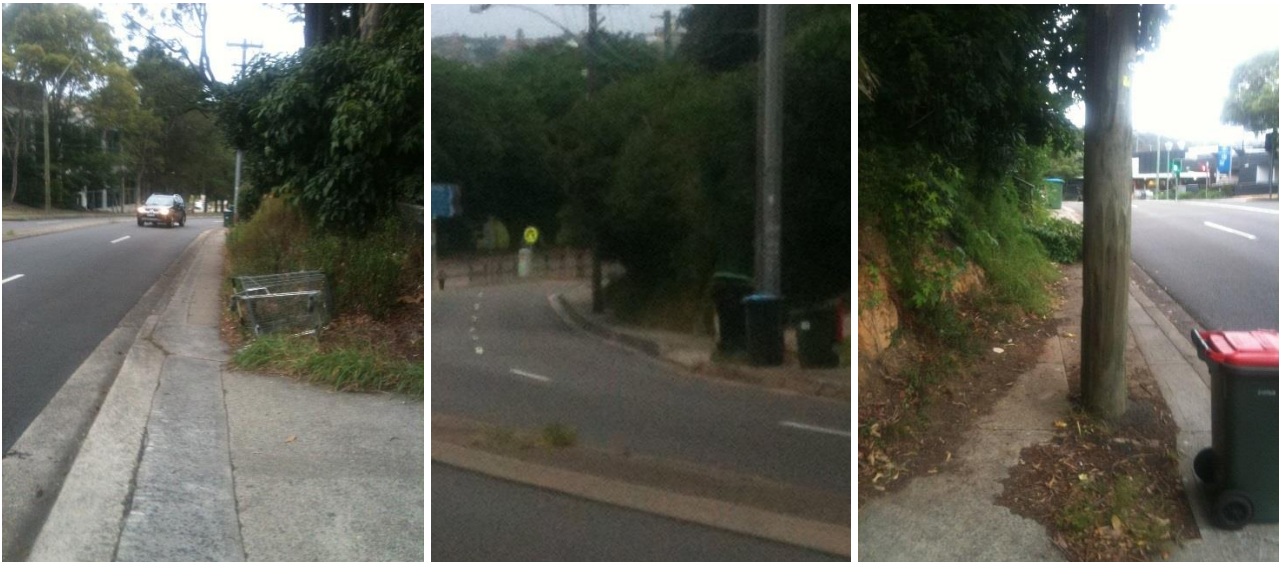
I note these constructions were performed at night, using heavy machinery and very loud mechanical saws, for which the resident received no notification.

For stage two development implications, please consider these hazards and risks associated with old Pittwater road, and how these hazards might be mitigated

Some of these photos are dated February 5th, and show, an accident has occurred as the congested exit from the mall onto Old Pittwater Road South.

It again highlights risk (in this case an issue) of the adequacy of the current use of Old Pittwater Road as a primary feeder road into and out of the mall.

Photo-evidence of existing pedestrian safety issues provided by responded:



Source: resident

EMAIL RESPONSE 5:

The only problem with the mall getting larger is the traffic in and out of there during peak times.

On the weekend entering from dale street in always bumper to bumper and then I have to now use the green street entry which means I have to use the new car park on cross street which is the worst design car park I have ever used.

Also leaving via beacon hill road is bumper to bumper on the weekend also which is a joke.

They need to fix the roads around the car parks to allow faster entry and exit etc

EMAIL RESPONSE 6:

I personally think the Mall is fantastic and the recent renovations are great as it adds more variety.

One of the main issues that needs to be considered is the traffic in and around the mall, there are times that the traffic flow simply does not move and to move a couple of kms takes forever. Perhaps this is a RMS issue but seeing the cars trying to enter and exit the carpark at peak periods in conjunction with surrounding business, something needs to be done. Given that the majority of the work will be on Old Pittwater Road and Condamine street side, serious consideration needs to be made in regards to keeping a certain level of traffic flow happening.

I am not sure what can be done to rectify this situation perhaps looking at the frequency of the changing of the traffic signals, removing one of the exits on the Old Pittwater Road side (the one closest to Hoyts). A review of the exiting and entrance on the old Woollies outdoor carpark needs to be reviewed where the roundabout is, again it can be a nightmare trying to exit the carpark.

Perhaps consider setting up a booth/stall at the mall and talking to the shoppers about what concerns they have.



BRISBANE

Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

MELBOURNE

Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

PERTH

Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

SYDNEY

Level 23, Darling Park Tower 2
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900