



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

11 June 2019

Mr Ray Brownlee
CEO
Northern Beaches Council
PO Box 82
Manly NSW 1655

Attention: **Lashta Haidari**

Dear Lashta,

DA2018/1514 | STAGE 2 WARRINGAH MALL | RESPONSE TO LANDSCAPE AND URBAN DESIGN REFERRAL COMMENTS ADDITIONAL INFORMATION

On behalf of Scentre Group, we submit the following supplementary documentation and amended plans as relevant to the above development proposal, DA2018/1514. We formally seek that the application be amended in accordance with section 55 of the *Environmental Planning & Assessment Regulation 2000*.

This submission responds to the issues raised and agreed way forward as discussed with Council Officers at our meeting on 30 April 2019. A copy of the agreed directions and actions arising from this meeting are attached for reference.

Since this meeting, we have received in principle support for an alternative access arrangement from RMS. We understand that RMS' referral will come after Council has formally refers the amended DA. This has resulted in revised access arrangements to the site and as such the submitted amended development plans reflect the proposed amended access design.

The following section details the consultation, accompanying information, the amendments to the design and discussion on the key issues.

1. CONSULTATION WITH COUNCIL

A meeting was held with officers at Northern Beaches Council on 30 April 2019. The key objective of the meeting was to discuss the key planning issues with the DA submission and reach a resolution on how to best address these matters. The key outcomes of the meeting and agreed next steps were:

- Explore opportunities to reduce the volume and mass of the cinema boxes, particularly as it addresses Old Pittwater Road

- Further consideration to be given to the treatment of the Old Pittwater Road façade to improve its presentation to the street, to be achieved with consideration of materiality, articulation, landscaping etc. This should be supported by drawings but also an urban design / architectural design statement outlining the design intent/approach.
- Articulate the vision/concept for the corner lot in illustrative form and words. This would state the broad principles for the future development and how it can integrate and align with the proposed DA.
- Produce renders of the façade along Old Pittwater Road to better understand the appearance when viewed at the ground plane in the immediate vicinity of the site.

The above have been considered and have been incorporated into this response.

2. ACCOMPANYING INFORMATION

Accompanying this correspondence, and to be read in association with this comprehensive response, is the following documentation:

- **Appendix A** - An amended Architectural Drawing set prepared by Scentre with the following amended or added drawings. For ease, a consolidated/ replacement DA drawing set has been re-submitted. The drawing set includes:
 - Amended architectural drawing set (showing amended RLs, elevations, floor plans);
 - Architectural design methodology as relevant to the cinema façade on Old Pittwater Road;
 - Render/s on Old Pittwater Road;
 - Proposed future connections and integration with the built form at the southern gateway;
- **Appendix B** - Amended Landscape Drawings, prepared by Arterra Design;
- **Appendix C** - Traffic Statement, prepared by TTPP, largely responding to the RMS matters in their letter dated 8 May 2019;
- **Appendix D** – Arboricultural Assessment, prepared by Arterra Design;
- **Appendix E** - Minutes of 30 April 2019 meeting outlining the agreed actions.

3. PROPOSED DESIGN CHANGES

A number of amendments to the design have been undertaken and are detailed in this submission and below as follows:

- Rearrangement of the cinema modules to internalise the highest format cinema screen (and in turn reduce the bulk and mass when viewed from the south);
- Reduction in height and massing and increase in modulation on Old Pittwater Road façade;
- Improvements in the materiality and treatment of the southern elevation facades;
- Increased landscape treatments on the southern elevation;
- Increased pedestrian permeability and connectivity through the site;
- Consideration of the integration of the future gateway building the southern corner;
- Amended access on Condamine Street and Cross Street, comprising entry only (i.e. removing the proposed exits);

The amendments to the design are documented in the Architectural Plans submitted at **Appendix A** and are detailed further below.

The following section details the key matters discussed with Council and are addressed in turn.

4. RESPONSE TO KEY MATTERS

4.1. RMS REFERRAL AND ACCESS

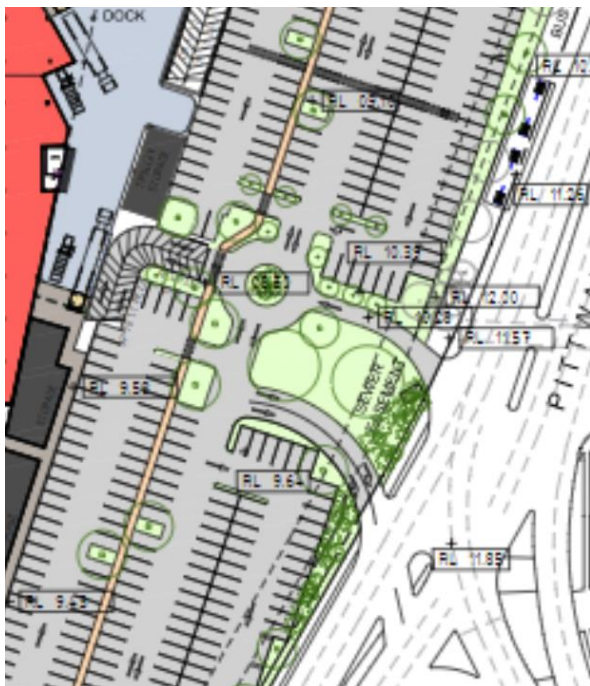
The Transport Planning Partnership (TPPP) have prepared a comprehensive response to RMS' SIDRA traffic modelling comments contained in their correspondence dated 8 May 2019 (refer **Appendix C**).

RMS has provided in-principle support for an alternative access arrangement, which is essentially maintaining the existing access arrangements that occur currently i.e. no egress to Condamine Street and Dale Street/Cross Street to remain one-way as per existing arrangements. The relevant architectural and landscape plans have been amended to reflect this revised arrangement. Extracts overpage (Figures 1 and 2), show the original access arrangement verses the proposed alternate access for which RMS' has provided in principle support.

Minor reconfigurations have been made to the car park design as a consequence of the access design changes, but no change in the overall number of car spaces is proposed.

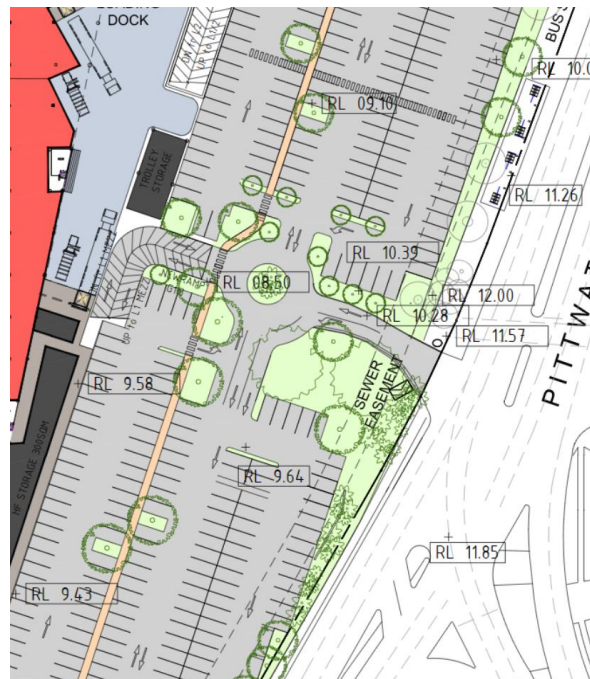
However by amending (retaining the existing) the Dale Street access, 15 car spaces are retained.

Figure 1 – Access arrangements from Condamine Street



Picture 1 – Original access/egress to Condamine Street (DA submission)

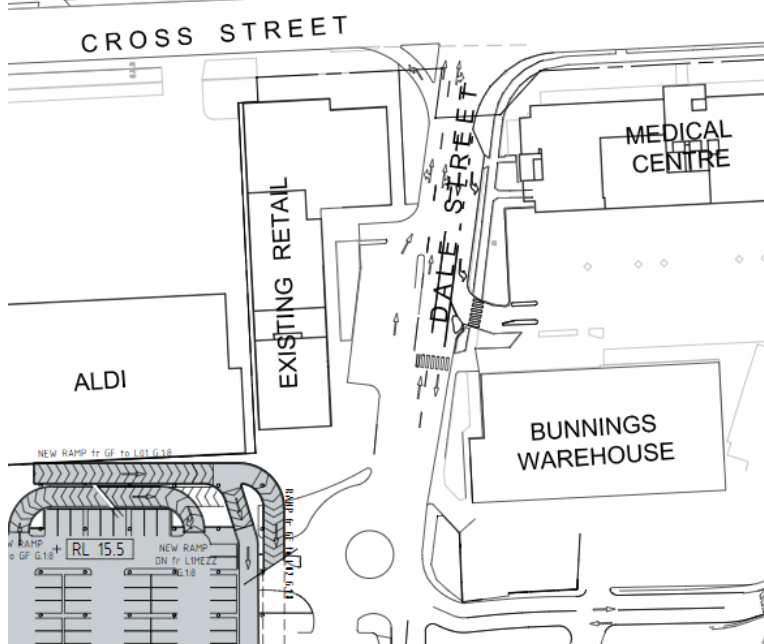
Source: Scentre



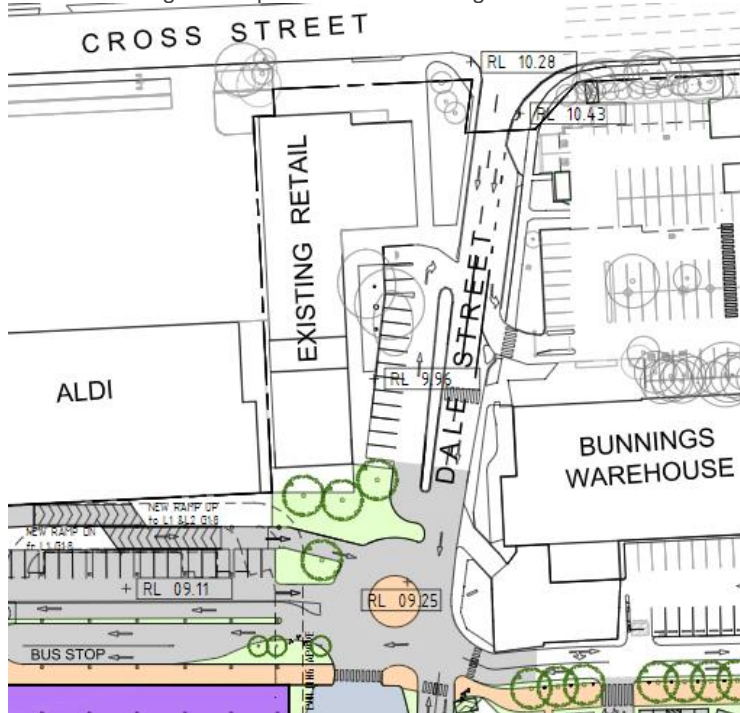
Picture 2 – Amended access only arrangement from Condamine Street

Source: Scentre

Figure 2 – Dale/Cross Street access arrangements



Picture 3 – Original Proposed Access Arrangements for Dale/Cross Street



Picture 4 – Amended access to Dale/Cross Street allowing ingress only as per existing situation

4.2. REDUCTION IN HEIGHT, BULK AND MASS AND IMPROVED BUILDING PRESENTATION TO OLD PITTWATER ROAD

The cinema design has been reviewed to address the feedback received from Council Officers. In response, Scentre Group has identified opportunities to reduce building height in some areas, while re-distributing some of the required building volume away from the Old Pittwater Road façade. In addition, greater building articulation of the building volume has been established with enhanced building materiality.

These changes result in a substantially enhanced built form presentation to Old Pittwater Road.

Figure 3 – Roof Plan (with RLs) as lodged with the DA

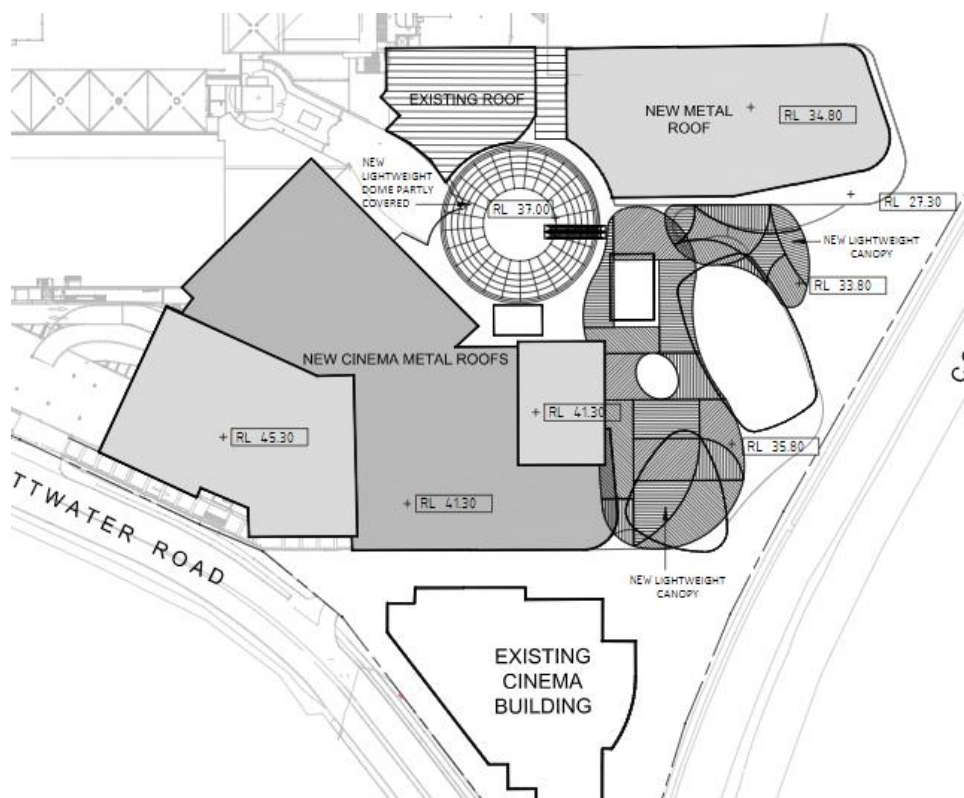
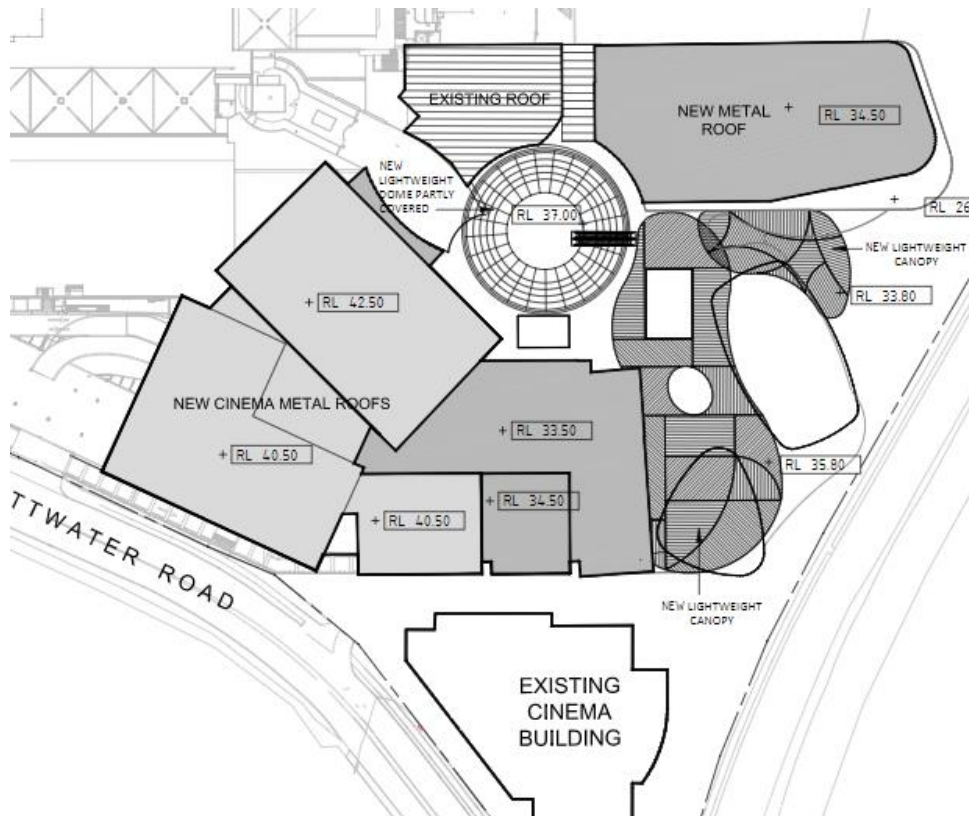


Figure 4 – Proposed Amended Roof Plan (with RLs)



Comparison between Figures 3 and 4 highlight some key changes to the design being:

- A reduction in the height of the building as it addresses Old Pittwater Road from RL45.30 to RL40.50 (a reduction of 4.8 metres);
- The relocated Extreme Screen Box centrally to the site at a reduced height of RL42.50.
- A reduction in the building volume further to the east from RL41.30 to a modulated building height between RL34.50 and RL40.50.

The massing of the proposed cinema complex has also been substantially reduced through a combination of reduced building height, breaking down the volumes of the boxes and building articulation as it presents to Old Pittwater Road. This is illustrated below in Figures 5 and 6 below.

Figure 5: Massing in the original DA submission

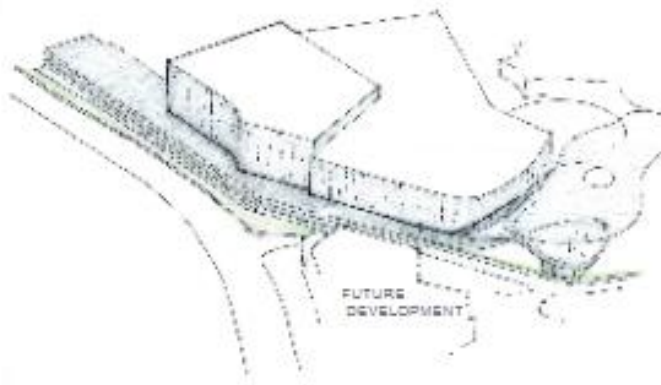
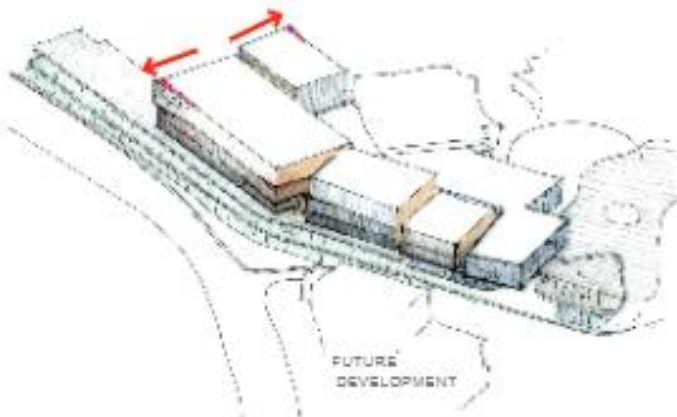


Figure 6: Amended massing



4.3. TREATMENT OF THE OLD PITTWATER ROAD ELEVATION

The built form appearance of the proposed cinema development has been substantially enhanced through the redesign. While there has been a significant reduction in building height as fronting Old Pittwater Road, considerable effort has been made to articulate this form and deliver architectural quality and design excellence. Refer to Figures 7 and 8, overpage.

The site is constrained to the extent that the proposed building is supported and sits above the existing car park structure. Therefore, attention has been given to improving opportunities for landscaping within the constraints of the site and more importantly delivering improved building articulation, materiality and visual interest.

Figure 7 – Old Pittwater Road Elevation (DA submitted)

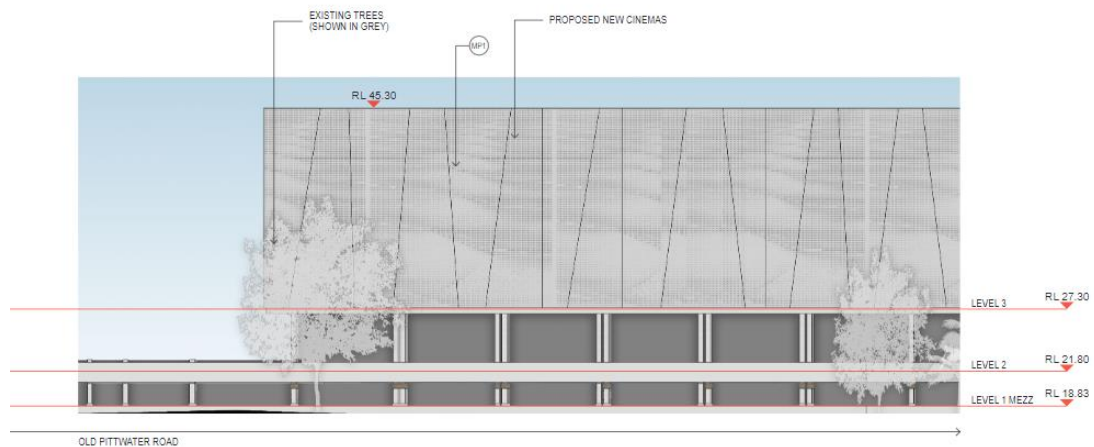


Figure 8 – Proposed Amended Old Pittwater Road Elevation



A comparison between Figures 7 and 8 highlights the improved architectural treatment to this elevation, using a combination of materials and finishes in concert with built form articulation which breaks down the building volume.

Landscaping opportunities have been introduced to strengthen the appearance for pedestrians within the public domain. This is further discussed in the next section.

While the building will be clearly visible from within the public realm, the proposed amended design reduces the visual impact by breaking the volume into distinct components including:

- The two level (existing car park) which is to be treated with landscaping to enhance its appearance.
- The cinema box sitting above the car park, but itself broken into 3 horizontal volumes.

The proposed building height is not significant being approximately 22 metres above footpath level and setback approximately 5 metres from the site boundary.

The proposed building will have negligible shadowing and visual impact to the south noting the juxtaposition of these properties.

Figure 9 – Perspective looking east along Old Pittwater Road



4.4. IMPROVED LANDSCAPE DESIGN

The southern interface is constrained owing to the car parking structure which is to be retained as part of the development. The decked car park is setback approximately 5 metres from the Old Pittwater Road boundary, but owing to the void below this area cannot be landscaped. This is shown in the photograph below.

Photo 1 – Existing Southern Interface to Old Pittwater Road



To address this challenge, a revised landscape design has been prepared by Arterra in collaboration with the Scentre Group design team. This is provided at **Appendix B**.

Key improvements include:

- Replanting of hedge adjacent to the footpath to establish a 2 metre-high landscaping edge and interface for pedestrians.
- The construction of planter boxes attached to the car park structure that will support vegetation on the southern parking façade, with trellis to be installed to support the growth on this façade.
- The planting of additional street trees.

The proposal will result in a substantially improved treatment to Old Pittwater Road, improving visual amenity and the pedestrian experience.

This is highlighted in the images extracted from the landscape plans below, being Figures 10 and 11.

Figure 10 – Proposed Amended Landscape Plan to enhance visual appearance of southern interface

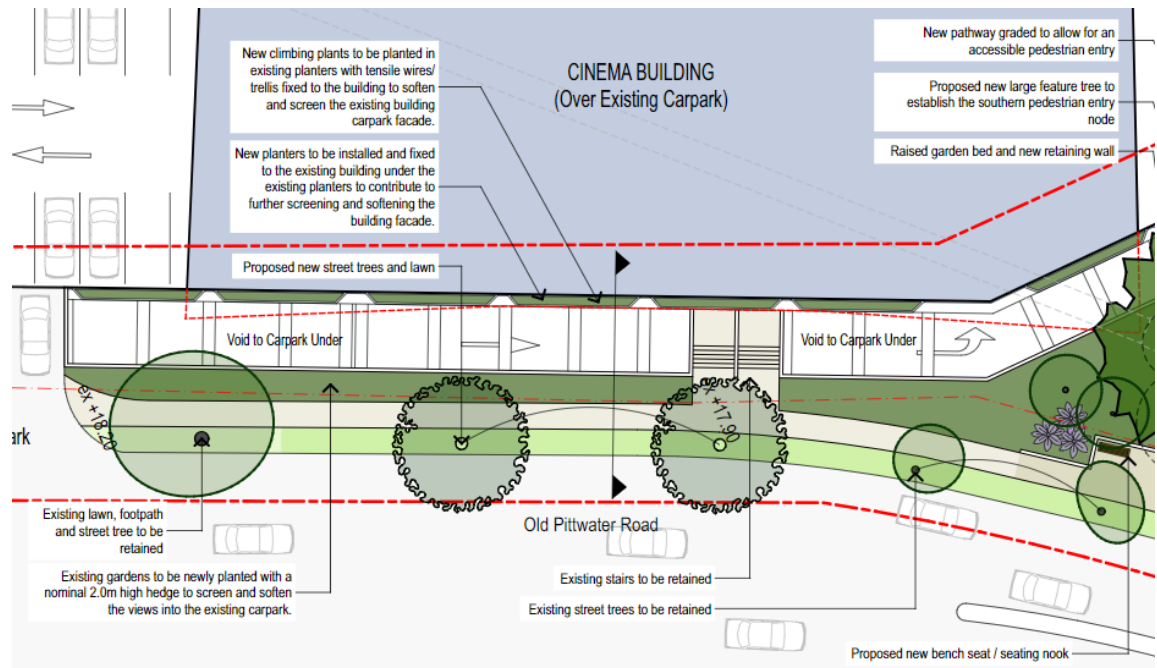
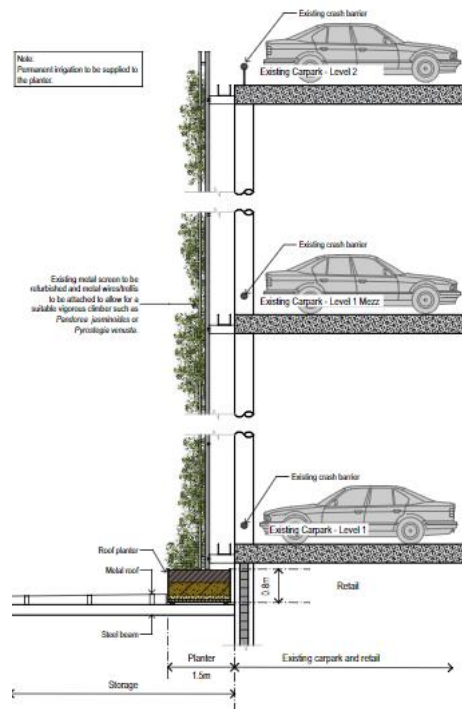


Figure 11 – Section showing landscaping treatment to existing southern façade ('Typical Screen planting to existing car park')



4.5. PEDESTRIAN CONNECTIONS

As part of the revised design treatment to Old Pittwater Road, Scentre Group has been investigating opportunities to improve the pedestrian legibility and access to the centre from the south. This is a matter highlighted in Council's Urban Designer's referral comments, noting that pedestrians from TAFE often access the site via the car park.

The constraints of the site and the retention of the car park limit the options available, however a solution has been identified to improve legibility, safety and amenity of pedestrian access to the south. This solution involves enhancing the legibility and desirability of the access at the eastern end of the car park as shown in Figure 12 below.

This includes:

- Improved landscaping and legibility within the public realm.
- Improve the gradient of the pathway to make accessible.
- Improved lighting, line-marking and treatment within the carpark structure itself in order to provide an attractive connection into the centre for pedestrians.

Figure 12 – Proposed Pedestrian Access Treatment from Old Pittwater Road

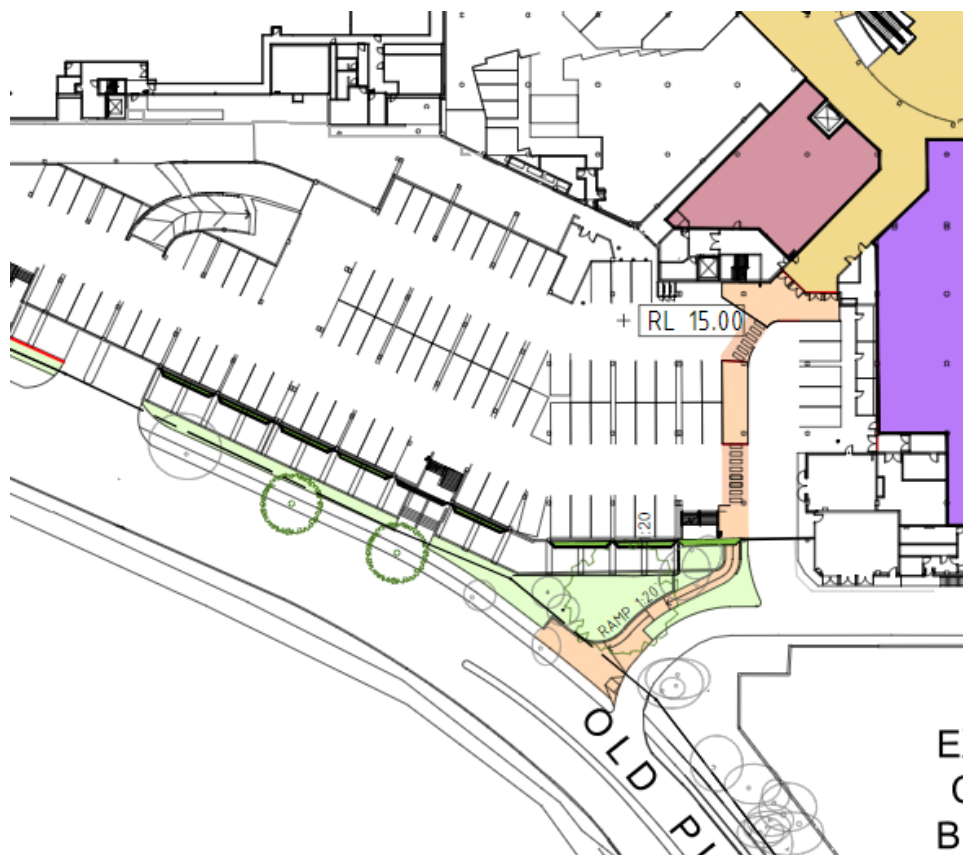
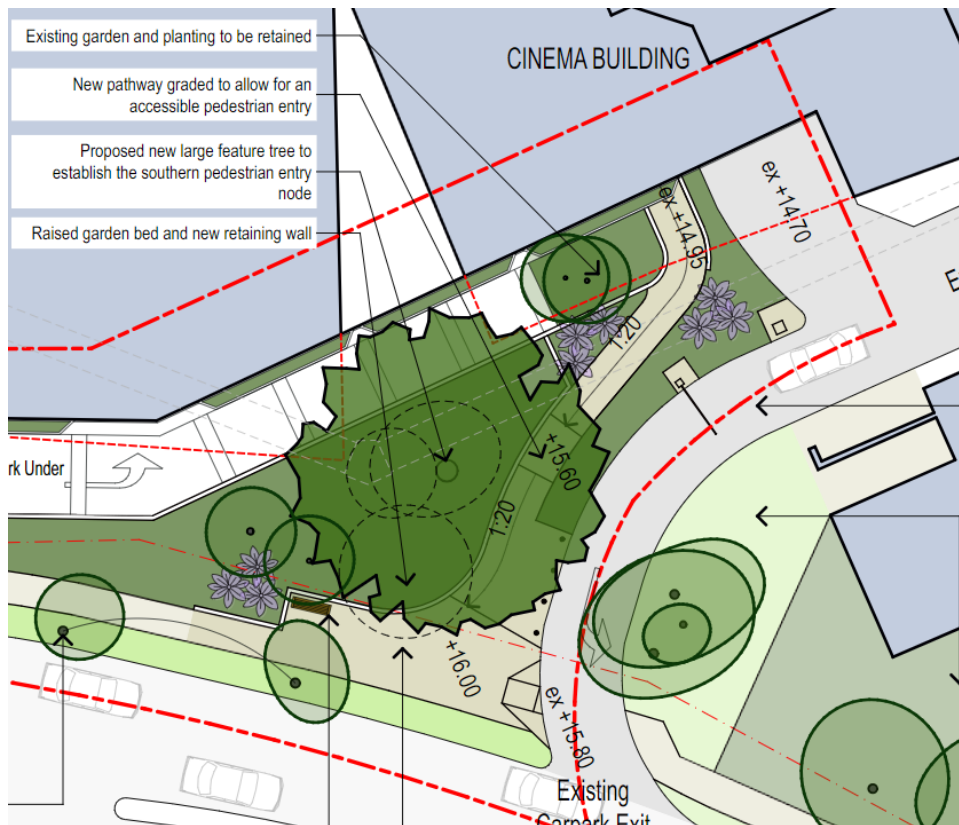


Figure 13 – Proposed Landscape and Pathway Treatment



In summary, the southern pedestrian entrance, from Old Pittwater Road, has been considerably improved to formalise and enhance the legibility of this access. A widened landscape forecourt on the street leads into the car park, with a dedicated pathway (that is colour marked and lit) incorporating pedestrian crossings.

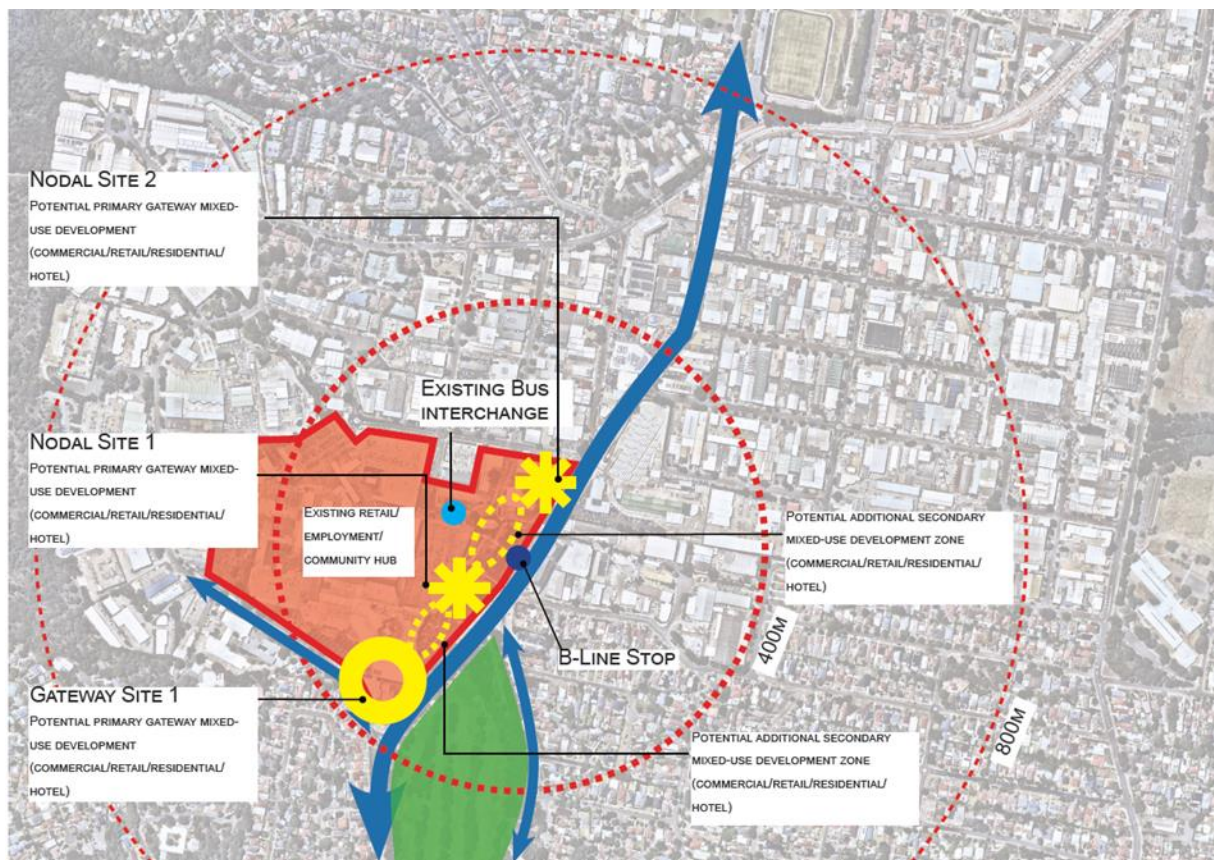
4.6. INTEGRATION WITH THE FUTURE GATEWAY SITE

As discussed with Council, the Cinema building located on the corner of Condamine Street and Old Pittwater Road, does not form part of the development works proposed in the DA. Nevertheless, it is recognised that the future use and development of this land is relevant to the assessment of the current DA.

As part of the Brookvale Structure Plan preparation and consultation process, Scentre Group has been liaising with Council's Strategic Planning Unit regarding the potential opportunities for Warringah Mall including an analysis of the southern gateway corner. (Refer to Figure 14 below). The draft Structure Plan identifies the southern corner of the site as a potential gateway site, being the southern entry point into the Brookvale Precinct.

Scentre Group supports this 'gateway potential' of the site and has identified this precinct as an opportunity for mixed use (potential uses being retail/hotel/commercial/residential). This would be accompanied by a strong architectural and design response to clearly mark this as a defining entry point into the centre.

Figure 14: Strategic Opportunities under the Brookvale Structure Plan (Scentre Group submission)



Scentre Group has previously outlined a high-level aspiration for this southern gateway site to accommodate a tall tower form to mark this gateway entrance into the Brookvale Precinct. This is a matter that requires a separate Planning Proposal and further modelling and assessment and design excellence would be paramount. This approach for this strategic gateway site would however represent the distinctive built form necessary to elevate the role of the wider Brookvale/Dee Why Centre.

The final design of this gateway site will ensure:

- Enhanced ground plane connections
- Reduced footprint from existing built form
- Increase in landscape setting

A high level context plan has been prepared to outline how the future development of this gateway site may sit relative to the proposed development and included in the architectural design package.

5. SUMMARY


It is submitted that the amended design package comprehensively addresses the key matters raised by Council at our meeting on 30th April 2019. In particular:

- The built form of the proposal has been significantly reduced and enhanced as it presents to Old Pittwater Road.
- The amended proposal will enhance the aesthetic qualities of the existing development as perceived from the Condamine Street and Pittwater Road frontage.
- The amendments will enhance pedestrian access from the south of the site.
- Façade treatments are of a high quality and, in combination with curvilinear form of the eastern elevation, will create visual interest.
- The landscape treatment will enhance the visual amenity of Old Pittwater Road.

We trust this allows for the finalisation of the assessment and a concerted effort to make a July Sydney North Planning Panel meeting. While we acknowledge important changes to the appearance of the development, in all respects these represent improvements and a reduction of impact compared to the original notified scheme, which in itself did not generate any submissions from owners and occupiers in Old Pittwater Road.

If you have any questions please don't hesitate to contact me or Tim Blythe at (02) 8233 9900 or tblythe@urbis.com.au/ndaley@urbis.com.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "N. Daley".

Associate Director, Planning



APPENDIX A – AMENDED ARCHITECTURAL PACKAGE



APPENDIX B – UPDATED LANDSCAPE PLANS



APPENDIX C – TTPP TRAFFIC STATEMENT



APPENDIX D – ARBORICULTURAL STATEMENT



APPENDIX E – 30 APRIL NORTHERN BEACHES COUNCIL MEETING MINUTES