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URBIS

STATEMENT OF ENVIRONMENTAL EFFECTS

145 Old Pittwater Road,
Brookvale - Warringah Mall
Stage 2B

Prepared for
SCENTRE GROUP
12 November 2021

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1. INTRODUCTION

1.1. OVERVIEW

This SEE has been prepared on behalf of Scentre Group ('the applicant') and accompanies a development application (DA) submitted to Northern Beaches Council ('Council') for development works at Westfield Warringah Mall Shopping Centre ('Warringah Mall') located at 145 Old Pittwater Road, Brookvale ('the site').

Warringah Mall is an important sub-regional shopping centre servicing a large catchment area in the Northern Beaches Local Government Area.

The first stage of the Warringah Mall retail expansion opened in November 2016 and was focussed on fashion retail. The Stage 2 DA (as approved on 10 December 2019 under DA2018/1514) was characterised by the expansion of hospitality, lifestyle uses and entertainment spaces including the cinema. This application is for Stage 2B which is the immediate development work required at Warringah Mall to address operating requirements of existing and future tenants, and need to be undertaken in advance of a larger proposal seeking other changes to the Stage 2 DA. The works undertaken as part of Stage 2B are partly subject to a complying development certificate and a development application which will be described in detail in **Section 4** of this SEE.

1.2. REPORT STRUCTURE

This SEE is structured as follows:

- **Section 2 - Site Context:** identifies the site and describes the existing development and local and regional context.
- **Section 3 - Background:** outlines the approvals history and pre-lodgement discussions with key stakeholders.
- **Section 4 - Proposed Development:** provides a detailed description of the proposal including the demolition, construction and operational phases.
- **Section 5 - Statutory Context:** provides a detailed assessment of the State and local environmental planning instruments and plans relevant to the site and development.
- **Section 6 – Assessment of Key Issues:** identifies the potential impacts arising from the proposal and recommends measures to mitigate, minimise or manage these impacts.
- **Section 7 - Section 4.15 Assessment:** provides an assessment of the proposal against the matters of consideration listed in Section 4.15 of the EP&A Act.
- **Section 8 – Conclusion:** provides an overview of the development assessment outcomes and recommended determination of the DA.

1.3. PROJECT TEAM

This Statement of Environmental Effects should be read in conjunction with associated architectural plans and specialist reports identified in **Table 1**.

Table 1- Supporting Documentation.

Document title	Consultant	Appendix
Architectural Plans	Scentre Group	Appendix A
Landscape Concept Plans	Arterra Design Pty Ltd	Appendix B
Traffic and Parking Review	TTPP Transport Planning	Appendix C
Access Report	Access Australia Planning & Design Pty Ltd	Appendix D

Document title	Consultant	Appendix
Fire Engineering Statement	Fire Engineering Professionals Pty Ltd	Appendix E
Flood Impact Assessment	Cardno	Appendix F
Waste Management Plan	Scentre Group	Appendix G

2. SITE CONTEXT

2.1. LOCALITY

The site is located in the suburb of Brookvale in the Northern Beaches Local Government Area (LGA). Brookvale approximately 18kms from the Sydney CBD and is identified in the North District Plan as a Strategic Centre.

The site is situated at the junction of several land use zones and therefore land use in the locality is varied. Along Pittwater Road land use is characterised by low scale commercial development. Beyond the subject site to the north, to the west and to the east, land use is characterised by industrial development. Low density residential development interspersed by public and private reserves is located at the perimeter of the above described commercial and industrial lands.

A locality diagram indicating the location of the site relative to Sydney CBD is provided at **Figure 1**.

Figure 1- Locality Diagram



Source: Urbis

2.2. SUBJECT SITE

2.2.1. Site Description

The site is situated on a large irregularly shaped parcel of land known as 145 Old Pittwater Road, Brookvale with a legal description of Lot 100 in DP 1015283. The site is bound to the north by Cross Street and adjacent industrial lands, to the south by Old Pittwater Road and to the east by Condamine Street and Pittwater Road. The site area is approximately 170,600sq.m.

The site has a gradual natural slope that falls from the northwest to the southeast of the site and contains limited vegetation, with the only substantial planting located along the street frontages of the site and within

the open-air car parking areas. Vehicle access to the site is currently available at several locations along the Old Pittwater Road, Pittwater Road and Cross Street frontages of the site.

An aerial image of the site is provided at **Figure 2**.

Figure 2 – Aerial Image



2.2.2. Existing Development

The site accommodates Warringah Mall which is a partially enclosed centre with provision of open-air and undercover multi-storey car parking. Development including the Mall itself and associated decked parking is generally positioned on the central and western thirds of the site. The eastern third contains at grade parking and vehicular access ramps to upper-level car parking.

The Stage 1 retail expansion approved as part of D/2008/1741 included extensive refurbishing and improvement of existing circulation spaces such as Centre Court, ground floor and first floor extensions comprising the parallel mall, restructuring and refurbishing the Myer tenancy, the construction of a new multideck car parking facility, and various other ancillary works including signage, landscape and traffic management works.

The Stage 2 development works (2018SNH052) comprised major additions to the existing centre including new retail premises, food premises, kiosks, department stores and a new cinema complex along with associated car parking and landscaping. The stage 2 redevelopment works include an addition of 9,847sqm of GLA and 418 additional car parking spaces.

Photographs of the existing development are provided at **Figure 3**.

Figure 3- Site Photographs



Picture 1- Southern pedestrian to Warringah Mall

Source: Urbis



Picture 2- View of car park from Old Pittwater Road

Source: Urbis



Picture 3 – Looking south along Green Street

Source: Urbis



Picture 4- Existing bus stop and collection zone

Source: Urbis



Picture 5- Existing at grade car park from Condamine

Source: Urbis



Picture 6- Looking north from junction of Condamine Street and Old Pittwater Road

Source: Urbis

2.3. SURROUNDING CONTEXT

The surrounding land use context is characterised by a diverse mix of commercial, industrial, residential, recreational and education uses.

A piped drainage system carries water through the site from the northwest to the southwest and generally follows the alignment of what was once a natural watercourse, Brookvale Creek.

The Beach School, Brookvale Public School and St Augustines College are located within a 1 kilometre radius of the site.

Allenby Park and Manly Dam Reserve are situated to the northwest and southwest of the site. Adjacent and adjoining land uses are described as follows.

2.3.1. North

To the north of the site is a large industrial area. Super Cheap Auto and Bunnings Warehouse is located within the site boundaries on the northern portion of the site however this land is not subject to the proposed redevelopment works.

Freestanding retail and non-retail shopfronts as well as the Brookvale Hotel are located along the eastern and western sides of Pittwater Road to the north of the site i.e. from Orchard Road in the south to Winbourne Road in the north.

2.3.2. East

Warringah Golf Course is located on the eastern side of Condamine Road and is bound to the east by Pittwater Road and Brookvale Creek.

The Brookvale bus depot is located on the eastern side of Pittwater Road, opposite the Cross Street intersection, and the recently constructed Brookvale Community Health Centre is situated on the eastern side of Pittwater Road opposite the B-Line Bus Stop.

2.3.3. South

The Northern Beaches TAFE is located on the southern side of Old Pittwater Road, as well as a series of detached dwelling houses.

2.3.4. West

To the west of the site along Old Pittwater Road are several industrial and office premises uses characterised by larger scale, multi-story buildings.

2.4. TRANSPORT NETWORK

2.4.1. Pedestrian Access

Existing pedestrian access is provided at the following locations via marked pedestrian crossings and footpaths:

- Off Condamine Street at the southern portion of the site.
- Off Cross Street, via Green Street
- Off Old Pittwater Road, via the multi-deck car parking at this location

The subject site is bounded by pedestrian footpaths along the edges of the major roadways, however pedestrian access into the shopping centre site is adequately provided into the site. As described in Section 4, the proposed development seeks to improve some of the pedestrian access points to the subject site.

2.4.2. Vehicular Access and Parking

The surrounding road network provides good access to Warringah Mall for residents of the surrounding area with Pittwater Road/Condamine Street/Spit Road being the major north-south carriageway. This provides direct access to the centre for residents from Mosman in the south through to Mona Vale in the north.

Warringah Road provides access to the centre from the west for residents of Forestville, Glenrose and Frenchs Forest.

Existing and operating vehicular access into the site is provided at various locations along Old Pittwater Road, Pittwater Road, Condamine Street, and off Cross Street. Vehicular access to the site off Pittwater Road and Condamine Street is currently not available due to the stormwater augmentation works that are being undertaken on the site.

2.4.3. Public Transport Access

Public Transport access to the site is provided by way of bus stops along Pittwater Road, including a B-Line stop, and an internal bus stop within the Warringah Mall site, serving local bus routes.

Public transport accessibility to the centre is relatively good at a local level, with many bus routes leading to Warringah Mall.

The site is integrated with the B-Line bus interchange on Pittwater Road.

3. BACKGROUND

3.1. PREVIOUS APPROVALS

3.1.1. DA2008/1741 – Stage 1 Expansion

DA2008/1741 sought development consent for major alterations and additions to the western part of the existing shopping centre and the construction of a new multi-deck car park in the northern part of the site. These works comprised the first major expansion of the shopping centre and is known as the Stage 1 retail expansion.

DA2008/1741 was approved on 24 April 2010 and Stage 1 was opened in November 2016.

A Masterplan DCP was submitted concurrently with the Stage 1 DA (DA2008/1741) and came into effect on 19 December 2009 and is provided within 'Part G4 Warringah Mall' of the Warringah Development Control Plan 2011 (WDCP 2011).

3.1.2. DA2008/1742 – Stormwater Works

DA2008/1742 sought consent for the construction of drainage works through the Warringah Mall Shopping Centre site extending under Condamine Street and linking into the existing infrastructure located within the adjoining Warringah Golf Club site to the east.

DA2008/1742 was approved on 16 May 2012.

3.1.3. DA2018/1514 – Stage 2 Expansion

DA2018/1514 sought development consent for additions to Warringah Mall Shopping Centre including retail premises, food premises kiosks department stores and cinema complex with associated carparking and landscaping. Key elements of the proposal included:

- 9,847m² additional GLA (net increase), including demolition and additions to the existing facility to enable 15 speciality retail tenancies, 35 food premises, 3 kiosks, 10 mini majors, 1 major tenant and a new upper level cinema complex.
- Modification of existing grade and multi-deck car parking and associated vehicle access to create 418 additional car spaces.
- Associated public malls and amenities.

DA2018/1514 was approved on 10 December 2019. Given the implications of COVID and other factors, the works have not commenced. The works proposed in this application will be undertaken in advance to satisfy immediate tenant needs.

3.2. PRE-LODGE MENT DISCUSSIONS

A Pre-Lodgement Meeting was held between the project team and Northern Beaches Council on 27 March 2021 to discuss the proposed development.

The purpose of the meeting was to discuss Scentre Group's longer term vision for the Mall and also the more immediate needs of the centre responding to retail trends and tenant requirements (in the form of smaller development applications). One such DA is the subject development proposal.

It was tabled that a larger rethinking of the Stage 2 approval was underway, with a Modification or new DA likely to seek changes at the end of 2021, that sought changes to the built form and the "entertainment and leisure precinct" (ELP). This future DA will be discussed in further detail with Council. It was recognised that changes were required post Covid and, ensure development outcomes accelerate and complement the future thinking of retail, as such changes to the previous approval would respond to this.

The key objectives for the subject DA proposal was articulated by Scentre as being:

- Improve the connections and customer experience into the site and through the site
- Proactively work with larger, key retailers to ensure their needs are met.

- Invest in the overall ambience and experience of key pedestrian linkages and entrances, including the look and feel but also weather protection.
- Ensure that the loading dock is appropriate for the new retailer and in turn close off one pedestrian entry (to allow for the expansion of a retail tenancy) and provide screening and improved pedestrian safety around the dock.

Council viewed the proposal favourably, subject to a full assessment of the details. No particular or special requirements were required by Council with the exception of providing a flood/overland flow impact statement given works were proposed to the car park. This is provided with the application.

4. PROPOSED DEVELOPMENT

4.1. OVERVIEW

The subject development works are primarily in the south eastern corner of the subject site, including some external works that are adjoining Condamine Street. The works are responsive to immediate tenant needs, seeks to improve the pedestrian permeability and legibility and also comprises a refurbishment of some of the internal areas to improve the customer experience.

The broader project known as 'Stage 2B, comprises of works approved under a CDC and works proposed as part of this DA. The architectural plans shown at **Appendix A** clearly differentiate between these works. This application only seeks approval for works that require development consent and are addressed within the statement of accompanying documentation.

The key elements of the proposed DA works can be summarised as follows:

- Internal refurbishment and reconfiguration to part of the existing centre to enable the following:
 - 4 new specialty retail tenants (outside the former Target tenancy)
 - Upgraded pedestrian link along Little Street including new overhead canopy
- Upgrade to northern entry (Little Street) including new like for like signage
- Reconfiguration of loading dock M to service the new mini-major outlet.
- Signage zone for future retail tenant along the eastern elevation.
- Construction of cladding panel with external masonry paint finish on the roof top to screen the future plant equipment
- Landscaping works including:
 - Planter awning over new northern entry (Little Street)
 - Landscaping proximate to the reconfigured loading dock.

Key numeric aspects of the proposal are summarised below. The proposal is described in further detail within the following sections of this report.

Table 2- Numeric Overview of Proposal

Component	Net change
Gross Lettable Floor Area	- 214m ²
Maximum Height	No change to height
Minimum Setbacks	No change to setback
Car Parking Spaces	Loss of 3 car parking spaces

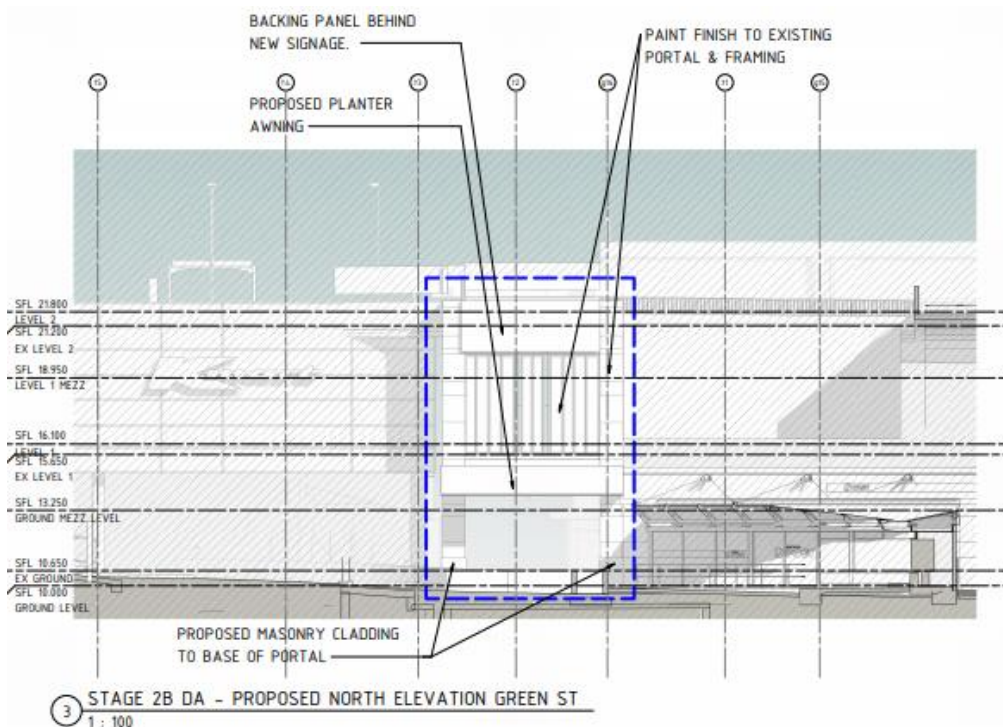
A set of architectural drawings is attached as **Appendix A**. A reduced sized extract of the proposed is provided below.

4.2. LITTLE STREET PEDESTRIAN LINK

The proposal seeks approval for refurbishment works to the Little Street pedestrian link. Little Street is an internal north-south walkway linking to the Condamine pedestrian link and internal bus stop. The proposal seek to positively add to the Mall's ambience and improve the customer shopping experience by creating a less transient feel. The following changes include:

- 4 specialty retail tenants on ground floor
- New overhead canopy with glazed over sky lights, providing weather protection
- Upgrades to northern entry (Little Street) including new like for like signage

Figure 4 – New northern entry



Source: Scentre

4.3. PARKING AND LOADING DOCK RECONFIGURATION

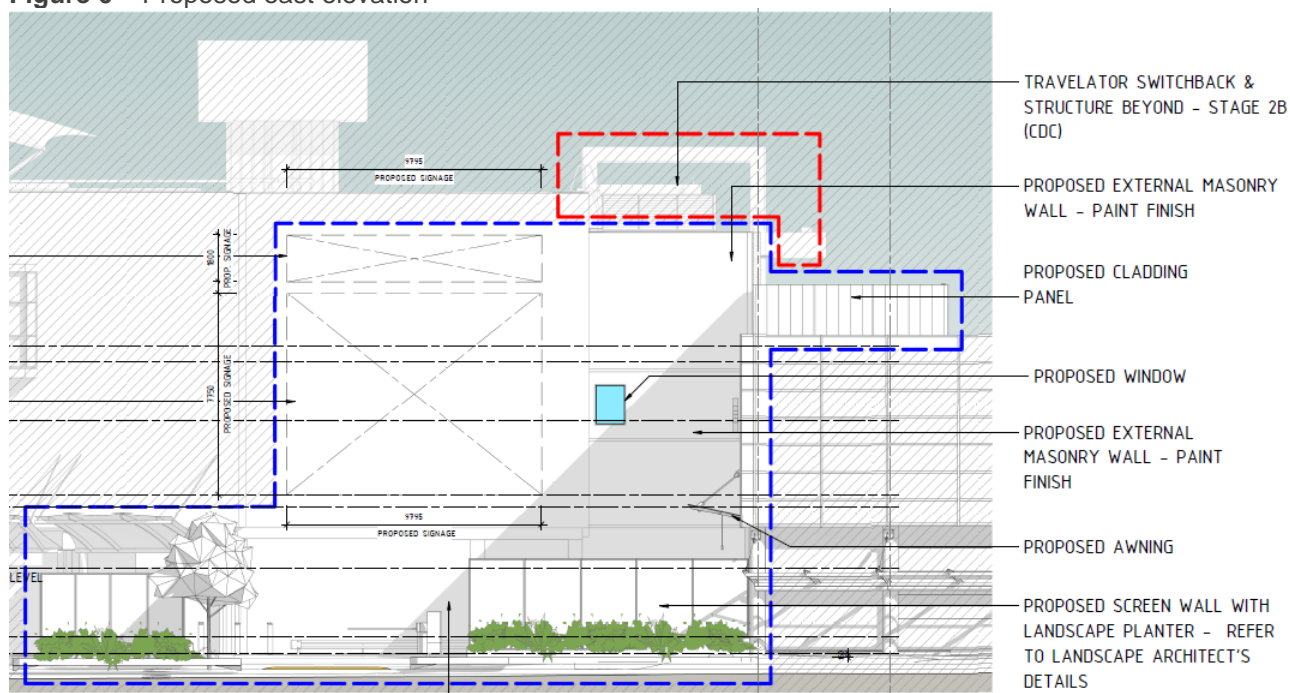
The Stage 2B works involves the conversion of 917m² GFLA of specialty shops and 1,547m² GFLA of the major retail tenant to a new mini-major retail tenant, Harris Farms Markets on ground floor (via CDC process). This DA seeks approval for the reconfiguration of Loading Dock M and immediately surrounding car parking spaces to service the new mini-major retail tenant and allow for a safer and improved pedestrian experience through the car park (as shown in **Figure 5**). This will result in a loss of three (3) car parking spaces (Refer to **Section 6.1**).

Landscaping is also proposed in the form of a screening wall to soften the façade and external appearance of the new loading dock. As a consequence of the upgraded loading dock, design improvements have been proposed to the eastern façade including an external masonry wall infill, a window and cladding.

[illegible]

4.4. SIGNAGE ZONE

Figure 6 – Proposed east elevation



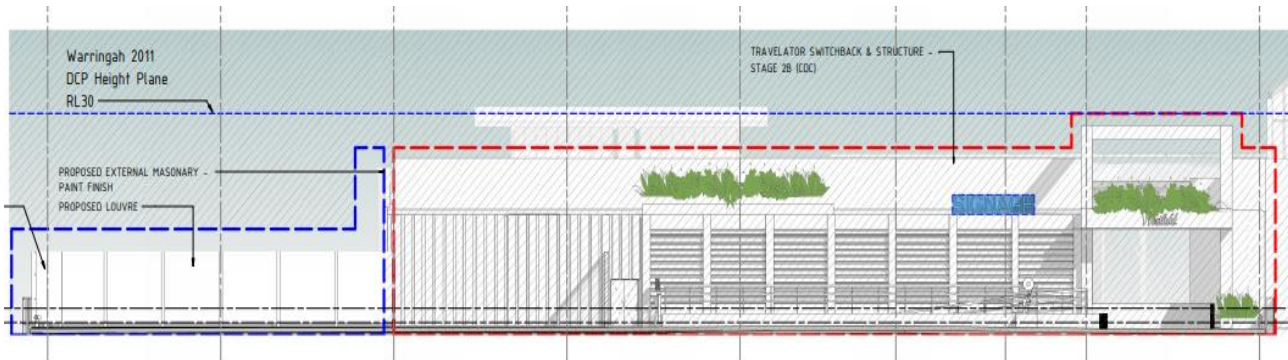
12 PROPOSED DEVELOPMENT

4.5. UPGRADES TO THE ROOFTOP LEVEL

The DA seeks consent for the construction of a cladding panel with external masonry paint finish on the roof top. The screen will wrap around the south eastern portion of the roof top and will be visible from the southern and eastern façade. The purpose of the cladding is to screen the future plant equipment on the rooftop and provide an improved design outcome.

All other upgrades to the rooftop level are via CDC process.

Figure 7- Proposed northern elevation on Roof.



Source: Scentre Group

4.6. LANDSCAPING

Landscaping works are proposed as part of the proposed development with the main landscaping elements comprising:

- **Screening** – Climbers will be situated along the northern façade to screen the loading dock
- **Car park landscaping** – Landscaping is proposed throughout the outdoor car park at the eastern façade at ground floor to break up the car park and provide visual interest to the street front.

The proposed planting species and location of landscaping is detailed within the Landscape Concept Plans at **Appendix B**.

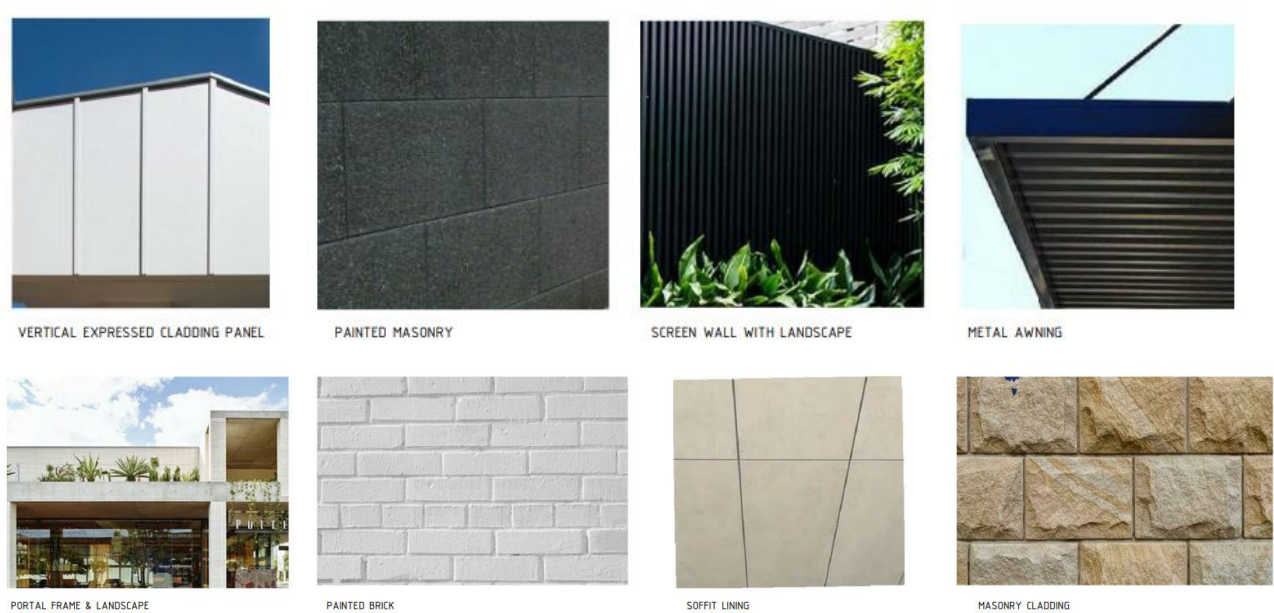


4.7. MATERIALS AND FINISHES

The Architectural Drawings provided at **Appendix A** provide materials and finishes for each area of works proposed for the refurbishment of the existing Warringah Mall structure. These generally consist of the following:

- Vertical expressed cladding panel
- Painted masonry
- Screen wall with landscape
- Metal awning
- Painted brick
- Masonry cladding

Figure 8- Materials and finishes



Source: Scentre Group

5. STATUTORY CONTEXT

The following assessment has been structured in accordance with Section 4.15(1)(a) of the Environmental Planning & Assessment Act 1979 (**EP&A Act**).

The proposed development has been assessed in accordance with the relevant state, regional and local planning policies, as follows:

- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- Warringah Local Environmental Plan 2011 (WLEP 2011)
- Warringah Development Control Plan 2011 (WDCP 2011)

This SEE demonstrates that the proposed development is wholly compliant with the relevant statutory planning policies and achieves the objectives of the relevant provisions..

5.1. STATE ENVIRONMENTAL PLANNING POLICY NO. 64 – ADVERTISING AND SIGNAGE (SEPP 64)

State Environmental Planning Policy No. 64- Advertising and Signage (SEPP 64) applies to all signage, that under an environmental planning instrument, can be displayed with or without development consent and is visible from any public place or public reserve.

The signage zone proposed is classified under SEPP 64 as “business identification signage.” The objectives of SEPP 64 and the criteria in Schedule 1- Assessment Criteria of SEPP 64 are set out in **Table 2**.

Table 2 - SEPP 64 Summary Compliance Assessment

Provision	Comment	Compliance
1. Character of the area		
Is the proposal compatible with the character of the area or locality in which it is proposed to be located?	The signage zones proposed are for business identification signage for future retail tenants. The signage zones are in the same location as an existing sign, as shown in the Architectural Plans at Appendix A . Therefore, will integrate into the façade of the building and reflect existing business identification signage on Warringah Mall.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?		Yes
2. Special Areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscape or residential areas?	The proposed signage zone will communicate the operation of the future retail tenants in an appropriate way and will not detract from the amenity or visual quality of the area. The site is not within or adjacent to any sensitive landscapes or residential areas.	Yes
3. Views and Vistas		
Does the proposal obscure or compromise important views?	The proposed signage is flat mounted to the eastern façade of the building and will not obscure or	Yes

Provision	Comment	Compliance
	compromise important views. The Architectural Plans at Appendix A demonstrates how the signage within the proposed signage zone will be integrated into the existing building elevations.	
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage zones are to be affixed to the façade and therefore will not dominate the skyline of quality of vistas.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposed signage zones have been integrated into the building façade and therefore will not impact the viewing rights of other surrounding advertisers.	Yes
4. Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage zones have been designed in a way that is appropriate for the surrounding streetscape and will contribute to the visual interest of Warringah Mall. The size, type, and character of the signage is consistent with other signs located at Warringah Mall and will communicate the use of the retail tenant to the public. Signage is characteristic and typically seen in a regional shopping centre.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage zones are fully integrated with the design of the existing building and will positively communicate the use of the future retail tenant.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage is not advertising, and no existing advertising is found on the building.	N/A
Does the proposal screen unsightliness?	The proposal does not screen unsightliness but rather is subservient to the architectural form of Warringah Mall.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No- the proposed signage within the signage zones will be affixed to the building's eastern façade and therefore will not protrude above buildings or tree canopies within the locality.	Yes
Does the proposal require ongoing vegetation management?	No- the proposal does not require any ongoing vegetation management.	Yes
5. Site and Building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or	The proposed signage zones are compatible with the scale and proportion of the building. The signage zones are positioned in the same location as existing	Yes

Provision	Comment	Compliance
building, or both, on which the proposed signage is to be located?	signage, but slightly larger in size, therefore continues to integrate with the architectural features of the building.	
Does the proposal respect important features of the site or building, or both?	The signage will not dominate the building, but rather achieve assist with communicating the new operating retail tenant within Warringah Mall.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage content is not included as part of this proposal. Whilst the signage zone is not particularly innovative or imaginative, the signage represents an appropriate scale, proportion, and signage type.	Yes
6. Associated devices and logos with advertisement and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	N/A	N/A
7. Illumination		
Would illumination result in unacceptable glare?	The smaller signage zone may propose illumination which will be subject to a future DA. Details of illumination is not proposed as part of this application.	N/A
Would illumination affect safety for pedestrians, vehicles or aircraft?		
Would illumination detract from the amenity of any residence or other form of accommodation?		
Can the intensity of the illumination be adjusted, if necessary?		
Is the illumination subject to a curfew?		
8. Safety		
Would the proposal reduce the safety for any public road?	The proposed signage zones are set back significantly from the main road and is positioned in the same location as existing signage and therefore will not will not reduce the road safety of any public road for vehicles, bus, pedestrians, or bicyclists.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?		Yes
	The signage is typical of existing signage along Warringah Mall building façade.	

Provision	Comment	Compliance
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not obscure visibility or safety from public areas and sit within the approved and existing building façade.	Yes

5.2. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) sets out requirements for various infrastructure works throughout the State. In addition, it requires the referral of certain development applications to Transport for NSW (formerly Roads and Maritime Services (RMS)) during the DA assessment process.

Clause 101 of ISEPP requires referral to the RMS in relation to development proposals for land with a frontage to a classified road. Given the minor nature of the car park reconfiguration including a net increase of 1 car parking space the reduction in the site's GLA and as there are no proposed changes to access arrangements to Pittwater Road and Condamine Street, as a classified roads, a referral is not deemed required.

5.3. WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011 (WLEP 2011)

The Warringah Local Environmental Plan 2011 (WLEP 2011) is the local environmental planning instrument applying to the site. The proposal aligns with the relevant zone objectives and complies with relevant development standards, noting that no height of building or floor space ratio development standards apply to the site.

5.3.1. Zoning and Permissibility

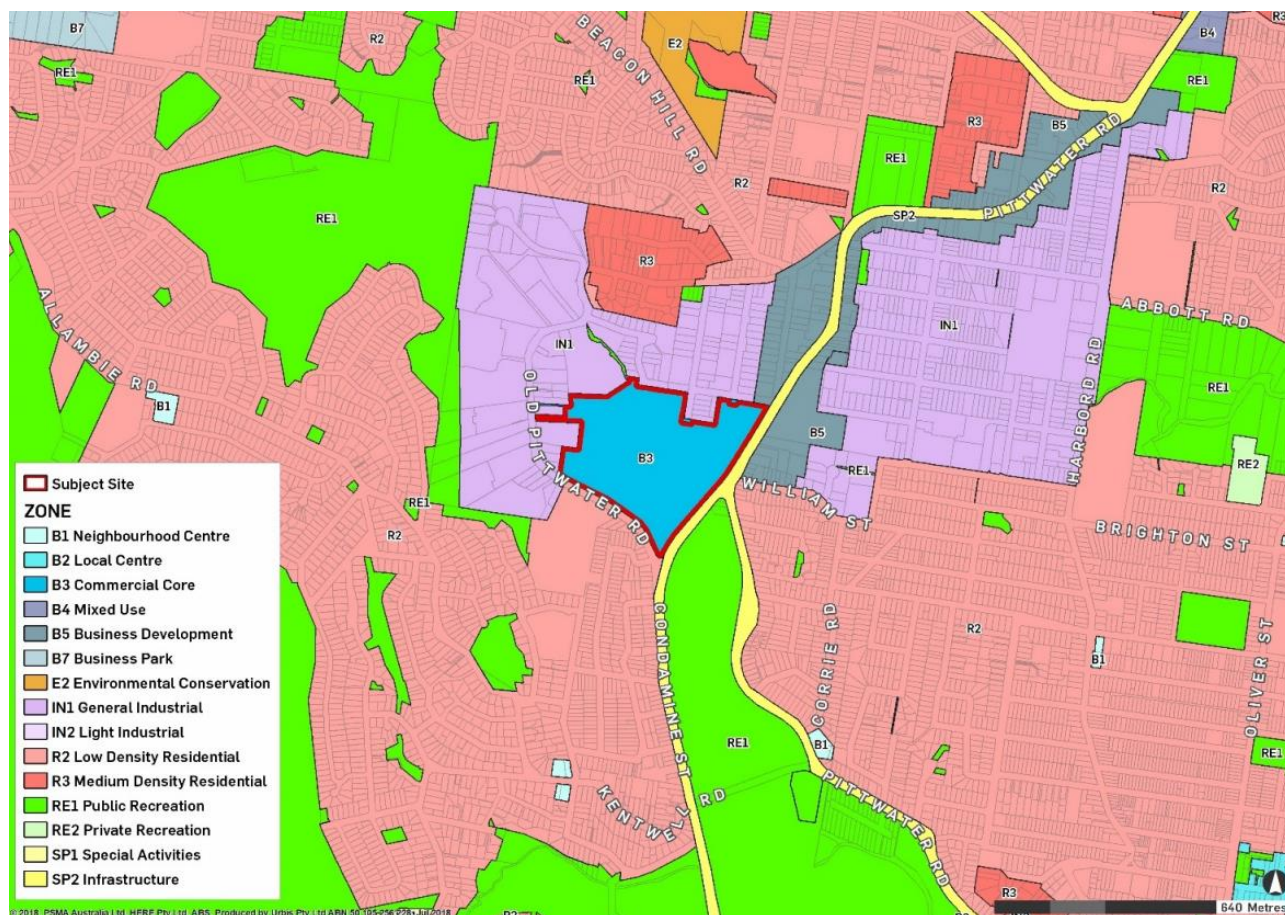
The site is zoned B3 Commercial Core and commercial premises are permissible with consent. An extract of the zoning map is provided at **Figure 9**.

The zone objectives are as follows:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To recognise and support the role of Warringah Mall as a retail centre of sub-regional significance.

The proposed alterations and additions to Warringah Mall align with the above zone objectives in that the refurbishment will embellish the retail offering by securing and responding to key tenant requirements and improve the centre through embellishment works. The proposed works will reinforce Warringah Mall as a retail centre of sub-regional significance.

Figure 9- Zoning map extract



Source: WLEP 2011

5.3.2. Development Standards

There are no principal development standards that apply to the site under Part 4 of the WLEP 2011. The key development envelope controls for the site are contained within the Warringah DCP 2011.

5.3.3. Acid Sulfate Soils

Under Clause 6.1 of the WLEP 2011:

(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.

The site is identified as being partly affected by acid sulfate soils class 4 and class 5. Excavation is not proposed as part of this application and therefore no acid sulphate soils will be disturbed as part of the works.

5.3.4. Flood planning

Under Clause 6.3 of the WLEP 2011:

(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development:

(a) is compatible with the flood hazard of the land, and

(b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and

(c) incorporates appropriate measures to manage risk to life from flood, and

(d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses, and

(e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.

Cardno have undertaken an extensive analysis of the stormwater and flooding impacts of the Warringah Mall land over many years and have more recently assessed the proposed Stage 2B works (See **Appendix F**). It is concluded that the proposed Stage 2B works will have a negligible impact on 1% AEP flooding in Warringah Mall and that any impact will be confined to the overland flow path through Warringah Mall. Refer to **Section 6.3** for further detail.

5.4. WARRINGAH DEVELOPMENT CONTROL PLAN (WLDGP 2011)

Part G4 of the Warringah Development Control Plan 2011 (WDCP 2011) contains the site-specific development controls for Warringah Mall. The proposal is assessed against the provisions of Part G4 in Table 3. It is considered that the proposal complies with the relevant provisions within the DCP.

Table 3 DCP Compliance Table

Clause	Provision	Proposed	Complies
Part G4 Warringah Mall			
Design quality and excellence	1. Future development on or adjacent to the perimeter of the site must be designed to positively address the street, relate to the natural environment and create a clear distinction between the public and the private domain.	Minor work is proposed to the south eastern car park and includes the reconfiguration of the loading dock and car parking spaces and is substantially setback from the site boundary and public domain.	Yes
	2. Future development on the site is to incorporate design elements that optimise the use of natural light and the ambient environment to the pedestrian malls within the centre.	The proposed development incorporates a canopy over the Little Street thoroughfare with glazed over sky lights to optimise the use of natural light.	Yes
	3. New development along the southern edge of the site must not result in any unreasonable impacts on the amenity of residential properties in Old Pittwater Road and Smith Avenue.	Development is not proposed along the northern edge.	N/A

Clause	Provision	Proposed	Complies
	4. New development along the eastern frontage to Pittwater Road/Condamine Street must incorporate a legible pedestrian connection from the street into the centre that is conveniently located in relation to existing bus stops	The proposal includes the reconfiguration of Loading Dock M and the car parking spaces along the eastern frontage to allow for a safer and legible pedestrian experience along the building edge and to the pedestrian entry. Car park landscaping and screening in front of the loading dock is also proposed to improve the interface to Pittwater Road.	Yes
	5. All future development must be designed to strongly and positively reinforce the corners of the site and street alignment and frame the street. Incorporating landmark or distinctive building elements on "Gateway" street corners is encouraged.	The proposed works are internal and do not impact on the corners of the site and street alignment.	N/A
	6. Long continuous walls are to incorporate design treatments to reduce their visual mass and bulk. Such design treatments may include the use of architectural treatments or elements that serve to provide building articulation and modulation and the use of a variety of high-quality external colours and materials.	External facades will incorporate appropriate design treatments and finishes to mitigate visual bulk and promote visual interest. Refer to Section 4.7 for materials and finishes proposed along the building façades.	Yes
	7. Views of the ground level car parking areas must be suitably screened from the street by either landscaping or an appropriate architectural building facade treatment	The at grade car park at the eastern portion of the site will be retained and is largely unchanged except for a small re-working of the car parking spaces. The works to the loading dock will improve the pedestrian safety as well as the aesthetic	Yes

Clause	Provision	Proposed	Complies
		qualities of the car park through the provision of landscaping.	
	8. High quality, attractive and durable materials are to be used. The selection of colours is to respond to the natural landscape. A detailed schedule of external colours and finishes, a sample board and photomontages are to be submitted with any application to alter or extend the external façade and roof of Warringah Mall.	A range of high-quality materials and finished will be utilised as part of the refurbishment works as detailed at Section 4.7 and in the Architectural drawings at Appendix A .	Yes
	9. The roof is to be designed so that the visual impact of the roof form is minimised.	The proposed construction of cladding panel with external masonry paint finish on the roof top will screen the future plant equipment and therefore reduce the visual impact of the future plant.	Yes
	10. Rooftop plant and equipment are to be integrated into the building/roof forms or screened in a manner compatible with the building design to minimise visual and acoustic impacts on the surrounding properties, including elevated properties which have views over the centre.	The proposed plant on Level 2 are positioned and screened such that they are not visible from surrounding locations and to mitigate acoustic impacts on neighbours.	Yes
Building Setbacks and Street Frontages	11. Setbacks are to be consistent with those shown in Figure 2.	No boundary adjustments are proposed	N/A
	12. In the event that there is a change to the current title boundary, the setback as nominated in Figure 2 is to be measured from the new boundary alignment.	No boundary adjustments in proximity to proposed building works.	N/A
	13. Corner of Condamine Street and Old Pittwater Road Future development at the corner of	The land at the corner of Condamine Street and Old Pittwater Road	N/A

Clause	Provision	Proposed	Complies
	Condamine Street and Old Pittwater Road is to create a defined built edge to address the street. The existing mature trees along the eastern boundary of the site adjoining Condamine Street are to be retained. Any future development at the corner of Condamine Street and Old Pittwater Road is to be designed to strongly define the corner and reinforce the prominence of this “Gateway” site arrival point. An illustrative example of possible future development outcomes at this location is shown at Figure 3	will not be redeveloped as part of this proposal.	
	14. Junction of Condamine Street and Pittwater Road A distinctive entry node is to be provided at the junction of Condamine Street and Pittwater Road which incorporates a high quality public space flanked by buildings, landscaping in scale with the building form and public art. The entry node will be the primary pedestrian entrance to the shopping centre. An illustrative example of possible future development outcomes at this location is shown at Figure 4.	The proposed redevelopment works do not expand into this location and therefore no opportunity to deliver the outcome described in the DCP as part of the proposed	N/A
	15. Pittwater Road: Future development along Pittwater Road is to create a defined built form edge to address the street. The built form is to be setback from the street to allow for the provision of a soft landscaped strip to soften and screen non-active building facades. Any future development at the corner of Pittwater Road and Cross Street is to be designed to strongly define and reinforce the prominence of this “Gateway” site arrival point. An illustrative example of possible future development	Works are substantially setback from the site boundary on Condamine Street. The general appearance of this area of the site is unchanged providing dock and car parking areas.	N/A

Clause	Provision	Proposed	Complies
	outcomes at this location is shown at Figures 5 and 6.		
	16. Corner of Cross Street and Green Street Future development at the corner of Cross Street and Green Street is to be designed to strongly and positively identify this location as a key “Gateway” entry to the centre. An illustrative example of possible future development outcomes at this location is shown at Figure 7	The existing multi-level car park at the corner of Cross and Green Streets will not be modified.	N/A
Building Height	17. New development is to comply with the maximum building heights as shown at Figure 2 except where provided for in the following requirement.	Building height will not be altered as part of this application	N/A
Floor Space	19. The existing centre currently provides 127,878m ² of Gross Leasable Floor Area (GLFA). The existing shopping centre may be expanded by 35,000m ² GLFA subject to compliance with all other relevant planning objectives and requirements	The proposal results in a reduction in the overall GFLA of the Centre by 214m ²	Yes
Landscape	20. Landscaping is to be retained and enhanced and provided generally in the zones shown in Figure 8.	The Landscape Plans at Appendix B indicate the majority of the landscaping will be screened to provide visual relief from the loading dock and will not alter the already existing landscaping located at the zones shown in the DCP.	Yes
	21. The existing mature landscaping at the junction of Pittwater Road/Condamine Street is to be retained where practical and functional for the future design of this precinct. An illustrative example of possible future	The mature landscaping in this location will be retained. The proposal includes car park landscaping and climbers to screen the loading dock. Further	Yes

Clause	Provision	Proposed	Complies
	development outcomes at this location is shown at Figure 9.	details provided at Appendix B.	
	22. New development along Condamine Street and Pittwater Road is to incorporate landscaping that screens or softens non-active facades or building elements.	The proposed reconfiguration of the loading dock along the Condamine Street frontage will feature screening plants and shrubs to soften the façade and screen the dock. Additional car park landscaping is proposed to break up the car park. Further details are provided at the Landscape Plans at Appendix B.	Yes
	23. Landscaping treatments are to be integrated into the design of new entries to the centre.	The landscape design seeks to define and create a sense of arrival at each major entry point.	Yes
	24. Recycled water or harvested rainwater is to be used, where possible, to irrigate new landscaped areas	All planting will be irrigated via a sub-surface drip system.	Yes
	25. Water efficient plants and/or, locally indigenous vegetation should be used to minimise water consumption.	Landscaping is designed to complement and expand on the themes of the existing landscaped elements and will encourage the use of water efficient and indigenous plants. Landscape Plans at Appendix B.	Yes
Amenity of Surrounding Residential Properties	26. The overspill from artificial illumination or sun reflection is to be minimised. A 'Lighting Strategy' is to be submitted with any development application incorporating new or modified roof top parking or for new development	There is no change to the rooftop or ground level car parking areas that front residential areas.	Yes

Clause	Provision	Proposed	Complies
	which is adjacent to existing residential areas. The 'Lighting Strategy' is to demonstrate that the development will not result in lighting glare or overspill from artificial illumination		
	27. The development is to be designed and managed so that it does not result in an unreasonable adverse acoustic impact on surrounding and nearby residential properties.	The works are predominantly internal and are not on any frontage that adjoins residential development therefore an acoustic assessment is not required.	N/A
Advertising and Signage	31. A 'Signage Strategy' is to be submitted with all development applications proposing a significant increase in floor area or change to external façades of the building. A Signage Strategy must also be submitted with any development application for the provision of signs. The Signage Strategy shall identify the number and location of proposed signs, and demonstrate how the signs will be integrated into the design of the development	Signage zones are proposed along the eastern elevation for business identification signage for future retail tenants. The proposed signage is in the same location as existing signage but will increase in size. As such, the signage will continue to integrate into the building façade and will have no further impacts from what is existing.	Yes
	32. All illuminated signs are to comply with any relevant Australian Standards.	Proposed signage within the signage zones will not be illuminated. The smaller signage zone may be illuminated which will be subject to a future DA. Details of illumination is not included in this application.	N/A
Safety and Security	33. Development is to be designed to incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public and private	The proposal involves the reconfiguration of the loading dock and car park along the eastern entry of the	Yes

Clause	Provision	Proposed	Complies
	places, installation of effective lighting particularly in public spaces and car parks, and the appropriate landscaping of public areas.	<p>centre which will improve the pedestrian experience walking from the car park into the centre.</p> <p>Landscaping is designed so as not to adversely impact sight lines or preclude casual surveillance.</p>	
	34. The need for technical surveillance which is achieved through mechanical/electronic measures such as the provision of closed circuit television (CCTV), help points and mirrored building panels, is to be addressed in future developments.	The proposed works are minor in nature and will not require any additional new technical surveillance to what is already operating currently.	Yes
	35. New development is to be designed to remove any opportunities for the concealment of crime	The proposed refurbishment works aim to improve pedestrian access and legibility into the centre and has considered that there will be no areas of concealment	Yes
	36. The incorporation of crime prevention measures in the design of buildings and spaces is not to detract from the quality of the urban design of the development and the streetscape.	The proposed works involve the refurbishment of an existing site and are minor nature and therefore does not require the incorporation of new crime prevention measures.	N/A
	37. The development is to be consistent with CPTED principles. A report providing an assessment of the proposal against CPTED principles is to be submitted with all development applications for additions to Warringah Mall.	The proposed works involve the refurbishment of an existing site and are minor nature and therefore does not require an assessment against the CPTED principles.	N/A

Clause	Provision	Proposed	Complies
	38. A draft Operational Plan of Management that outlines the potential measures to be implemented to ensure the safety and security of the public is to be submitted with any development application involving a major expansion of Warringah Mall.	The proposed works involve the refurbishment of an existing site and are minor nature and therefore does not require additional measures to ensure safety and security from what already exists within the centre.	N/A
Social Impacts	39. A Social Impact Assessment (SIA) is to be submitted with a development application where there is the likelihood that the proposed development may significantly impact on the following matters:	The proposed works involve the refurbishment of an existing site and are minor nature and therefore does not require a social impact assessment.	N/A
Road Infrastructure	40. Significant additions to the floor area on the site will only be supported if traffic modelling is submitted with the development application which demonstrates that the surrounding road network can accommodate the additional traffic generated and that the network can continue to operate at a satisfactory level as determined by Council and the RTA.	The proposal results in a decrease in the overall GFLA by 214m ² and therefore will not trigger any reconsideration of parking provision and impact on surrounding road network. Refer to Traffic and Parking Review at Appendix C .	Yes
	41. New development applications for the significant expansion of Warringah Mall are to identify road upgrades and traffic management works in areas adjoining and nearby to the site to adequately accommodate growth in vehicle movements to and from the site.	The Traffic and Parking review states that the overall changes to the Centre are generally minimal and considered acceptable from a traffic and parking perspective and therefore upgrades to road management is not required.	Yes
	42. Future development is to incorporate measures to improve vehicle circulation within the site, where relevant.	The proposed reconfiguration of Loading Dock M and the surrounding car parking spaces allows safe and	Yes

Clause	Provision	Proposed	Complies
		legible vehicle circulation.	
	43. Vehicle access points from surrounding roads shall be provided in accordance with Figure 10.	Vehicle access points remain unchanged from that approved. No other vehicle access points are proposed as part of this application.	Yes
	44. No additional vehicular entries are permitted from Pittwater Road or Condamine Street excluding any future access or egress arrangements for buses associated with the proposed new bus interchange.	No other vehicle access points are proposed as part of this application.	Yes
Pedestrian Access	45. Main building entry points are to be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high-quality architectural features that improve the clarity of a building's address and contribute to visitor and occupant safety and amenity.	The eastern entry at ground floor is clearly visible from the car park and the closure of the existing access link assists in defining a primary pedestrian entrance on this frontage.	Yes
	46. New development is to ensure that existing pedestrian links from the surrounding area into the site are strengthened in the locations shown in Figure 11.	The proposed works are mainly internal and do not contribute to the pedestrian links from the surrounding area into the site.	N/A
	47. New development shall incorporate measures to achieve safe and continuous paths of travel from existing or proposed bus stops to the Shopping Centre and throughout Warringah Mall.	There are no wholesale changes to the pedestrian pathway into the site as part of this proposal, but rather the proposal seeks to improve the customer experience from the internal bus stop within Warringah Mall.	Yes
	48. New development along the Cross Street / Green Street frontage shall incorporate	No new development is proposed at the Cross	N/A

Clause	Provision	Proposed	Complies
	enhanced pedestrian link(s) through to the existing centre.	Street and Green Street frontages.	
	49. Safe pedestrian access is to be provided through the car parks.	The proposed reconfiguration of Loading Dock M and some car parking spaces is to improve pedestrian safety through the car park and accessibility to the centre by creating a continuous and unbroken path of travel through the car park.	Yes
	50. Where new development is proposed along the Old Pittwater Road frontage of the site, an improved pedestrian link is to be provided from the TAFE site to the pedestrian entrance of the centre.	Development is not proposed along Old Pittwater Road, therefore no opportunity to improve pedestrian links along this frontage as part of this redevelopment proposal.	N/A
Public Transport	51. A single integrated bus interchange for the site is to be provided. The interchange is to be located on the eastern side of the site, generally north of the intersection of Pittwater Road and Condamine Street. The interchange is to be capable of accommodating both the existing local and commuter bus networks and growth in the number of bus services to the Mall. The indicative integrated bus interchange zone is illustrated in Figure 11.	The proposal does not result in any changes to the integrated bus interchange.	N/A
Parking Facilities	52. Car parking is to be provided at the rate of 4.1 spaces per 100 square metres of Gross Leasable Floor Area unless it can be demonstrated that a lesser rate can still achieve sufficient parking	The proposal results in a reduction in the overall GFLA of the Centre by 214m ² and therefore no additional parking is needed or proposed as part of this application. The	Yes

Clause	Provision	Proposed	Complies
	provision to meet the needs of the shopping centre.	proposal will result in an overall reduction in 3 parking spaces due to modifications on Level 1 and 2. This however is not expected to result in any discernible parking impacts as the existing car park currently provides in the order of 4,600 car parking spaces	
	53. Provision is to be made for the parking of motorcycles in easy to access and clearly visible locations.	The car park accommodates requisite motorcycle parking.	Yes
	54. Car and motorcycle parking space dimensions must comply with the relevant Australian Standard. Note. AS/NZS 2890.1:2004 Parking Facilities - Off-street car parking applied at the time this DCP was adopted.	A Traffic and Parking Assessment Report is provided at Appendix C and explains that the parking layout complies with design requirements specified in AS2890.	Yes
	<p>55. Bicycle parking and storage facilities shall be provided for any additional floor area proposed to allow parking or storage of a minimum number of bicycles, in accordance with the following;</p> <p>Bicycle storage facility – 1 per 300sqm</p> <p>Bicycle parking facility – 1 per 500sqm</p> <p>This required provision may be reduced having regard to:</p> <p>(a) The expected number of employees, and their likely or desired use of bicycles for travel to and from work.</p> <p>(b) The expected number of visitors, and their likely or desired</p>	Additional bicycle parking is not proposed as part of this application	N/A

Clause	Provision	Proposed	Complies
	use of bicycles to visit the development.		
	56. Bicycle parking and storage facilities shall be designed in accordance with the relevant Australian Standard. Note. AS2890.3 - 1993 Parking facilities – Bicycle parking facilities applied at the time the DCP was adopted.	Additional bicycle parking is not proposed as part of this application	N/A
	57. Adequate shower and change room facilities for staff shall be located close to secure bicycle storage facilities.	Minor reconfiguration works are proposed to the amenities at ground floor and will not impact the pre-existing amenities that provide shower and change room facilities for staff.	N/A
Stormwater Management	58. Water quality control measures are to be provided in accordance with the adopted Northern Beaches Stormwater Management Plan and Council's Water Sensitive Urban Design Policy.	Stormwater drawings can be prepared as required by any Conditions of Consent	N/A
	59. Ground level development is to be avoided in the locations of the proposed concept drainage augmentation system as conceptually illustrated in Figure 12 and in accordance with Council policy PAS – PL 130: Building Over or Adjacent to Constructed Council Drainage System and Easements.	Ground level development is not proposed in the locations indicated in Figure 12.	N/A
	60. Ensure that all new development on the site does not adversely impact upon the stormwater drainage system and any overland flow path through the site.	The Flood Impact Assessment prepared by Cardno at Appendix F concludes that the local changes do not adversely impact any adjoining properties and the Stormwater DA would deliver significant reductions in 100 yr ARI flood levels in areas of concern	Yes

Clause	Provision	Proposed	Complies
	61. Ensure that all new development on the site does not adversely affect flooding conditions in existing development located both internal and external to the site.	The Flood Impact Assessment prepared by Cardno at Appendix F concludes that the local changes do not adversely impact any adjoining properties and the Stormwater DA would deliver significant reductions in 100 yr ARI flood levels in areas of concern	Yes
	62. New buildings or extensions involving habitable areas are to be designed to prevent the entry of stormwater for floods up to 100 year ARI and all new habitable floor levels are to have a 500mm freeboard to the 100 year ARI flood.	No new buildings or significant extensions proposed	N/A
	63. Structural measures are to be implemented on the site as part of any significant alterations to existing buildings that will ensure affected habitable floor levels have a 300mm freeboard to the 100 year ARI flood.	The intent of the works in the vicinity of the Cross Street car park is to provide locally at least 300 mm freeboard above the local 100 yr ARI flood level to protect the entry to Woolworths from the Palm Tree Car Park. Further information provided in the Flood Risk Assessment Report at Appendix F .	Yes
	64. Structural measures are to be implemented on the site that ensure that overland flows are conveyed through the site in a low hazard nature for floods up to 100 year ARI. All new structural measures are to be confined, as far as is deemed practicable, to the site.	No structural measures are proposal. Further information provided in the Flood Risk Assessment Report at Appendix F .	N/A

Clause	Provision	Proposed	Complies
Environmental Sustainability	65. Development involving an increase in floor space is to achieve a 'Green Star' rating (or equivalent) reflecting Australian 'Best Practice' in environmentally sustainable design and construction for retail centres.	The proposal results in a decrease in the overall GFLA by 214m ² and therefore is not required to achieve a 'Green Star' rating for the proposed works.	N/A
	66. Shading devices are to be incorporated where practical, to reduce solar energy loads.	The proposed development incorporates a canopy over the Little Street thoroughfare which will provide shading and enhance the shopper experience.	Yes
	67. Buildings are to be designed and oriented to maximise the use of daylight and solar energy for illumination. This may be achieved through the provision of light wells, skylights and voids.	The proposed development incorporates a canopy over the Little Street thoroughfare with glazed over sky lights to optimise the use of natural light.	Yes
	68. The thermal performance of buildings is to be optimised by using efficient methods of heating and cooling such as insulation and passive solar access.	The proposed works involve the refurbishment of an existing site and are minor nature and therefore thermal performance of the building is within the existing footprint and not subject to change.	Yes
	69. The following water saving measures are to be incorporated into all development: (a) Water fixtures (low flow shower heads and taps, dual flush toilets, low flush/waterless urinals, etc) are to be 3 stars (WELS Scheme) or better rated. (b) Stormwater capture and reuse, including water quality management to be in accordance	The proposed works involve the refurbishment of an existing site and are minor nature and therefore additional ESD measures are not proposed.	Yes

Clause	Provision	Proposed	Complies
	<p>with Council's Policy Water Sensitive Urban Design.</p> <p>(c) Select water efficient plants and / or locally indigenous vegetation.</p> <p>(d) Use recycled or harvested rainwater for watering new gardens and landscape features.</p>		

6. ASSESSMENT OF KEY ISSUES

6.1. TRAFFIC AND PEDESTRIAN SAFETY

A Traffic and Parking Review was prepared by The Transport Planning Partnership (TTPP) which assesses the impact of the proposal from a traffic and parking perspective.

The proposal results in a reduction in the overall GFLA of the Centre by 214m² and therefore, the assessment concludes that the proposal will not generate any discernible traffic impacts. The proposed modifications to the loading dock would result in the reconfiguration of 18 car parking spaces at the ground floor to improve the pedestrian circulation and safe path of travel along the eastern building frontage, as well as improve truck access and circulation within the loading dock. As such, the proposal is seen to have a positive impact on pedestrian and truck circulation.

Three (3) car parking spaces would be removed due to modifications on Level 1 and 2. This however is not expected to result in any discernible parking impacts as the existing car park currently provides in the order of 4,600 car parking spaces. The Traffic and Parking Review identifies this change as minimal and satisfactory to cater for the proposed development and overall centre.

6.2. BUILT FORM AND LANDSCAPE DESIGN

The purpose of the proposed refurbishment is to undertake immediate works to improve the existing centre to satisfy existing and future tenants needs and improve the customer connectivity and experience.

The proposal aims to invest in the overall ambience and experience of key pedestrian linkages and entrances, including the look and feel but also provide weather protection to Little Street; a key pedestrian walkway.

The works ensure that the loading dock is appropriate for the new mini major retailer and in turn close off one pedestrian entry (to allow for the expansion of a retail tenancy) and provide screening and improved pedestrian safety around the dock.

This proposed works include alterations to the built form including changes to the cladding and façade materiality on the eastern and northern façade as detailed in the Architectural Plans at **Appendix A**. This is to improve the overall appearance and legibility of the building.

Landscaping works are also proposed as detailed in the landscaping plans at **Appendix B** to provide relief to the solid elevations and soften the blank wall that screens the reconfigured loading dock.

Generally the existing form and scale of the development remains unchanged and the proposed built form and landscape design works changes are minor in nature and aim to be consistent with the existing development.

6.3. FLOODING

The Flood Impact Assessment prepared by Cardno at **Appendix F** assesses the impacts of the proposed works on the 1% AEP flooding in Warringah Mall. As part of the proposed works for Stage 2B, there will be local regrading of the loading dock area which will tie into existing pavement levels. These local regrading works will extend into the fringe of the 1% AEP flood.

The indicative impact of the local regrading was assessed based on a representative cross section through the loading dock entry and across the full width of the overland flowpath. A comparison of the conveyance under current conditions and with the local regrading works disclosed that the local impact on the 1% AEP flood level in the vicinity of the Stage 2B works would be a local increase of no more than 0.01 m.

It was also estimated that the proposed local regrading will locally reduce 1% AEP flood storage by around 2.8 m³.

As such, the assessment concluded that the proposed Stage 2B works will have a negligible impact on 1% AEP flooding in Warringah Mall and that any impact will be confined to the overland flowpath through Warringah Mall.

7. SECTION 4.15 ASSESSMENT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act 1979.

7.1. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments in **Section 5**.

The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments.

7.2. DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft environmental planning instruments are relevant to this proposal.

7.3. DEVELOPMENT CONTROL PLAN

Part G4 of the Warringah Development Control Plan 2011 (WDCP 2011) contains the site-specific development controls for Warringah Mall. The proposal is assessed against the provisions of Part G4 in **Table 3** and the assessment concludes the proposal complies with the relevant provisions within the DCP.

7.4. PLANNING AGREEMENT

No planning agreements are relevant to this proposal.

7.5. REGULATIONS

This application has been prepared in accordance with the relevant provisions of the Environmental Planning and Assessment Regulations 2000.

7.6. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined.

7.6.1. Natural and Built Environment

The proposed refurbishment works to the existing mall are mainly internal and minor in nature, resulting in a decrease in GFLA by 214m². External changes are however sought to the Loading Dock M, to accommodate the new tenant and improve circulation and safety in this area. The proposal does not increase the height of the existing centre or proposing any works proximate to the boundary. As such, the proposal will not generate any discernible traffic or acoustic impacts.

Landscaping works are proposed as part of the proposed development with no tree removal as shown in the Landscape Plans at **Appendix B**. Landscaping has been selected to respond to the microclimatic conditions of the site and the coastal character of the locality and provide relief to blank elevations and therefore will have a positive impact on the natural environment.

7.6.2. Social and Economic

The social impacts of the proposal are positive with respect to strengthening the function of Warringah Mall as a sub-regional retail centre and improved accessibility and pedestrian amenity. The internal design changes facilitate the retention and expansion of key retail tenants ensuring the viability of the centre. The works are relatively minor in nature however may have some short term impacts in terms of construction traffic and noise, however it has been demonstrated through associated consultant reports that these impacts can be appropriately mitigated.

The proposed reconfiguration of the retail space at ground floor to a mini-major retail outlet and speciality shops will introduce new business and employment options to the local area and will have a positive economic benefit to Brookvale and the broader Northern Beaches region.

7.7. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The subject site is zoned B3 Commercial Core. Retail, car parking and ancillary works are permissible with consent in this zone.
- The proposal achieves a high level of compliance with the relevant State and local environmental planning instruments.
- The proposed built form and landscaping refurbishment works aim to improve the built form perspective and design of the existing centre whilst remaining consistent with the overall character of the area.
- The site is highly serviced by public transport with bus stops along Pittwater Road and an internal bus stop within the Warringah Mall site. The proposal will ensure connections with these links.

7.8. SUBMISSIONS

It is acknowledged that submissions arising from the public notification of this application will need to be assessed by Council.

7.9. PUBLIC INTEREST

The proposed development is considered in the public interest for the following reasons:

- The proposal constitutes a permissible form of development in the locality and therefore meets the intent for development. It is a form of development that meets what the community could reasonably expect as an outcome to modernise the design of the centre and improve the customer experience.
- The proposal will benefit the wider community through greater retail choice, improved pedestrian safety through the car park and enhance appearance, function and legibility of the site.
- The architectural design and building material treatments proposed will also ensure that the development creates a positive element in the landscape.

Having regard to the above, and the suitability of the site for the proposed development, we consider the proposal upholds the public's expectations for an modern shopping centre on the site.

8. CONCLUSION

The proposed Stage 2B refurbishment works have been assessed in accordance with section 4.15 of the EP&A Act and is considered appropriate for the site and the locality:

- The proposal satisfies the objectives of the relevant environmental planning instruments, including the B3 Commercial Core and achieves a high level of planning policy compliance with the relevant instruments.
- The proposal will not result in any adverse environmental impacts or can be appropriately managed.
- The proposal will result in positive social and economic impacts.
- The proposal is permitted within the B3 Commercial Core is consistent with the zone objectives.
- The proposal is in the public interest through greater retail choice, improved pedestrian legibility and safety through the car park and enhance appearance, function, and amenity of the site.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

APPENDIX A

ARCHITECTURAL PLANS

APPENDIX B

LANDSCAPE CONCEPT PLANS

APPENDIX C

TRAFFIC AND PARKING REVIEW

APPENDIX D

ACCESS REPORT

APPENDIX E

FIRE ENGINEERING STUDY

APPENDIX F

FLOOD IMPACT ASSESSMENT

APPENDIX G

WASTE MANAGEMENT PLAN

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