

3.4 145 Old Pittwater Road, Brookvale (Warringah Mall Shopping Centre) - Partial Demolition of Existing Buildings and Construction of an Extension to the Warringah Mall Shopping Centre Including Two Levels of Retail Floorspace and a Multi-level Carpark

DEVELOPMENT ASSESSMENT REPORT

Assessment Officer: Amy Sutherland
Address / Property Description: Lot 100, DP 1015283, No. 145 Old Pittwater Road, Brookvale (Warringah Mall Shopping Centre)
Proposal: Partial demolition of existing buildings, construction of an extension to the Warringah Mall Shopping Centre including two levels of retail floorspace, a multi-level car park and associated stormwater works.

Development Application No: DA2008/1741
Application Lodged: 18 December 2008
Plans Reference: DA01.5251, DA01.5252, DA01.5253, DA01.5254, DA01.5255, DA-01.5301, DA-01.5302, DA-01,5401, DA-01.5402 all dated December 2008
DA01-5201 Revision B dated Feb 2010
DA01-5202 DA01-5203 DA01-5204 DA01-5206 DA01-5205 DA01-5702 all Revision A dated Sept 2009
All plans prepared by Westfield Design and Construction Pty Ltd
Amended Plans: YES (Sept 2009)
Applicant: AMP Capital Investors Ltd
Owner: AMP Warringah Mall Pty Ltd, Westfield Management Ltd

Locality: G9 Warringah Mall
Category: Category 2 (Shops)
Draft WLEP 2009 Zone: B3 Commercial Core
Clause 20 Variations: NO
Referred to ADP: NO
Referred to WDAP: YES (application lodged prior to the commencement of the Joint Regional Planning Panels)
Land and Environment Court Action: NO

SUMMARY

Submissions:

Seven (7) submissions received.

Submission Issues:

- Acoustic impacts
- Lighting impacts
- Urban design/activation of the street
- Traffic congestion
- Interruption to bus services
- Construction impacts
- Provision of community facilities
- Accessibility
- Landscaping to be integrated into the design
- Retention of trees
- Downstream flooding
- Waste management
- Air pollution
- Adequacy of consultation

Assessment Issues:

Building setback, car parking

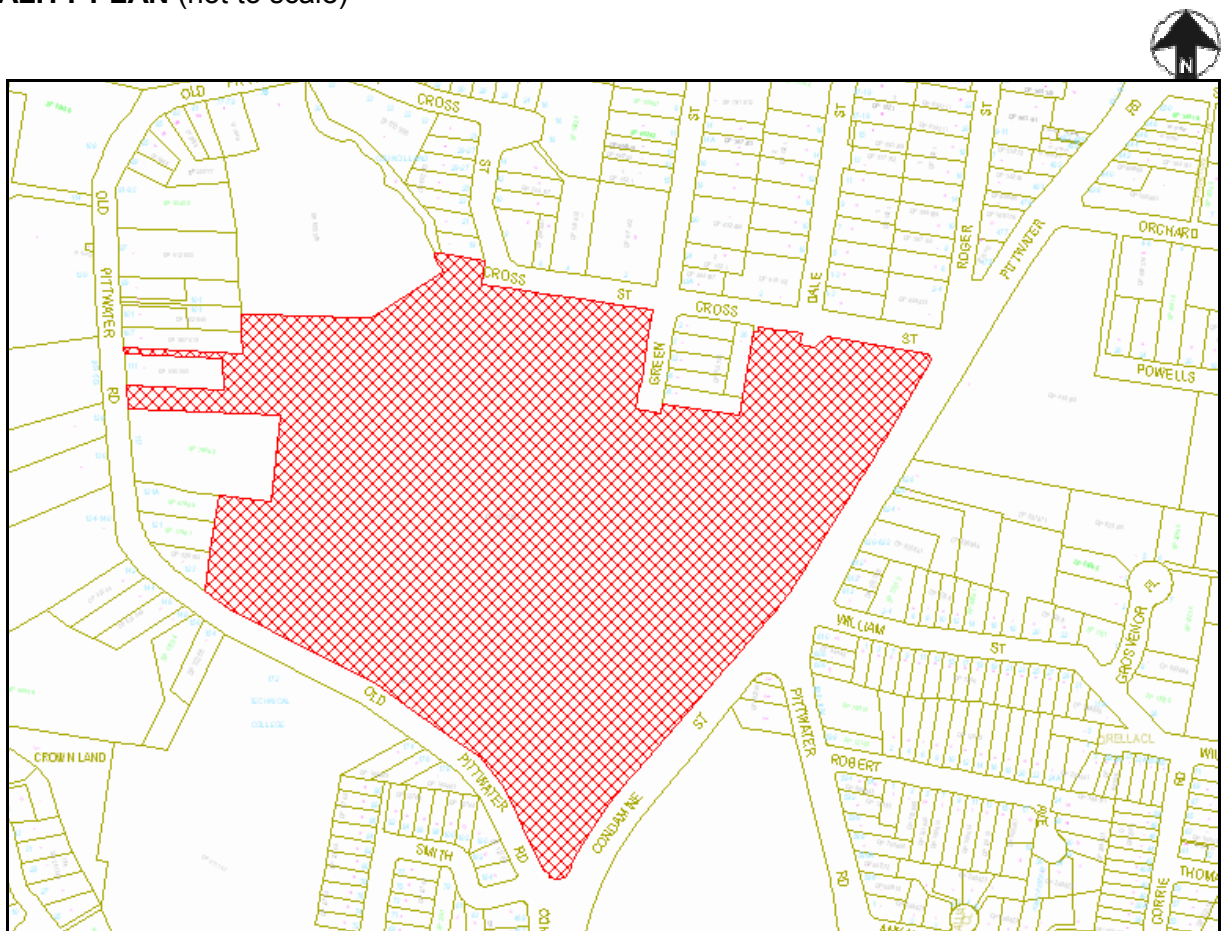
Recommendation:

Approval

Attachments:

Site Plan and Elevations

LOCALITY PLAN (not to scale)



Subject Site: Lot 100, DP 1015283, No. 145 Old Pittwater Road, Brookvale
(Warringah Mall Shopping Centre)

Public Exhibition: The application has been advertised and notified in accordance with the *Environmental Planning and Assessment Regulation 2000*, *Warringah Local Environmental Plan 2000* and *Warringah Development Control Plan*. The application was advertised in the *Manly Daily* on 17 January 2009. The public exhibition period was between Monday 19 January 2009 and Tuesday 17 February 2009. 1266 notification letters were sent to surrounding property owners/occupiers.

SITE DESCRIPTION

The site is described as Lot 100, DP 1015283, 145 Old Pittwater Road, Brookvale. The site is occupied by the Warringah Mall Shopping Centre which is commonly known as 'Warringah Mall'.

The site has an area of 170,600m². It is bounded to the north by Cross Street, to the south by Old Pittwater Road and to the East by Condamine Street / Pittwater Road. The principal street frontage is to Condamine/ Pittwater Road and secondary street frontages are to Old Pittwater Road and Cross Street.

Warringah Mall has a total floor area of 127,838m² with a provision of 103,400m² of enclosed retail floor space provided mainly over two levels with some areas three levels. Warringah Mall accommodates Myer and David Jones department stores, Big W and Target discount department stores, Woolworths and Coles supermarkets, 15 mini-major tenants (floor space greater than 400m²) and 239 retail specialty shops.

Warringah Mall includes an entertainment precinct incorporating a nine screen Hoyts Cinema Complex as well as the Body Shape Female Fitness Centre and some other non-retail facilities.

The site is extensively built upon with bituminised and concrete hard surface areas located around the perimeter of the building to facilitate car parking and traffic flow. It has a total of 4,468 car spaces with 2,998 open-air spaces and 1,470 under cover spaces.

Warringah Mall provides a mix of indoor and outdoor spaces that are suitable for the surrounding coastal community and setting.

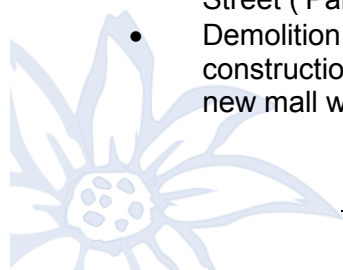
Topographically, the site has a gradual natural slope that falls from the north-west to the south-east of the site.

Vehicle access to the site is currently available at various locations along Pittwater Road, Old Pittwater Road and Cross Street.

PROPOSED DEVELOPMENT

The application seeks consent for the partial demolition of existing buildings and construction of an extension to the Warringah Mall Shopping Centre. The proposal will result in the provision of an additional 8,000m² Gross Leasable Floor Area (GLFA). Specifically, the application seeks consent for:

- Construction of a new multi-deck car parking facility on the corner of Cross Street and Green Street ('Palm Tree' car park);
- Demolition of areas within the existing western ('Starfish') car park to allow for the construction of a new two level shopping mall parallel to the existing north-south mall. The new mall will connect Myer, Woolworths and Big W;



- Demolition of a vacant building known as the “Godfathers’ building located adjacent to the intersection of Pittwater Road and Condamine Street;
- Construction of new car park ramps and express ramps within the modified Starfish car park structure;
- Creation of a new mall to link David Jones and the new north-south mall. Specialty shops will be provided along the length of the 2 level malls;
- Construction of a roof top car park above the new retail floor area.
- Restructuring and reducing the frontage to Myer.
- A new mall will be constructed to link the centre court and the new Myer entrance;
- Conversion of existing Level 2 Myer to a mini-major;
- New landscaping along the Cross Street and Green Street frontages of the site;
- Removal of existing trees within the proposed car park envelope location in the northern part of the site;
- Construction of associated stormwater works including a twin barrelled culvert adjacent to Cross Street and Green Street.
- Associated traffic management works; and
- New external signage identifying future tenants and building identification signs.

The proposed works represent the first stage of the implementation of the recently approved Warringah Mall Development Control Plan. Accordingly, the proposal is referred to as the ‘Stage 1 Works’ throughout the remainder of this report.

BACKGROUND

Applications related to Warringah Mall

On 18 December 2008, the following three applications relating to the development of Warringah Mall were received by Council:

Warringah Mall Shopping Centre Development Control Plan Application. The DCP caters for the growth of the shopping centre by;

- providing for an increase of approximately 35,000m² GLFA by extending the building towards the eastern boundary;
- providing an associated increase in the number of car parking spaces;
- providing a new multi-level car park at the corner of Cross Street and Green Street;
- creating a new pedestrian entrance or ‘arrival point’ for the centre at the junction of Pittwater Road and Condamine Street;
- retaining and improving vehicular access to the centre; and
- providing landscaping zones along the street frontages of the site.

Warringah Development Control Plan – Warringah Mall Shopping Centre (Warringah Mall DCP) was approved by Council on 8 December 2009. The DCP came into effect on 19 December 2009.

Development Application No. DA2008/1741 (this application).

Development Application No. DA2008/1742 for construction of drainage works through the Warringah Mall Shopping Centre site. The proposed drainage works include:

- Alterations to the existing head wall located within the site where Brookvale Creek intersects with the Mall.
- The construction of two 3.6m x 1.5m culverts running underground through the shopping centre site.



- The construction of culverts under Condamine Street and works within the Warringah Mall Golf Club site to connect into the existing drainage infrastructure located in this area.
- Removal of existing landscaping along the frontage to Cross Street
- Minor demolition works to facilitate the construction of the stormwater drainage system.
- Other drainage works around the western side of the centre including new inlets and pipes.

The stormwater works that are required to be undertaken in support of DA2008/1741 form a portion of the stormwater augmentation system for the Warringah Mall site proposed under DA2008/1742. DA2008/1742 has not yet been determined.

Warringah Development Assessment Panel

The Development Control Plan application and the Stage 1 Works development application were reported to the Warringah Development Assessment Panel (WDAP) meeting of 11 March 2009 for specific advice regarding the urban design aspects of the proposals.

The report to the Panel included the following two recommendations related to the Stage 1 works;

- B7. A complete street tree planting scheme should be provided for Green & Cross Streets adjacent to the proposed multi-deck car park as limited planting opportunities are available for planting within the site due to the limited depth of soil available over the proposed storm water culvert for the first stage DA of the retail/car park expansion proposal. Details should include species, sizes, paving, grates and tree guards for assessment.*
- C. The first stage DA of the retail/car park expansion proposal exhibits a high standard of composition of building elements, textures and materials. It would be considered appropriate to provide some indicative details at 1:50 scale of certain facade elements to confirm/ensure the level of intended quality and design excellence.*

The recommendations of the Panel, relevant to the Stage 1 works application are as follows;

'...The Panel also agrees with the development of the additional car parking area in a proposed new building on the site at the corner of Cross Street and Green Street, and with the corner treatment proposed to that car park..

The Applicant's representatives agreed with all the points specified in the recommendation in the Council Urban Design Review Report (except for comment on Built Form B2) and responded with a report, a copy of which is attached to this report. In particular the Panel notes that the Applicant will investigate the recommendations of A2, B1, B3, B4, B6 and will prepare amendments, in accordance with the suggested recommendations, Street Tree Planting Scheme and provide details of materials.

The Panel recommends that a more sustainable solution for the area devoted to the stormwater culverts be developed – perhaps using these for a cycle way through the site, rather than the concept of the dried creek bed. [The Panel is yet to be convinced that the dried creek bed approach on top of the boxed culverts in the vicinity of the new car parking building is the best solution.] The Panel is concerned that the pathway of the boxed culverts presently leaves little room to achieve the landscaping intentions depicted in the perspectives. It is noted that in regard to the retention of landscaping the Applicant is prepared to further investigate what can be achieved on the site.

Amended landscape plans were submitted to address the Panel's concerns regarding the dried creek bed proposed above the proposed culverts, along Cross Street and Green Street. The amended landscape design proposes a "mounded" solution within the setback area which provides deep soil cover over and adjacent to the proposed culverts. The proposed landscape design



includes medium size trees, shrubs and ground covers. Council's Landscape Officer has not requested a street tree planting scheme be submitted due to the limited area available within the road reserve as a result of the number and location of services within the road reserve.

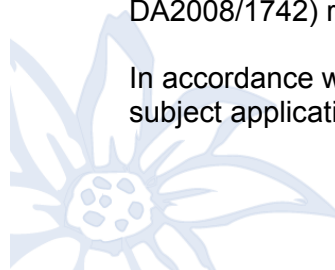
Amended Plans / Additional Information

The following table summarises key dates in the assessment of the application:

Date	Action
18 December 2008	Development Application No. 2008/1741 lodged
15 January 2009	A letter was sent to the Applicant requesting a contamination report be submitted to address the requirements of Clauses 48 and 49 of WLEP 2000 and SEPP 55. The letter also requested a Quantity Surveyors report be submitted to confirm the estimated cost of works.
11 March 2009	DA2008/1741 and Warringah Mall Development Control Plan application were referred to the WDAP for specific advice regarding the urban design aspects of the proposals.
25 March 2009	The Applicant submitted a response to concerns raised by an objector regarding the existing noise issues associated with the operation of Warringah Mall.
29 April 2009	A 'Stage 1 Preliminary Investigation' contamination report was submitted.
12 May 2009	The Applicant submitted a response to the submission from the State Transit Authority (Sydney Buses).
3 June 2009	Information was submitted to demonstrate that an Underground Storage Tank was removed from the 'Little Drycleaners' site at 123 Old Pittwater Road in May 2007.
12 June 2009	A letter was sent to the Applicant requesting a 'Stage 2 Detailed Investigation' contamination report be submitted to address the requirements of Clauses 48 and 49 of WLEP 2000 and SEPP 55. The letter also requested that the Applicant contact EnergyAustralia to discuss the energy supply requirements of the proposed development.
1 July 2010	Council Officers met with the Applicant to discuss the required 'Stage 2 Detailed Investigation' contamination report.
24 September 2009	Amended plans were submitted to address the issues raised by WDAP and Council's Urban Designer.
8 December 2009	Warringah Development Control Plan – Warringah Mall Shopping Centre (Warringah Mall DCP) was approved by Council.
19 December 2009	Warringah Mall DCP came into effect.
27 January 2010	The Applicant submitted a table detailing the proposal's compliance with the provisions of the Warringah Mall DCP.
1 February 2010	A 'Stage 2 Detailed Investigation' contamination report was submitted.
17 February 2010	Additional information submitted to address the provisions of the Warringah Mall DCP not addressed in the documentation previously submitted to Council.
31 March 2010	Amended stormwater plans submitted.

The assessment of this application has been delayed by the two other applications (DCP and DA2008/1742) related to Warringah Mall.

In accordance with the desired future character statement for the G9 Warringah Mall locality, the subject application could not be approved until a DCP related to the Warringah Mall site was



approved and in force. Whilst the DA was lodged on the 18 December 2008 (with the DCP application) the DCP did not come into effect until 19 December 2009.

The subject application also could not be approved until Council was satisfied that the stormwater works proposed under DA2008/1742 could achieve the required freeboard to the proposed buildings.

STATUTORY CONTROLS

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2000
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policy No.64 – Advertising and Signage
- State Environmental Planning Policy (Infrastructure) 2007
- Warringah Local Environment Plan 2000
- Warringah Development Control Plan
- Draft Warringah Local Environmental Plan 2009
- Warringah Section 94A Development Contributions Plan

REFERRALS

External Referrals

NSW Office of Water

The proposed development is 'Integrated Development' pursuant to Section 91 of the *Environmental Planning and Assessment Act 1979* as a Controlled Activity Approval is required under the *Water Management Act 2000*. The NSW Office of Water in the Department of Environment, Climate Change and Water (formerly the Department of Water and Energy) is the relevant approval body. General Terms of Approval were issued for the proposed development on 19 March 2009. A condition is included in the recommendation to ensure compliance with the General Terms of Approval.

NSW Roads and Traffic Authority

The application was referred to the NSW Roads and Traffic Authority in accordance with Clause 104(4) and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*.

In a letter to Council dated 5 March 2009 the Sydney Regional Development Advisory Committee (SRDAC) identified a number of issues in relation to the traffic modelling that was submitted in support of the application. The Applicant modified the model to address the issues raised by the RTA. The RTA advised Council on 18 November 2009 that the traffic modelling issues had been satisfactorily resolved.

SRDAC listed a number of advisory matters for Council's consideration in the assessment of the application. Where appropriate, the advisory matters have been included as conditions in the draft consent.

NSW Police

The application was referred to the NSW Police for comment. The NSW Police carried out an informal crime risk assessment of the development. A number of recommendations were made by the Police. A condition of consent has been included to ensure that an Operational Plan of Security Management is prepared prior to the issue of the Occupation Certificate that is consistent with the requirements of the NSW Police. A separate condition has been recommended to ensure the development is operated in accordance with the Plan of Management.



State Transit Authority (Sydney Buses)

The application was referred to the NSW State Transit Authority (STA) for comment.

The submission from the STA identified a number of issues including;

- Insufficient information has been provided regarding how the potential impacts on bus services will be managed during construction.
- A more efficient bus interchange should be provided.
- The inclusion of a marked pedestrian facility adjacent to the entry/exit point of a car park is dangerous and should be avoided.

Following a review of the comments provided by the STA, the Applicant amended the plans to alter the pedestrian access arrangements along the Green Street frontage of the site. The amended proposal moved the pedestrian crossing across the southern Palm Tree car park access road further from the round-a-bout and also provided a pathway along the southern side of the car park allowing direct access to the main mall entry.

The amended plans were referred to Sydney Buses for comment. The following issues were raised;

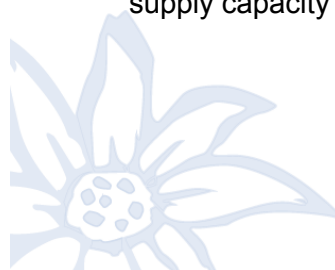
- Relocating the pedestrian crossing away from the roundabout will have minimal benefit on pedestrian safety and access as the crossing will not be on a pedestrian desire line.
- It appears as though a nature strip has been added to both Cross Street and Green Street. The STA questioned whether this landscape feature will impact on the current lane widths of Cross Street and Green Street. The STA objected to any reduction in lane widths.
- The STA recommended an additional right turn lane be provided in Cross Street to assist the right turn from Cross into Pittwater Road.
- The STA raised the issue of buses leaving the interchange conflicting with vehicles using the ramp to enter the existing car park. The STA advised that this issue should be addressed prior to any works being undertaken on the site.

The following comments are provided in response to the issues raised by the STA;

- No objections have been raised by Council's Traffic Engineer to the crossing proposed on the site across the southern Palm Tree car park access road. Objections were raised to the proposed marked pedestrian crossings in the public roads (Green Street and Cross Street). A condition has been included to require the marked crossings on Green Street and Cross Street to be deleted from the proposal.
- The width of the road reserve along Cross Street and Green Street has not been widened.
- The RTA have not recommended an additional right turn lane be provided in Cross Street to assist the right turn from Cross Street into Pittwater Road.
- It is not considered that the vehicles entering the carpark will result in any significant impact on buses leaving the interchange.

EnergyAustralia

The application was referred to EnergyAustralia (EA) to determine the energy supply requirements of EA for the proposed development. EA reviewed the documentation submitted with DA2008/1741 and noted that the proposed works are unlikely affect EA's assets directly. EA did however request the Applicant contact EA to discuss the provision for an increase in the electricity supply capacity at Warringah Mall that will be required as a result of the proposed works.



Council requested the Applicant contact EA to resolve the electricity supply issues. EA confirmed that based on the advice given by the Applicant, it will not be necessary to install any additional substations as the demand can be catered for by upgrading the existing substations.

The application was also referred to EA in accordance with Clause 45 of *State Environmental Planning Policy (Infrastructure) 2007*. On 27 April 2009, EA advised they have no objection to the Development at Warringah Mall in relation to the requirements of SEPP Infrastructure. No conditions were recommended.

Internal Referrals

Development Engineers

Council's Development Engineers have reviewed the proposed stormwater works and provided the following comments;

A review of drainage and flood related information submitted by the Applicant in support of DA2008/1741 was carried out by Lyall and Associates Consulting Water Engineers on behalf of Council.

The scope of the Review involved the following tasks:

- *Consideration of the likely accuracy and reliability of the input and output data files for the software used by Cardno for modelling the Brookvale Creek catchment and the stormwater drainage system.*
- *Consideration of the recommendations, conclusions and flood management options proposed in Cardno's Flood Impact Assessment report...*

A number of issues were raised during the initial stages of the Review which have since been addressed by the Applicant. However, a review of an Addendum report submitted by the Applicant in January 2010 (Cardno, 2010), plus a review of a ground floor plan showing the works comprising the 1996 Development Application (i.e. DA 96/335), highlighted that the following two issues still need to be resolved:

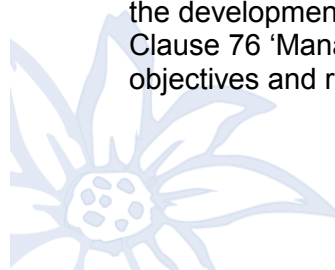
1. *That the Applicant must demonstrate that the required minimum 500 mm freeboard to the 100 year average recurrence interval (ARI) flood event has been provided to all potential ingress points into the new retail development.*
2. *That the Applicant must demonstrate that the proposed development will not exacerbate flooding conditions in existing development located both internal and external to the site.*

A meeting held between Council and the Applicant on 29 March 2010 identified that some amendments to the proposed stormwater works, an additional run of the stormwater computer model, an update of the Addendum report and the submission of additional survey information regarding floor levels of entrances and adjoining properties in Cross Street and Green Street may be sufficient to satisfy these two outstanding issues.

Based on these discussions, it was decided that ..., a deferred commencement condition would be provided in the consent to cover these requirements.

Council's Development Engineers raised no objections to the proposal subject to the deferred commencement condition and a number of other conditions being included in the consent. All recommended conditions have been included in the draft consent.

Council's Development Engineers have also advised that subject to the recommended conditions the development will be consistent with the requirements of Clause 47 'Flood affected land' and Clause 76 'Management of stormwater' of WLEP 2000 and the 'Stormwater Management' objectives and requirements of the Warringah Mall DCP.



Environmental Health and Protection

Council's Environmental Health and Protection Officer has reviewed the Phase 1 and Phase 2 contamination reports submitted with the application and advised the following;

A Phase 2 report prepared by Douglas Partners has been received for the development. The report reveals that there is contamination on site.

The Applicant has notified DECCW of the contamination and are currently waiting on advice regarding what actions are required to be undertaken. Council is satisfied that this process is in place and that the current extent of the contamination is not an immediate public health or environmental risk.

However, despite the above, special precautions are required to be undertaken to ensure that workers, the environment and the public are protected in the situation should any contamination be revealed during the works.

I have considered SEPP 55 and Clause 48 and 49 of the WLEP 2000 and I am satisfied that the development may proceed within potentially contaminated land subject to a suitable environmental management plan being developed that is certified by a site auditor.

Accordingly subject to the following conditions Environmental Health & Protection have no objection to the proposed development.

The conditions recommended by Council's Environmental Health and Protection Officer have been included in the draft consent. Further detail regarding the contamination of the site is included under 'State Environmental Planning Policy 55- Remediation of Land' in this report.

Council's Environmental Health and Protection Officer has also considered the impact of the proposed development on acid sulfate soils and recommended a condition requiring compliance with the proposed management of acid sulfate soils detailed in the Construction Management Plan submitted with the application. If further investigations reveal that the development will disturb acid sulfate soils the condition will require an acid sulfate soils management plan to be prepared.

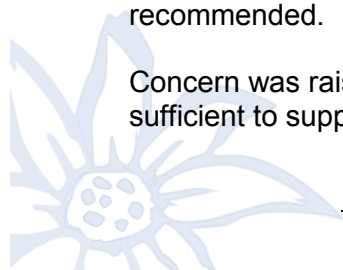
Landscape Officer

Council's Landscape Officer has reviewed the application. No objection was raised to the proposed removal of several trees along the boundary adjoining Cross Street or within the Palm Tree carpark.

Council's Landscape Officer noted that currently power lines are present along the Cross St frontage and that in order to achieve the streetscape improvement as indicated on the perspectives and elevations provided, the power will need to be placed underground. Council's Landscape Officer noted that power lines are already underground along Green Street leading into the Mall, greatly improving the streetscape appeal and opportunity for street tree planting. A condition has been recommended to require the undergrounding of electricity.

An amended Landscape Plan was submitted in response to concerns raised by WDAP associated with the proposed dry creek bed landscape design along the Cross Street and Green Street frontages of the car park. Council's Landscape Officer reviewed the amended Landscape Design and advised that the tree planting proposed along Cross Street provides for streetscape improvement in lieu of planting in the road reserve which is restricted by the presence of numerous underground services. Accordingly, no conditions requiring street tree planting have been recommended.

Concern was raised that the soil depth at the corner of Cross Street and Green Street may not be sufficient to support the proposed feature palm trees. A cross section was submitted on 15 March



2010 which demonstrated that a minimum soil depth of 1 metre would be provided at this location. Council's Landscape Officer advised that the soil depths indicated are considered acceptable.

All conditions recommended by Council's Landscape Officer have been included in the draft consent.

Traffic Engineer

Council's Traffic Engineer reviewed the application including the *Traffic Report* dated December 2008 prepared by Colston Budd Hunt and Kafes Pty Ltd (CBHK), and provided the following comment regarding the traffic impacts of the development;

Traffic Generation and Impact

Generally, the assessment and assignment of the traffic generated for Stage 1 by CBHK is concurred with, however, no consideration has been given to increased traffic flows on Beacon Hill Road, particularly having regard to the increased parking to be constructed on the Cross Street frontage and the increased number of exit lanes to Cross Street. Works proposed as part of Stage 1 are listed below with an appropriate following comment where considered necessary:-

- *Cross Street – remove parking south side Green Street west to roundabout. No consideration to potential impact.*
- *Provide 'split' phasing at Green St/Cross St traffic signals. RTA matter.*
- *Cross Street at Pittwater Road – reconfigure approach lanes. RTA matter.*
- *Optimise signal phasing along Pittwater Rd & Condamine Street. RTA matter.*

The SIDRA modelling revealed that the intersection of Old Pittwater Road/Beacon Hill Road/Roger Street would operate with LOS 'D' with AVD of 55 seconds during the Saturday midday peak period indicating this intersection will operate 'near' or 'at' capacity. This is essentially an RTA matter but has implications for Beacon Hill Road.

No assessment has been undertaken of the impact of Stage 1 on the Warringah Road/Beacon Hill Road traffic signals.

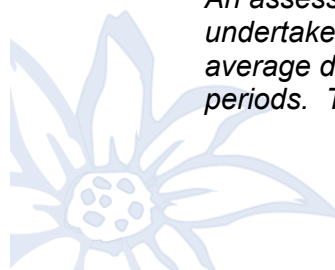
No objections were raised to the proposed number of car parking spaces or the proposed changes to access which includes the of 2 entry/1 exit lanes at the roundabout at the southern end of Green Street and 2 exit/2 entry lanes at the roundabout at Cross Street.

Council's Traffic Engineer noted that all servicing will be carried out from existing loading docks which are conveniently positioned in respect to the new retail area.

The issues raised by Council's Traffic Engineer were addressed in a letter to Council dated 24 September 2009 prepared by CBHK. The following comments were made regarding the impact of the development on Beacon Hill Road, the intersection of Beacon Hill Road/Old Pittwater Road and the intersection of Beacon Hill Road/Warringah Road;

'We note that the intersection of Old Pittwater Road/Beacon Hill Road/ Roger Street currently operates with average delays of some 55 seconds in the Saturday midday peak period. Thus Stage 1 traffic results in minimal change to the operation of this intersection.'
With traffic from the proposed Stage 1 DA for Warringah Mall and other approved development traffic added to existing flows, traffic flows on Beacon Hill Road would increase by less than 5% in the Thursday afternoon and Saturday midday peak periods.

An assessment of the operation of the Warringah Road/Beacon Hill intersection has been undertaken using SIDRA. The analysis found that the intersection currently operates with average delays of some 30 seconds per Thursday afternoon and Saturday midday peak periods. This represents level of service C, a satisfactory level of intersection operation.



Under Stage 1 traffic flows the intersection would operate with average delays per vehicle of some 30 to 32 seconds per vehicle in Thursday afternoon and Saturday midday peak periods. This represents level of service C, a satisfactory level of intersection operation.'

Following the submission of amended/additional information, Council's Traffic Engineer raised no objections to the proposed development subject to a number of conditions being included in the consent. The recommended conditions require the deletion of the marked pedestrian crossings shown on Green Street and Cross Street, the modification of the traffic island on Green Street to allow pedestrians to safely cross Green Street and the preparation of a Construction Traffic Management Plan. All relevant conditions recommended by Council's Traffic Engineer have been included in the consent.

Building Assessment and Compliance

The application was reviewed by a Building Surveyor. No objections were raised subject to a number of conditions being included in the consent if the application is approved. All recommended conditions have been included in the consent.

Urban Design

The application was reported to the Warringah Development Assessment Panel meeting of 11 March 2009 by Council's Urban Designer for specific advice regarding the urban design aspects of the Development Control Plan application and the Stage 1 Works development application. The recommendations of Council's Urban Designer and the findings of the Panel are detailed above under 'Warringah Development Assessment Panel' in this report. In summary, Council's Urban Designer raised no concerns regarding the design or visual impact of the multi-level car park at the corner of Cross Street or Green Street. The only issues raised related to the provision of street trees and the colours and materials of the development. These issues have now been satisfactorily resolved.

PUBLIC EXHIBITION

The application was notified and advertised in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2000*, *Warringah Local Environmental Plan 2000* and *Warringah Development Control Plan*. The application was advertised in the *Manly Daily* on 17 January 2009. The public exhibition period was between Monday 19 January 2009 and Tuesday 17 February 2009. 1266 notification letters were sent to surrounding property owners/occupiers.

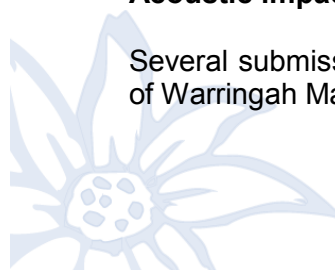
Submissions were received from the following property owners, occupiers and businesses;

Submission	Address
R Costello	7/36-40 Old Pittwater Road, Brookvale
M Goulding	50 Allenby Park Parade, Allambie Heights
A Sharpouri	8/598 Pittwater Road, North Manly
A Sharp	77 Brighton Street , Curl Curl
P Smith	15 Marshall Crescent, Beacon Hill
M Caristo	92 Smith Avenue, Allambie Heights
Forest Coach Lines	4 Myoora Road, Terrey Hills

The following issues were raised in the submissions received to this development. A comment on each issue is also provided.

Acoustic impacts

Several submissions raised concerns regarding the acoustic impact associated with the operation of Warringah Mall. Specifically, the following issues were raised;



- A submission raised concerns regarding the noise from future air conditioning units and requested that the noise of the existing units be minimised.
- A loud alarm and loudspeakers wake up residents in nearby properties.
- The noise from delivery and waste collection vehicles can be heard at all times during the day and night.
- The topography of the local area creates an amphitheatre.

Comment: Several submissions raised concerns regarding the noise impact of the existing shopping centre. In response to concerns raised regarding noise impacts from the operation of the existing centre, in a letter to Council dated 25 March 2009 Urbis advised that Centre Management logs noise complaints into a noise complaint register.

Urbis also advised that the following amended practices were implemented to address concerns related to operational matters related to cleaning activities;

- Bin collection now occurs around 8pm
- Pressure cleaning of the car park area occurs at a similar time (8pm) at a frequency of 6 times per week.
- A blower is used twice daily at approximately 7:30am and 9:30pm.

Clause 43 Noise of WLEP 2000 states that development is not to result in noise emission that would unreasonably diminish the amenity of the area. Clause 43 restricts noise emission from the combined operation of all mechanical plant and equipment and restricts waste collection and delivery hours to between 6am and 10pm. Warringah Mall DCP also includes several provisions to ensure the acoustic impact of development is minimised.

To ensure compliance with the requirements of Clause 43 and the Warringah Mall DCP, conditions have been recommended to restrict delivery and waste collection hours and ensure that all mechanical plant and equipment must not generate noise levels that exceed the ambient background noise level by more than 5dB(A).

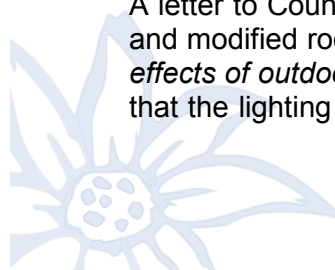
The Applicant has advised that the existing air handling units adjacent to the extension on the roof top are to be retained. No new plant has been specified on the plans. The Applicant advised that if new plant is required it will be adequately screened and setback from the site boundaries so as not to cause any external impacts. A condition has been included in the draft consent to ensure that no new roof top plant or machinery is provided. If any rooftop plant or equipment is required for the proposed development that is not shown on the plans, a modification of the consent would be required.

Lighting impacts

The concern was the lighting associated with the rooftop parking adversely impacts on surrounding properties. A submission stated that the lights remain on all night and flood light their home. Flood lights around the site and its perimeter were also identified as having an adverse impact on surrounding properties.

Comment: An objective of Section 4.2 'Amenity of surrounding residential properties' of the Warringah Mall DCP is; '*To ensure that development will not result in light overspill or glare from artificial illumination.*' A requirement of this section is that a Lighting Strategy is to be submitted with any development application incorporating new or modified roof top parking or for new development which is adjacent to existing residential areas.

A letter to Council dated 15 February 2010 has been submitted that states that the lighting of new and modified roof car parks will be designed in accordance with AS4282 – *Control of the obtrusive effects of outdoor lighting* so as to reduce the impact on adjacent properties. The letter also states that the lighting levels of the new and modified roof car parks will be designed in accordance with



AS1158.2 - *The lighting of urban roads and other public thoroughfares - Computer procedures for the calculation of light technical parameters for category A lighting Category P11b.* A condition has been recommended to ensure that the rooftop lighting is designed in accordance with AS4282.

Urban design / activation of the street

The following urban design issues were raised in the submissions;

- Retail centres should provide shops on the external façade of the development to add activity and interest to the streetscape.
- The car parking proposed on *'the north corner and eastern face of the Zone A Ground and Mezzanine levels'* is a poor urban design solution.
- The eastern portion of the 'Zone A' site edging Green Street from Cross Street to the nodal point at the junction of the east west pedestrian link offers a fantastic opportunity to vitalise the street front and capture some of the northern beaches indoor outdoor lifestyle and provide a rich texture of shopfronts and tenancies diverse in use and rich in materials. The orientation is perfect for outdoor seating, public plazas and colonnades with morning sunlight an afternoon shade.

Comment: The multi-level car park is proposed in the location of the existing Palm Tree car park. The proposal is consistent with the building envelope contained within the Warringah Mall DCP.

Ground level commercial/retail uses will be provided in the pedestrian forecourt area at the intersection of Pittwater Road and Condamine Street and on the corner of Pittwater Road and Cross Street as the shopping centre is developed in accordance with the Warringah Mall DCP. Ground level retail and commercial uses are unable to be provided along the majority of the development's frontage to Pittwater Road as it is an overland flow path. Council's Urban Designer reviewed the proposal and raises no objections to the amount of retail development along Cross Street, Pittwater Road and Condamine Street.

Council's Urban Designer and the WDAP reviewed the Warringah Mall DCP prior to its approval and raised no concerns regarding the urban design solution proposed for the car park (subject to the improvement of the dry creek bed proposed along the northern perimeter of the car park).

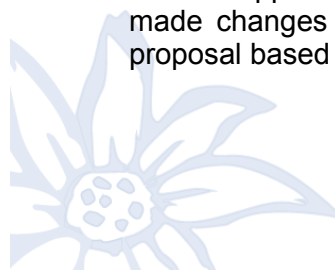
Traffic congestion

Several submissions raised concerns regarding the existing traffic congestion around Warringah Mall. A submission suggested that measures to relieve traffic congestion should be considered prior to the approval of any proposal to increase development. A submission requested that traffic be directed away from Old Pittwater Road.

Comment: The traffic impacts of the proposed development have been considered in the 'External Referrals' (Roads and Traffic Authority), 'State Environmental Planning Policy (Infrastructure) 2007' and 'General Principles of Development Control' sections of this report. In summary, the traffic generated by the development will not result in an unreasonable impact on the road network.

The Traffic Report dated December 2008 prepared by Colston Budd Hunt & Kafes Pty Ltd details the impact of the development on the service levels of the surrounding intersections. The Report indicates that the service level of only one intersection, Old Pittwater Road/Dale Street will be reduced (from B to C).

The RTA have reviewed the Paramics micro-simulation model (traffic model) developed by Cardno-Eppell Olsen (CEO) submitted in support of the Stage 1 Works application. The Applicant made changes to the model as requested by the RTA. The RTA raised no objections to the proposal based on the amended model.



Council's Traffic Engineer has reviewed the proposal and raised no objections to the proposal subject to a number of conditions being included in the consent. All relevant recommended conditions have been included in the recommendation.

Interruption to bus services

Concern was raised by Forest Coach Lines that a significant service disruption would occur while work is underway in and around the interchange. Forest Coach Lines advised that service planning is calculated by the minute and services to the Mall connect with other services to Belrose, Davidson and Terrey Hills. As such, any delay or disruption will impact on connections between services and result in significant passenger service and service planning issues.

Forest Coach Lines requested Council and the developer ensure that bus services would not be adversely affected as a result of the commencement of the construction of the Stage 1 works. Forest Coach Lines also requested confirmation that the current interchange will remain open throughout the construction of Stage 1.

Comment: This issue has been addressed in detail under 'CI 42 Construction Sites' in the 'General Principles of Development Control' table of this report. In summary, AMP have advised that the construction of the Stage 1 Works will not specifically interfere with the operation of the current bus interchange. A condition has been recommended to require the developer to consult with Forest Coach Lines and the STA during the preparation of a Construction Traffic Management Plan for the proposed works.

Construction impacts

Concern was raised regarding the noise impacts during construction. Submissions requested that details of the approved construction hours be provided and that Council closely monitor the approved construction hours.

A submission stated that it is unreasonable to expect surrounding residents to cope with the noise, dirt and inconvenience caused by construction works over the next 13 years. It was suggested that construction on the site be limited to 7am to 7pm Monday to Friday and 8am to 4pm on Saturday with no work to be carried out in Sunday.

Comment: A standard condition has been included in the draft consent which restricts the hours for construction works and the delivery of materials to 7am to 5pm Monday to Friday and 8am to 1pm on Saturdays. No work is permitted on Sundays and Public Holidays.

Any concerns related to construction hours not being complied with should be directed to the Private Certifying Authority or to Council's Regulatory Compliance division for compliance action.

Provision of community facilities

A submission suggested that additional community facilities such as libraries and childcare centres should be provided that are integrated with the landscaped areas within the Mall or located near to transport interchange and waiting areas.

A submission suggested that facilities for young people should be provided such as cultural and training facilities.

Comment: The application seeks consent for additional retail floor area or 'shops'. No other uses have been identified.



Accessibility

Concern was raised that the proposed development does not meet the needs of people with limited mobility. A submission stated that the plans do not appear to include easy drop off points at various locations around the Mall. It was noted that the paving installed during the previous extensions is slippery when wet.

Comment: Car parking spaces for people with a disability are conveniently located near centre entry points on each level of the Palm Tree and Starfish car parks. Conditions have been included in the consent which require compliance with AS1428.2 Design for access and mobility and the implementation of the recommendations of the Access Report prepared by Access Australia that was submitted with the application. It is considered that these conditions will ensure that any future development will meet the needs of people with limited mobility.

Landscaping to be integrated into design

A submission stated that landscaping should be integrated into the design of any addition to the shopping centre both within the centre and along the boundaries.

Comment: Landscaping has been provided along the Green Street and Cross Street frontages of the multi-level car park. The proposed development has been found to be consistent with the landscaping provisions of both WLEP 2000 and the Warringah Mall DCP.

Retention of trees

A submission stated that the existing trees around the perimeter of Warringah Mall and parallel with Cross Street would soften the impact of the car park and structures and should therefore be retained if possible.

A separate submission advised that the removal of trees for the previous extension to the Mall resulted in an adverse visual impact when the site is viewed from surrounding homes in Beacon Hill and Allambie Heights.

Comment: The proposed removal of trees along Cross Street and Green Street and throughout the Palm Tree car park to allow for the construction of the stormwater culverts and the multi-level car park, is addressed under 'CI 58 Protection of existing flora' in this report. In summary Council's Landscape Officer has reviewed the application and raised no objections to the removal of these trees. The landscape plan proposes a mix of trees, shrubs and ground covers which will soften the impact of the car park structure.

Downstream flooding

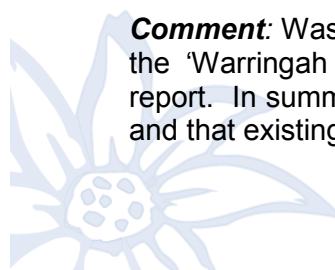
Concern was raised that channelling of drainage through culverts has the potential to raise flood levels downstream and impact on the downstream aquatic ecology.

Comment: Council's Development Engineer has advised that there is a minor increase in flood levels downstream which is limited to a section of the creek through the golf course, however the impacts on the aquatic habit /ecology would be negligible.

Waste management

A submission indicated that an on-site sorting facility should be provided to allow for containers suitable for recycling to be returned to the distributor/manufacturer.

Comment: Waste Management on the site is addressed under Section 6.3 Waste Management in the 'Warringah Development Control Plan – Warringah Mall Shopping Centre' section of this report. In summary, the Applicant has advised that no new waste or recycling areas are proposed and that existing waste and recycling areas will be used by the new tenancies.



Air pollution

Concern was raised that building to the edge of the boundary to Cross Street and Pittwater Road could restrict the disposal of pollutants and increase air pollution.

Comment: The proposed multi-level car park is setback from the boundaries adjoining Cross Street and Green Street. The siting of the proposed car park will not result in increased air pollution.

Adequacy of consultation

Concern was raised that the application was lodged during the Christmas holiday period and submissions questioned why residents were given such a short time to respond. A submission requested that a public meeting be held to discuss such a large proposal.

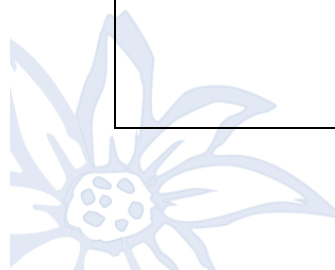
Comment: The application has been publicly exhibited in accordance with the requirements of the EP&A Regulation and the Warringah Development Control Plan. Submissions are accepted until the finalisation of the assessment report. Given submissions have been accepted from 17 January 2009 to April 2010 it is considered that sufficient time has been given for interested parties to provide a submission. All the issues raised in the submissions have been considered in the assessment of the application. The application will be considered by the WDAP at a public meeting. For these reasons it is considered that adequate consultation has been undertaken.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The relevant matters for consideration under Section 79C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) are:

Section 79C 'Matters for Consideration'	Comments
Section 79C (1) (a)(i) – Provisions of any environmental planning instrument	See discussion on <i>State Environmental Planning Policy No.64 – Advertising and Signage</i> , <i>State Environmental Planning Policy No.55 – Remediation of Land</i> , <i>State Environmental Planning Policy (Infrastructure) 2007</i> and <i>Warringah Local Environmental Plan 2000</i> in this report.
Section 79C (1) (a)(ii) – Provisions of any draft instruments	The proposed development is consistent with the relevant provisions of <i>Draft Warringah Local Environmental Plan 2009</i> as discussed under 'Draft Environmental Planning Instruments' in this report.
Section 79C (1) (a)(iii) – Provisions of any development control plan	The application was advertised and notified in accordance with the requirements of Warringah Development Control Plan and the Warringah Development Control Plan – Warringah Mall Shopping Centre.
Section 79C (1) (a)(iiia) - Provisions of any Planning Agreement or Draft Planning Agreement	None applicable.
Section 79C (1) (a)(iv) - Provisions of the regulations	In accordance with Clause 92 of the <i>Environmental Planning and Assessment Regulation 2000</i> (EP&A Regulation) for the purposes of section 79C(1)(a)(iv) of the Act, the provisions of <i>AS2601-1991: The Demolition of Structures</i> is a prescribed matter which is to be taken into consideration by a consent authority. In this regard a condition has been included in the draft consent to require demolition to be carried out in accordance with AS2601-1991. Clause 94 of the EP&A Regulation requires the consent authority to consider the fire safety upgrade of the building. A <i>Building Code of Australia 2008 – Assessment Report</i> prepared by McKenzie Group Consulting has been submitted that addresses Clause 94. Council's Building Surveyor has reviewed the development application and the BCA Assessment Report and raised no objections to the proposal subject to a number of

Section 79C 'Matters for Consideration'	Comments
	<p>conditions which have been included in the draft consent. All relevant conditions have been included in the draft consent.</p> <p>A condition has been included on the draft consent to require compliance with the Building Code of Australia in accordance with Clause 98 of the <i>Environmental Planning and Assessment Regulation 2000</i> (EP&A Regulation).</p>
<p>Section 79C (1) (b) – The likely impacts of the development, including environmental impacts on the natural and built environment and social and economic impacts in the locality</p>	<p>(i) The environmental impacts of the proposed development on the natural and built environment are addressed in detail under 'General Principles of Development Control' and 'Warringah Development Control Plan – Warringah Mall Shopping Centre' in this report and are found to be acceptable and reasonable.</p> <p>(ii) The proposed development will not have a detrimental social impact in the locality considering the additional floor area proposed will improve the variety of retail premises within the regional shopping centre.</p> <p>(iii) The Warringah Mall Development Control Plan permits up to 35,000m² GLFA, subject to compliance with all other relevant planning objectives and requirements. The economic impact of the additional floor area was considered in detail in the assessment of the Development Control Plan prior to its adoption. The assessment found that there is sufficient demand to support the proposed expansion of Warringah Mall over the period to 2021 and the growth of other competing retail centres.</p> <p>An <i>Economic Impact Assessment</i> (EIA) dated November 2008 prepared by Pitney Bowes Mapinfo has been submitted in support of the development application.</p> <p>The EIA notes that the SHOROC Regional Employment Study prepared by Hill PDA projects demand for an additional 240,000m² of retail floorspace over the period to 2031 (i.e in the order of 10,000m² per year). The proposed expansion of 8,000m² would therefore account for less than one year of the projected growth in demand for retail floorspace throughout this region of Sydney.</p> <p>The EIA summaries the impact on existing and proposed retail facilities within the Warringah Mall trade area as follows;</p> <p><i>'The likely impacts on existing and proposed retail facilities within the Warringah Mall total trade area due to the proposed expansion of the centre would be projected to be within the balance of normal competitive impacts and would be unlikely to affect the viability of any of the existing centres or limit the provision of additional floorspace in the future.'</i></p> <p>The EIA also notes that the proposed development will result in additional employment opportunities both during and after construction.</p> <p>For these reasons the proposed development is not considered to result in an adverse economic impact in the locality.</p>
<p>Section 79C (1) (c) – The suitability of the site for the development</p>	<p>The proposed retail mall is located within the subject site and does not result in any unreasonable adverse impacts on the surrounding properties. The multi-level car park at the corner of Cross Street and Green Street is appropriate given the adjacent industrial development.</p> <p>The RTA and Council's Traffic Engineer have reviewed the proposal and found that the additional traffic</p>



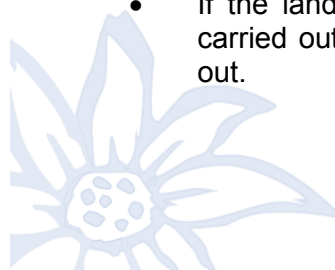
Section 79C 'Matters for Consideration'	Comments
	<p>generated by the development will not result in an unacceptable impact on the surrounding road network.</p> <p>The site is not affected by any significant physical constraints and therefore subject to the provision of adequate drainage and the management of contamination on the site, the site will be suitable for the use proposed.</p>
<p>Section 79C (1) (d) – Any submissions made in accordance with the EPA Act or EPA Regs</p>	<p>In regards to public submissions refer to the discussion under "Public Exhibition" within this report.</p>
<p>Section 79C (1) (e) – The public interest</p>	<p>The wider public interest is served by the expansion of the regional shopping centre. The proposed retail floor space or 'shops' is a Category 2 use that has been found to be consistent with the desired future character of the locality.</p> <p>The expansion of the centre will attract a greater number and variety of shops and businesses thus improving the range of goods and services available within the region. This will assist in reducing the length and demand for vehicular trips as local residents will no longer need to travel to other centres outside the region to access a similar variety of goods and services. The reduction in the length and demand for vehicular trips is consistent with State government policy.</p> <p>The Economic Impact Assessment notes the following community benefits will arise from the proposal;</p> <ul style="list-style-type: none"> • Improvement in the range of retail and non-retail facilities that will be available to residents within the surrounding area. • Additional employment opportunities will result from the project both during the construction period and on an ongoing basis once the centre is completed and operational. <p>The redevelopment of the shopping centre will also result in improvements to the streetscape through the provision of landscaping, an appropriate design and varied high quality external finishes.</p> <p>The narrower public interest is also served as the development will not result in any unreasonable adverse impacts on the surrounding properties, subject to conditions that ensure that the construction works are appropriately managed and the acoustic and lighting impacts are appropriately mitigated/minimised .</p>

ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy No. 55 – Remediation of Land

Clause 7(1)(a) of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55) and Clause 48 of WLEP 2000 states that a consent authority must not consent to the carrying out of any development on land unless;

- It has considered whether the land is contaminated, and
- If the land is contaminated, it is satisfied that the land is suitable in its contaminated state for the purpose for which the development is proposed to be carried out, and
- If the land requires remediation to be made suitable for the development proposed to be carried out, it is satisfied that the land will be remediated before the development is carried out.



A *Phase 1 Contamination Assessment* dated April 2009 and a *Targeted Phase 2 Contamination Assessment* dated January 2010, both prepared by Douglas Partners Pty Ltd, have been submitted since the development application was lodged.

The findings of the reports are summarised as follows;

- PCE, TCE and DCE have been detected in the groundwater within Warringah Mall. Groundwater within the footprint of the Starfish car park is contaminated with chlorinated ethenes sourced from a hydraulically up gradient site.
- The air quality monitoring results consistently showed that TEC and DCE were not detected, whilst a trace level of PCE was detected in one of eight samples. The trace level of PCE detected was significantly below the adopted World Health Organisation and NSW EPA guideline values for PCE.
- Air quality monitoring detected other non-chlorinated Volatile Organic Compounds at concentrations that are well below Australian and International guidelines.
- Based on the data, the presence of groundwater impacted with PCE, TCE and DCE does not present a health risk to users of the Mall from vapour intrusion.
- The report considers the potential for contamination of the site of the Palm Tree car park to be limited.

The *Targeted Phase 2 Contamination Assessment* report concludes;

'Based on;

- *The current data;*
- *The implementation of the recommendations and the results complying with the standards and guidelines contained in this report*
- *There is no change in land use in that the First Stage Retail Expansion is an extension and an addition to the existing retail operation. In other words, the subsurface site condition would be broadly the same as the currently operating shopping centre site and the development will generate no exposure pathways for contaminants.*

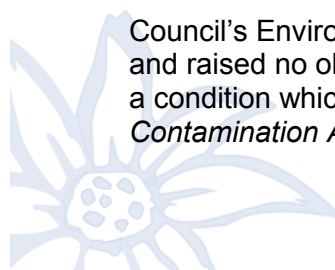
Then the proposed First Stage Retail Expansion development can proceed from a technical contamination management standpoint.'

The report recommends that the construction works proceed under a Construction Management Plan (CEMP) to be prepared by an environmental consultant. The CEMP is to include the procedures to be adopted for the management of groundwater in the event that de-watering is required and details of further testing (soil and groundwater) to be undertaken in the Palm Tree car park to confirm the preliminary evidence that the site is satisfactory from a contamination perspective.

The report also recommends an Environmental Management Plan (EMP) be implemented to monitor and manage the contamination to ensure that, if conditions change, the health outcomes for workers and shoppers will not adversely change. The EMP is to be prepared by an environmental consultant and is to specify a monitoring programme which is supported by a human health risk assessment, to assess sensitivity to changing conditions and to determine suitable intervention thresholds to signal the need for further action.

The overall Warringah Mall site has been notified to DECCW by the Applicant under the requirements of the *Contaminated Lands Management Act 1997*. DECCW is the responsible authority for the determination of whether the Warringah Mall site is required to be regulated.

Council's Environmental Health Officer has reviewed the Phase 1 and Targeted Phase 2 reports and raised no objection to the proposed development, subject to a number of conditions, including a condition which requires the implementation of the recommendations of the *Targeted Phase 2 Contamination Assessment*. The recommended conditions have been included in the consent.



Based on the findings of the contamination reports prepared on behalf of the Applicant and the recommendation of Council's Environmental Health Officer, the consent authority can be satisfied that the land is suitable for the proposed use in its current state, subject to the appropriate management of the site during construction.

State Environmental Planning Policy No.64 – Advertising and Signage

Twelve (12) signs are proposed. The location of the 12 signs is identified on Drawing No. DA01.5302. As discussed under 'CI 53 Signs' in the 'General Principles of Development Control' table of this report and 'Advertising and Signage' under 'Warringah Development Control Plan – Warringah Mall Shopping Centre' insufficient detail has been provided to demonstrate the proposed signage is consistent with all relevant objectives and requirements. Accordingly, a condition is recommended to require a separate development application to be lodged for all signs. The provisions of SEPP 64 will be addressed in the assessment of the future development application.

State Environmental Planning Policy (Infrastructure) 2007

The application was referred to EnergyAustralia (EA) in accordance with Clause 45 of *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure). EA advised they have no objection to the proposed development in relation to the requirements of SEPP Infrastructure. No conditions were recommended.

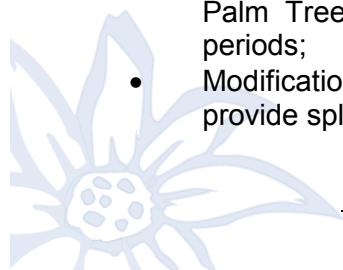
In accordance with Clause 104(3) of SEPP Infrastructure, before determining a development application for development to which this clause applies, the consent authority must:

- (a) *give written notice of the application to the RTA within 7 days after the application is made, and*
- (b) *take into consideration:*
 - (i) *any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA advises that it will not be making a submission), and*
 - (ii) *the accessibility of the site concerned, including:*
 - (A) *the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and*
 - (B) *the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and*
 - (iii) *any potential traffic safety, road congestion or parking implications of the development.*

The application was referred to the RTA in accordance with Clause 104 of the SEPP. The advice of the RTA has been taken into consideration as discussed under 'NSW Roads and Traffic Authority' in the Referrals section of this report.

The Traffic Report submitted in support of the Stage 1 works identified the following road works to be undertaken to ensure the efficiency of movement of people and freight to and from the shopping centre:

- Removal of car parking on the southern side of Cross Street (between Green Street and the Palm Tree car park access) during the Thursday afternoon and Saturday midday peak periods;
- Modification of the traffic signal phasing at the Green Street/Cross Street intersection to provide split phasing on the Green Street approaches;



- Reconfiguration of the Cross Street approach to the Pittwater Road intersection from two left turn lanes and a shared through and right turn lane to provide a dedicated left turn lane, shared left/through/right turn lane and dedicated right turn lane. This could be achieved by line marking with no requirement for road widening; and
- Optimisation of the signal phasing along Pittwater Road and Condamine Street.

The RTA advised the Applicant that it did not support the modifications to the phasing of the traffic signals at Cross Street/Green Street and the reconfiguration of the Cross Street approach to Pittwater Road. The RTA also advised that signal phasing along Pittwater Road and Condamine Street was already optimised. The Stage 1 Works model was rerun with the RTA comments and found to be satisfactory.

On this basis the only works required for the Stage 1 Works are the removal of car parking on the southern side of Cross Street (between Green Street and the Palm Tree car park access) during the Thursday afternoon and Saturday midday peak periods. The Palm Tree car park egress to the Cross Street roundabout will also be converted from egress to ingress and egress.

Adequate access to the site is available to enable deliveries to be made. The expansion of the centre will attract a greater number and variety of shops and businesses and other uses to the centre. This will reduce the length and demand for vehicular trips as local residents will be able to access a greater range of facilities and shops in the one location.

All potential traffic safety and parking implications of the development have been considered in detail under Clause 71-75 in the General Principles of Development Control table in this report. The proposed development has been found to be generally consistent with the requirements of these clauses.

No objections have been raised by Council's Traffic Engineer in relation to traffic impacts of the proposed development, subject to a number of conditions of consent.

For the reasons outlined above, the proposed development is considered to meet the requirements of Clause 104(3) of the SEPP.

Warringah Local Environment Plan 2000

Desired Future Character

Pursuant to *Warringah Local Environmental Plan 2000* (WLEP 2000) the site is situated within the G9 Warringah Mall Locality. The Desired Future Character statement for the G9 Locality states the following;

The Warringah Mall locality will continue to provide a range of retail, leisure, community and ancillary services catering for the needs of the surrounding region. However, if retail development is to expand beyond its approved size, regard must be had to any detailed and approved master plan that includes an assessment of social and economic impacts for the site.

The proposed development involves the provision of additional retail floor area. 'Shops' are identified as a Category 2 use in the locality.

Clause 12(3)(b) of WLEP 2000 requires the consent authority to be satisfied that the development is consistent with the desired future character described in the relevant locality statement before granting consent for Category 2 development. Accordingly, an analysis of the various relevant components of the Desired Future Character of the G9 Warringah Mall Locality is as follows:



The Warringah Mall locality will continue to provide a range of retail, leisure, community and ancillary services catering for the needs of the surrounding region.

The proposed development involves the provision of additional retail floor area which is consistent with this component of the desired future character statement.

However, if retail development is to expand beyond its approved size, regard must be had to any detailed and approved master plan that includes an assessment of social and economic impacts for the site.

Subsequent to the gazettal of WLEP 2000, the *Environmental Planning and Assessment Act 1979* (EP&A Act) was amended so that any reference in an environmental planning instrument to a 'master plan' is to be now taken to be a reference to a 'development control plan'. These amendments were originally set out in the *Environmental Planning and Assessment Amendment (Infrastructure and Other Planning Reform) Act 2005* which was repealed on 20 June 2006. The Savings and Transitional Provisions for this Act are found in Schedule 6, Part 17 of the EP&A Act. Pursuant to Clause 95 of Schedule 6 of the EP&A Act, the requirement for a master plan within an environmental planning instrument (which includes WLEP 2000) is construed as requiring a development control plan (DCP) under Section 74D of the EP&A Act. Accordingly, a DCP was required to be approved by Council prior to the approval of any development application related to the expansion of Warringah Mall.

A DCP application for the expansion of Warringah Mall was submitted to Council on 18 December 2008. Warringah Council resolved to approve the 'Warringah Development Control Plan – Warringah Mall Shopping Centre' at its meeting held on 8 December 2009. Public notice of the DCP was given in the *Manly Daily* on 19 December 2009 as required by clause 21(2) of the *Environmental Planning and Assessment Regulation 2000*. The DCP came into effect on 19 December 2009.

Clause 19 (2)(a) of WLEP 2000 states that where a locality statement requires the development of land to be assessed with regard to a masterplan, the consent authority must not grant consent to that development unless a masterplan (now DCP) for the development of the land has been adopted by the consent authority and the consent authority has had regard to it. An assessment of the proposal against the provisions of the Warringah Mall Development Control Plan can be found under 'Warringah Development Control Plan – Warringah Mall Shopping Centre' in this report.

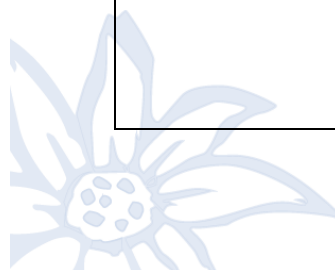
Built Form Controls for the G9 Warringah Mall Locality

There are no built form controls for the G9 Warringah Mall locality in WLEP 2000.

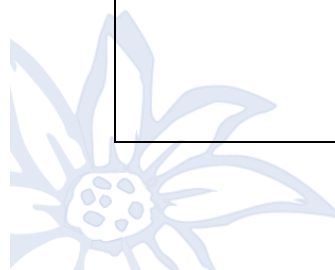
General Principles of Development Control

The following General Principles of Development Control as contained in Part 4 of WLEP 2000 are applicable to the proposed development:

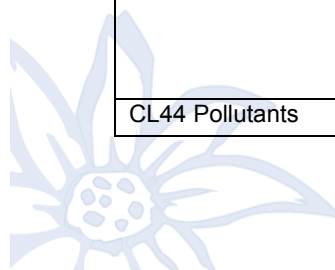
General Principles	Applies	Comments	Complies
CL38 Glare & reflection	YES	<p>Clause 38 states that development is not to result in overspill or glare from artificial illumination or sun reflection which would unreasonably diminish the amenity of the locality.</p> <p>The proposed development incorporates a range of building materials and glazing. A condition has been included to ensure that the reflectivity index of external glazing for windows, walls or roof finishes of the proposed development is to be no greater than 20%.</p> <p>Conditions have been included on the draft consent to ensure the external lighting complies with all relevant Australian Standards so that the lighting does not have any adverse impacts on the adjoining residential properties.</p> <p>Subject to the proposed conditions, the proposal will not result in unreasonable glare or reflection or diminish the amenity of the locality. As such the proposal will satisfy the objective of the General Principle.</p>	YES, subject to conditions



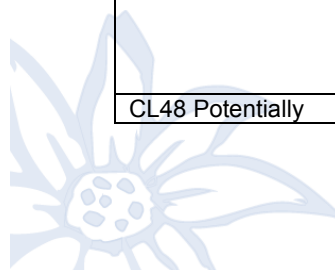
General Principles	Applies	Comments	Complies
CL39 Local retail centres	NO	Not applicable.	N/A
CL40 Housing for Older People and People with Disabilities	NO	Not applicable.	N/A
CL41 Brothels	NO	Not applicable.	N/A
CL42 Construction Sites	YES	<p>In accordance with Clause 42 construction sites are not to unreasonably impact on the surrounding amenity, pedestrian or road safety, or the natural environment.</p> <p>In particular;</p> <ul style="list-style-type: none"> • adequate areas are to be allocated for the handling and storage of materials which are safe and do not interfere with pedestrian and traffic movement, • the timing, frequency, and routes of construction vehicle movements are to be safe and minimise impact on roads, pedestrian and traffic movement and surrounding residents, • construction waste is to be minimised, legally handled, transported and disposed of, • dedicated safe pedestrian access is, at all times, to be provided around the site, and • construction sites will be managed to ensure air and water borne pollutants such as noise, dust, odour and liquids and the like are minimised. <p><i>A Construction Management Plan (CMP) for the Warringah Mall Retail Extensions and Stormwater Augmentation</i> dated December 2008 prepared by AMP Capital and Westfield Design and</p> <p>Construction, was submitted with the application. The CMP sets out the proposed staging of the construction of the Stage 1 Works. In summary the proposed staging of the construction works is as follows;</p> <ul style="list-style-type: none"> • Twin barreled culverts are to be constructed from the existing open bed adjacent to Cross Street, parallel to Cross Street inside the boundary. The northern edge of the car park will be closed and trees removed. The culvert adjacent to Green Street will then be constructed. • Following the construction of the stormwater works, the Palm Tree car park will be closed for the construction of the multi-level car park. • The ground and first floors of the existing Myer store are to be stripped, the floor plate reduced in size and the adjacent open retail area will be demolished. This area will be rebuilt and linked to the existing area completed in the previous works. The CMP indicates that these works will proceed concurrently with the construction of the multi-level car park and will open for trading at the same time as the car park. • Following the commissioning of the new Palm Tree car park approximately 500 cars over three levels of the Starfish car park will be closed down and demolished. Temporary access to the remaining carspaces will be via the existing internal ramps on the western side of the Starfish car park. • New car parking will be progressively opened as construction permits. <p>Traffic Management</p> <p>A condition has been included in the draft consent to require a Construction Traffic Management Plan to be prepared which addresses matters such as construction timeframes, measures to be put in place to address any temporary loss of parking during construction, impacts on pedestrian/vehicle access, pedestrian safety, the need for "Works Zone"(s) and truck routes.</p>	YES, subject to conditions



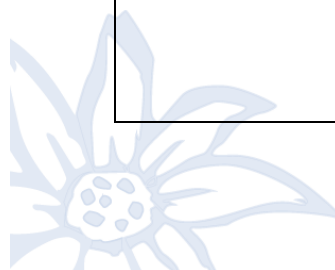
General Principles	Applies	Comments	Complies
		<p>Concerns were raised in submissions from the STA and Forest Coach Lines that the Stage 1 construction works may impact on the operation of bus services using the interchange located within the site. In a letter to Council dated 12 May 2009, AMP advised that the Stage 1 works will not specifically interfere with the operation of the bus interchange. AMP did however acknowledge that on site traffic management will be important to ensure minimal disruption to buses. AMP stated that 'it would be normal for a detailed traffic management plan to be a condition of consent.' This plan would be developed in the detailed design phase of the project and would require consultation with both the STA and Forest Coach Lines. A condition has been included in the draft consent to require the developer to consult with the STA and FCL in the preparation of a Traffic Management Plan to ensure that the operation of the existing bus services are not adversely affected during construction.</p> <p>Construction access for the new mall works will be via the laneway between the starfish car park and Myer. The CMP indicates that 'lifting facilities' which will probably be a tower crane, will be located in the lane.</p> <p>Other Impacts</p> <p>The CMP states that an ambient noise survey will be carried out prior to the commencement of works and that during the construction period noise monitors will be located on the boundaries adjacent the nearest residential area to ensure normal parameters are not exceeded. A condition will also be included to limit construction hours.</p> <p>The construction site must be managed to ensure air and water borne pollutants such as noise, dust, odour and liquids and the like are minimised in order to comply with the provisions of the <i>Protection of Environment Operations Act 1997</i></p> <p>A condition has been included in the draft consent to require compliance with the CMP. Subject to the proposed conditions it is considered that the proposal is consistent with the requirements of Clause 42.</p>	
CL43 Noise	YES	<p>Clause 43 states that development is not to result in noise emissions which would unreasonably diminish the amenity of the area.</p> <p>Several submissions raised concerns regarding the noise impacts during construction. Measures designed to minimise the noise impact of construction work are detailed under 'Cl 42 Construction Sites' above.</p> <p>To ensure compliance with the requirements of Clause 43 conditions have been included in the consent to ensure that noise from the combined operation of all mechanical plant and equipment will not generate noise levels that exceed the ambient background noise level by more than 5dB(A) and that waste collection and delivery vehicles are not to operate in the vicinity of residential uses between 10pm and 6am.</p> <p>The Applicant has advised that the existing air handling units adjacent to the extension on the roof top are to be retained. No new plant has been specified on the plans. A condition has been recommended to ensure that no new roof top plant/equipment is provided.</p> <p>Subject to conditions, the proposal will comply with the requirements of Clause 43 Noise.</p>	YES, subject to conditions
CL44 Pollutants	NO	Not applicable.	N/A



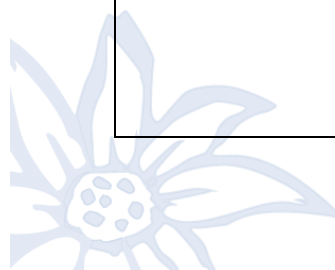
General Principles	Applies	Comments	Complies
CL45 Hazardous Uses	NO	Not applicable.	N/A
CL46 Radiation Emission Levels	NO	Not applicable.	N/A
CL47 Flood Affected Land	YES	<p>Development on flood affected land is to be sited and designed to minimise impacts of flooding on property and have regard to the existing flood regime. In particular, development is not to reduce the flood storage area or impact on the existing flood regime and habitable floor areas of buildings are to be at a level of at least 500mm above the 1% annual exceedence probability flood level.</p> <p>The site is not identified as Flood Affected Land on Council's adopted flood maps. However, information has been submitted by the Applicant to suggest that the site is subject to flooding.</p> <p>The stormwater works that are required to be undertaken for the proposed development have been designed to ensure that the retail floor areas of the new mall area will be adequately protected from flooding.</p> <p>The stormwater works that are required to be undertaken in support of the Stage 1 Works (this application) form a portion of the stormwater augmentation system for the Warringah Mall site, proposed under DA2008/1742. The portion of the stormwater works associated with the subject application is referred to in the DA documentation as the 'interim' drainage solution. Concept plans of the interim drainage solution were submitted with the DA2008/1741.</p> <p>A review of drainage and flood related information submitted by the Applicant in support of both DA2008/1741 and DA2008/1742 was carried out by Lyall and Associates Consulting Water Engineers on behalf of Council. Following the submission of amended information, Lyall and Associates indicated that the following issues are required to be addressed;</p> <p>The Applicant must demonstrate that the required minimum 500 mm freeboard to the 100 year average recurrence interval (ARI) flood event has been provided to all potential ingress points into the new retail development.</p> <p>The Applicant must demonstrate that the proposed development will not exacerbate flooding conditions in existing development located both internal and external to the site.</p> <p>The first issue raised is a requirement of both Clause 47 of WLEP 2000 and Clause 6.1 of the Warringah Mall DCP.</p> <p>Lyall and Associates and Council's Development Engineers recommended that the development be approved subject to a deferred commencement condition requiring stormwater works to be approved prior to the operation of the consent that comply with the objectives and requirements of Clause 6.1 of the Warringah Mall DCP. The two issues identified above will need to be addressed in order to satisfy the deferred commencement condition. The</p> <p>Other conditions were also recommended by Lyall and Associates and Council's Development Engineers to ensure the appropriate protection of the proposed development from floods.</p> <p>Council's Development Engineers have advised that subject to compliance with the recommended conditions, the proposed development will comply with the requirements of Clause 47.</p>	YES, subject to conditions
CL48 Potentially	YES	Compliance with the requirements of Clauses 48 and 49 of WLEP	YES, subject



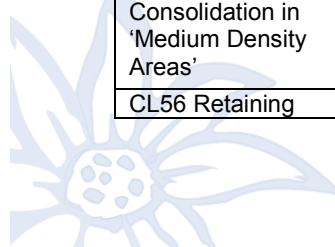
General Principles	Applies	Comments	Complies
Contaminated Land		2000 and SEPP 55 have been addressed in detail under 'State Environmental Planning Policy No.55 - Remediation of Land' in this report. In summary, some groundwater contamination has been identified. Subject to the appropriate management techniques and reporting being undertaken, the land will be suitable for the proposed development. Conditions recommended by Council's Environmental Health Officer in relation to this issue have been included in the draft consent.	to conditions
CL49 Remediation of Contaminated Land	YES	As above under 'CI 48 Potentially Contaminated Land'.	YES
CL49a Acid Sulfate Soils	YES	<p>The eastern portion of the site is identified as Class 4 and 5 land on the Acid Sulfate Soils Hazard Map.</p> <p>The CMP submitted with the application proposes the following strategies to manage acid sulfate soils;</p> <p><i>'The site is bisected by numerous existing drainage structures below 2 metres and the water table is likely to have stabilised around these structures. It is possible that potential acid sulphate soils or actual acid sulphate soils exist along the alignment of the proposed stormwater culverts below RL 5. Current surface levels vary from RL 10 to RL 12 and works levels except for piles do not go below RL 6.'</i></p> <p><i>'The location and extent of these soils will be established and liming strategies determined. A full geotechnical investigation will be carried out to establish the depth and likely quantities of reactive soils. Design where possible will be modified to avoid the disturbance of such soils or where this proves impossible neutralisation and disposal procedures will be established.'</i></p> <p>Council's Environmental Health Officer has reviewed the subject application and recommended a condition to require an Acid Sulfate Soils Management Plan to be prepared if further investigations reveal that acid sulfate soils will be disturbed by the development.</p>	YES, subject to conditions
CL50 Safety & Security	YES	<p>Clause 50 states that development is to maintain and where possible enhance the safety and security of the locality.</p> <p>The proposed development has been assessed against the four Crime Prevention Through Environmental Design Principles outlined in '<i>Crime prevention and the assessment of development applications – Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979</i>' prepared by the Department of Urban Affairs and Planning (now Department of Planning).</p> <p>The assessment relies in part on the comments provided by NSW Police (for further details regarding the assessment carried out by NSW Police please refer to the 'External Referrals' section of this report). The NSW Police provided a comprehensive assessment of the proposal. The majority of the recommendations made by the NSW Police can be addressed by conditions of consent.</p> <p>An <i>Assessment of CPTED Principles</i> prepared by Urbis dated February 2010 was submitted with the application to demonstrate compliance with the requirements of Clause 50 of WLEP 2000 and Section 4.5 of the Warringah Mall DCP.</p> <p>Surveillance</p> <p>The CPTED Report prepared by Urbis indicates that natural surveillance of the Starfish and Palm Tree car parks has been maximised by;</p> <ul style="list-style-type: none"> • Providing clear lines of sight and pathways from the car park and from the public domain to the entry to the shopping centre. • Retaining external shopfronts facing the Palm Tree car park. 	YES, subject to conditions



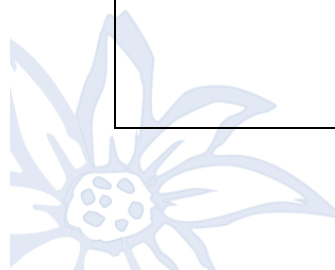
General Principles	Applies	Comments	Complies
		<ul style="list-style-type: none"> • Reducing the depth of the Starfish car park which provides clearer sight lines to the entrance of the shopping centre. • Providing a landscape solution around the perimeter of the car park consisting of clear stemmed taller trees and lower level ground covers. This has the effect of providing an appropriate landscape interface to the street, but without creating an environment where people may be trapped or concealed. • Providing appropriate lighting with the car park areas that complies with the relevant Australian Standards. <p>The report prepared by Urbis also states that surveillance can be further supplemented by mechanical measures such as CCTV. The draft Operational Plan of Security Management indicates that CCTV will be provided within the proposed development.</p> <p>To achieve adequate surveillance within the development the NSW Police have recommended that CCTV should be installed on each of the frontages and within the building, particularly at the entry/exit points. A condition of consent has been included that requires the development to be consistent with the recommendations of NSW Police.</p> <p>Access Control</p> <p>Effective access control can be achieved through the provision of the following physical and symbolic barriers to attract, channel and/or restrict the movement of people.</p> <p>Access to the centre has been controlled through the following means;</p> <ul style="list-style-type: none"> • Pathways from the car park to the centre will direct pedestrians to the entrances of the centre. • The pedestrian entries into the building have been designed so that they are clearly identifiable throughout the car park. • The design of the shopping centre ensures that pedestrians are aware of what is public and restricted space. • There are no 'back of house' facilities proposed as part of the development that require particular access control. <p>Territorial Reinforcement</p> <p>All entries and exits to the building area will be clearly signposted to ensure people are directed to areas in which the risk of the detection of crime is high.</p> <p>Space Management</p> <p>Space management strategies ensure that space is appropriately utilised and well cared for. Space management strategies include formal supervision, control and care of the development.</p> <p>The 'Assessment of CPTED Principles' prepared by Urbis indicates that Warringah Mall management ensures that the centre is regularly maintained and cleaned. The draft Operational Plan of Security Management states that issues such as activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement or refurbishment of decayed physical elements are currently incorporated into the various operating and procedures manuals which cover the existing and expanded centre.</p> <p>The NSW Police recommend that regular security patrols of the building and car park areas are to be undertaken as part of the management plan for the development to ensure effective space management. The draft Operational Plan of Security Management indicates that proposed is currently monitored by a security service that supplies fully trained staff for the monitoring and control of the</p>	



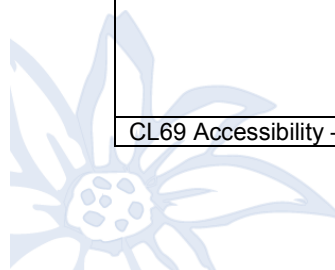
General Principles	Applies	Comments	Complies
		<p>site. This service will be extended to the new areas to be constructed.</p> <p>An assessment of the proposal using the Crime Prevention through Environmental Design (CPTED) principles has found that the development maintains and where possible enhance the safety and security of the locality and is satisfactory in addressing the General Principle.</p>	
CL51 Front Fences and Walls	NO	No front fences are proposed.	N/A
CL52 Development Near Parks, Bushland Reserves & other public Open Spaces	NO	Not applicable.	N/A
CL53 Signs	YES	<p>Clause 53 requires the number, size, shape, extent, placement and content of signs to be limited to the extent necessary to:</p> <ul style="list-style-type: none"> • allow the reasonable identification of the land use, business, activity or building to which the sign relates, and • ensure that the sign of compatible with the design, scale and architectural character of the building or site upon which it is to be placed, and • Ensure that the sign does not dominate or obscure other signs or result in visual clutter, and • Ensure that the sign does not endanger the public or diminish the amenity of nearby properties. <p>12 business identification signs are proposed. The location, size and a description of each sign is provided on Drawing No. DA-01.5302.</p> <p>If the sign locations and dimensions were approved as shown on DA-01.5302, there would be no certainty that the signs would achieve consistency with the requirements of Clause 52, particularly those requirements relating to reducing visual clutter and ensuring that the signs are compatible with the design, scale and architectural character of the building. For example, a sign area measuring 15m x 5m is shown on the cylindrical corner element for the Warringah Mall logo. The sign shown on the plans and in the perspective drawings at this location consists of only the wording 'Warringah Mall' without any surrounding text box. The wording shown does not occupy the entire area identified. The sign shown on the plans is compatible with the design of the building however a general sign that occupied the entire sign area shown would not be appropriate.</p> <p>Details of the signs to be provided within the areas identified are required to be submitted to enable a thorough assessment of the proposal against the requirements of Clause 53, as such a condition is recommended that requires a separate development application to be lodged for all proposed signs.</p>	NO
CL54 Provision and Location of Utility Services	YES	<p>Energy Australia has advised that the proposed development will not require an additional substation to be provided. The proposed works will however require the upgrading of existing electricity infrastructure.</p> <p>The site can be satisfactorily serviced with utility services including the provision for the supply of water, gas, telecommunications and electricity and the satisfactory management of sewage and drainage. The development therefore meets the requirements of Clause 54 of WLEP 2000.</p>	YES
CL55 Site Consolidation in 'Medium Density Areas'	NO	Not applicable.	N/A
CL56 Retaining	NO	The proposed works will not impact on any unique environmental	N/A



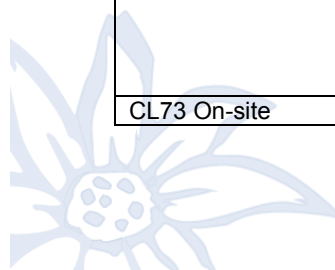
General Principles	Applies	Comments	Complies
Unique Environmental Features on Site		features on the site.	
CL57 Development on Sloping Land	NO	Not applicable.	NO
CL58 Protection of Existing Flora	YES	<p>In accordance with Clause 58 of WLEP 2000, development is to be sited and designed to minimise the impact on remnant indigenous flora, including canopy trees and understorey vegetation, and on remnant native ground cover species.</p> <p>A <i>Tree Report</i> dated November 2008 prepared by Tree Scan was submitted with the application. The report outlines the impacts of the proposed Stage 1 Works and the stormwater works on the existing trees on the site.</p> <p>The stormwater works and proposed car park at the corner of Cross Street and Green Street will require the removal of a number of mature trees along the boundary adjoining Cross Street. The Tree Report notes that an English Oak (Tree 48) and three Spotted Gum trees (Trees 49, 50 and 51) are mature trees in fair to good health and are visually significant. These trees are proposed for removal to allow for the construction of the stormwater channel and car park ramp.</p> <p>Tree 52, a spotted gum is a poor and suppressed specimen adjacent to the boundary adjoining Cross Street. The Tree Report indicates that the tree is of little value and is required to be removed for the proposed works.</p> <p>A number of small trees are located throughout the Palm Tree car park. These trees are required to be removed for the new multi storey car park. Trees 57 and 58 are small semi mature trees and are the largest of the trees within the car park.</p> <p>Trees 53 and 54 are mature Brush Box street trees in Cross Street. The tree report indicates that these trees would be unaffected by the proposed development and would be retained. The Tree Report also indicates there some small specimens of Water Gum in Green Street and Cross Street could be retained.</p> <p>A group of Cabbage Tree palms at the corner of Cross Street and Green Street are proposed to be relocated to new positions in the same vicinity.</p> <p>Council's Landscape Officer has reviewed the proposal and raises no objection to the removal of the trees subject to the provision of appropriate replacement plantings as shown on the approved Landscape Plan.</p>	YES, subject to conditions
CL59 Koala Habitat Protection	NO	Not applicable.	N/A
CL60 Watercourses & Aquatic Habitats	YES	<p>In accordance with Clause 60 development is to be sited and designed to maintain and enhance natural watercourses and aquatic habitat.</p> <p>Brookvale Creek currently flows through the subject site in three culverts. The proposed Stage 1 works rely on the construction of two additional culverts. The NSW Office of Water has issued General Terms of Approval for the construction of the culverts proposed under DA2008/1741 and DA2008/1742. Accordingly, it is considered that the proposed development will be sited and designed to maintain the natural watercourse.</p>	YES
CL61 Views	YES	Pursuant to Clause 61, development is to allow for the reasonable sharing of views. The height of the proposed development is consistent with the height permitted in the Warringah Mall DCP and is generally consistent with existing development on the Warringah Mall site. Nearby residential properties have district views over Warringah Mall. No submissions have been received which raise	YES



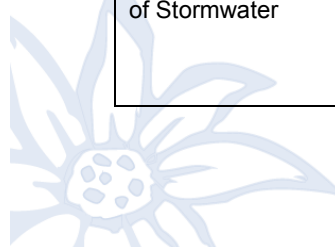
General Principles	Applies	Comments	Complies
		concerns regarding view loss. For these reasons, the proposed development is considered to allow for the reasonable sharing of views.	
CL62 Access to sunlight	YES	The proposed new retail floor space is located within the approximate centre of the site. The proposed multi-storey car park is located approximately mid way along the northern boundary of the site. The height of the proposed structures is generally consistent with that of the existing development on the site. For these reasons, the proposed development will not impact on the solar access available to nearby residential properties.	YES
CL63 Landscaped Open Space	YES	A Landscape Plan prepared by DEM has been submitted with the application. A landscaped buffer is proposed within the setback of the car park structure to Cross Street and Green Street. The landscape zone incorporates a mix of groundcovers, shrubs and trees. Some of the plantings will be provided above the proposed stormwater culverts. Soil will be mounded to provide sufficient planting depth over the stormwater culverts. It is considered that adequate landscaping can be provided which provides a positive contribution to the streetscape. As such the proposal is considered to be consistent with the provisions of Clause 63.	YES, subject to conditions
CL63A Rear Building Setback	NO	Not applicable.	N/A
CL64 Private open space	NO	Not applicable.	N/A
CL65 Privacy	YES	The proposed works will not result in any privacy impacts on adjoining properties.	YES
CL66 Building bulk	YES	In accordance with Clause 66 buildings are to have a visual bulk and an architectural scale consistent with structures on adjoining or nearby land and are not to visually dominate the street or surrounding spaces. A detailed DCP has been prepared for Warringah Mall. The DCP contains specific 'built form' objectives and requirements, including a building envelope plan that ensures the massing of future development on the site is appropriate. The built form of the proposed Stage 1 Works has been addressed in detail under 'Built Form' in the 'Warringah Development Control Plan – Warringah Mall Shopping Centre' section of this report. In summary the proposed development is consistent with the building envelope plan in the Warringah Mall DCP and a high quality design is proposed that makes a positive contribution to the streetscape and public domain. Accordingly, the building bulk of the proposed development, particularly the multi-storey car park is not considered to visually dominant the street or surrounding spaces.	YES
CL67 Roofs	YES	Roofs are to complement the local skyline. The modular roof form proposed for the retail addition creates visual interest and provides access to natural light within the centre. The flat roof form proposed for the car park is consistent with the roof forms of surrounding industrial buildings and ensures the corner drum element to be the focal point of the building. It is considered that the proposed roof forms are consistent with Clause 67.	YES
CL68 Conservation of Energy and Water	YES	As discussed under 'Environmental Sustainability' in the 'Warringah Development Control Plan – Warringah Mall Shopping Centre' section of this report, the development will include a number of features designed to minimise energy and water consumption and will achieve a 'Best Practice' rating for environmentally sustainable design. These features are outlined in the <i>Sustainability Management Plan</i> dated December 2008 prepared by Cundall.	YES, subject to conditions
CL69 Accessibility –	YES	A DA Access Report dated 10 December 2008 prepared by Access	YES, subject



General Principles	Applies	Comments	Complies
Public and Semi-Public Buildings		Australia was submitted with the application. The report makes a number of recommendations to ensure that the proposed development will comply with relevant Australian Standards including; AS1428.1, AS1428.2, AS1428.4, AS1735.12, AS2890.1 and AS4299. A condition has been recommended to ensure the recommendations of the Access Report are implemented. Subject to this condition, the proposal will meet the requirements of Clause 69.	to conditions
CL70 Site facilities	YES	The proposed development will be serviced by the existing centralised garbage and recycling facilities located in the loading dock area. <u>No new waste or recycling areas are proposed.</u>	YES
CL71 Parking facilities (visual impact)	YES	<p>Clause 71 states that parking facilities (including garages) are to be sited and designed so as not to dominate the street frontage or other public spaces.</p> <p>The proposed multi-storey car park on the corner of Cross Street and Green Street is setback a considerable distance from Pittwater Road and is located opposite industrial development. The structure will therefore impact on the streetscape of Pittwater Road.</p> <p>The design of the car park incorporates a variety of materials and architectural elements to create a visually interesting car park façade. The design of the façade is detailed under 'Built Form' in the 'Warringah Development Control Plan – Warringah Mall Shopping Centre' section of this report.</p> <p>Landscaping is proposed along Cross Street and Green Street to soften views of the proposed multi-storey car park from the public domain.</p> <p>It is considered that the location of the car park, design of the car park facade and the extent of landscaping proposed, adequately minimises the visual impact of the parking facility as required by Clause 71.</p>	YES
CL72 Traffic access & safety	YES	<p>Clause 72 requires vehicle access points for parking, servicing or deliveries and pedestrian access to be located in such a way as to minimise;</p> <ul style="list-style-type: none"> • Traffic hazards • Vehicles queuing on public roads. • The number of crossing places to a street • Traffic and pedestrian conflict • Interference with public transport facilities. <p>The Stage 1 Works will result in minor changes to the access arrangements to the Palm Tree car park. Existing separate exit and entry driveways will be converted to two way traffic with twin entry lanes from Green Street and twin exit lanes to Cross Street. The changes to the car park access have been designed to minimise traffic hazards and queuing. New speed up and down ramps have also been provided to improve vehicle circulation. The proposed development has been reviewed by the RTA and Council's Traffic Engineer. No concerns were raised in relation to the proposed vehicle access points.</p> <p>The plans show two marked pedestrian crossings on public roads, one on Cross Street near the north west corner of the Palm Tree car park and the second across the southern end of Green Street. The Applicant's Traffic Engineer has advised marked pedestrian crossings would be inappropriate as part of the traffic management strategy for the site. Council's Traffic Engineer does not support the pedestrian crossings and a condition has been included requiring the crossings to be deleted.</p> <p>It is considered that the proposed arrangements minimise the potential for vehicle and pedestrian conflicts and traffic hazards. For the reasons outlined above the proposed development is considered to be consistent with the requirements of Clause 72.</p>	YES, subject to conditions
CL73 On-site	YES	The Traffic Report prepared by CBHK submitted with the	YES



General Principles	Applies	Comments	Complies
Loading and Unloading		<p>application states that servicing of the additional retail space will be from existing loading docks located on the northern and western parts of the site.</p> <p>Council's Traffic Engineer has reviewed the proposal and advised that all servicing will be carried out from existing loading docks which are conveniently positioned in respect to the new retail area.</p>	
CL74 Provision of Car parking	YES	<p>Existing Provision of Car Parking</p> <p>In accordance with Schedule 17 of WLEP 2000, 4.1 car parking spaces are required per 100m² GLFA for shopping centres with a floor area greater than 30,000 m².</p> <p>A total of 4,468 car parking spaces are currently provided for the 128,000m² floor area of Warringah Mall. This equates to an existing provision of 3.5 car parking spaces per 100 m² which does not comply with the minimum requirement of Schedule 17.</p> <p>A total 4,994 car parking spaces will be provided on the site following the construction of the Stage 1 Works, which is an increase of 526 spaces. Based on 136,000m², a car parking rate of 3.7spaces per 100m² is proposed therefore the extent of the existing non-compliance is reduced by the proposed development.</p> <p>Proposed Provision of Car Parking</p> <p>Based on the proposed additional floor area of 8,000m², a total of 328 additional car parking spaces are required. The proposed development proposes an additional 526 car parking spaces, which equates to 6.6 spaces per 100m². The proposed development therefore provides 198 more car parking spaces than required.</p> <p>A complying number of car parking spaces has been provided for the additional floor area and the proposed development reduces the extent of the existing non-compliance with the minimum car parking requirement. The proposed development is therefore consistent with the requirements of Clause 74.</p>	YES
CL75 Design of Car parking Areas	YES	<p>Clause 75 requires car parking to not be readily apparent from public spaces, provide safe and convenient pedestrian and traffic movement, include adequate provision for manoeuvring and convenient access to individual spaces, make reasonable provision for the car parking needs of people with a disability and be landscaped to shade parked vehicles.</p> <p>The new multi-deck car park will include speed up and down ramps as well as circulation ramps. The roof top parking areas have been expanded and parking areas have been connected. All these features improve the circulation of vehicles within the car park.</p> <p>The Traffic Report submitted with the application states that all new parking bays, ramps and circulation aisles will be designed to comply with the Australian Standard for Off Street Parking AS2890.1-2004. A condition has been included in the draft consent to ensure compliance with this Australian Standard.</p> <p>Landscaping is proposed along the Green Street and Cross Street frontages of the proposed multi-storey car park. The landscaping will soften views of the car park.</p> <p>For these reasons the proposed development is considered to be consistent with the requirements of Clause 75.</p>	YES, subject to conditions
CL76 Management of Stormwater	YES	<p>The stormwater works that are required to be undertaken in support of the Stage 1 Works form a portion of the stormwater augmentation system for the Warringah Mall site, proposed under DA2008/1742, which extends from the headwall located within the site where Brookvale Creek intersects with the Mall to the</p>	YES, subject to conditions



General Principles	Applies	Comments	Complies
		<p>Warringah Golf Club site. The portion of the stormwater works associated with the subject application is referred to in the DA documentation as the 'interim' drainage solution. Concept plans of the interim drainage solution were submitted with the DA2008/1741.</p> <p>A review of drainage and flood related information submitted by the Applicant in support of both DA2008/1741 and DA2008/1742 was carried out by Lyall and Associates Consulting Water Engineers on behalf of Council. Following the submission of amended information, Lyall and Associates indicated that the following issues are required to be addressed;</p> <ol style="list-style-type: none"> 1. The Applicant must demonstrate that the required minimum 500 mm freeboard to the 100 year average recurrence interval (ARI) flood event has been provided to all potential ingress points into the new retail development. 2. The Applicant must demonstrate that the proposed development will not exacerbate flooding conditions in existing development located both internal and external to the site. <p>Lyall and Associates and Council's Development Engineers recommended that the development be approved subject to a deferred commencement condition requiring stormwater works to be approved prior to the operation of the consent that comply with the objectives and requirements of Clause 6.1 of the Warringah Mall DCP. The two issues identified above will be required to be addressed in order to satisfy the deferred commencement condition.</p> <p>Other conditions were also recommended by Lyall and Associates and Council's Development Engineers to ensure the appropriate management of stormwater.</p> <p>Council's Development Engineers have advised that subject to compliance with the recommended conditions, the proposed development will be consistent with the requirements of Clause 76.</p>	
CL77 Landfill	NO	Not applicable.	N/A
CL78 Erosion & Sedimentation	YES	Detailed Erosion and Sediment Control Plans have been submitted (Drawing Nos. W4548-230, W4548-231, W4548-232, W4548-233 all Revision A dated 31/03/2010). The plans demonstrate how the site will be managed to prevent any reduction in downstream water quality. Conditions have been included in the draft consent to minimise the potential for soil erosion during construction.	YES, subject to conditions
CL79 Heritage Control	NO	The site is not identified as a heritage item nor is it located within a conservation area.	N/A
CL80 Notice to Metropolitan Aboriginal Land Council and the National Parks and Wildlife Service	NO	Not applicable.	N/A
CL81 Notice to Heritage Council	NO	Clause repealed.	N/A
CL82 Development in the Vicinity of Heritage Items	NO	Not applicable.	N/A
CL83 Development of Known or Potential Archaeological Sites	NO	Not applicable.	N/A



Schedules

Schedule 8 - Site analysis

A Site Analysis has been submitted (Drawing No. DA-01.2051) and the site opportunities and constraints have been summarised in Section 3.3 of the SEE. The documentation submitted adequately addresses the requirements of Schedule 8.

Schedule 17 - Car parking Provision

Refer to 'CI 74 Provision of car parking' in the General Principles of Development Control table and 'Parking Facilities' in the 'Warringah Mall Shopping Centre Development Control Plan' sections of this report for an assessment of the proposal against the requirements of Schedule 17.

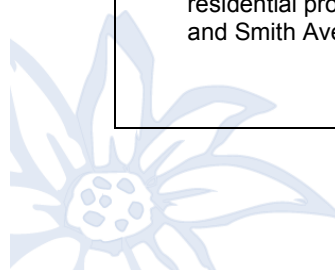
DEVELOPMENT CONTROL PLANS AND POLICIES

Warringah Development Control Plan – Warringah Mall Shopping Centre

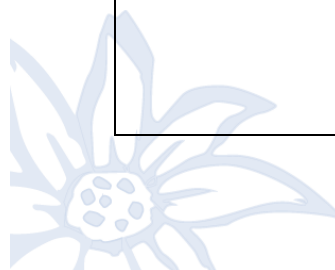
The proposed development's consistency with the objectives and requirements of the *Warringah Development Control Plan – Warringah Mall Shopping Centre* (Warringah Mall DCP) is considered in detail below.

Part 3 Built Form

Clause 3.1 Design Quality and Excellence		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To ensure that new development makes a positive contribution to the streetscape and public domain. To ensure a high standard of architectural design. To achieve high quality urban design internally and externally and high levels of pedestrian comfort in the public spaces of the centre. To emphasise key nodes and entry points to create a sense of arrival. To encourage the use of high quality, durable and robust materials. To ensure the design response reflects the Northern Beaches vernacular/lifestyle. 	<p>Council's Urban Designer has reviewed the proposal and raised no objections to the design of the car park. The new retail floor area is located within the existing shopping centre footprint and will not be able to be viewed from the street level.</p> <p>The proposed development is consistent with all built form requirements.</p>	YES
Requirements	Comments	Complies
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.	The multi-level car park has a frontage to both Cross Street and Green Street. The design of the car park and range of colours and materials proposed results in a visually interesting building. Landscaping along the boundaries adjoining Cross Street and Green Street softens views of the building from the street.	YES
2. Future development on the site is to incorporate design elements that optimize the use of natural light and the ambient environment to the pedestrian malls within the centre.	Skylights have been incorporated into the length of the roof design of the extension of the Mall to optimise the use of natural light and thermal comfort.	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.	The proposed extension to the Mall and the multi-level car park are not located along the southern side of the site and the height of the proposed additions is generally consistent with the existing development on the site. The proposed development will not therefore result in any unreasonable impacts on the amenity of residential properties to the south.	YES



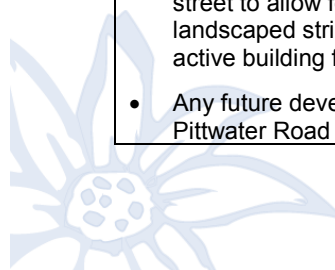
Clause 3.1 Design Quality and Excellence		
<p>4. New development along the eastern frontage to Pittwater Road/Condamine Street must incorporate a legible pedestrian connection from the street into the centre that is conveniently located in relation to existing bus stops.</p>	<p>Not applicable.</p>	<p>N/A</p>
<p>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.</p>	<p>The Architectural Design Statement describes the car park design feature at the corner of Cross Street and Green Street as follows;</p> <p><i>The car park ramps are curved to the corner of the car park at this location and we proposed to overlay a curved screen cladding that creates a corner drum visible along both streets from a distance. This corner drum becomes the feature form of the car park.</i></p> <p>Council's Urban Designer has provided the following comments in support of the proposed treatment of the corner of Cross Street and Green Street;</p> <p><i>The corner of Cross Street and Green Street will be defined by the form of the proposed multi-deck car park by bringing the building envelope towards the street frontages and providing a distinctive sculptural element which will identify this prominent corner as a main vehicular entry point to the centre.</i></p> <p>The corner drum element provides a strong anchor and landmark on the corner of Cross Street and Green Street and the setbacks and landscaping proposed reinforce the street alignment. Accordingly, the proposal is consistent with this requirement.</p>	<p>YES</p>
<p>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.</p>	<p>The cladding of the car park provides visual interest along a long continuous wall and is described in the Architectural Design Statement as follows;</p> <p><i>The body form of the car park is clad is a continuous porous façade design that allows for natural ventilation of the structure. The cladding is from recycled materials in vertically mounted extruded battens that span between structural supports at the floor levels. Space is left between each plank allowing for the ventilation requirements of the car park. When viewed directly, the planks are seen in daylight while the voids are dark. The reverse is true in the evenings. When viewed along the axis of Cross Street the planks and gaps merge to form a continuously formed façade that clad the body of the car park.</i></p> <p>The cladding provides a backdrop to the major express ramps that move from the ground floor to the roof level. These ramps articulate the overall car park form. The Architectural Design Statement describes the ramps;</p> <p><i>These ramps are used as simple white diagonal forms that move across the vertically proportioned façade planks. Their seamless form and diagonal nature provides a dynamic overlay to the rectangular form of the car park.</i></p>	<p>YES</p>



Clause 3.1 Design Quality and Excellence		
	The various architectural elements incorporated into the design and use of a variety of materials and textures provide an appropriate level of building articulation.	
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.	Views to the ground level of the car park will be screened by the proposed cladding of the car park with vertically mounted extruded battens mounted in recycled materials. In addition landscaping is proposed along the street frontages of the car park.	YES
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.	The proposed cladding on the car park structure will be durable and low maintenance. A schedule of external colours and materials has been submitted with the application. Several perspective drawings have also been submitted. The information submitted adequately addresses this requirement.	YES
9. The roof is to be designed so that the visual impact of the roof form is minimised.	The proposed roof of the retail extension and the new Palm Tree Car Park will comprise roof top parking integrated with the remainder of the existing roof top parking of the shopping centre. The roof of the retail extension will also compromise skylights/rooflights allowing natural light penetration into the mall levels below.	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.	No rooftop plant and equipment is shown on the plans. Accordingly a condition has been included to ensure that no rooftop plant and equipment is provided. If any rooftop plant or equipment is required for the proposed development that is not shown on the plans, a modification of the consent would be required.	YES, subject to conditions

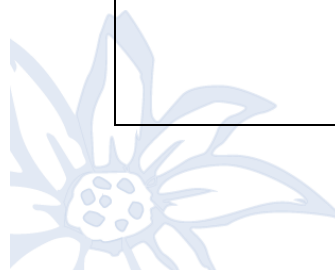
Clause 3.2 Building Setbacks and Street Frontages		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To protect and enhance the visual quality of streetscapes and public domain spaces. To ensure an appropriate interface with adjoining and surrounding land uses and streets is provided. To allow for the existing site landscaping to be retained and enhanced. 	<p>The setbacks proposed define the alignment of Cross Street and Green Street and allow for the provision of landscaping which includes a mix of shrubs, trees and groundcovers which are capable of softening the visual impact of the proposed building. The proposed setbacks are compatible with the setbacks of the industrial development to the north and north west.</p> <p>Due to the proposed construction of the stormwater culverts and car park ramps adjacent to the boundaries of Cross Street and Green Street, the majority of the existing trees along the Cross Street boundary are required to be removed. Council's Landscape Officer has raised no objections to the removal of these trees.</p>	YES
Requirements	Comments	Complies
<p>1. Setbacks are to be consistent with those shown in Figure 2.</p> <p>Note: The calculation of the setback dimensions along the Green Street and Cross Street frontages (west of Green Street) excludes projections for architectural features and car</p>	Figure 2 of the DCP specifies a variable setback of between 7m and 12 metres from the car park to Cross Street and a variable setback between 8.6m and 10.5m setback from the car park to Green Street (excluding the ramps and the corner architectural feature).	<p>Cross Street: YES</p> <p>Green Street: NO (0.6m variation)</p>

Clause 3.2 Building Setbacks and Street Frontages		
<p>park ramps which may project into the setback area as identified on Figure 2.</p>	<p>The proposed development generally complies with the setback requirements.</p> <p>The proposed car park structure is setback from Cross Street a minimum of 7 metres at the western end and approximately 12 metres measured at the far eastern end which is consistent with the requirements of the DCP.</p> <p>The car park is setback 8.54 metres from Green Street at the northern end and 11 metres measured at the southern end. The variation of 0.6m at the northern end is minor given the scale of the structure and will not result in any adverse impacts on the streetscape or adjoining properties. As such, the proposed variation does not warrant the refusal of the application.</p> <p>These setback dimensions exclude the car ramps and architectural features that project into this setback as permitted under the DCP.</p>	
<p>2. 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.</p>	<p>Not applicable.</p>	<p>N/A</p>
<p>3. <i>Corner of Condamine Street and Old Pittwater Road</i></p> <ul style="list-style-type: none"> • Future development at the corner of 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. 	<p>Not applicable.</p>	<p>N/A</p>
<p>4. <i>Junction of Condamine Street and Pittwater Road</i></p> <ul style="list-style-type: none"> • 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. 	<p>Not applicable.</p>	<p>N/A</p>
<p>5. <i>Pittwater Road</i></p> <ul style="list-style-type: none"> • 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 	<p>Not applicable.</p>	<p>N/A</p>

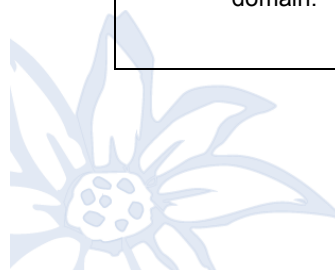


Clause 3.2 Building Setbacks and Street Frontages		
designed to strongly define and reinforce the prominence of this "Gateway" site arrival point.		
6. <i>Corner of Cross Street and Green Street</i> Future development at the corner of Cross Street and Green Street is to be designed to strongly and positively 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.	<p>Council's Urban Designer provided the following assessment of the corner feature;</p> <p><i>The corner of Cross Street and Green Street will be defined by the form of the proposed multi-deck car park by bringing the building envelope towards the street frontages and providing a distinctive sculptural element which will identify this prominent corner as a main vehicular entry point to the centre.</i></p> <p>The cylindrical element on the corner of Cross Street and Green Street clearly identifies this location as a 'gateway' entry to the centre.</p> <p>The design of the corner of the car park is consistent with the illustrative example of possible future development outcomes shown in Figure 7.</p>	YES

Clause 3.3 Building Height		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To provide street edge definition along the main eastern frontage of the site. To provide street edges which reinforce, improve or support the hierarchy and character of streets. To achieve comfortable street environments for pedestrians in terms of daylight, human scale, sense of enclosure and wind mitigation as well as a healthy and sustainable environment for street trees. To ensure solar access to residential properties and public spaces is protected 	<p>Council's Urban Designer provided the following comment on the height of the building;</p> <p><i>The scale of the proposed car park will maintain the strong urban characteristic of Cross Street and is generally consistent with the setbacks and heights of the surrounding buildings.</i></p> <p>The proposal complies with the building height requirements.</p> <p>The landscaping proposed along the boundaries adjoining Green Street and Cross Street will provide a comfortable environment for pedestrians.</p> <p>The proposed car park is located on the northern side of the site and the new mall is located within the development site. As such the new buildings will not result in any adverse solar access impacts on residential properties.</p>	YES
Requirements	Comments	Complies
1. New development is to comply with the maximum building heights as shown at Figure 2 except where provided for in sub-section (2) below.	<p>In accordance with Figure 2 the maximum height of the car park is to be RL25 (excluding architectural roof features and plant and equipment). The new retail mall is to have a maximum height of RL 28.</p> <p>The cylindrical element at the corner of the car park has a height of RL 26.6. The proposed variation is permitted and supported in accordance with Requirement 2 of Clause 3.3 of the DCP as detailed below.</p> <p>The parapet height of the majority of the car park</p>	YES



Clause 3.3 Building Height		
	<p>is RL22.8. The entry features of the building at the southern end of Green Street and the western side of the car park have a height of RL24.6. The car park structure therefore complies with the maximum building height permitted under the DCP.</p> <p>The curved roof form of the new pedestrian mall has a maximum height of RL 24.91. The roof over the mid point entry of the mall has a maximum height of 25.9. The height of new mall is therefore considerably lower than permitted.</p>	
<p>2. Development may exceed the maximum height controls shown at Figure 2 only in the following circumstances:</p> <p><i>A. Architectural roof features</i></p> <p>Architectural roof features may exceed the height controls but only if the consent authority is satisfied that the architectural roof feature:</p> <ul style="list-style-type: none"> • satisfies the objectives of the height control, and • comprises a decorative element on the uppermost portion of a building, and • does not include floor space area and is not reasonably capable of modification to include floor space area, and • does not provide access for recreational purposes, and • is not a structure designed specifically for signage or advertising, and • is an integral part of the design of the building in its context, and • will have minimal overshadowing impact, and • does not add to the visual bulk of the building. 	<p>The proposed architectural feature on the corner of Green and Cross Streets has a maximum height of RL26.60 which is 1.6m above the maximum height permitted.</p> <p>The architectural feature is an integral part of the design of the car park. The feature identifies a key 'gateway' entry to the centre and is consistent with the illustrative example of possible future development outcomes shown in Figure 7 of the DCP.</p> <p>The proposed development complies with the objectives of the height control. The element does not include floor space area nor does it provide access for recreational purposes.</p> <p>The non-complying component of the corner drum feature is not specifically designed for signage or advertising.</p> <p>The architectural feature is consistent with the requirements set out in clause 3.3 of the DCP. The proposed height of the architectural feature is therefore considered to be appropriate.</p>	YES
<p><i>B. Plant and equipment</i></p> <p>Any ancillary plant, equipment or access point may exceed the height controls but only if the consent authority is satisfied that:</p> <ul style="list-style-type: none"> • The height of plant, equipment or access point does not exceed 3.0m. • The total area of the equipment does not exceed 10% of the roof area. • The plant, equipment and access point is integrated with the architectural design of the building/roof. • The plant or access point is centrally located within the roof area to minimize the visibility of these structures when viewed from surrounding properties and the public domain. 	<p>No plant or equipment is shown on the plans.</p>	N/A



Clause 3.4 Floor Space		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To facilitate the provision of a wide range of retail, business, office, entertainment, community and other suitable land uses that service the needs of the local and wider community and a growing workforce and population. To facilitate the future growth of the shopping centre to support the role of Warringah Mall as a retail centre of sub-regional significance. 	<p>An additional 8,000 m² GLFA is proposed to enable the provision of a greater variety of goods and services. The additional floor area will ensure that Warringah Mall continues to operate as a retail centre of sub-regional significance.</p>	YES
Requirements	Comments	Complies
<p>The existing centre currently provides 127,878m² of Gross Leasable Floor Area (GLFA). The existing shopping centre may be expanded by 35,000m² GLFA subject to compliance with all other relevant planning objectives and requirements.</p>	<p>The proposed development seeks approval for 8,000m² GLFA. A separate DA for 310m² GLFA was approved on 1 February 2010.</p> <p>The proposed floor space, combined with the additional GLFA approved since the Warringah Mall DCP was adopted, is significantly below the maximum of 35,000m².</p>	YES

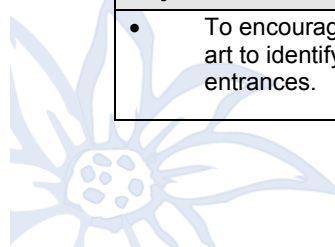
PART 4 AMENITY

Clause 4.1 Landscaping		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To allow for existing landscaping to be retained and enhanced. To create landscaping zones along the eastern boundary of the site adjoining Pittwater Road and Condamine Street to soften views to the site. To ensure landscaping is integrated into the design of development. To ensure landscaping is in scale with and provides for the softening and screening of the building form. To ensure landscaping provides a high quality aesthetic. 	<p>A mix of trees, shrubs and ground covers are proposed within the setback of the car park structure to Green Street and Cross Street. The proposed landscaping will soften the visual impact of the car park structure.</p> <p>The landscaping is appropriate given the industrial context of the site and the need to provide landscaping which maximises the safety and security of pedestrians and customers of the shopping centre.</p> <p>For these reasons the proposed landscaping is consistent with the objections of this clause.</p>	YES
Requirements	Comments	Complies
<p>1. Landscaping is to be retained and enhanced and provided generally in the zones shown in Figure 8.</p>	<p>Landscaping is proposed within the setback of the car park structure to Green Street and Cross Street as shown in Figure 8.</p> <p>The existing trees along these boundaries and within the Palm Tree car park cannot be retained. Council's Landscape Officer has raised no objections to the proposed tree removal.</p>	YES
<p>2. 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 development outcomes at this location is shown at Figure 9.</p>	Not applicable.	N/A
<p>3. New development along Condamine Street and Pittwater Road is to incorporate landscaping that screens or softens non-active facades or building elements.</p>	Not applicable.	N/A

Clause 4.1 Landscaping		
4. Landscaping treatments are to be integrated into the design of new entries to the centre.	Not applicable.	N/A
5. Recycled water or harvested rainwater is to be used, where possible, to irrigate new landscaped areas.	The <i>Sustainability Management Plan</i> prepared by Cundall identifies the location of water tanks within the proposed development which are to be used for irrigation of the new landscaped areas and flushing for the new toilets.	YES
6. Water efficient plants and/or, locally indigenous vegetation should be used to minimise water consumption.	The Landscape Architecture Report and the <i>Sustainability Management Plan</i> indicate that plants with low water consumption will be selected for landscaping. A condition has been included in the draft consent requiring compliance with the recommendations of the Sustainability Management Plan.	YES, subject to condition

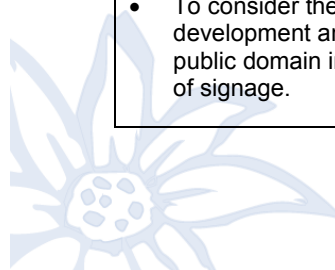
Clause 4.2 Amenity of Surrounding Residential Properties		
Objective	Comments	Consistent
<ul style="list-style-type: none"> To protect the amenity of surrounding properties. To ensure that development will not result in light overspill or glare from artificial illumination. 	<p>The proposed car park is located adjacent to an existing industrial area. The new shopping mall is located within the site and is surrounded by existing structures.</p> <p>No additional roof top plant or equipment are proposed and therefore the acoustic impacts of the new development have been minimised.</p> <p>Conditions have been recommended to ensure that the development will not result in light overspill or glare from artificial illumination.</p> <p>Accordingly, it is considered that the proposed development is consistent with the objectives of this clause.</p>	YES
Requirements	Comments	Complies
1. 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 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.	<p>A letter to Council for Westfield dated 15 February 2010 has been submitted. The letter confirms that the lighting of the new and modified roof car parks will be designed in accordance with AS4282 to control the obtrusive effects of outdoor lighting</p> <p>The letter also states that the lighting levels of the new and modified roof car parks will be designed in accordance with AS1158.2 Category P11b, using computer calculations.</p>	YES, subject to conditions
2. 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.	No rooftop plant or equipment is proposed. Conditions have been recommended that restrict delivery and waste collection hours and to ensure that the noise from any mechanical plant and equipment does not exceed the ambient background noise level by 5dB(A).	YES, subject to conditions

Clause 4.3 Public Art		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To encourage the use of quality public art to identify and highlight key site entrances. 	No public art has been proposed as part of the Stage 1 Works.	N/A



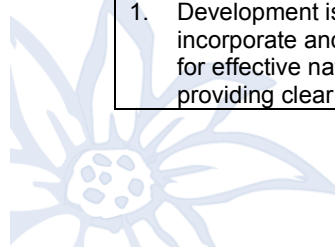
Clause 4.3 Public Art		
Requirements	Comments	Complies
<ul style="list-style-type: none"> To integrate public art in the new developments on the site to enliven the public domain. To ensure public art is relevant to the site and the locality and draws upon the cultural, heritage and lifestyle themes in Warringah. 		
1. Public art is to be integrated into the design of the primary pedestrian entry adjacent to the intersection of Pittwater Road and Condamine Street.	Not applicable.	N/A
2. Public art is to be incorporated into new development where appropriate. It could include murals to blank walls, freestanding sculpture, pavement art and the like.	A sculptural architectural element has been included on the corner of the multi-level car park. The sculptural element will be a landmark feature of the development. There are limited other opportunities for the provision of public art given the location of the additional retail floor area within the footprint of the existing centre.	YES
3. A 'Public Art Plan' is to be submitted with all future development applications which involve the creation of new public spaces at the interface of the shopping centre and the public domain. The plan is to identify opportunities for the integration of public art in the publicly accessible areas of Warringah Mall, themes for public art, relevance to the local area, durability, robustness and longevity. The public art concepts shall be prepared by a person with demonstrated expertise in public art.	The proposed development does not propose any new public spaces that warrant the preparation of a public art plan.	N/A

Clause 4.4 Advertising and Signage		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To encourage well designed and suitably positioned signs which contribute to the aesthetic, vitality and legibility of the shopping centre while respecting the amenity of the area and the safety of motorists and pedestrians. To ensure that all business identification signage achieves a high level of design quality in terms of graphic design, its relationship to the architectural design of buildings and the character of streetscapes. To promote signs that add character to the streetscape and assist with way finding and the pedestrian usability of the centre. To promote signs that complement the architectural style and use of buildings. To consider the amenity of residential development and the visual quality of the public domain in the design and illumination of signage. 	As insufficient detail has been provided for the 12 proposed signs, a condition has been included in the draft consent which requires a separate development application to be lodged for all proposed signs.	NO



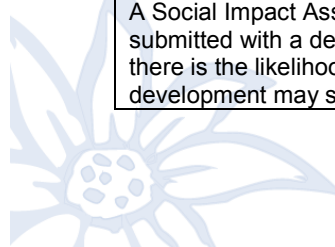
Clause 4.4 Advertising and Signage		
Requirements	Comments	Complies
<ul style="list-style-type: none"> To avoid the proliferation of signage along public roads. To ensure the provision of signage is proportional to the size and scale of building facades and setbacks. 		
<p>1. A 'Signage Strategy' is 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.</p>	<p>12 business identification signs are proposed. The location, size and a description of each sign is provided on Drawing No. DA-01.5302.</p> <p>Whilst the sign locations are generally appropriate, it would not be appropriate to approve the general sign dimensions proposed as simply filling the entire area identified would not achieve a high level of design quality in terms of graphic design, its relationship to the architectural design of buildings and the character of streetscapes, as required by objective 2. Details of the sign proposed within the dimensions proposed are necessary.</p> <p>For example a sign area measuring 15m x 5m is shown on the cylindrical corner element for the Warringah Mall logo. The sign shown on the plans and in the perspective drawings consists of only the wording 'Warringah Mall' without any surrounding text box. The wording shown therefore does not occupy the entire area shown. The sign shown is compatible with the design of the building however a general sign that occupied the entire sign area shown would not be appropriate.</p> <p>As details of the proposed signs are required to demonstrate consistency with the objectives of the advertising and signage requirements a condition is recommended that requires a separate development application to be lodged for all proposed signs.</p>	NO
<p>2. All illuminated signs are to comply with any relevant Australian Standards.</p>	<p>As no signs are to be approved as part of this application, this requirement is not applicable.</p>	N/A

Clause 4.5 Safety and Security		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To provide a safe environment for users of Warringah Mall. To minimise opportunities for crime. To encourage the consideration and application of crime prevention through environmental design (CPTED) principles when designing and siting buildings and surrounding spaces and access ways. 	<p>The design of the proposed development minimises the opportunities for crime.</p> <p><i>A Draft Operational Plan of Security Management</i> dated February 2010 prepared by AMP Capital Investors has been submitted. The Plan outlines a range of crime prevention measures that are consistent with CPTED principles. Subject to conditions ensuring compliance with the draft operational plan of security management and consistency with the recommendations of the NSW Police, the proposal will meet the objectives of Clause 4.5.</p>	YES
Requirements	Comments	Complies
<p>1. Development is to be designed to incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public</p>	<p>Clear sightlines have been provided through the car parks to the entries of the mall. Lighting within the development, including the car parks, will comply with the relevant Australian Standards. In</p>	YES



Clause 4.5 Safety and Security		
and private places, installation of effective lighting particularly in public spaces and car parks, and the appropriate landscaping of public areas.	some areas a higher luminance will be required to accommodate CCTV needs. The landscaping within the setback of the car park to Cross Street and Green Street has been designed to minimise the opportunities for concealment.	
2. 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 Draft Operational Plan of Security Management advises that there are currently 240 CCTV cameras located throughout the centre. The cameras are located within common mall areas, entry and exit points (including car park entry and exit points), within back of house areas and along the external building perimeters. It is proposed to expand the current system to cover the proposed development. A condition has been included which requires CCTV to be provided within the development.	YES
3. New development is to be designed to remove any opportunities for the concealment of crime.	The development has been designed to avoid concealed areas given layout and access of Mall entries and car parks.	YES
4. 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 design of the car park and surrounding landscaping incorporates crime prevention measures yet the visual quality of the development has not been compromised. The lighting of the car park at night actually contributes to the visual interest of the building as light can be seen between the vertically mounted extruded battens on the façade of the car park.	YES
5. 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.	An <i>Assessment of CPTED Principles</i> dated February 2010 prepared by Urbis has been submitted. The report satisfactorily demonstrates that the proposal is consistent with the CPTED principles. The NSW Police have undertaken an assessment of the proposal against the CPTED principles. The NSW Police made a number of recommendations to ensure the development is consistent with the CPTED principles. A condition has been recommended to ensure that the detailed design of the development is consistent with the advice of the NSW Police.	YES, subject to conditions
6. 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.	A Draft Operational Plan of Security Management has been submitted. A condition has been recommended to require this plan to be finalised prior to the issue of the Occupation Certificate. The Plan of Management is to be amended to ensure that it addresses and is consistent with the recommendations of the NSW Police.	YES, subject to conditions

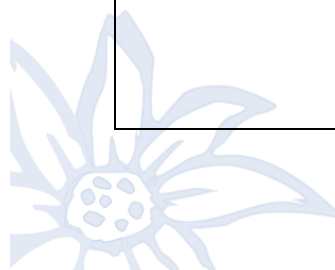
Clause 4.6 Social Impacts		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To ensure that any potential social impacts resulting from the expansion of Warringah Mall are appropriately managed or mitigated. 	The proposal to provide a new shopping mall and multi-level car park will not result in any significant social impacts that have not already been addressed in the assessment of this application such as accessibility and the operation of public transport.	YES
Requirements	Comments	Complies
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	The proposed extension is unlikely to impact on the matters listed. Accordingly a Social Impact Assessment for the proposed Stage 1 Works has not been submitted.	YES



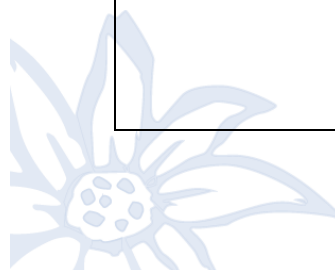
Clause 4.6 Social Impacts		
<p>following matters:</p> <ul style="list-style-type: none"> • Public Transport • Child care • Accessibility • Health facilities • Young people • Facilities for children <p>Where an SIA is required, a targeted 'Community Stakeholder and Consultation Plan' is to be developed and undertaken. The SIA is to identify opportunities to enhance existing community services or provide additional services to meet the community's needs.</p>		

PART 5 ACCESS AND MOVEMENT

Clause 5.1 Road Infrastructure		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> • To ensure that the growth of Warringah Mall does not adversely impact on the performance of the surrounding road network. • To identify the need for potential traffic infrastructure works and management measures necessary to facilitate the growth of Warringah Mall. 	<p>Traffic modelling has been submitted to demonstrate that the proposed development will not result in an adverse impact on the performance of the surrounding road network.</p> <p>The RTA have reviewed the traffic model (as amended by the Applicant). The RTA advised that the amended modelling is satisfactory. Based on the advice of the RTA, the proposed additional floor area and associated increase in car parking spaces is not considered to adversely impact on the performance of the surrounding road network.</p> <p>The required traffic works are detailed under Requirement 2.</p> <p>For the reasons given the proposed development is considered to be consistent with the objectives of Clause 5.1.</p>	YES
Requirements	Comments	Complies
<p>1. Significant additions to the floor area on the site will only be supported if traffic modeling 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 Roads and Traffic Authority.</p>	<p>A Paramics micro simulation model (traffic model) has been developed by CEO in support of the DA. The traffic modelling (as amended by the Applicant) has been reviewed by the RTA. The RTA advised that the amended modelling is satisfactory.</p> <p>The <i>Traffic Report</i> dated December 2008 prepared by CBHK details the impact of the development on the service levels of the surrounding intersections. The Report indicates that the service level of only one intersection, Old Pittwater Road/Dale Street will be reduced (from B to C).</p> <p>Council's Traffic Engineer raised concerns regarding the impact of the development on Beacon Hill road and the intersections of Beacon Hill Road/Old Pittwater Road and Beacon Hill Road/Warringah. The issues raised by Council's Traffic Engineer were addressed in a letter to Council dated 24 September 2009 prepared by CBHK as follows;</p> <p><i>'We note that the intersection of Old Pittwater Road/Beacon Hill Road/ Roger Street currently</i></p>	YES



Clause 5.1 Road Infrastructure		
	<p><i>operates with average delays of some 55 seconds in the Saturday midday peak period. Thus Stage 1 traffic results in minimal change to the operation of this intersection.</i></p> <p><i>With traffic from the proposed Stage 1 DA for Warringah Mall and other approved development traffic added to existing flows, traffic flows on Beacon Hill Road would increase by less than 5% in the Thursday afternoon and Saturday midday peak periods.</i></p> <p><i>An assessment of the operation of the Warringah Road/Beacon Hill intersection has been undertaken using SIDRA. The analysis found that the intersection currently operates with average delays of some 30 seconds per Thursday afternoon and Saturday midday peak periods. This represents level of service C, a satisfactory level of intersection operation. Under Stage 1 traffic flows the intersection would operate with average delays per vehicle of some 30 to 32 seconds per vehicle in Thursday afternoon and Saturday midday peak periods. This represents level of service C, a satisfactory level of intersection operation.'</i></p> <p>Following the submission of the additional information from CBHK, Council's Traffic Engineer raised no further objections to the proposed development, subject to a number of conditions of consent.</p> <p>Based on the assessment of the proposal by the RTA and Council's Traffic Engineer, it is considered that the proposed development is consistent with the objectives of Clause 5.1.</p>	
<p>2. 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.</p>	<p>The Traffic Report submitted in support of the Stage 1 works identified the following road works to be undertaken to ensure the efficiency of movement of people and freight to and from the shopping centre:</p> <ul style="list-style-type: none"> • Removal of car parking on the southern side of Cross Street (between Green Street and the Palm Tree car park access) during the Thursday afternoon and Saturday midday peak periods; • Modification of the traffic signal phasing at the Green Street/Cross Street intersection to provide split phasing on the Green Street approaches; • Reconfiguration the Cross Street approach to the Pittwater Road intersection from two left turn lanes and a shared through and right turn lane to provide a dedicated left turn lane, shared left/through/right turn lane and dedicated right turn lane. This could be achieved by line marking with no requirement for road widening; and • Optimisation of the signal phasing along Pittwater Road and Condamine Street. <p>The RTA advised the Applicant that it did not support the modifications to phasing of the traffic signals at Cross Street/Green Street and the reconfiguration of the Cross Street approach to</p>	<p>YES</p>



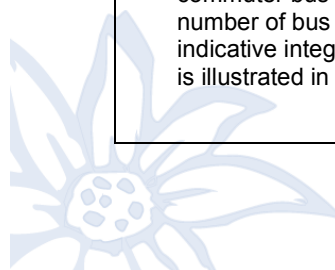
Clause 5.1 Road Infrastructure		
	<p>Pittwater Road. The RTA also advised that signal phasing along Pittwater Road and Condamine Street was already optimised. The Stage 1 model was rerun with the RTA comments and found to be satisfactory.</p> <p>On this basis the only works required for Stage 1 are the removal of car parking on the southern side of Cross Street (between Green Street and the Palm Tree car park access) during the Thursday afternoon and Saturday midday peak periods. The Palm Tree car park egress to the Cross Street roundabout will also be converted from egress to ingress and egress.</p>	
3. Future development is to incorporate measures to improve vehicle circulation within the site, where relevant.	The proposed development connects several car parking areas within the site, particularly at the roof top level, to provide improved circulation within the site.	YES
4. Vehicle access points from surrounding roads shall be provided in accordance with Figure 10.	<p>The Palm Tree car park egress to the Cross Street roundabout will also be converted from egress to ingress and egress.</p> <p>Vehicle access points are consistent with those identified in Figure 10.</p>	YES
5. 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.	Not applicable.	N/A

Clause 5.2 Pedestrian Access		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To improve pedestrian access to and from the centre through enhancing existing links and / or creating new links as redevelopment occurs. To enhance pedestrian connections to Warringah Mall from public transport. To provide clearly identifiable and safe pedestrian access. To ensure that any new development is designed to provide safe and equitable access to all, including older people, people with a disability and people with prams. To ensure that people who visit the centre are able to access and use all spaces, services and facilities through the creation of a barrier-free environment in all public spaces, premises and associated areas. 	<p>Pedestrian connections are proposed from Cross Street and Green Street to the shopping centre entry.</p> <p>Safe pedestrian access will be provided through the car parks to the centre.</p> <p>Access for people with a disability will be provided. A condition has been included in the draft consent to ensure compliance with all relevant Australian Standards in this regard.</p>	YES
Requirements	Comments	Complies
1. 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 building entry at ground level from Palm Tree Car Park will remain largely unaltered by the development. A second entrance will however be created to provide direct access on Level 1 from the Palm Tree Carpark to the shopping centre. The new/modified pedestrian entries from the Starfish car park will be prominent and easily accessible to all users.	YES



Clause 5.2 Pedestrian Access		
	Clear lines of travel within the new car parking areas will ensure that the existing entrances are easily identifiable.	
2. 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 redesign of the Palm Tree car park will involve the dedication of a pedestrian pathway from Cross Street to the entry to the existing retail mall. This pathway is proposed along the western edge of the car park and will enhance pedestrian links into the site. A pathway and pedestrian crossings will also facilitate safe pedestrian access from Green Street. The proposed pedestrian connections are consistent with those identified in Figure 11 of the DCP.	YES
3. 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.	The proposed development does not alter the existing access from the bus stops to the entry of Warringah Mall.	N/A
4. New development along the Cross Street / Green Street frontage shall incorporate enhanced pedestrian link(s) through to the existing centre.	The redesign of the Palm Tree Car Park will involve the dedication of a pedestrian pathway from Cross Street to the entry to the existing retail mall. This pathway is proposed along the western edge of the car park and will enhance pedestrian links into the site. A pathway and pedestrian crossings will also facilitate safe pedestrian access from Green Street.	YES
5. Safe pedestrian access is to be provided through the car parks.	Safe pedestrian access will be provided through the car parking areas. Lighting will be provided throughout the car parks which complies with relevant Australian Standards. The entries into the shopping centre will be clearly identifiable. CCTV and security guards will be provided to monitor the car park areas.	YES
6. 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.	Not applicable.	N/A

Clause 5.3 Public Transport		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To encourage public transport use by improving / enhancing public transport support infrastructure. 	The upgrading of the existing public transport infrastructure is not required at this stage of the development of Warringah Mall. The provision of a single integrated bus interchange is to be considered when the eastern side of the site is developed.	N/A
Requirements	Comments	Complies
1. 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.	No development is proposed along the eastern side of the site where the existing bus interchange is located. Accordingly, this section of the DCP is not relevant to the subject application.	N/A



Clause 5.3 Public Transport		
<p>The integrated bus interchange is to be provided in association with a related stage of development. The timing for the implementation of the integrated bus interchange is subject to the following considerations:</p> <ul style="list-style-type: none"> (i) The establishment of a clear physical nexus between the stage of works and the location of the proposed new bus interchange; (ii) The ability to properly integrate the future development with the new interchange. (iii) The agreement of the Roads and Traffic Authority (RTA) in respect to the design and location of the required works to the arterial road network necessary to support the interchange. (iv) Proposed extensions to the centre that would require the re-positioning of the existing internal bus interchange (currently located within the site) to a new location. (v) The widening of Pittwater Road along the frontage of the site north of Condamine Street. <p>The final design of the interchange is to be accessible for both Warringah Mall customers and general bus users and is to be of a high quality design. The interchange is to provide a high level of amenity and functionality.</p> <p>The final design of the integrated bus interchange must consider the views of Council, NSW Transport and Infrastructure, the RTA, the State Transit Authority and private bus operators.</p> <p>In the event that approval cannot be obtained for a new integrated bus interchange in the zone identified, the Applicant must identify alternative options that will achieve a satisfactory upgrade of the existing bus facilities and capacities in accordance with these requirements.</p>		

Clause 5.4 Parking Facilities		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> • To provide adequate parking facilities for staff and visitors to Warringah Mall. • To provide adequate space for parking and manoeuvring of vehicles. • To encourage the use of bicycles and motor bikes by people who work at Warringah Mall and visitors to Warringah Mall as an alternative mode of transport. • To ensure bicycle parking and storage facilities and motor bike parking are designed and located to provide easy, convenient and safe access to Warringah Mall. 	<p>Sufficient car, motorcycle and bicycle parking has been provided for staff and visitors to Warringah Mall. Adequate space will be provided for parking and the manoeuvring of vehicles. End of trip shower and locker facilities have been provided for employees of Warringah Mall.</p>	<p>YES</p>



Clause 5.4 Parking Facilities		
<ul style="list-style-type: none"> To ensure adequate provision of end of trip shower and locker facilities for employees of Warringah Mall. 		
Requirements	Comments	Complies
<p>1. Car parking is to be provided at the rate of 4.1 spaces per 100 square metres of Gross Leaseable Floor Area unless it can be demonstrated that a lesser rate can still achieve sufficient parking provision to meet the needs of the shopping centre.</p>	<p>Based on the proposed additional floor area of 8,000m², a total of 328 additional car parking spaces are required. The proposed development proposes an additional 526 car parking spaces, which equates to 6.6 spaces per 100m².</p> <p>A total of 4,468 car parking spaces are currently provided for the 128,000m² floor area of Warringah Mall. This equates to an existing provision of 3.5 car parking spaces per 100m²</p> <p>The proposed development will result in an additional 4994 car parking spaces on the site. Based on 136,000m², a car parking rate of 3.7 spaces per 100m² is proposed.</p> <p>As a complying level of carparking spaces has been provided for the additional floor area and the proposed development reduces the extent of the existing non-compliance with the minimum carparking requirement, it is considered that adequate carparking has been provided.</p>	YES
<p>2. Provision is to be made for the parking of motorcycles in easy to access and clearly visible locations.</p>	<p>A total of 12 motorcycle car parking spaces are proposed. 6 motorcycle spaces are proposed on the ground level of the Palm Tree car park and 6 motorcycle spaces are proposed on the ground level of the Starfish car park. The motorcycle parking is easy to access and located in visible locations near the entries to the shopping centre.</p>	YES
<p>3. Car and motorcycle parking space dimensions must comply with the relevant Australian Standard. Note. <i>AS/NZS 2890.1:2004 Parking Facilities - Off-street car parking</i> applied at the time this DCP was adopted.</p>	<p>A condition of consent is recommended to ensure the car and motorcycle space dimensions comply with the relevant Australian Standard.</p>	YES, subject to conditions
<p>4. 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 table;</p> <ul style="list-style-type: none"> Bicycle storage facility – 1 per 300m² Bicycle parking facility – 1 per 500m² <p>This required provision may be reduced having regard to:</p> <ol style="list-style-type: none"> The expected number of employees, and their likely or desired use of bicycles for travel to and from work. The expected number of visitors, and their likely or desired use of bicycles to visit the development. 	<p>Based on an additional floor area of 8,000m², 27 bicycle storage facilities or 16 bicycle parking facilities are to be provided.</p> <p>12 bicycle parking spaces are proposed on the ground level of the Palm Tree car park and 28 bicycle storage areas are provided on the ground level of the Starfish car park. The proposed provision for bicycles exceeds the minimum required.</p>	YES
<p>5. Bicycle parking and storage facilities shall be designed in accordance with the relevant Australian Standard. Note. <i>AS2890.3 - 1993 Parking facilities – Bicycle parking facilities</i> applied at the time this DCP was adopted.</p>	<p>A condition has been included in the consent to ensure the bicycle parking and storage facilities are designed in accordance with the relevant Australian Standard.</p>	YES, subject to conditions



Clause 5.4 Parking Facilities		
6. Adequate shower and change room facilities for staff shall be located close to secure bicycle storage facilities.	Shower and change room facilities for staff are provided on the ground level adjacent to the northern entry into the shopping centre from the 'Starfish' car park. The facilities are located in close proximity to bicycle storage facilities.	YES

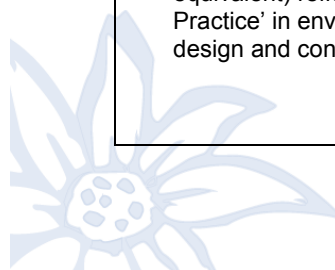
PART 6 ENVIRONMENTAL MANAGEMENT

Clause 6.1 Stormwater Management		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To ensure that future development on the site conforms with the principles for the development of flood prone land set out in the NSW Government's <i>Floodplain Development Manual, 2005</i>. To safeguard the environment through the improvement of water quality and the control of overland flow through the site. To provide for the safe conveyance of overland flows through the site without unacceptable risk to human safety and property for floods up to the 100 year Average Recurrence Interval (ARI). The impacts of climate change are to be considered when determining the average recurrence intervals. 	<p>A review of drainage and flood related information submitted by the Applicant in support of DA2008/1741 was carried out by Lyall and Associates Consulting Water Engineers on behalf of Council. Following the submission of amended information, Lyall and Associates indicated that the following issues are required to be addressed;</p> <ol style="list-style-type: none"> The Applicant must demonstrate that the required minimum 500 mm freeboard to the 100 year average recurrence interval (ARI) flood event has been provided to all potential ingress points into the new retail development. The Applicant must demonstrate that the proposed development will not exacerbate flooding conditions in existing development located both internal and external to the site. <p>Lyall and Associates and Council's Development Engineer recommended that the development be approved subject to a deferred commencement condition requiring stormwater works to be approved prior to the operation of the consent that comply with the objectives and requirements of Clause 6.1. The two issues identified above will be required to be addressed in order to satisfy the deferred commencement condition.</p> <p>Other conditions were also recommended by Lyall and Associates and Council's Development Engineers to ensure the appropriate management of stormwater. Subject to compliance with the recommended conditions, the proposed development will consistent with the requirements of Clause 6.1 of the DCP.</p>	YES, subject to conditions
Requirements	Comments	Complies
1. Water quality control measures are to be provided in accordance with the adopted Northern Beaches Stormwater Management Plan and Council's draft policy STR-PL820: <i>Water Sensitive Urban Design</i> .	A condition has been recommended to ensure compliance with the adopted Northern Beaches Stormwater Management Plan and Council's draft policy STR-PL820: <i>Water Sensitive Urban Design</i> .	YES, subject to conditions
2. 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: <i>Building Over or Adjacent to Constructed Council Drainage System and Easements</i> .	The proposed twin barrelled culvert is generally located within the setback of the new car park structure to Cross Street and Green Street as illustrated in Figure 12 of the DCP. Car park ramps above ground level and the cylindrical drum element on the corner of Cross Street and Green Street are however located above the culverts. As the owner of the site will have the care and control of the drainage system, PAS – PL 130: <i>Building Over or Adjacent to Constructed Council Drainage System and Easements</i> does not apply. In this regard a condition has been recommended	YES, subject to conditions

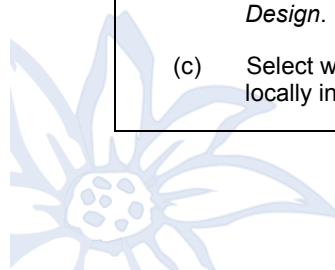


Clause 6.1 Stormwater Management		
	requiring a positive covenant to be created on the title requiring the proprietor of the land to maintain the trunk stormwater drainage system traversing the site and all flood barrier systems required to provide the minimum 500 mm freeboard to the proposed retail development.	
3. 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.	Council's Hydraulic Consultant has provided a report to confirm that that the development will not adversely impact upon the stormwater drainage system and any overland flow path through the site.	YES, subject to conditions
4. 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.	A deferred commencement condition has been recommended to ensure that the site does not adversely affect flooding conditions in existing development located both internal and external to the site.	YES, subject to conditions
5. 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.	A deferred commencement condition has been recommended to ensure that a 500mm freeboard is provided to all new habitable floor levels, in the 1 in 100 year flood.	YES, subject to conditions
6. 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.	A separate development application has been lodged to provide a 300mm freeboard to existing habitable floor levels in the 100 year ARI flood.	N/A
7. 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.	A condition has been recommended to satisfy this requirement.	YES, subject to conditions

Clause 6.1 Environmental Sustainability		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> To achieve Australian 'Best Practice' in environmentally sustainable design and construction. To minimise energy consumption in the construction and use of buildings To minimise water use and encourage water re-use. To minimise the need for the mechanical heating and cooling of spaces. 	Design measures will be detailed prior to the issue of the Construction Certificate to demonstrate that the proposed development will achieve Australian 'best practice' in environmentally sustainable design and construction for retail centres. To achieve 'best practice' energy and water use must be minimised.	YES, subject to conditions
Requirements	Comments	Complies
1. 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 <i>Sustainability Management Plan (SMP)</i> prepared by Cundall submitted with the application outlines a number of ecologically sustainable development strategies which may be implemented to reduce the environmental impact of the development. The SMP indicates that many of the strategies are to be further investigated, considered or incorporated into the design during the detailed	YES, subject to conditions

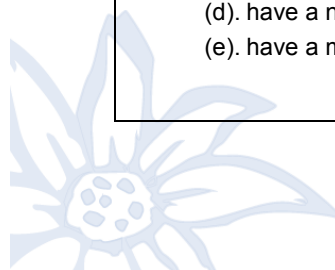


Clause 6.1 Environmental Sustainability		
	<p>design of the development. As such, limited certainty is provided of the strategies which will be implemented.</p> <p>A letter dated 12 February 2010 from Cundall has been submitted to address the provisions of the DCP. The letter states that based on the criteria for Green Star certification, the proposed development may not be eligible for certification.</p> <p>As the Sustainability Management Plan indicates that many of the sustainable design features will be developed during the development of the detailed design of the proposal and the proposed development may not be eligible for a Green Star rating, a condition of consent has been included which requires the Applicant to assess or attribute points to various aspects of the development in the same manner as required for the Green Star rating. This condition will ensure that the design achieves a four star green star rating or equivalent.</p> <p>Subject to compliance with the recommended condition, the development will comply with this requirement.</p>	
2. Shading devices are to be incorporated where practical, to reduce solar energy loads.	Section 5 of the Sustainability Management Plan submitted with the application indicates that the shading devices to reduce peak solar energy loads and increase thermal comfort for both indoor and outdoor spaces will be incorporated into the detailed design of the centre. A condition has been included in the draft consent to ensure compliance with this requirement.	Yes, subject to conditions
3. 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 design of the development includes skylights and voids to maximise daylight within the centre.	YES
4. 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 Sustainability Management Plan indicates that thermal comfort will be optimised through the integration of mixed mode cooling strategies. These strategies will be finalised during the detailed design phase of the development.	YES
5. The following water saving measures are to be incorporated into all development:		Yes, subject to conditions
(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.	The Sustainability Management Plan submitted with the application states that water efficient fixtures and fittings will be installed at a minimum WELS rating of 3 stars for all taps and a minimum of 4 stars for toilets, urinals and showers. A condition has been included to ensure compliance with this requirement.	
(b) Stormwater capture and reuse, including water quality management to be in accordance with Council's Policy <i>Water Sensitive Urban Design</i> .	Stormwater capture and reuse will be undertaken in accordance with Council's Water Sensitive Urban Design Policy. A condition has been recommended in this regard.	
(c) Select water efficient plants and / or locally indigenous vegetation.	The Landscape Design Statement submitted with the application indicates the species selected for the proposal are from the Duffy's Forest Ecological	



Clause 6.1 Environmental Sustainability		
<p>(d) Use recycled or harvested rainwater for watering new gardens and landscape features.</p>	<p>Community, Sydney Turpentine Ironbark Forest, Blue Gum High Forest and Warringah Council BASIX list.</p> <p>The Sustainability Management Plan identifies the location of water tanks within the proposed development and indicates that the water will be used for irrigation of the new landscaped area and flushing for the new toilets.</p>	

Clause 6.3 Waste Management		
Objectives	Comments	Consistent
<ul style="list-style-type: none"> • To achieve waste avoidance, source separation and recycling during demolition and construction and to plan for ongoing waste management of the development. • To design waste and recycling storage/collection systems which are convenient and easily accessible, safe, hygienic, of an adequate size and with minimal adverse impacts on tenants, surrounding neighbours, and pedestrian and vehicle movements. • To minimise any adverse environmental impacts associated with the storage and collection of waste. 	<p>The proposed development does not include any new waste of recycling storage areas. Existing locations will be used by the new retail tenancies.</p>	YES
Requirements	Comments	Complies
<p>1. A completed Waste Management Plan must be submitted for demolition, construction and ongoing use of the site/premises, in accordance with Council's Waste Management Plan template.</p>	<p>Council's Waste Management Plan template is not yet available.</p>	N/A
<p>2. General waste and recycling receptacles must be provided in areas accessed by the general public.</p>	<p>General waste and recycling receptacles will be provided in areas accessed by the general public.</p>	YES
<p>3. Designated Waste/Recycling Storage Rooms or Areas are to be provided within Warringah Mall. The Waste/Recycling Storage Rooms or Areas are to be of sufficient size to accommodate and manoeuvre the waste/recycling storage containers specified in the Waste Management Plan, with a minimal aisle width of 1 metre.</p>	<p>The proposed development does not include any new waste of recycling storage areas. Existing locations will be used by the new retail tenancies.</p>	N/A
<p>4. The path from the Waste/Recycling Storage Room or Area to the service area must:</p> <ul style="list-style-type: none"> (a). provide clearance to accommodate the waste/recycling storage containers specified in the Waste Management Plan; (b). not be via a road with vehicular traffic (if applicable, the path must be adjacent); (c). be continuous with no steps or obstructions; (d). have a non-slip surface; and (e). have a maximum gradient of 1V:8H. 	<p>The proposed development does not include any new waste of recycling storage areas.</p>	N/A

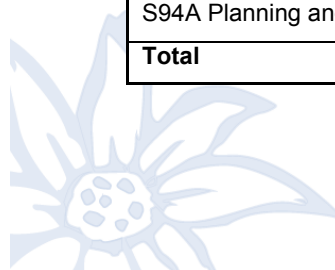


Clause 6.3 Waste Management		
5. External Waste/Recycling Storage Areas require walls and a roof. The walls and ceiling must extend above the height of the waste storage containers specified in the Waste Management Plan. The ceiling must be a minimum of 2.1 metres high throughout with no obstructions.	Not applicable.	N/A
6. Waste/Recycling Storage Rooms for food premises must be designed in accordance with the relevant Australian Standard. Note. <i>Australian Standard AS 4674-2004 'Construction and fit-out of food premises' applied at the time this DCP was adopted.</i> Waste/Recycling Storage Rooms or Areas for all other uses must be designed in accordance the following specifications: (a) All internal walls must be cement rendered or tiled with glazed tiles fixed in accordance with the relevant Australian Standard, and covered at the floor/wall intersection. Note. <i>Australian Standard AS 3958.1-2007 'Ceramic tiles - Guide to the installation of ceramic tiles' applied at the time this DCP was adopted</i> (b) The floor: (i) is to be graded and appropriately drained to a Sydney Water approved drainage connection located upon the site; (ii) must have an impervious, non slip and non abrasive finish with no protrusions that would prevent easy cleaning or manoeuvring of bins.	Not applicable.	N/A
7. The use of volume reduction equipment may be appropriate and is encouraged. In normal circumstances there is however no allowance given for a smaller waste storage and recycling area based on the use of this equipment. Waste storage and recycling area requirements are to allow for changes to on-site management practices.	Not applicable.	N/A

Warringah Section 94A Development Contribution Plan

The proposed works are subject to the application of Council's Section 94A Development Contributions Plan. The following monetary contributions are required to provide for additional infrastructure generated from this development;

<i>Warringah Section 94A Development Contributions Plan</i>		
Contribution based on total development cost of	\$	137,530,000.00
Contribution - all parts Warringah	Levy Rate	Contribution Payable
Total S94A Levy	0.95%	1,306,535.00
S94A Planning and Administration	0.05%	68,765.00
Total	1.0%	\$1,375,300



A condition has been included in the draft consent to ensure that the required contributions are paid prior to the issue of the Construction Certificate.

DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

Draft Warringah Local Environmental Plan 2009

In accordance with Section 79C(1)(a)(ii) any proposed instrument that is or has been the subject of public consultation and that has been notified to the consent authority, must be taken into consideration by the consent authority in determining the development application.

Draft Warringah Local Environmental Plan 2009 (Draft LEP) was on public exhibition from 12 October 2009 to 30 December 2009. Whilst the draft LEP was placed on exhibition after the development application was lodged, it is a relevant matter for consideration.

Pursuant to the Draft LEP the subject site is located within the B3 Commercial Core zone. Retail and business premises are permissible within the B3 Commercial Core zone.

The objectives of the zone are as follows;

- *To provide a wide range of retail, business, office, entertainment, community and other suitable 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.*

It is considered that the proposed development is consistent with the objectives of the zone in that the proposed development will improve the range of retail uses that serve the region, the development will provide employment opportunities both during construction and ongoing operational employment and provision will be made for cyclists by way of bicycle parking and shower facilities for staff.

No 'Principal Development Standards' in Part 4 of the Draft LEP apply to the subject site.

The eastern portion of the site is identified as Class 4 or Class 5 land on the Acid Sulfate Soils Map. Acid Sulfate Soils has been addressed under 'CI 49A Acid sulfate soils' in the General Principles of Development Control table of this report. Conditions have been recommended to ensure that the acid sulfate soils are appropriately managed.

The site is also identified as 'Area A' on the Landslip Risk Map. The development is considered to be consistent with the objectives and requirements of Clause 6.16 of the Draft LEP.

CONCLUSION

The site has been inspected and the application assessed having regard to the provisions of Section 79C of the *Environmental Planning and Assessment Act 1979*, *Warringah Local Environmental Plan 2000*, *State Environmental Planning Policy (Infrastructure) 2007*, *State Environmental Planning Policy No.55 – Remediation of Land*, *Draft Warringah Local Environmental Plan 2009*, *Warringah Development Control Plan*, *Warringah Development Control Plan – Warringah Mall Shopping Centre* and the relevant codes and policies of Council.

The Desired Future Character statement for the G9 Warringah Mall Locality states that if retail development is to expand beyond its approved size, regard must be had to a detailed and approved Masterplan (now known as a Development Control Plan or DCP).



The *Warringah Development Control Plan – Warringah Mall Shopping Centre* was approved by Council on 8 December 2009. The DCP came into effect on 19 December 2009. In accordance with Clause 19(2)(a) of WLEP 2000, the proposed development has been assessed against the objectives and requirements of the DCP. The proposed development is generally consistent with all relevant controls within the DCP.

In order to achieve compliance with the stormwater management provisions of the Warringah Mall DCP (and the flooding and stormwater management requirements of WLEP 2000), a deferred commencement condition has been recommended which requires compliance with the objectives and requirements of Section 6.1 of the Warringah Mall DCP. In order to comply with this requirement, a minimum 500mm freeboard for the 1 in 100 year ARI storm event must be provided to all entrances that lead to the new retail floor level. Additionally, the proposed development must not adversely affect flooding conditions for existing development both internal and external to the site.

The application involves a minor variation to the minimum front building setback requirements of Section 3.2 of the Warringah Mall DCP. In this regard, small portion of car park structure encroaches the required setback to Green Street by 0.6m. Given the scale of the proposed building and the minor nature of the non-compliance, the variation does not warrant further amendment to the proposal or refusal of the application.

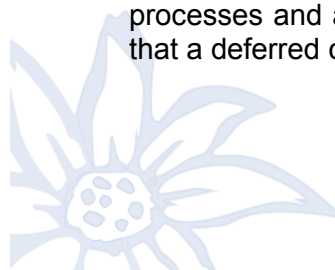
The assessment of the proposal also found that the existing development does not comply with the minimum car parking requirements of Section 5.4 of the Warringah Mall DCP (which contains the same carparking requirements as in WLEP 2000) for the existing development. A greater number of car parking spaces has however been provided for the new floor area than is required. As such, the proposed development reduces the existing non-compliance with the minimum car parking requirements and is considered to be satisfactory.

The proposed development is also generally consistent with the provisions of WLEP 2000. It is noted that there are no built form controls for the G9 locality within WLEP 2000, however the proposed development has been assessed against the relevant General Principles of Development Control. In this regard, insufficient detail has been submitted to enable the approval of the proposed signs under clause 53 of WLEP 2000 and SEPP64.. As such, subject to a condition stating that no approval is given for any signage, the proposed development is consistent with all relevant General Principles of Development Control.

The Warringah Development Assessment Panel (WDAP) and Council's Urban Designer have considered the urban design aspects of the proposed development. Council's Urban Designer has raised no objections to the design or visual impact of the multi-level car park and is supportive of the distinctive sculptural corner element and modulation of the building mass. Council's Urban Designer recommended that a street tree planting scheme be required and details of proposed building materials be submitted. The Panel raised concerns regarding the 'dry creek bed' landscape treatment along the Cross Street and Green Street frontages of the site. The issues raised by the WDAP and Council's Urban Designer have been satisfactorily resolved through the submission of additional information and amended plans.

Seven (7) submissions were received in response to the public exhibition. Key issues raised in the submissions were; the acoustic and lighting impacts on nearby properties, the potential disruption to bus services during construction and urban design issues associated with the design of the multi-level car park at the corner of Cross Street and Green Street. The amendments to the design and proposed conditions of consent satisfactorily address the concerns raised in the submissions.

It is considered that the proposed development satisfies the appropriate controls and that all processes and assessments have been satisfactorily addressed. Accordingly, it is recommended that a deferred commencement consent be granted subject to the attached conditions.



RECOMMENDATION (DEFERRED COMMENCEMENT APPROVAL)

- A. That a Deferred Commencement Consent be granted for DA2008/1741 for the partial demolition of existing buildings and construction of an extension to the Warringah Mall Shopping Centre, including two levels of retail floorspace and a multi-level car park and associated stormwater works at Lot 100, DP 1015283, No. 145 Old Pittwater Road, Brookvale, subject to the following conditions.
- B. That pursuant to Section 95(2) of the Environmental Planning Assessment Act 1979, the Council vary the provisions of Section 95(1) so the consent will lapse three (3) years from the date in which it operates, and the Applicant be advised accordingly.

DEFERRED COMMENCEMENT CONDITIONS

This consent does not operate until the following deferred commencement conditions have been satisfied;

1. Stormwater Management

Evidence that the stormwater works will meet the objectives and requirements of Section 6.1 'Stormwater Management' of the *Warringah Development Control Plan - Warringah Mall Shopping Centre* (the DCP) is to be submitted to Council for written approval.

The following information is to be submitted as a minimum:

- i) A ground floor plan of Warringah Mall showing critical peak 100 year ARI flood levels at all potential ingress points to the new retail development. The plan is to include critical floor level information and provide details of the approach which will be adopted to achieve Council's freeboard requirement.
- ii) Details demonstrating how the flood protection measures along the northern side of the Palm Tree car park will provide the required minimum 500 mm freeboard to the 100 year ARI flood event.
- iii) An update of Table A.5 in the 'Flood Impact Assessment Addendum Report' dated January 2010 prepared by Cardno showing the results of the latest flood modelling. An additional column is to be incorporated into Table A.5 showing the results of modelling conditions under the "Interim Works for FSR DA" with zero blockage applied to the stormwater drainage system.
- iv) A set of figures showing the impact the proposed development will have on peak 100 year ARI flood levels. The figures are to show the difference in peak flood levels between pre- and post developed conditions as a graded set of coloured regions. A separate figure is to be prepared for each of the development scenarios contained in the updated Table A.5. It is anticipated that the figures will be centred mainly on Warringah Mall since it is understood that the impact of the proposed development is limited to the site and areas immediately adjacent to it. The figures are to be presented at a scale which renders the information legible to the naked eye. A legend clearly identifying the range of levels comprising the graded set of coloured regions is to be included on each figure.

Reason: To comply with the objectives of the '*Warringah Development Control Plan - Warringah Mall Shopping Centre*'.



Evidence required to satisfy this condition must be submitted to Council within 12 months of the date the deferred commencement consent was issued, or the consent will lapse in accordance with Section 95 of the *Environmental Planning and Assessment Regulation 2000*.

Upon Council confirming in writing that the deferred commencement condition has been satisfied the following conditions apply;

GENERAL CONDITIONS

CONDITIONS THAT IDENTIFY APPROVED PLANS

2. Approved Plans and Supporting Documentation

The development is to be undertaken in accordance with the plans approved to satisfy the deferred commencement condition.

The development must be carried out in compliance with the following (except as amended by any other condition of consent, including the deferred commencement condition):

Architectural Plans - Endorsed with Council's stamp		
Drawing No.	Dated	Prepared By
DA01.5251	December 2008	Westfield Design and Construction Pty Ltd
DA01.5252	December 2008	Westfield Design and Construction Pty Ltd
DA01.5253	December 2008	Westfield Design and Construction Pty Ltd
DA01.5254	December 2008	Westfield Design and Construction Pty Ltd
DA01.5255	December 2008	Westfield Design and Construction Pty Ltd
DA-01.5301	December 2008	Westfield Design and Construction Pty Ltd
DA-01.5302	December 2008	Westfield Design and Construction Pty Ltd
DA-01.5401	December 2008	Westfield Design and Construction Pty Ltd
DA-01.5402	December 2008	Westfield Design and Construction Pty Ltd
DA01-5201 Revision B	February 2010	Westfield Design and Construction Pty Ltd
DA01-5202 Revision A	September 2009	Westfield Design and Construction Pty Ltd
DA01-5203 Revision A	September 2009	Westfield Design and Construction Pty Ltd
DA01-5204 Revision A	September 2009	Westfield Design and Construction Pty Ltd
DA01-5205 Revision A	September 2009	Westfield Design and Construction Pty Ltd
DA01-5206 Revision A	September 2009	Westfield Design and Construction Pty Ltd
DA01-5702 Revision A	September 2009	Westfield Design and Construction Pty Ltd

The development is to be undertaken generally in accordance with the following (except as amended by any other condition of consent, including the deferred commencement condition):

Landscape Plan - Endorsed with Council's stamp		
Drawing Number	Dated	Prepared By
DA016101 Revision A09	15.03.10	DEM
DA016102 Revision A08	03.02.10	DEM
DA016103 Revision A08	15.03.10	DEM
DA016104 Revision A01	14.08.09	DEM

The development is to be undertaken in accordance with the following (except as amended by any other condition of consent, including the deferred commencement condition);



Stormwater Plans - Endorsed with Council's stamp		
Drawing Number	Dated	Prepared By
W4548-200 Revision C	31/03/2010	Cardno (NSW) Pty Ltd
W4548-201 Revision E	31/03/2010	Cardno (NSW) Pty Ltd
W4548-210 Revision E	31/03/2010	Cardno (NSW) Pty Ltd
W4548-212 Revision E	31/03/2010	Cardno (NSW) Pty Ltd
W4548-213 Revision C	03/02/2010	Cardno (NSW) Pty Ltd
W4548-214 Revision B	01/02/2010	Cardno (NSW) Pty Ltd
W4548-215 Revision D	03/02/2010	Cardno (NSW) Pty Ltd
W4548-216 Revision A	17/12/2009	Cardno (NSW) Pty Ltd
W4548-220 Revision A	05/12/2008	Cardno (NSW) Pty Ltd

No construction works (including excavation) shall be undertaken prior to the release of the Construction Certificate.

Reason: To ensure the work is carried out in accordance with the determination of Council and approved plans. (DACPLB01)

3. Compliance with External Department, Authority or Service Requirements

The development must be carried out in compliance with the following:

External Department, Authority or Service name	Letter Reference	Dated
NSW Office of Water (formerly Department of Water and Energy)	General Terms of Approval 10 ERM2009/0133	16 April 2010

(NOTE: For a copy of the above referenced document/s, please see Council's E-Services system at www.warringah.nsw.gov.au)

Reason: To ensure the work is carried out in accordance with the determination and the statutory requirements of External Department, Authority or Body's. (DACPLB02)

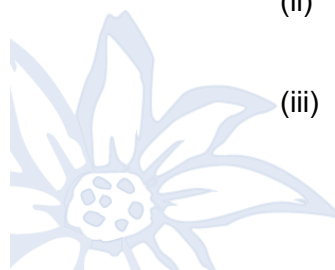
4. No Approval for any Signage

No approval is granted under this Development Consent for signs (as defined under Warringah Local Environment Plan 2000 and State Environmental Planning Policy No. 64 – Advertising and Signage). A separate Development Application for any signs (other than exempt and signs permitted under Complying Development) must be submitted for the approval prior to the erection or display of any such signs.

Reason: Control of signage. (DACPLB06)

5. Prescribed Conditions

- (a) All building works must be carried out in accordance with the requirements of the Building Code of Australia (BCA).
- (b) A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:
 - (i) showing the name, address and telephone number of the Principal Certifying Authority for the work, and
 - (ii) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
 - (iii) stating that unauthorised entry to the work site is prohibited.



Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

- (c) If the development involves an excavation that extends below the level of the base of the footings of a building on adjoining land, the person having the benefit of the development consent must, at the person's own expense:
- (i) protect and support the adjoining premises from possible damage from the excavation, and
 - (ii) where necessary, underpin the adjoining premises to prevent any such damage.

Condition 2(c) does not apply if the person having the benefit of the development consent owns the adjoining land or the owner of the adjoining land has given consent in writing to that condition not applying.

Reason: Legislative Requirement. (DACPLB09)

6. General Requirements

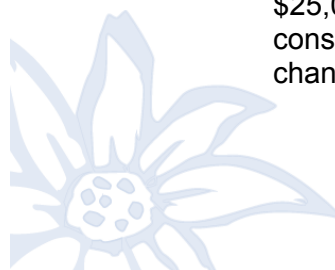
- (a) Unless authorised by Council:

Building construction and delivery of material hours are restricted to:
7.00 am to 5.00 pm inclusive Monday to Friday
8.00 am to 1.00 pm inclusive on Saturday,
No work on Sundays and Public Holidays.

Demolition and excavation works are restricted to:
8.00 am to 5.00 pm Monday to Friday only.

(Excavation work includes the use of any excavation machinery and the use of jackhammers, rock breakers, excavators, loaders and the like, regardless of whether the activities disturb or alter the natural state of the existing ground stratum or are breaking up/removing materials from the site).

- (b) At all times after the submission the Notice of Commencement to Council, a copy of the Development Consent and Construction Certificate is to remain onsite at all times until the issue of a final Occupation Certificate. The consent shall be available for perusal of any Authorised Officer.
- (c) Where demolition works have been completed and new construction works have not commenced within 4 weeks of the completion of the demolition works that area affected by the demolition works shall be fully stabilised and the site must be maintained in a safe and clean state until such time as new construction works commence.
- (d) Onsite toilet facilities (being either connected to the sewer or an accredited sewer management facility) for workers are to be provided for construction sites at a rate of 1 per 20 persons.
- (e) Prior to the release of the Construction Certificate payment of the Long Service Levy is required. This payment can be made at Council or to the Long Services Payments Corporation. Payment is not required where the value of the works is less than \$25,000. The Long Service Levy is calculated on 0.35% of the building and construction work. The levy rate and level in which it applies is subject to legislative change. The applicable fee at the time of payment of the Long Service Levy will apply.



- (f) The applicant shall bear the cost of all works associated with the development that occurs on Council's property.
- (g) No building, demolition, excavation or material of any nature shall be placed on Council's footpaths, roadways, parks or grass verges without Council Approval.
- (h) All sound producing plant, equipment, machinery or fittings will not exceed more than 5dB(A) above the background level when measured from any property boundary and will comply with the Environment Protection Authority's NSW Industrial Noise Policy.)
- (i) No trees or native shrubs or understorey vegetation on public property (footpaths, roads, reserves, etc.) shall be removed or damaged during construction unless specifically approved in this consent including for the erection of any fences, hoardings or other temporary works.

Reason: To ensure that works do not interfere with reasonable amenity expectations of residents and the community. (DACPLB10)

7. External Colours and Materials

The colours and materials of the development are to be consistent with those shown on the Materials and Finishes Board, Drawing No. DA01.5701 dated December 2008 prepared by Westfield Design and Construction Pty Ltd and the 'Façade Screen Concept' Drawing No. 01-5702 Revision A dated September 2009 prepared by Westfield Design and Construction.

The reflectivity index of external glazing for windows, walls or roof finishes of the proposed development is to be no greater than 20% (expressed as a per centum of the reflected light falling upon any surface).

Reason: To ensure that excessive glare or reflectivity nuisance from glazing does not occur as a result of the development. (DACPLC04)

8. Separate Development Application for other uses

A separate development application is to be submitted for uses and works other than 'shops' and the fit-out of 'shops' as defined in *Warringah Local Environmental Plan 2000*.

Reason: To ensure the uses within the development are in accordance with the consent.

9. Location of Plant

No plant or machinery (including but not limited to air conditioning equipment) is to be located on the roof of the development.

Reason: To minimise impacts on surrounding properties and to ensure consistency with the approved development. (DACGClp)

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

10. Section 94A Contributions

The Section 94A Contributions are required to be paid for this development. This amount has been calculated using the Warringah Section 94A Development Contributions Plan. The amount will be adjusted at the time of payment according to the quarterly CPI (Sydney - All Groups Index).



The basis for the contributions is as follows:

<i>Warringah Section 94A Development Contributions Plan</i>		
Contribution based on total development cost of		\$ 137,530,000.00
Contribution - all parts Warringah	Levy Rate	Contribution Payable
Total S94A Levy	0.95%	1,306,535.00
S94A Planning and Administration	0.05%	68,765.00
Total	1.0%	\$1,375,300

Details demonstrating payment are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To retain a level of service for the existing population and to provide the same level of service for the population resulting from new development. (DACPLC01)

11. Compliance with Standards

The development is to be carried out in accordance with all relevant Australian Standards.

- (a) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking.
- (b) AS2601.2001 - Demolition of Structures
- (c) AS4361.2 - Guide to lead paint management - Residential and commercial buildings
- (d) AS 1428.2 - 1992, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities.
- (e) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

An appropriate qualified and practising Structural Engineer is to submit written certification to the Certifying Authority that the proposal complies with the requirements of Section 2.4.5 Physical controls of *Australian/New Zealand Standard AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, prior to the issue of the Construction Certificate.

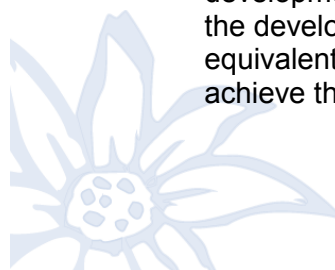
Reason: To ensure the development is constructed in accordance with appropriate standards. (DACPLC02)

12. Environmentally Sustainable Development

The development is to be designed in accordance with the recommendations of the *Sustainability Management Plan* dated December 2008 prepared by Cundall that was submitted with the development application.

The development is also to be designed and constructed to achieve Australian 'Best Practice' in environmentally sustainable design and construction for retail centres.

A report prepared by a Green Star Accredited Professional is to be submitted to the Certifying Authority prior to the issue of the Construction Certificate which confirms the development will achieve a minimum best practice rating for the design and construction of the development under the Green Building Council of Australia's (GBCA) Retail v1 tool (or equivalent). The report is to detail the measures which will be implemented in order to achieve this rating and is to be based on the Construction Certificate drawings.



Reason: To ensure the development is consistent with the environmental sustainability provisions of the *Warringah Development Control Plan – Warringah Mall Shopping Centre*.

13. Contamination Management

The construction works are to proceed under a 'Construction Environmental Management Plan' (CEMP) and the ongoing operation of the new development is to be managed by an 'Environmental Management Plan' (EMP). The CEMP and the EMP are to be prepared by a suitably qualified environmental consultant.

The CEMP is to address the procedures to be adopted for the management of groundwater in the event that de-watering is required. The CEMP is also to detail further testing (soil and groundwater) to be carried out in the Palm Tree car park to confirm the preliminary evidence that the site is satisfactory from a contamination perspective. Prior to the construction certificate a site auditor, accredited by the Environmental Protection Authority (Department of Environment Climate Change and Water) under the *Contaminated Land Management Act 1997*, must certify the adequacy of the CEMP as it relates to the management of these requirements.

A Human Health Risk Assessment is to be conducted along with ongoing air quality and ground water monitoring to provide information that is to be used in the EMP.

The CEMP and the EMP are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: *To protect sensitive environment and ensure potentially contaminated land is appropriately managed.*

14. External Lighting

External lighting is to be provided for security that complies with the relevant Australian Standard. Details are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Note: The following Australian Standard at the time of determination:

- *Australian Standard AS4282 - 1997 Control of the obtrusive effects of outdoor lighting.*
- *Australian Standard/New Zealand Standards AS1158 – Lighting for Roads and Public Spaces*

The lighting design for the car parks, particularly the roof top car parks, is to ensure that no lightspill will fall on adjoining residential properties and that the illumination of the lighting fixtures will not cause a lighting nuisance to residential properties that overlook the shopping centre. In this regard, light shields or similar are to be used to prevent light nuisance occurring.

Reason: To ensure lighting provides security and amenity. **(DACHChql)**

15. Undergrounding of Power lines

The overhead power lines along Cross Street, adjacent to the Palm Tree car park, are to be placed underground. The design and location of the underground electricity lines is to comply with EnergyAustralia requirements. Details are to be shown on plans submitted with the Construction Certificate.

Reason: To provide infrastructure that facilitates the future improvement of the streetscape by relocation of overhead lines below ground.



16. Sewer / Water Quickcheck

The approved plans must be submitted to a Sydney Water Quick Check agent or Customer Centre prior to works commencing to determine whether the development will affect any Sydney Water asset's sewer and water mains, stormwater drains and/or easement, and if further requirements need to be met. Plans will be appropriately stamped.

Please refer to the website www.sydneywater.com.au for:

- Quick Check agents details - see Building Developing and Plumbing then Quick Check; and
- Guidelines for Building Over/Adjacent to Sydney Water Assets - see Building Developing and Plumbing then Building and Renovating.
- Or telephone 13 20 92.

Reason: To ensure compliance with the statutory requirements of Sydney Water. (DACPLC12)

17. Construction Traffic Management Plan

A Construction Traffic Management Plan shall be prepared which includes the following details:

- (a) Measures to minimise the loss of parking during construction;
- (b) Measures to ensure safe pedestrian access to the site during construction.
- (c) Measures to ensure that the construction works will not adversely impact on the operation of the existing bus interchange within the site. Evidence of consultation with the State Transit Authority (Sydney Buses) in relation to this issue must be submitted to the Certifying Authority prior to the issue of the Construction Certificate;
- (d) The proposed method of access to and egress from the site for demolition, excavation and construction vehicles, including access routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed. No construction trucks are permitted to use Beacon Hill Road, which has a 3 tonne load limit.
- (b) The proposed method of loading and unloading, demolition, excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site;
- (c) The location and operation of any on site crane.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and protects amenity in the locality, without unreasonable inconvenience to the community. (DACPLC13)



18. Construction Management Plan

The 'Construction Management Plan' prepared by AMP Capital and Westfield Design and Construction dated December 2008 is to be amended to be consistent with the conditions of this consent including; the approved hours of work and the Construction Traffic Management Plan submitted to satisfy Condition 17.

The Construction Management Plan is also to be modified to include procedures to manage flooding or inundation and must consider the following as a minimum but not limited to:

- (a) Risk to life and property
- (b) Works within floodways
- (c) Environmental hazards from plant e.g hazardous chemicals

The proposed management procedures are to be endorsed by a suitably qualified engineer. The amended Construction Management Plan is to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure appropriate measures are implemented in relation to site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and protects amenity in the locality, without unreasonable inconvenience to the community.

19. Changes to Intersections and Traffic Facilities

In accordance with Section 138 of the *Roads Act 1993* detailed engineering plans of all changes to intersections within Council streets including; kerb adjustments, or changes to traffic facilities such as; refuge islands or roundabouts are to be submitted to Council's Development Engineering Section for written approval prior to the issue of the Construction Certificate. All works are to comply with the relevant Australian Standards.

Reason: To ensure all intersections and traffic facilities are of an appropriate design.

20. Pedestrian Access

The marked pedestrian crossings shown on Cross Street and Green Street shown on Drawing No. DA01-5201 Revision B dated February 2010 are to be deleted as they are not required as detailed in the letter to Council from Urbis dated 14 April 2010. The existing marked crossing on the site at the end of Cross Street is to be retained. Amended plans demonstrating compliance with these requirements are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure pedestrian safety.

21. Pedestrian Island

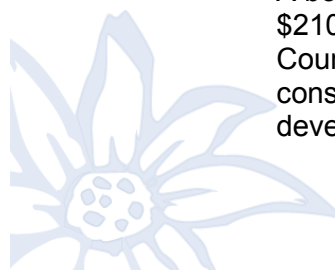
The traffic island north of the roundabout, at the southern end of Green Street, is to be modified to allow pedestrians to safely cross Green Street. The modified traffic island is to comply with all relevant Australian Standards. In accordance with Section 138 of the *Roads Act 1993* detailed engineering plans are to be submitted to Council's Development Engineering Section for written approval prior to the issue of the Construction Certificate.

Reason: To provide safe pedestrian access.

22. Bonds

(a) **Security Bond**

A bond (determined from cost of works) of \$40,000 and an inspection fee paid of \$210.00 as security to ensure the rectification of any damage that may occur to the Council infrastructure contained within the road reserve adjoining the site as a result of construction or the transportation of materials and equipment to and from the development site.



- (b) **Construction, Excavation and Associated Works Bond (Road)**
A Bond of \$50,000 as security against any damage or failure to complete the construction of road pavement/shoulder reconstruction works as part of this consent.
- (c) **Construction, Excavation and Associated Works Bond (Crossing / Kerb)**
A Bond of \$40,000 as security against any damage or failure to complete the construction of any vehicular crossings, kerb and gutter and any footpath works required as part of this consent.
- (d) **Construction, Excavation and Associated Works Bond (Pollution)**
A Bond of \$30,000 as security to ensure that there is no transmission of material, soil etc off the site and onto the public road and/or drainage systems.
- (e) **Construction, Excavation and Associated Works Bond (Failure to Remove Waste)**
A bond of \$100,000 as security against damage to Council's road(s) fronting the site caused by the transport and disposal of materials and equipment to and from the site.
- (f) **Construction, Excavation and Associated Works Bond (Maintenance for civil works)**
The developer/applicant must lodge with Council a Maintenance Bond of \$50,000 for the construction of civil works. The Maintenance Bond will only be refunded on completion of the Maintenance Period, if work has been completed in accordance with the approved plans and to the satisfaction of Council.

(NOTE: This bond may be refunded and replaced by the Maintenance Bond upon submission to Council of the final Compliance Certificate or Subdivision Certificate.)

All bonds and fees shall be deposited with Council prior to Construction Certificate or demolition work commencing, details demonstrating payment are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure adequate protection of Council infrastructure. (DACENC01)

23. Flood Wall Barrier System

All flood wall barriers that are proposed to achieve the minimum 500 mm freeboard to the 100 year ARI flood event are to be either a permanent structure engineered to suit the location or a mechanically automated device.

The landscape mounds shown along the northern side of the Palm Tree car park on drawings W4545-213 to W4548-215 are not to be relied upon for flood protection. Rather, a series of reinforced block walls (or approved equivalent) are to be incorporated into the design of the carpark works to provide the required 500 mm freeboard to the 100 year ARI flood event.

The applicant is to provide written confirmation from a suitably qualified engineer that the proposed wall/barrier arrangement shown on drawings W4548-212 to W4548-215 by Cardno provides the required minimum freeboard of 500 mm to the new building.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of any Construction Certificate.

Reason: To protect the building from flooding in accordance with Council and NSW Government policy. Also, to ensure that the freeboard achieved to the new retail development at the completion of the works is not "eroded" over time as a result of uncontrolled works in landscaped areas.



24. Inlet Grate adjacent to the Green Street Road Reserve

The large grate system located immediately to the west of the Green Street road reserve is to be designed by a suitably qualified structural engineer. The design of the grate system shall be certified as compliant with all relevant Australian Standards and Codes by a suitably qualified structural engineer.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the structural integrity of the inlet grate.

25. Stormwater Quality Management System Compliance Certification

Drainage plans detailing the stormwater quality management system for the proposed development are to be submitted by the applicant's hydraulic consultant in accordance with the Stormwater Management Objectives as detailed in the Northern Beaches Stormwater Management Plan, dated July 1999. The consultant is to provide a certificate certifying the stormwater quality management system design complies with the requirements of the Northern Beaches Stormwater Management Plan.

Details demonstrating compliance are to be submitted to the Certifying Authority for approval, prior to the issue of the Construction Certificate.

Reason: To ensure appropriate provision for the disposal of stormwater and stormwater management arising from the development.

26. Shoring of Adjoining Property

Should the proposal require shoring to support an adjoining property or Council land, owner's consent for the encroachment onto the affected property owner shall be provided with the engineering drawings. Council approval is required if temporary rock anchors are to be used within Council land.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure that owners consent is obtained for ancillary works, and to ensure the protection of adjoining properties and Council land. (DACENCO5)

27. Submission of Engineering Plans

Engineering plans are to be submitted to the Certifying Authority for approval. The submission is to include four (4) copies of Civil Engineering plans for the design of the trunk drainage system and ancillary works including all proposed flood barrier systems which are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure compliance with Council's specification for engineering works. (DACENC08)



28. Submission of Engineering Plans for Civil Works in the Public Road Reserve

Engineering plans are to be submitted to Council for approval under the provisions of Section 138 of the *Roads Act 1993*. The submission is to include four (4) copies of Civil Engineering plans for the design of road works within Cross and Green Streets which are to be generally in accordance with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Specification.

The Fee Associated with the assessment and approval of the plans is to be in accordance with Council's Fees and Charges.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: Ensure engineering works are constructed in accordance with relevant standards. (DACENC17)

29. Structural Adequacy and Excavation Work

Excavation work is to ensure the stability of the soil material of adjoining properties, the protection of adjoining buildings, services, structures and / or public infrastructure from damage using underpinning, shoring, retaining walls and support where required.

All retaining walls are to be structurally adequate for the intended purpose, designed and certified by a Structural Engineer, except where site conditions permit the following:

- (a) maximum height of 900mm above or below ground level and at least 900mm from any property boundary, and
- (b) comply with AS3700, AS3600 and AS1170 and timber walls with AS1720 and AS1170.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: Safety. (DACENC19)

30. Tree Protection

In order to protect and enhance onsite vegetation and trees the following applies to the development site:

- (a) Construction Certificate Plans

The Construction Certificate plans must include reference to:

- (i) Trees to be removed coloured or shaded in the colour red
- (ii) Trees to be retained coloured or shaded in the colour green
- (iii) Trees to be pruned coloured or shaded in the colour blue
- (iv) Trees to be transplanted coloured or shaded in the colour yellow

- (b) Existing trees which must be retained

Approval is NOT granted for the removal of the following trees.

Trees indicated as retained on Landscape Plan - Endorsed with Council's stamp		
Drawing Number	Dated	Prepared By
a 09	15.03.10	DEM

Reason: To ensure the protection of trees to be retained.



CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

31. Public Liability Insurance - Works on Public Land

Any person or contractor undertaking works on public land must take out Public Risk Insurance with a minimum cover of \$10 million in relation to the occupation of, and approved works within Council's road reserve or public land, as approved in this consent. The Policy is to note, and provide protection for Warringah Council, as an interested party and a copy of the Policy must be submitted to Council prior to commencement of the works. The Policy must be valid for the entire period that the works are being undertaken on public land.

Reason: To ensure the community is protected from the cost of any claim for damages arising from works on public land. (DACEND01)

CONDITIONS THAT MUST BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

32. Roads and Traffic Authority Requirements

- a) All vehicles (including demolition and construction vehicles) are to be wholly contained on site before being required to stop.
- b) The required sight lines to pedestrians or other vehicles in or around the car park and entrance are not to be compromised by landscaping or signage.
- c) The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
- d) All traffic changes at and within the car park, including ingress and egress points should be clearly signposted and delineated by pavement arrows.

Reason: Requirements of the RTA.

33. Works Associated with the Development

All works/regulatory signage associated with the proposed development will be at no cost to the RTA.

Reason: Requirement of the RTA.

34. Construction Management Plan

The demolition and construction works are to be managed in accordance with the 'Construction Management Plan' submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the appropriate management of the site during construction.

35. Installation and Maintenance of Sediment Control

Measures used for erosion and sediment control on building sites are to be adequately maintained at all times and must be installed in accordance with Warringah Council Specifications for Erosion and Sediment Control. All measures shall remain in proper operation until all development activities have been completed and the site fully stabilised.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority.

Reason: To protect the environment from the effects of sedimentation and erosion from development sites. (DACPLE02)



36. Traffic Control During Road Works

Lighting, fencing, traffic control and advanced warning signs shall be provided for the protection of the works and for the safety and convenience of the public and others in accordance with Council's Minor Works Policy and to the satisfaction of the Principal Certifying Authority. Traffic movement in both directions on public roads, and vehicular access to private properties is to be maintained at all times during the works.

Reason: Public Safety. (DACENE11)

37. Progress Certification (Road & Subdivision)

Written certification is to be provided by a suitably qualified engineer upon completion and/or as and when requested by the Certifying Authority for the following stages of works.

- (a) Silt and sediment control facilities
- (b) Laying of stormwater pipes and construction of pits
- (c) Sub-grade trimmed and compacted **
- (d) Base-course laid and compacted **
- (e) Kerb and gutter construction
- (f) Pavement
- (g) Landscaping and vegetation
- (h) Clean-up of site, and of adjoining Council roadway and drainage system.

(**To be tested by a recognised N.A.T.A. approved laboratory).

Details demonstrating compliance are to be submitted to the Principal Certifying Authority.

Reason: To ensure compliance of civil works with Council's specification for engineering works (see www.waringah.nsw.gov.au). (DACENE02)

38. Stormwater Pipeline Construction

The applicant shall construct the proposed trunk drainage pipeline in accordance with Council's specification for engineering works (see www.waringah.nsw.gov.au) and shall reconstruct all affected kerb and gutter, bitumen reinstatements, adjust all vehicular crossings for paths, grass verges and household stormwater connections to suit the kerb and gutter levels. All works shall be undertaken at the applicant's cost, and upon completion certified by an appropriately qualified and practicing Civil Engineer.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority.

Reason: To ensure compliance of drainage works with Council's specification for engineering works. (DACENE03)

39. Civil Works Supervision

All civil works approved in the Construction Certificate are to be supervised by an appropriately qualified and practising Civil Engineer.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority.

Reason: To ensure compliance of civil works with Council's specification for engineering works. (DACENE06)



40. Footpath Construction

The applicant shall provide/reinstate a 1.2m wide concrete footpath along the Cross St and Green St frontages adjacent to the Palm Tree car park. The works shall be in accordance with the following:

- (a) All footpath works are to be constructed in accordance with Council's minor works policy.
- (b) Council is to inspect the formwork prior to pouring of concrete to ensure the works are in accordance with Council's specification for footpath.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority.

Reason: To ensure compliance of footpath works with Council's specification for engineering works. (DACENE07)

41. Maintenance of Road Reserve

The public footways and roadways adjacent to the site shall be maintained in a safe condition at all times during the course of the work.

Reason: Public Safety. (DACENE09)

42. Notification of Inspections

Council's Development Engineer is to be given 48 hours notice when the works within Council's road reserve reach the following stages:

- (a) Installation of Silt and Sediment control devices
- (b) Prior to backfilling of pipelines
- (c) Prior to pouring of stormwater gully pits
- (d) Prior to pouring of kerb and gutter
- (e) Subgrade level / basecourse level
- (f) Sealing road pavement

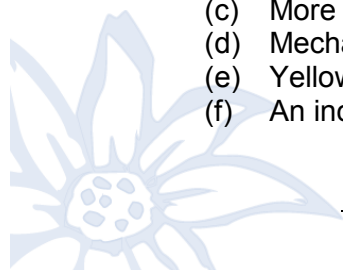
NOTE: Any inspections carried out by Council do not imply Council approval or acceptance of the work, and do not relieve the developer/applicant from the requirement to provide an engineer's certification. Council approval or acceptance of any stage of the work must be obtained in writing, and will only be issued after completion of the work to the satisfaction of Council and receipt of the required certification.

Reason: To ensure new Council infrastructure is constructed to Council's requirements. (DACENE10)

43. Trees Condition

During the construction period the applicant is responsible for ensuring all protected trees are maintained in a healthy and vigorous condition. This is to be done by ensuring that all identified tree protection measures are adhered to. In this regard all protected plants on this site shall not exhibit:

- (a) A general decline in health and vigour.
- (b) Damaged, crushed or dying roots due to poor pruning techniques.
- (c) More than 10% loss or dieback of roots, branches and foliage.
- (d) Mechanical damage or bruising of bark and timber of roots, trunk and branches.
- (e) Yellowing of foliage or a thinning of the canopy untypical of its species.
- (f) An increase in the amount of deadwood not associated with normal growth.



- (g) An increase in kino or gum exudation.
- (h) Inappropriate increases in epicormic growth that may indicate that the plants are in a stressed condition.
- (i) Branch drop, torn branches and stripped bark not associated with natural climatic conditions.

Any mitigating measures and recommendations required by the Arborist are to be implemented.

Tree protection measures are to comply with those specified in the *Tree Report - Warringah Mall Brookvale Development* dated November 2008 prepared by Treescan

The owner of the adjoining allotment of land is not liable for the cost of work carried out for the purpose of this clause.

Reason: Protection of Trees. (DACLAE03)

44. Requirement to Notify about New Contamination Evidence

Any new information revealed during demolition works that has the potential to alter previous conclusions about site contamination or hazardous materials shall be immediately notified to Council and the Principal Certifying Authority.

Reason: To protect human health and the environment. (DACHPE01)

45. Requirement to notify about new Acid Sulfate Soils evidence

Acid Sulfate Soils on the site are to be managed in accordance with the *Construction Management Plan* dated December 2008 prepared by AMP Capital and Westfield Design and Construction submitted with the development application. If the development will result in the disturbance of Acid Sulphate Soils an Acid Sulfate Soils Management Plan is to be prepared by a suitably qualified geotechnical engineer and in accordance with the Acid Sulfate Soils Manual (ASSMAC, 1998) and submitted to the Council.

Any new information revealed during excavation works that has the potential to alter previous conclusions about Acid Sulfate Soils shall be immediately notified to the Council and the Principal Certifying Authority prior to further commencement.

Reason: To ensure that Acid Sulfate Soils on the site are appropriately managed.

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO ISSUE OF OCCUPATION CERTIFICATE

46. Environmentally Sustainable Development

Prior to the issue of the Occupation Certificate a report is to be submitted to the Principal Certifying Authority to confirm that all measures outlined in the report submitted to satisfy Condition 12 'Environmentally Sustainable Development' of this consent have been implemented. The report is to be prepared by a Green Star Accredited Professional.

Reason: To ensure the development is consistent with the environmental sustainability provisions of the *Warringah Development Control Plan – Warringah Mall Shopping Centre*.



47. Warringah Mall – Fire Engineering – Existing ‘Alternate solution’

All works proposed for the Shopping Centre are to be consistent with and, complimentary to, the aims, objectives and performance standards of the existing ‘Alternate Solution’ devised for the Shopping Centre. The existing Fire Engineering ‘Alternate solution’ devised for the Shopping Centre is to be updated and revised to the degree necessary so as to accommodate the outcomes of the proposed alterations. This is to include appropriate measures and current fire safety engineering outcomes that ensure:-

- a) the existing level of fire safety within the “Centre” is maintained and where required upgraded ; and
- b) the ‘Alternate solution’ document is not inconsistent with the Warringah Mall “Flood Evacuation Procedures Document” and incorporate effective operational provisions to accommodate expected or known flooding scenarios.

All work being completed and certified as being consistent with the ‘Alternate Solution’ prior to any use or occupation of the new work.

Reason: *Fire Safety and emergency response ability. And to comply with the design parameters of the Alternate Solution designed for the Building.*

48. Updating to existing ‘Essential Fire Safety Measures Protocols’ document

The existing ‘Essential Fire Safety Measures Protocols’ document for Warringah Mall is to be updated and revised so as to accommodate the proposed building works and alterations. This is to include appropriate measures and current fire engineering outcomes that ensure:

- a) the existing level of fire safety within the “Centre” is maintained and where required upgraded ;and
- b) the ‘Essential Fire Safety Measures Protocols’ document is not inconsistent with the Warringah Mall “Flood Evacuation Procedures Document” and incorporate effective operational provisions to accommodate expected or known flooding scenarios.

The document is to be revised / completed prior to use or occupation of the new work being the subject of this application and a copy of the updated ‘Essential Fire Safety Measures Protocols’ document is to be provided to Council.

Reason: To ensure adequate fire safety to the building, to ensure an appropriate response occurs in the event of any emergency and to comply with the design parameters of the Alternate Solution designed for the building.

49. Upgrading to Existing Myers Department store

The existing Myers Department store is to be upgraded so as to comply with the requirements of the Building Code of Australia and the report issued by ‘Scientific Fire Services’, report No.35405-ce/FEB/R1 dated 27/10/05. Such work is to be completed prior to the issue of any to the issue of any Interim or Final Occupation Certificate for the building.

Reason: Fire Safety, to comply with existing upgrading requirements imposed on the Shopping Centre and to comply with the design parameters of the Alternate Solution designed for the building.

50. Fire Control Centre

The Fire Control Centre is to comply with the requirements of EP1.6 and Specification E1.8 of the BCA, incorporate all relevant equipment, and be made safe from exposure to expected flooding events so that the Control Centre may be accessed and operated to the extent necessary as required in the event of any emergency scenario including a Fire or Flood event.

Reason: For public safety and to provide emergency personnel access to the centre in the event of a flood or other emergency.



51. Sydney Water

A Section 73 Compliance Certificate under the *Sydney Water Act 1994* must be obtained from Sydney Water Corporation.

Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au <<http://www.sydneywater.com.au>> then refer to “Water Servicing Coordinator” under “Developing Your Land” or telephone 13 20 92 for assistance.

Following application a “Notice of Requirements” will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure compliance with the statutory requirements of Sydney Water. (DACPLF08)

52. Authorisation of Legal Documentation Required for Flood Wall Barrier System

The original completed request forms (Department of Lands standard forms 13PC and/or 13RPA) must be submitted to Council, with a copy of the Works-as-Executed plan (details overdrawn on a copy of the approved drainage plan), hydraulic engineers certification and Compliance Certificate issued by an Accredited Certifier in Civil Works.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To create encumbrances on the land. (DACENF01)

53. Registration of Encumbrances for Flood Wall Barrier System

A copy of the certificate of title demonstrating the creation of the positive covenant and restriction as to user for the flood wall barrier system is to be submitted.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To identify encumbrances on land. (DACENF02)

54. Restriction as to User for Flood Wall Barrier System

A restriction as to user shall be created on the title over the flood wall barrier system, restricting any alteration to the levels and/or any construction on the land. The terms of such restriction are to be prepared to Council’s standard requirements, (available from Warringah Council), at the applicant’s expense and endorsed by Council prior to lodgement with the Department of Lands. Warringah Council shall be nominated as the party to release, vary or modify such restriction.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure modification of flood wall barrier system is not carried without Council’s approval. (DACENF04)



55. Stormwater Disposal

The stormwater drainage works shall be certified as compliant with all relevant Australian Standards and Codes by a suitably qualified person.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

(Note: The following Standards and Codes applied at the time of determination:

- a) Australian/New Zealand Standard AS/NZS 3500.3:2003 - Plumbing and drainage - Stormwater drainage
- b) Australian/New Zealand Standard AS/NZS 3500.3:2003/Amdt 1:2006 - Plumbing and drainage - Stormwater drainage
- c) National Plumbing and Drainage Code.)

Reason: To ensure appropriate provision for the disposal of stormwater arising from the development. (DACENF05)

56. Certification Civil Works

The Civil Engineer responsible for the supervision of the civil works shall certify that the completed works have been constructed in accordance with this consent and the approved Construction Certificate. A "work as executed" (WAE) plan certified by a registered surveyor and overdrawn in red on a copy of the approved civil works plans are to be provided to Council. The W.A.E. drawing shall show the alignment, depth and grade of the stormwater drainage pipelines, easement and associated structures including all flood wall barrier systems.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure compliance of drainage works with Council's specification for engineering works. (DACENF06)

57. CCTV of Stormwater Drainage Works

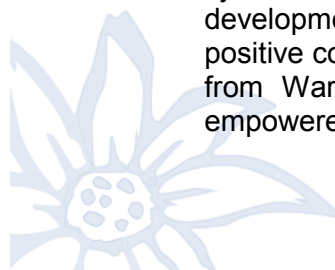
The applicant shall submit to Council a CCTV inspection of the completed drainage works. The above CCTV inspection is to be provided on a DVD in mp2 file format, and should be clearly labelled and contain a menu outlining the pipe attributes.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure compliance of drainage works with Council's specification for engineering works. (DACENF09)

58. Positive Covenant for Drainage Structures

A positive covenant (under the provisions of Section 88B of the Conveyancing Act) is to be created on the title and accompanying 88B instrument, requiring the proprietor of the land to maintain the trunk stormwater drainage system traversing the site and all flood barrier systems required to provide the minimum 500 mm freeboard to the proposed retail development, in accordance with the standard requirements of Council. The terms of the positive covenant are to be prepared to Council's standard requirements, which are available from Warringah Council. Warringah Council shall be nominated as the sole authority empowered to release, vary or modify such covenant.



Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of the Occupation Certificate.

Reason: To ensure ongoing maintenance of the trunk stormwater drainage system. (DACENH01)

59. Certification Elevated Parking Facility Works

An appropriately qualified and practicing Structural Engineer shall certify to the Council / Principal Certifying Authority that the elevated parking facility was constructed in accordance with this consent and the provisions of Australian/New Zealand Standard AS/NZS 2890.1:2004 *Parking facilities - Off-street car parking*, in particular Section 2.4.5 Physical controls.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of an Occupation Certificate.

Reason: Compliance with this consent. (DACENF13)

60. Creation of Positive Covenant and Restriction as a User

Where any conditions of this Consent require the creation of a positive covenant and/or restriction as a user, the original completed request forms, (Department of Lands standard forms 13PC and/or 13RPA), shall be submitted to Warringah Council for authorisation.

A certified copy of the documents shall be provided to Warringah Council after final approval and registration has been affected by the "Department of Lands".

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of a Interim / Final Occupation Certificate.

Reason: To identify encumbrances on land. (DACENF14)

61. Required Planting

Tree planting is to be implemented as indicated on the approved Landscape Plan.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To maintain environmental amenity. (DACLAF01)

62. Operational Plan of Security Management

A final 'Operational Plan of Security Management' that outlines the measures to be implemented to ensure the safety and security of the public is to be submitted to the Principal Certifying Authority prior to the issue of an Interim/Final Occupation Certificate.

The Final Operational Plan of Security Management is to be consistent with the *Draft Operational Plan of Security Management* dated February 2010 prepared by AMP Capital Investors that was submitted in support of the development application. The Plan must also be consistent with the relevant recommendations of the NSW Police detailed in a letter to Council dated 25 March 2010.

All security measures detailed in the 'Operational Plan of Security Management' are to be installed or are to be in place prior to the issue of the Final Occupation Certificate.

Reason: To ensure the safety and security of Warringah Mall's staff and customers.



63. Contamination Report Certification

A site auditor, accredited by the Environmental Protection Authority (Department of Environment Climate Change and Water) under the *Contaminated Land Management Act 1997*, is to provide written certification that all that works/methods/procedures/control measures and recommendations detailed in the CEMP, relevant to the management of the contamination on the site, have been undertaken and completed.

The written certification shall be submitted to the Principal Certifying Authority and Warringah Council prior to the issue of an Interim / Final Occupation Certificate.

Reason: *To protect sensitive environment and ensure potentially contaminated land is appropriately managed.*

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

64. Operational Plan of Security Management

Warringah Mall Shopping Centre is to be operated in accordance with the final 'Operational Plan of Security Management' submitted to the Principal Certifying Authority prior to the issue of the Interim/Final Occupation Certificate.

Reason: To provide the development with adequate levels of safety and security for users.

65. Loading Within Site

All loading and unloading operations shall be carried out wholly within the confines of the site and within the approved loading areas, at all times.

Reason: To ensure that deliveries can occur safely within the site and does not adversely affect traffic or pedestrian safety and amenity. (DACPLG20)

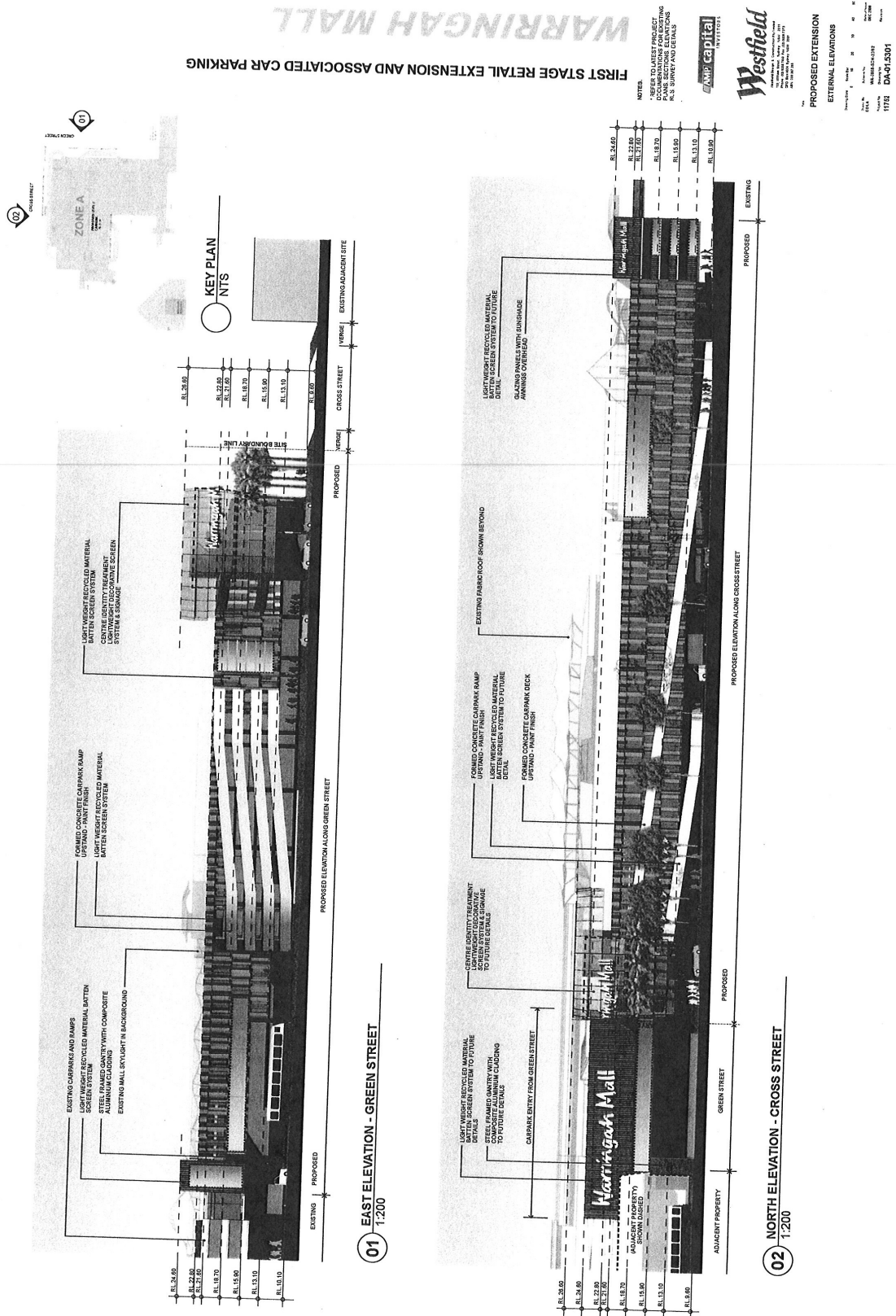
66. Waste Collection and Delivery Hours

No deliveries, loading or unloading or waste collection associated with the approved premises is to take place between the hours of 10pm and 6am on any day.

Reason: To protect ensure the acoustic amenity of surrounding properties. (DACPLG21)



Site and Elevation Plans



Site and Elevation Plans

WARRINGAH MALL
FIRST STAGE RETAIL EXTENSION AND ASSOCIATED CAR PARKING

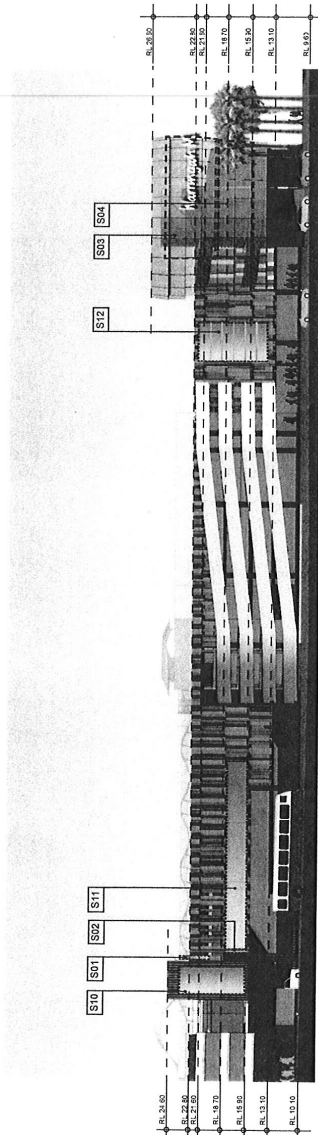
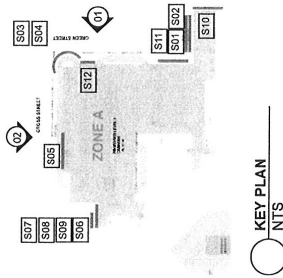
NOTES
- REFER TO LATEST PROJECT DOCUMENTATION FOR ALL SIGNAGE AND SIGNAGE SCHEDULES
- R.S. SURVEY AND DETAILS



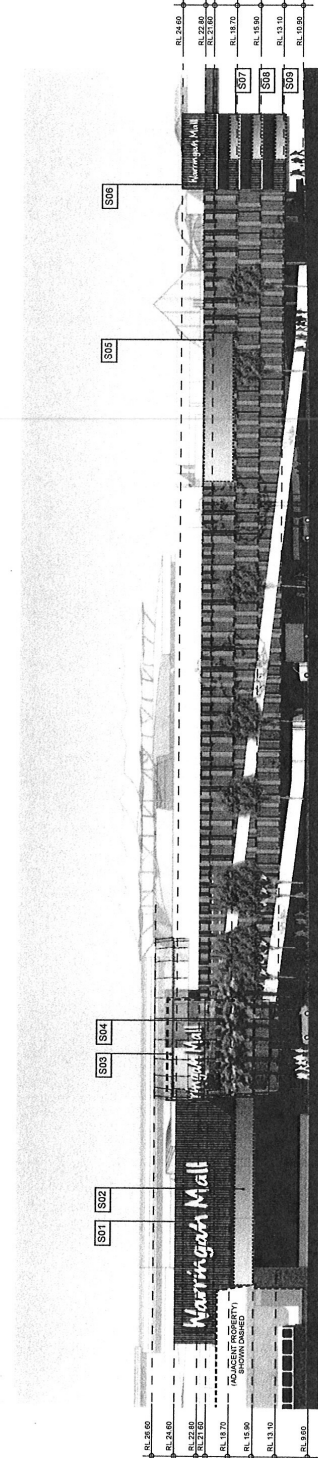
PROPOSED EXTENSION

EXTERNAL SIGNAGE

Scale: 1:1000
Date: 2010-04-13
Title: DA-01-18302



01 EAST ELEVATION - GREEN STREET
1:200



02 NORTH ELEVATION - CROSS STREET
1:200

Sign No.	Sign Type	Overall Dimensions	Description
SD-01	External Identity Sign	1700 x 2000 high (overall)	Warringah Mall Logo: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-02	Tenant Signage	1500 x 2000 high (overall)	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-03	External Identity Sign	1500 x 2000 high (overall)	Warringah Mall Logo: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-04	Tenant Signage	1500 x 2000 high (overall)	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-05	Tenant Signage	1500 x 2000 high (overall)	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-06	External Identity Sign	7.000 x 2.000 high (overall)	Warringah Mall Logo: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.

03 SIGNAGE SCHEDULE

Sign No.	Sign Type	Overall Dimensions	Description
SD-07	Tenant Signage	4.500 x 1.200 high	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-08	Tenant Signage	4.500 x 1.200 high	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-09	Tenant Signage	4.500 x 1.200 high	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-10	Tenant Signage	2.500 x 0.600 high	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-11	Tenant Signage	1.800 x 2.000 high (overall)	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.
SD-12	Tenant Signage	700 x 4.000 high (overall)	Tenant Signage: Intensity illuminated aluminum channel letters / graphics. 2000 panel front, 2000 acrylic front face with translucent self adhesive vinyl. Signs to be mechanically fixed with hidden fringe to structure behind. Graphics to nearest corporate signage guidelines.

