

Our Ref: 21086

1 September 2021

Scentre Group  
85 Castlereagh Street  
Sydney NSW 2000

**Attention: Mr Blake Kendall**

Dear Blake,

**RE: WESTFIELD WARRINGAH MALL – STAGE 2B  
TRAFFIC AND PARKING REVIEW**

The Transport Planning Partnership (TPPP) has prepared this traffic statement to accompany the development application (DA) for the above site.

The DA seeks approval for Stage 2B of the project to upgrade the mall ambience and convert existing retail use to new specialty shop and mini-major use. The overall net change in gross floor leasable area (GFLA) is generally minor due to these works being backfills of existing major tenants.

### **Project Background**

In 2008, the Northern Beaches Council (formerly Warringah Council) approved a masterplan to expand the Centre by an additional 35,000m<sup>2</sup> GFLA with a corresponding increase in car parking spaces.

Following the masterplan approval, separate development applications for Stage 1 and 2 were submitted and subsequently approved accordingly.

Stage 2 of the project is now to be split into four stages, as follows:

- **Stage 2A** – Target Conversion
- **Stage 2B** – Mall Ambience Upgrade + Mini Major & Loading Dock
- **Stage 2D Part 1** – DJ's Downsize
- **Stage 2D Part 2** – DJ's Backfill & Loading Dock Reconfiguration

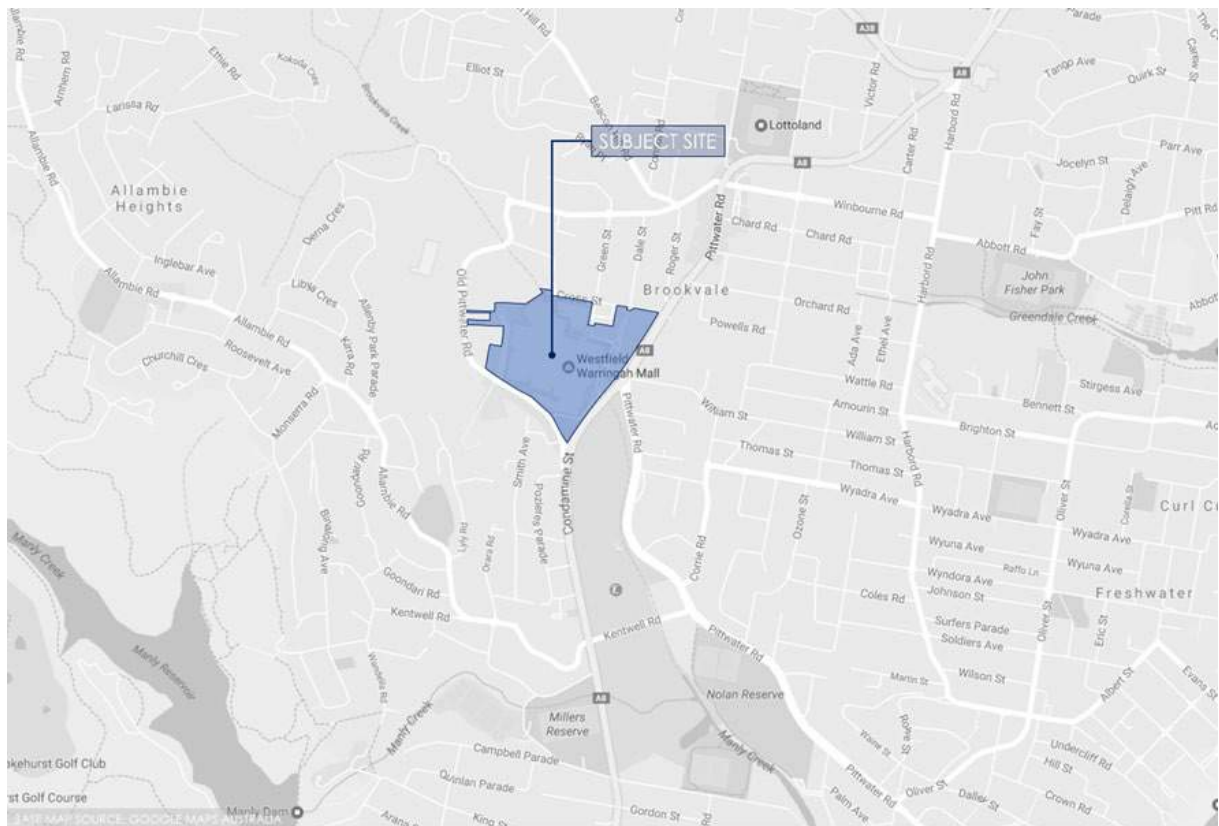
This letter relates to Stage 2B of the project only. All other stages of the project would be subject to separate CDC & DA applications to Council accordingly.

## Site Context

Westfield Warringah Mall (the Centre) is a regional shopping centre in Sydney's northern beaches located at 145 Pittwater Road, Brookvale. The Centre falls within the local government area of Northern Beaches Council.

The location of the site is shown in Figure 1.

**Figure 1: Site Locality Map**



Basemap Source: Google Maps Australia

The Centre is surrounded by a network of state and local roads of varying road functional classifications, including Pittwater Road/Condamine Street to the east, Old Pittwater Road to the south and Cross Street/Green Street/Dale Street to the northern boundaries of the site.

These roads provide good connectivity to/from the wider arterial road network via Pittwater Road and Condamine Street.

## Public Transport

The Centre is located within close proximity to a number of high frequency bus services that stop to pick up and drop off passengers within the Centre and also externally via Pittwater Road along the eastern boundary of the site.

A bus interchange is provided within the Centre, near the eastern boundary of the site, beneath the Target car park (i.e. Orange). A second bus interchange is located on the eastern boundary of the site with formalised bus shelters, along both sides of Pittwater Road.

The location of the existing bus stops relative to the Centre is shown in Figure 2.

**Figure 2: Site Proximity to Public Transport**



Basemap Source: Nearmap

In addition to this, the B-Line bus stops adjacent to the site, which provides good connectivity between Wynyard and Mona Vale. The services generally run every 5-10 minutes during peak and every 10-15 minutes during off-peak periods.

## Proposed Development

It is proposed to convert 917m<sup>2</sup> GFLA of speciality shops and 1,547m<sup>2</sup> GFLA of major store use (Target) to an additional 2,250m<sup>2</sup> GFLA of mini-major retail for a Harris Farms Market. The existing 'mini-major' tenant is currently occupied by a similar use of a Country Growers.

It is also proposed to reconfigure the existing loading dock to improve pedestrian circulation within the car park, as well as to improve truck access and circulation within the loading dock.

A comparison of the existing and proposed development schedule is shown in Table 1.

**Table 1: Existing and Proposed Redevelopment Schedule – Stage 2B**

Use	Existing m <sup>2</sup> GFLA	Future m <sup>2</sup> GFLA	Net Change m <sup>2</sup> GFLA
Speciality Shop	33,430	32,513	-917
Major	61,771	60,224	-1,547
Mini-Major	19,977	22,227	2,250
Food Speciality / Restaurants	2,590	2,590	0
Cinema	7,192	7,192	0
Kiosks + ATM	1,017	1,017	0
Community / Commercial	1,646	1,646	0
PAD Sites + Other	6,929	6,929	0
Car Wash	379	379	0
<b>Total GFLA</b>	<b>134,931</b>	<b>134,717</b>	<b>-214</b>

Table 1 indicates that the proposed redevelopment of the Centre would result in an overall net decrease of retail space by 214m<sup>2</sup> GFLA.

The full architectural layout plans are provided in Attachment One for reference.

### Traffic and Parking Assessment

Given the proposal would result in a net reduction in overall GFLA of the Centre, TPPP does not expect the proposal to generate any discernible traffic impacts.

It is important to note that whilst there are some changes between retail / shop uses within the Centre, TPPP is of the view that traffic generation should be looked at holistically as a Centre rather than by each use given its context within a large shopping centre – i.e. patrons will not likely be visiting for one shop only, but rather various shops within the Centre.

Based traffic generation surveys undertaken at the existing Centre in November 2017, the Centre currently generates traffic at a rate of 3.1 trips per hour per 100m<sup>2</sup> GFLA during the Thursday evening peak and a rate of 3.7 trips per hour per 100m<sup>2</sup> GFLA during the Saturday midday peak. These traffic generation rates are consistent with Roads and Maritime's trip rates for large shopping centres in their updated technical guide.

Notwithstanding this, based on the net reduction of 214m<sup>2</sup> GFLA, the proposal is expected to result in a net reduction of some eight trips in the peak periods accordingly. On this basis, the proposal is not expected to result in any adverse traffic impact on the road network.

Similarly, given the proposal would result in a net reduction of 214m<sup>2</sup> GFLA, no additional car parking is considered required. The existing car park, which currently provides some 4,600 car parking spaces, is considered satisfactory to cater for the overall Centre, including any parking demand arising from the proposal, if any.

## **Car Park and Loading Dock Layout**

The loading dock will be designed to facilitate vehicles up to and including an 8.8m long medium rigid vehicle. Swept path analysis has been undertaken which demonstrates appropriate access to/from the loading areas. This is provided in Attachment Two.

The proposed modifications to the loading dock would result in a loss of 18 car spaces, but an additional 18 car spaces would be provided on the ground level. It is however noted that three car parking spaces would be removed due to modifications on Level 1m and Level 2. This however is not expected to result in any discernible parking impacts as the existing car park currently provides in the order of 4,600 car parking spaces.

On this basis, the proposed changes to the car park are minimal and considered satisfactory to cater for the proposed development, as well as the overall Centre.

The proposed modifications/additions to the car park and associated elements are proposed to comply with design requirements set out in the Australian Standard, namely AS2890.1:2004 and AS2890.6:2009.

It is however, envisaged that a condition of consent would be imposed requiring compliance with the Australian Standard and as such, any minor amendments can be dealt with prior to the issue of a Construction Certificate.

## **Summary and Conclusion**

The proposal would result in a net reduction of 214m<sup>2</sup> GFLA of the overall Centre in order to convert existing major tenants to new specialty shops and mini-major retail for a Harris Farms Market. The overall changes to the Centre are generally minimal and considered acceptable from a traffic and parking perspective.

The proposed changes/modifications to the existing loading dock and associated car park layout are minimal and proposed to comply with design requirements set out in the Australian Standards.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



**Ken Hollyoak**  
**Director**

Encl. Attachment One – Architectural Layout Plans  
Attachment Two – Swept Path Assessment

# Attachment One

## Architectural Layout Plans

















Legend	
	NOT PART OF THIS DEVELOPMENT APPLICATION
	NOT PART OF THIS DEVELOPMENT APPLICATION - STAGE 2B (ICD)
	AREA IN SCOPE (ICD)

STATE 25 PARADISE RECREATION			TOTAL
LEVEL	LOST CARDS	DAMAGED CARDS	INCIDENTAL
SECTOR	-14	-38	
SECTOR MEZ			
LEVEL 1	-3	-11	
LEVEL 86	-2	-11	-1
LEVEL 2	-7	-5	-2
SECTOR			

[illegible]

STAGE 20 SLA PRODUCTION		
300	2 THA37	96% H <sub>2</sub> O
20	56 THA37	
	1 THA37	
2236 (0.0038%)		515%*
0.0035%		23.8% H <sub>2</sub> O
		0.048% H <sub>2</sub> O
		TOTAL
		INCIDENTAL
		SLA 5.0%

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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ADDRESS: 140 COTTAGE ROAD, BROOKVILLE, NEAR 2400

**AMP CAPITAL**  
**SCENTRE GROUP**  
Executive Offices & Corporate Offices



**SCENTRE GROUP**  
Connecting & Enriching Communities

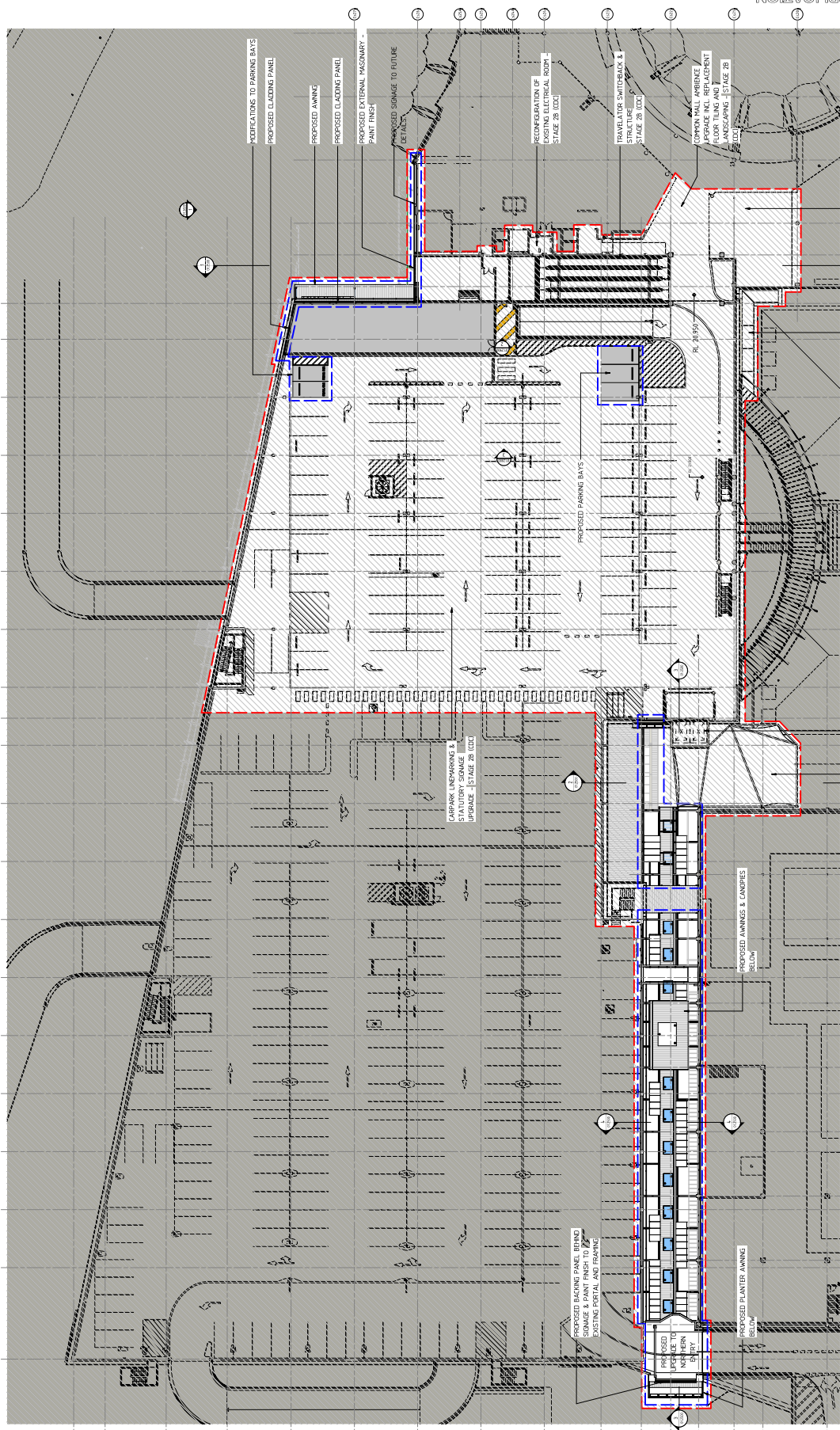
**WARRINGAH**

DEVELOPMENT APPLICATION

Boortrie Design and Construction Pty Limited  
88 Castlereagh Street, Sydney NSW 2000  
Phone (02) 9058 7000 Fax (02) 9028 8500  
GPO Box 4004 Sydney NSW 2001  
ACH 100 307 282

PROPOSED PLAN - EVEL 2	
11761 11/1/2021 9:08:37 AM	11/1/2021 9:08:37 AM

g 1A.	SDC-01.0805	D
Date Rec'd		



1 STAGE 2B DA - PROPOSED PLAN - LEVEL 2  
1: 200





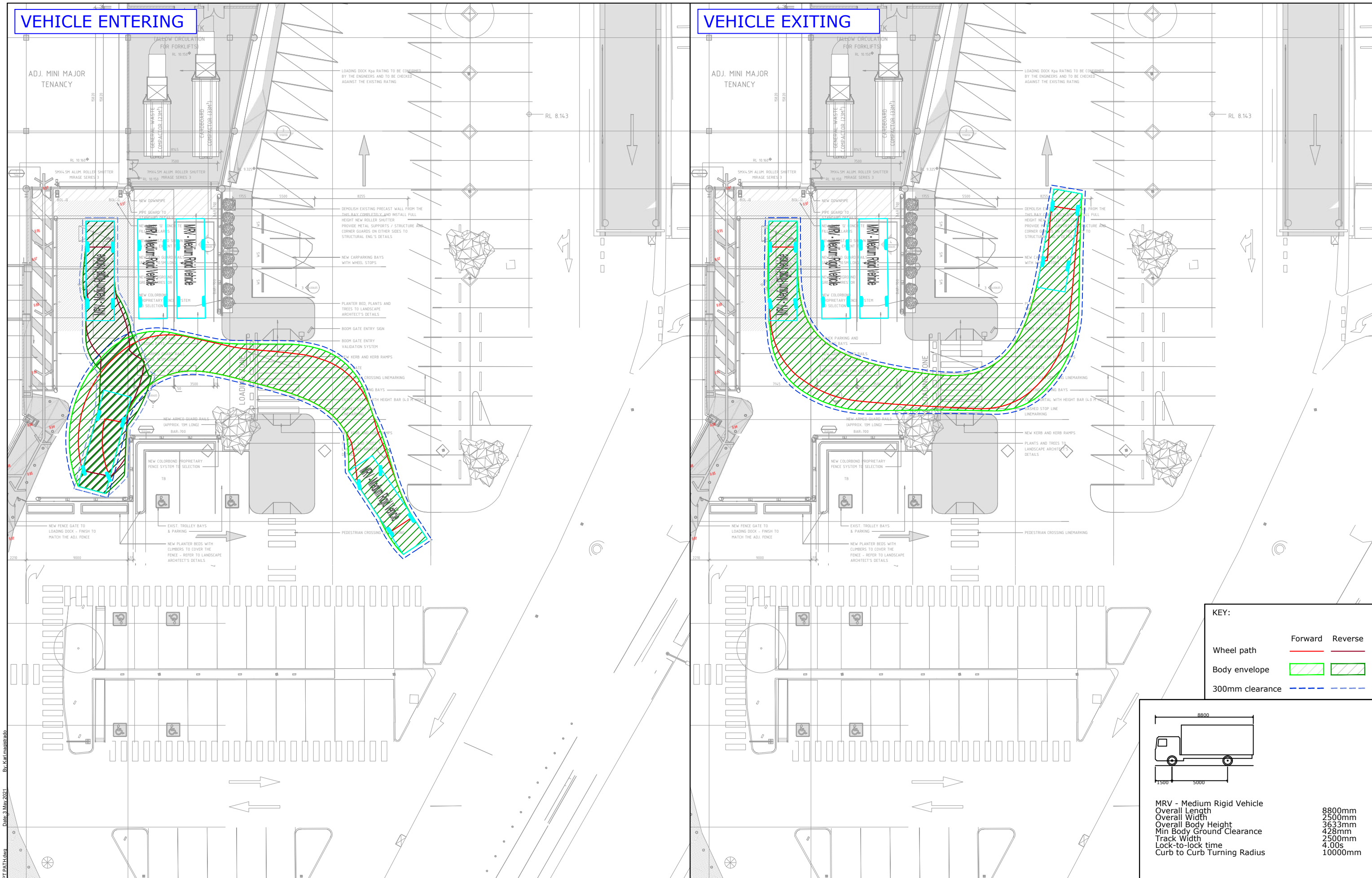
# Attachment Two

## Swept Path Assessment



VEHICLE ENTERING

VEHICLE EXITING



Filename: 21086CAD003-21086-SWEPT PATH.dwg Date: 3 May 2021 By: Kai Magillaro

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	29/04/21



PROJECT

WARRINGAH WESTFIELD MALL 2

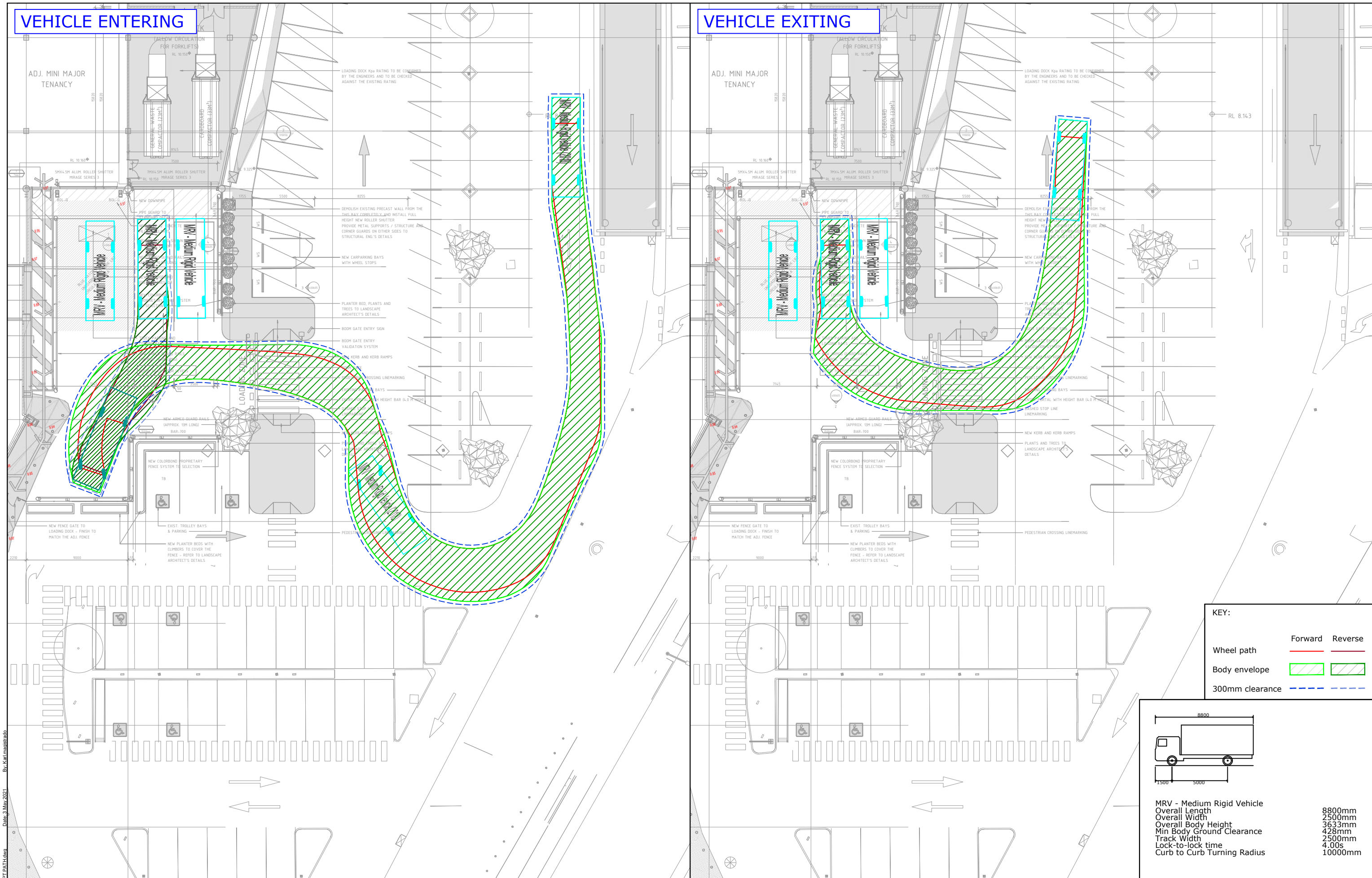
TITLE

SWEPT PATH ANALYSIS  
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 21086CAD003 FIGURE 1		
DATE STAMP 29 APRIL 2021		
PROJECT No. 21086	SCALE 1:300 @A3	REV. A

VEHICLE ENTERING

VEHICLE EXITING



Filename: 21086CAD003-21086-SWEPT PATH.dwg Date: 3 May 2021 By: Kai Magillaro

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	29/04/21



PROJECT

WARRINGAH WESTFIELD MALL 2

TITLE

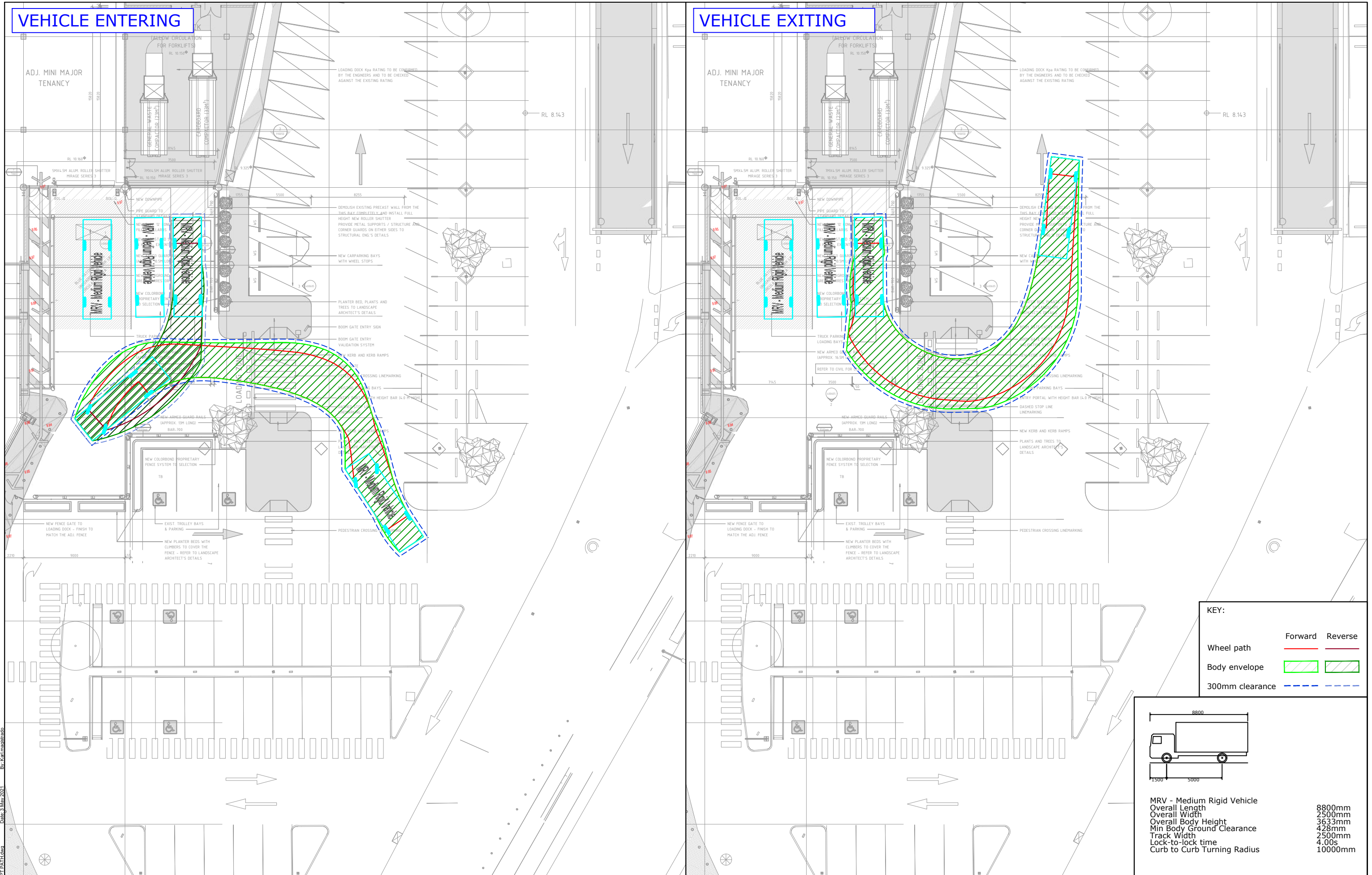
SWEPT PATH ANALYSIS  
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No.	21086CAD003
FIGURE 2	
DATE STAMP	29 APRIL 2021
PROJECT No.	21086
SCALE	1:300 @A3
REV.	A



VEHICLE ENTERING

VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	29/04/21



PROJECT

WARRINGAH WESTFIELD MALL 2

TITLE

SWEPT PATH ANALYSIS  
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No.	21086CAD003 FIGURE 3		
DATE STAMP	29 APRIL 2021		
PROJECT No.	SCALE	REV.	
21086	1:300 @A3	A	