

# **Stockland Glendale Shopping Centre – DA764/2014 for Proposed Expansion**

*Supplementary Statement of Environmental  
Effects (Amended Plans)*

April 2015

Supplementary Statement of Environmental Effects for Amended Plans for  
DA764/2014 for Stockland Glendale Shopping Centre Expansion for Stockland  
Development Pty Ltd

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ATTACHMENTS	Development Plans – Architectural
	Development Plan – Landscape
	Development Plans – Civil

Appendix 1	Transport Report (updated)
Appendix 2	Accessibility Review (updated)
Appendix 3	CPTED Report (updated)
Appendix 4	Waste Management Plan (updated)



## 1.0 INTRODUCTION

This Supplementary Statement of Environmental Effects (SEE) has been prepared by Paradigm Planning & Development Consultants Pty Ltd on behalf of Stockland Development Pty Limited (Stockland) in relation to DA764/2014 for expansion of the Stockland Glendale shopping centre.

Major extensions to the shopping centre were last undertaken in 2005 following approval of DA 4413/2004/A for the addition of the Kmart DDS and additional specialty retail stores. DA764/2014 was lodged on 22 May, 2014 and following initial review and comment by Council and further design review by Stockland, amendments to the proposed development have been made to achieve an improved outcome.

The revised proposal will still introduce additional specialty retail as part of a new enclosed mall area in front of Woolworths and Coles and a new “main street” restaurant strip linking the cinema precinct and the main shopping centre through the carpark. Improvements in servicing arrangements and pedestrian connectivity in particular have been achieved through amendment of the design.

In summary the current proposal comprises:

- Expansion by 7680 m<sup>2</sup> GLA to a total of 58,483 m<sup>2</sup> GLA with the principal changes being:
  - Expansion of Coles supermarket by 1,226m<sup>2</sup> GLA using the space currently occupied by First Choice Liquor (ie no net increase)
  - A new mini-major tenancy of 515 m<sup>2</sup> GLA
  - New restaurant space of 1860 m<sup>2</sup> GLA
  - A net increase in specialty retail tenancies of 5,305m<sup>2</sup> GLA (including 120m<sup>2</sup> of additional kiosks).
- Reconfiguration of parking areas to increase efficiency and maintain 2,277 parking spaces

A more complete description of the proposal is provided in **Section 3.0** of this Report.

This Statement of Environmental Effects describes the proposed development, the physical context in which it is to be established and makes an assessment of the relevant matters for consideration under Section 79C of the Environmental Planning and Assessment Act 1979, (as amended).

This Report should be read in conjunction with the following plans and documentation:-

- Development Plans (architectural) prepared by Stockland Commercial Design Group and dated March 2015 as listed in the drawing schedule below.
- Development Plans (civil) prepared by Northrop, reference Drawing Nos. C00DA – C13DA dated March 2015.
- Development Plans (landscape) SK-01 – SK-04 and DA-L01 – DA-L07 prepared by Sym Studio dated March 2015.
- Traffic Report prepared by Colston Budd Hunt & Kafes dated April 2015 attached at **Appendix 1**
- Accessibility Report prepared by McKenzie Group dated March 2015 attached at **Appendix 2**
- CPTED Report prepared by Paradigm Planning & Development Consultants dated March 2015, attached at **Appendix 3**
- Waste Management Plan prepared by Stockland dated March 2015 attached at **Appendix 4**

# DRAWING SCHEDULE – Stockland Commercial Design

DA0001-B	Cover, Locality Plan & Drawing Schedule
DA0002-A	Existing Natural Site & Built Form Context
DA1001-A	Existing Site Plan
DA1002-A	Existing Ground Floor Plan
DA1003-A	Existing Roof Plan
DA1004-A	Existing Transport & Pedestrian Diagram
DA2001-A	Existing Elevations
DA3001-B	Proposed Site Plan
DA3002-D	Proposed Ground Floor Plan
DA3003-B	Proposed Roof Plan
DA3004-A	Proposed Transport & Pedestrian Diagram
DA4001-B	Proposed Elevations & Sections 01
DA4002-A	Proposed Detail Elevations & Sections 01
DA4003-A	Proposed Detail Elevations & Sections 02
DA4004-A	Proposed Detail Elevations & Sections 03
DA4005-A	Proposed Detail Elevations & Sections 04
DA4006-A	Proposed Elevations of Rear Embankment Parking
DA5001-A	Materials / Finishes

Section 79C of the Environmental Planning and Assessment Act describes the matters to be assessed for development applications.

**(1) Matters for consideration—general**

*In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:*

*(a) the provisions of:*

- (i) any environmental planning instrument, and*
- (ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan, and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,*
- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) the suitability of the site for the development,*
- (d) any submissions made in accordance with this Act or the regulations,*
- (e) the public interest.*

Accordingly, this Supplementary Statement of Environmental Effects provides a description of the development site and the proposed development and then considers the matters relevant to Section 79C under the following sections:

- State and Local Plans
- Prescribed matters under the Regulations
- Likely impacts of the development
- Suitability of the site for the development
- Community submissions and public interest

## **2.0 THE SITE**

### **2.1 Site Location**

Stockland Glendale is located at 10 Stockland Drive, Glendale with frontage and access also to Lake Road. The shopping centre is part of the larger Glendale Regional Centre which is located near Cardiff and is centrally located for the population of the Lake Macquarie LGA.



**Figure 1 – Site Context**

### **2.2 Physical Description**

Lot 1 DP 860494 is irregular in shape with an area of approximately 19.6 ha and a variety of surrounding uses. The site is relatively flat with existing residential development adjoining to the south-west and the Downer EDI railway workshops adjoining to the south-east. The future proposed Lake Macquarie Transport Interchange with new railway station and bus interchange is proposed immediately south of the site close to the existing Target store.

### **2.3 Real Property Description**

The site is described as Lot 1 DP 860494 with frontage to Main Road and Stockland Drive, Glendale.

### **2.4 Site History and Existing Development**

Stockland Glendale shopping centre was originally constructed by Stockland in 1995 as the Glendale Super Centre and opened in March 1996. The original centre was anchored by two supermarkets and a Target discount department store. The centre was expanded in 2005 with the addition of a Kmart discount department store and additional specialty shops.

The shopping centre is the basis of the Glendale regional centre which also includes a Bunnings store not owned by Stockland and the Hunter Sports Centre both of which are located on the northern side of Stockland Drive.

### 3.0 PROPOSED DEVELOPMENT

#### 3.1 The Existing Centre

Stockland Glendale currently comprises 50,803 m<sup>2</sup> GLA of which 25,117 m<sup>2</sup> GLA is occupied by major tenants including Kmart, Target, Woolworths, Coles and Aldi. The amount of floorspace occupied by the various uses is detailed below:

<b>Component</b>	<b>m<sup>2</sup> GLA</b>
Supermarkets/DDS	25,117
Mini-majors	16,950
Specialty Retail/Kiosks	8,736
<b>TOTAL</b>	<b>50,803 m<sup>2</sup> GLA</b>

The existing centre has a U shape configuration without internal mall areas with all major uses facing onto central parking areas. The centre also includes a stand-alone cinema complex located adjacent Stockland Drive to the north of Kmart (included in the mini-major floorspace). Access to the centre is from two roundabouts on Stockland Drive.

A total of 2,300 parking spaces are provided on site with well in excess of half this number located within the main central parking areas. There is also substantial parking around the perimeter of the site.

#### 3.2 The Proposed Centre – 2014 DA

The DA as submitted in May 2014 has three main components being the creation of a new enclosed mall in front of Woolworths and Coles by introduction of a row of additional specialty shops, a food court and creation of a Boulevard “main street” restaurant precinct linking the two sides of the centre across the car park. A further element was the expansion of Coles by taking over the space currently used for First Choice liquor.

The 2014 DA proposed an expansion of the centre by some 5,728 m<sup>2</sup> GLA which would result in a total of 56,531 m<sup>2</sup> GLA.

#### 3.3 The Proposed Centre – 2015 DA Amended

The expansion and reconfiguration of the centre now has two main components being the creation of a new enclosed mall in front of Woolworths and Coles by introduction of a row of additional specialty shops and creation of a Boulevard “main street” restaurant precinct linking the two sides of the centre across the car park. Expansion of Coles by taking over the space currently used for First Choice liquor is as previously proposed.

The proposed expansion of the centre now involves a net increase in floorspace of some 7,680 m<sup>2</sup> GLA taking the centre to a total of 58,483 m<sup>2</sup> GLA (including 5324 m<sup>2</sup> of cinemas).

The proposed expansion by 7,680 m<sup>2</sup> comprises the following components:

<b>Component</b>	<b>m<sup>2</sup> GLA</b>
Expansion to Coles	1,226
Mini-majors net change	-711
New Specialty Retail	5,185
New kiosks	120
New restaurants	1,860

The minor increase in specialty retail space in the amended proposal compared to the DA as originally submitted arises from the deletion of the internal food court to allow more focus on the casual dining precinct and from the extension of the new enclosed mall to create better entry points near Aldi and Target. It should also be noted that the new mall is fully enclosed and climate controlled.

The reconfiguration of the carpark has also been amended to address matters raised by Council in assessment of the original plans and now results in an even more efficient and regular car park layout.



Notwithstanding these efficiencies, the removal of some spaces to accommodate the additional buildings and the spaces lost due to making provision for the future new road link to Pennant Street result in a minor net loss of parking on the site. However, there is still a minor increase in parking around the southern perimeter of the development and also at the rear of Kmart.

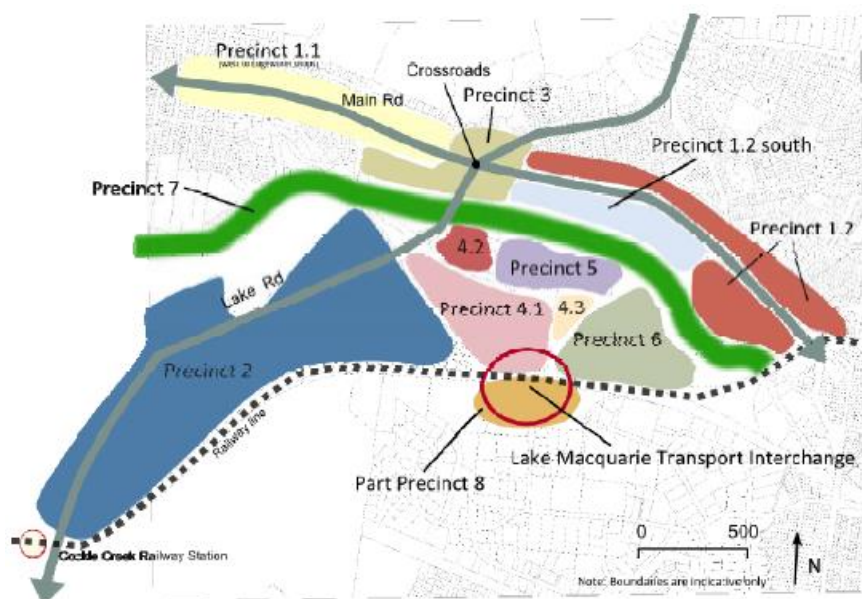
There are no changes to loading docks or servicing arrangements other than the creation of new loading facilities for the restaurant area. In response to comments from Council on the original plans, loading facilities for this precinct have been redesigned to reduce conflict with car park users and pedestrians.

### 3.4 Regional Centre Masterplan Considerations

Glendale is nominated as an important regional centre in the Lower Hunter Regional Strategy and a key component of its future role in the region is the proposed transport interchange with new railway station and bus interchange. These were already important planning considerations when DA 4413-2004 for Kmart was considered in 2004.

Council subsequently adopted the Glendale Regional Centre Masterplan in 2010 which provides a long term vision for the development of the Regional Centre around the proposed Lake Macquarie Transport Interchange.

The Stockland Glendale shopping centre is Precinct 4.1 within the masterplan and is critically important for effective connection to the new railway station when eventually implemented. In the interim, further development of the shopping centre will still be required in stages to maintain its competitive position and important role as a focus of activity. The long term goals for the Regional Centre and LMTI require that the shopping centre remains a focus of activity.



Although the roadworks for Stage 1 of the LMTI will commence shortly resulting in the connection of Stockland Drive to Main Road as well as the existing connection to Lake Road, the timeframe for implementation of the new railway station and bus interchange is unknown. Notwithstanding, the design for the current proposal has been undertaken with consideration for the long term development objectives for the regional centre and to ensure that there are no impediments created for potential future development options. Specifically in relation to concerns raised by Council:

- The additional parking west of Target has been redesigned to allow for the implementation of the Pennant Street link without further modification.
- As noted above, it is acknowledged that the site is likely to be significantly redeveloped in future but the current proposal in no way restricts or precludes options for that potential future redevelopment, including new internal road systems.

We would also note that the type of significant redevelopment to which Council refers would likely only occur with future changes in planning controls for the site given that the existing 13m building height limit would not facilitate such redevelopment.

### **3.5 Employment Generation**

The Economic Impact Assessment of the 2014 DA noted the proposed development would directly generate in excess of 600 jobs during construction and subsequent operational phase of development, with approximately 800 further jobs created in the community through supplier induced multiplier effects. The amended 2015 DA will increase these employment generation numbers slightly due to the slight increase in floorspace proposed.

It is significant that many of these jobs will be available for young people in a location which is accessible by public transport.

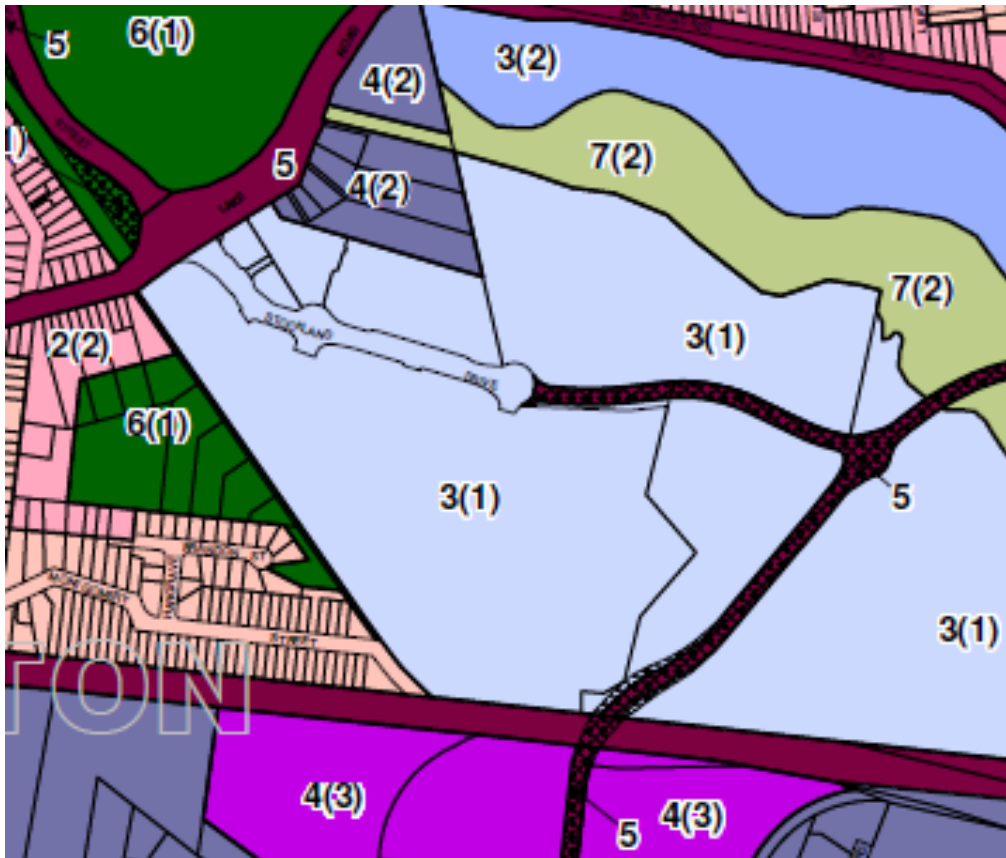
## 4.0 STATE, REGIONAL AND LOCAL PLANS

### 4.1 The Provisions of any Environmental Planning Instrument – s.79C(1)(a)(i)

#### 4.1.1 Zoning - Lake Macquarie Local Environmental Plan 2014

The subject land is currently zoned B3 Commercial Core under Lake Macquarie LEP 2014 which came into effect in October 2014. However, clause 1.8A of the LEP provides a savings provision for existing development applications. As DA764/2014 was lodged in May 2014, the application is to be assessed under the provisions of Lake Macquarie LEP 2004 as if the later plan had not been made.

At the time of lodgement of the DA, the subject land was zoned 3(1) Urban Centre (Core) under the provisions of Lake Macquarie Local Environmental Plan 2004 as shown in **Figure 2**.



**Figure 2 - Zoning**

#### **Zone 3(1) Urban Centre (Core)**

##### **1 Objectives of zone**

The objectives of this zone are to:

- (a) provide land for commercial, retail, recreational and housing uses in a central location, and
- (b) generate viable employment and economic activity, and
- (c) create urban centres for safe and vibrant social, cultural and community activity, and
- (d) create public spaces that are accessible, welcome all people and are a central focus for the community, and
- (e) provide for sustainable water cycle management.

Shops are permissible in the zone with consent, as are restaurants or cafes and a broad range of other commercial and related uses. There is no separate definition of shopping centre or shopping complex. The proposal will therefore primarily comprise construction of new shops, restaurants and cafes as well as alterations and additions to the existing shopping centre. Subject to achieving the objectives of the zone, the development as proposed is permissible with Council's consent.

#### **4.1.2 State Environmental Planning Policy (Infrastructure) 2007**

Clause 85 of the SEPP applies to development on land immediately adjacent to a rail corridor, but only if the development would be likely to have an adverse effect on rail safety, involves metal finishes on a structure or involves the use of a crane in air space above the rail corridor. The proposed development is not considered to meet these criteria and it is therefore not required that Council give notice to the chief executive of the rail authority under clause 85(2).

Similarly, as there is no excavation of more than two metres depth within 25 metres of the rail corridor, concurrence under clause 86 is also not required.

The proposed development is traffic generating development under Schedule 3 of the SEPP (Infrastructure) 2007 being shops in excess of 2000 m<sup>2</sup>. However, the amendments to the plans do not affect the matters on which Roads and Maritime Services have already made comment and further referral under Section 104 of the SEPP is not necessary.

A revised Transport Report is submitted with the application (see Appendix 1) addressing the various changes in car park layout/circulation and the principal access arrangements for the site.

#### **4.1.3 State Environmental Planning Policy No 55 – Remediation of Land**

SEPP 55 requires that Council not determine a development application unless it has determined whether the land is contaminated and if so whether it is suitable for the purpose proposed. As the site is already developed and the proposed development involves alterations to existing buildings and new buildings within the already developed car park area, further investigation is not required in relation to the requirements of the SEPP.

#### **4.1.4 State Environmental Planning Policy No 64 – Advertising and Signage**

The new pylon signs previously proposed at the entry roundabouts off Stockland Drive have been deleted from the amended plans and will be dealt with independently in a separate signage application. There are no other signs proposed to which the provisions of SEPP 64 are applicable and it is therefore no longer relevant to this development application.

#### **4.2 The Provisions of any Draft Environmental Planning Instrument that has been exhibited – s.79C(1)(a)(ii)**

There are no draft environmental planning instruments which have been exhibited which are of relevance to the proposed development.

#### **4.3 The Provisions of any Development Control Plans - s.79C(1)(a)(iii)**

##### **4.3.1 Lake Macquarie DCP No.1 General Principles of Development**

###### Section 2.1 – Environmental Responsibility and Land Capability

As noted above in section 4.1.3, the site of the proposed development is an existing developed shopping centre and as such contamination has previously been assessed by Council in relation to the original development and there are no known contamination issues for the site which would affect the proposed changes to existing buildings or new construction within the existing parking area.

In relation to waste management, the existing centre already has in place effective waste management measures. However, with the introduction of the new restaurant precinct additional waste management procedures will be required and have been documented in the revised Waste Management Plan attached at Appendix 4.

###### Section 2.3 – Economic Impact

The economic impact of the proposed development as originally submitted was been assessed in the report by Location IQ. The report concludes that the proposed expansion of the Glendale centre will have no significant impacts on other competing centres (less than 10% impact in all cases), will not change the relativity of the centre to existing regional centres at Charlestown and Kotara and will have a significant net

community benefit. Although the development now represented in the amended plans is marginally different to that addressed in the report, the differences are not significant in terms of the likely impact of the development.

In excess of 600 new jobs will still be created directly during the construction and subsequent operation of the new development with the latter particularly providing an important increase in youth employment.

#### Section 2.5 – Stormwater Management, Infrastructure and On-site Services

As all of the new construction is to occur within already built and hard surface areas, there will be no increase in runoff from the proposed development and therefore no requirement for an increase in stormwater detention capacity. However, as a consequence of the reconfiguration of the Target car park, there are minor changes to the management of stormwater flows which are shown on the civil plans included with the application.

#### Section 2.6 – Transport, Parking, Access and Servicing

The introduction of the new enclosed mall area and restaurant precinct also results in a reconfiguration of access and circulation through the car parking areas. Two main car parking precincts are retained but partly reconfigured to provide a more efficient parking layout. The amendment of the design has allowed for some further improvements to the car park layout compared to the originally submitted 2014 application in conjunction with resolution of a number of concerns identified by Council with the original application. Revised access for buses as well as traffic movements within the car park are detailed in the revised Traffic and Parking report by CBHK at Appendix 1.

Pedestrian access within and through the car parks is improved as a result of the amended development proposal. The existing covered pedestrian pathway linking from in front of Woolworths to the bus area in front of the cinemas is still retained and the existing covered pedestrian path linking from in front of Coles to the bus area/cinemas is replaced by the Boulevard restaurant precinct which extends the pedestrian connection beyond the cinemas to give improved pedestrian access to Kmart. The existing pedestrian access path from in front of Target is also retained but extended to link with the new Main Street link providing improved connectivity in this part of the site. A shared zone has now been included adjacent the new fruit and vegetable market which will provide a strong pedestrian link from the new enclosed mall to the new restaurant/dining precinct along the Boulevard. Connectivity between the two main car parks is enhanced by this link to facilitate emergency access as well as vehicle movements in non-peak times.

The new configuration extends the protected mall space created along the Woolworths/Coles frontage by the introduction of additional specialty stores. This enables more appropriate entry treatments for the mall near Aldi and near Target as well as still creating clear pedestrian connection points and reducing the existing level of conflict between pedestrians and vehicles circulating on the car park perimeter. The reconfiguration of the car parks also provides an improved basis for possible future development in accordance with Council's vision under the masterplan for a more intensively developed mixed use centre with multi-level parking structures.

Council's previous DCP required parking at a standard of 1 space per 35 m<sup>2</sup> GFA for the majority of uses within the centre which would decrease to 1 space per 40 m<sup>2</sup> GFA if the new DCP 2014 is considered. The expanded centre floorspace under the amended proposal will be approximately 68,800 m<sup>2</sup> GFA which would require a total of 1965 spaces under the current DCP or only 1720 under the new DCP. Although the existing parking supply of 2300 spaces will now be reduced marginally to 2277, this will still be in excess of the DCP requirement for the expanded centre.

Parking aisle widths and parking space dimensions are compliant with the relevant Australian Standards and all loading docks/bays are also compliant.

As noted in the CBHK report, the additional traffic generated by the proposed expansion has already been considered in relation to the roadworks associated with Stage 1 of the Lake Macquarie Transport Interchange and there will be adequate capacity in the local road system for the proposed development.

#### Section 2.7 – Streetscape and the Public Realm

Design of the Boulevard restaurant precinct has been further refined to respond to issues raised by Council in relation to the preliminary assessment of the 2014 application. The new configuration provides enhanced

pedestrian connectivity and improved streetscape with an additional footpath on the south-east side of the dining precinct. It also improves the visual connection between the two parking areas and better connection of the dining precinct buildings with the new enclosed mall by deletion of the internal food court. The use of “green wall” elements to the façade of the new enclosed mall building facing north-east to the car parks will allow these structure to be integrated into the streetscape of the centre.

#### **4.3.2 Town Centres DCP 2012**

Although Council has prepared a draft Area Plan for the Glendale Regional Centre, it has not yet been adopted within the Town Centres DCP and is therefore not a relevant matter under section 79C of the Act. Notwithstanding, as noted by Council the proposal is consistent with the Glendale Town Centre Masterplan and represents an interim stage toward the long term development goals for the Regional Centre.

## **5.0 PRESCRIBED MATTERS – s.79C(1)(a)(iv)**

### **5.1 NSW Coastal Policy**

The Coastal Policy is a prescribed matter for consideration under clause 92 of the Regulations and is applicable to Lake Macquarie LGA. Although the Policy is primarily concerned with natural systems, relevant objectives include minimizing urban impact on the environment and achieving compact and contained urban development. As discussed elsewhere, it is considered that the proposed development will contribute to these objectives by contributing to the long term reinforcement of the Glendale Regional Centre.

## **6.0 LIKELY IMPACTS OF DEVELOPMENT**

### **6.1 Context and Setting**

The proposed development is an expansion of an existing shopping centre generally within the current footprint of the site already developed. The relevant environmental planning instrument (Lake Macquarie LEP 2004) and applicable DCP provide for the expansion of retail facilities in this location. The important role of Glendale as a regional centre and future transport hub are set out in the adopted Glendale Regional Centre Masterplan and the proposed development is an important incremental step in the progressive development of Stockland Glendale toward Council's long term vision for the regional centre. The proposal is therefore in context and appropriate to its setting.

### **6.2 Access, Transport and Traffic**

The development will occur concurrently with Stage 1 of the LMTI works (extension of Stockland Drive and link to Main Road). There will therefore be adequate capacity in the local road system for the additional development proposed. Taking into account changing traffic patterns on Stockland Drive, the CBHK report submitted with the application shows that the two existing access roundabouts on Stockland Drive will still operate with an acceptable level of service well into the future.

### **6.3 Car Parking**

Parking provision will be decreased marginally to 2277 spaces from the existing supply of 2300 but will still be in excess of the amount required under Council's DCP for the expanded development. The small decrease in total parking occurs as the additional parking provided through more efficient car park design and introduction of some additional spaces around the site perimeter for staff parking is not enough to balance the combined loss from increased building footprint and encroachment on the site by LMTI road corridors.

### **6.4 Public Domain**

The proposed development will create an attractive restaurant precinct along the new Boulevard linking from near Coles through to the cinemas and Kmart through the car park. New planting in association with the major reconfiguration of the Target car park as well as careful architectural treatment of the new building elements will provide a net benefit for the quality of public spaces at the centre.

### **6.5 Impacts on the Natural and Built Environment**

#### **6.5.1 Utilities**

The amended proposal will not impose any significant additional burden on utility services in the locality. Water supply, sewer capacity, electricity supply and communications are all adequate for the proposed expansion or capable of augmentation to a standard satisfactory to the relevant utility authority.

#### **6.5.2 Water Management**

Stormwater management will be substantially unchanged as a result of the proposed development. All areas where additional development will occur are already built or hard surface areas.

#### **6.5.3 Soils**

There is no major excavation required for the proposed development and normal erosion control measures during construction will be adequate and appropriate for the development.

#### **6.5.4 Air and Microclimate**

The proposed development will have minimal impact on air quality in the locality. Although there will be a minor increase in traffic attracted to the development there will also be a redistribution of traffic with a more dispersed pattern of movements.



### **6.5.5 Flora and Fauna**

The site is already developed and there are no areas of habitat or native vegetation on the site to be affected by the proposed development.

### **6.5.6 Waste**

The proposal involves additions to the existing shopping centre and will therefore involve additional waste generation. The existing centre already has established waste management measures which are effective and these will be extended to the additional areas (more specialty retail and restaurants). An updated Waste Management Plan has been provided by Stockland and is provided in Appendix 4.

### **6.5.7 Energy**

The potential for energy savings through efficient lighting and air-conditioning systems will be reviewed as part of Stockland's internal and external ESD assessment of the development at detail design stage and appropriate measures included at the construction stage.

### **6.5.8 Noise and Vibration**

The expanded development will not generate any discernable increase in noise in the locality. However, there will be some noise generated during construction. Notwithstanding, there is sufficient mitigation provided by distance to residential receivers.

### **6.5.9 Natural and Technological Hazards**

There is no change to stormwater discharge from the site and therefore no potential for impacts on flooding within the locality.

The site is partially affected under Council's adopted bushfire map. However, only the fringes of the site are affected and only as bushfire buffer areas. The proposed additional development is central to the existing development and therefore clear of any potential bushfire issues at the edges of the site.

## **6.6 Heritage**

There are no items of European heritage within the immediate locality and therefore no impact from the proposed development on any heritage values. The site is already developed and therefore there is no requirement for investigations in relation to Aboriginal cultural heritage.

## **6.7 Social Impacts on the Locality**

The proposed amended development will have a positive social impact through creation of significant additional employment, providing an improved focus for local community activity and provision of a new food focus to supplement the retail function of the centre. Crime risk minimisation has also been considered and implemented through the design as applicable and appropriate.

## **6.8 Economic Impacts on the Locality**

The proposed development will broaden the range of goods and services available to the local community and the significantly expanded food offer will contribute to the broadening role of the centre. The potential economic impacts on other centres in the area have been assessed and are not significant.

The proposed extensions will create jobs in the construction industry with associated multiplier effects. It is significant that a large proportion of the permanent jobs created will be suitable for young people and in a location which is accessible by public transport. It is considered that the proposal will have a positive economic effect on the locality.

## **6.9 Site Design and Internal Design**

The design of the development takes a small step toward the long term reconfiguration of the centre within the context of Council's Glendale Regional Centre Masterplan. It provides a new element to the centres mix (restaurant precinct) which integrates with the entertainment precinct.

The amended design further enhances pedestrian connectivity and safe movement about the site. Minor changes to access to parking areas and between parking areas are made in a way which is convenient for centre users while maintaining the effectiveness of public transport access and bus movements through the site.

#### **6.10 Construction**

The staging of construction activities is important to ensure the centre remains both operational and safe during the construction phase and adequate and accessible car parking remains available. Consideration of programming of works at a sufficiently detailed scale to resolve all issues will occur after the development consent and therefore it is normal for a detailed Construction Management Plan to be submitted and considered as part of the Construction Certificate process.

### **7.0 SUITABILITY OF THE SITE FOR DEVELOPMENT**

The site is suitable for the proposed development as presented as it is envisaged to grow significantly over time to support the public investment in the Lake Macquarie Transport Interchange. The site is well located in the locality and sub-region to provide good access to an improved range of retail and associated facilities for an expanding population. The site is appropriately zoned and the development will take place entirely within areas of the site which are already developed.

### **8.0 COMMUNITY SUBMISSIONS & PUBLIC INTEREST**

In accordance with the Act and Regulations, Council undertook public notification and consultation on the May 2014 development application with no significant objections received. Further notification of the amended proposal is not required and the original submissions received will be duly considered by Council in its reporting and by the Joint Regional Planning Panel in making its determination.

On the basis of the social, economic and environmental factors addressed in this supplementary Statement of Environmental Effects and associated specialist reports, approval of the development would be in the public interest.

### **9.0 CONCLUSION**

The proposed expansion of Stockland Glendale to add a central Boulevard restaurant precinct and additional specialty retail space will have minimal environmental impacts and generally positive social and economic impacts.

Council and the Joint Regional Planning Panel's favourable consideration of the application is therefore recommended by the granting of development consent subject to conditions.