Stockland Development Ltd

Stockland Glendale Shopping Centre – Section 96(2) Modification to DA764/2014 for Proposed Expansion

Statement of Environmental Effects

August 2017

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Planning and Development Consultants Pty Ltd

Statement of Environmental Effects for an application under section 96(2) to modify DA764/2014 for Stockland Glendale Shopping Centre Expansion for Stockland Development Pty Ltd

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Draft	29/08/2017	Draft for client review	IJA/AM/LM
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1.0 INTRODUCTION

This section 96(2) modification submission has been prepared by Paradigm Planning & Development Consultants Pty Ltd on behalf of Stockland Development Ltd (Stockland). The Application seeks Council's consent for the modification of DA 764-2014 for the expansion of Stockland Glendale shopping centre located at Stockland Drive, Glendale.

DA 764-2014 was approved by the Joint Regional Planning Panel on 24 July, 2015 providing for an additional 7680m^2 GLA comprising additional shops and a new restaurant/dining precinct in the centre of the site. Since that approval a separate DA 215-2016 for a car wash was approved on 19 April, 2016 adding a further 36m^2 GLA of floorspace and DA 1330-2017 is currently under assessment for a Carls Jnr burger restaurant which will add a further 270m^2 GLA to the existing centre.

The proposed modification of the approved DA 764-2014 involves only minor alterations to the proposed additional shops and a reduction in the extent of the dining precinct. The changes result in a small reduction in the amount of additional floorspace proposed but the development remains substantially the same as that approved. The principal modifications are:

- Retention of the existing car park arrangement in front of Kmart and Target including the internal roundabout
- Reconfiguration of the proposed casual dining area to be more compact and reduce the extent of intrusion into the centre of the site
- Minor reduction to the extent of the proposed new enclosed mall area with consequent reduction in the increase in retail floorspace
- Removal of the expansion of the Coles supermarket
- Addition of a new pad site behind Kmart fronting the extension of Stockland Drive
- Formally acknowledging a Stage 2 of the development to make the car park amendments required prior to the implementation of the new road for the Pennant Street bridge
- Overall increase in floorspace under the DA reduced from 7680m^2 GLA to 6251m^2 GLA

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

This section 96(2) modification submission 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.

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

- Development Plans (architectural) prepared by Stockland Commercial Design Group and dated August 2017 as listed in the drawing schedule below.

- Development Plans (civil) prepared by Northrop, reference Drawing Nos. C00DA, C10DA, C20DA – C31DA and C40DA dated August 2017.

- Development Plans (landscape) SK-01 – SK-04 and DA-L01A – DA-L07 prepared by Sym Studio dated June 2015 and August 2017.

- Traffic Report prepared by Colston Budd Rogers & Kafes dated August 2017 at **Appendix 1**

- CPTED Report prepared by Paradigm Planning & Development Consultants dated August 2017 at **Appendix 2**

- Waste Management Plan prepared by Stockland dated August 2017 at **Appendix 3**

DRAWING SCHEDULE – Stockland Commercial Design

DA0001-D	Cover, Locality Plan & Drawing Schedule
DA0002-B	Existing Natural Site & Built Form Context
DA1001-B	Existing Site Plan
DA1002-B	Existing Ground Floor Plan
DA1003-B	Existing Roof Plan
DA1004-B	Existing Transport & Pedestrian Diagram
DA2001-A	Existing Elevations
DA3001-E	Proposed Site Plan
DA3002-G	Proposed Retail Floor Plan Stage 1
DA3003-E	Proposed Roof Plan
DA3004-D	Proposed Transport & Pedestrian Diagram
DA3005-B	Proposed Drop-off Zone Locations
DA3006-B	Landscaping Strategy to Service Lane
DA3007-A	Proposed Retail Floor Plan Stage 2
DA4001-C	Proposed Elevations & Sections
DA4002-B	Proposed Detail Elevations & Sections 01 and 02
DA4003	*Deleted*
DA4004-B	Proposed Detail Elevations & Sections 03 and 04
DA4005	*Deleted*
DA4006-C	Elevations Stage 2 Rear Embankment Parking
DA5001-B	Materials / Finishes

Section 96 of the Environmental Planning and Assessment Act provides for the modification of a development consent. The modifications proposed will be considered under section 96(2).

(2) Other modifications

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

(a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and

(b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 5) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and

(c) it has notified the application in accordance with:

(i) the regulations, if the regulations so require, or

(ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and

(d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.

Subsections (1) and (1A) do not apply to such a modification.

Section 96(3) is also applicable and requires Council to take certain matters into consideration in determining the application.

(3) In determining an application for modification of a consent under this section, the consent authority must take into consideration such of the matters referred to in section 79C (1) as are of

relevance to the development the subject of the application.

79C Evaluation

(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 section 96 submission provides a description of the development site and the proposed development and then considers the matters relevant to the modified development for 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.

In April 2016 DA 2015-2016 was approved and a car wash facility built in part of the car park. DA 1330-2017 for a burger restaurant was lodged on 31 July, 2017 and is anticipated to be constructed independently of and prior to any expansion under DA 764-2014.

The first section of Stage 1 of the Lake Macquarie Transport interchange project was completed in June 2017 to extend Stockland Drive along the frontage of the Stockland site and link to Main Road via an extension of Glendale Drive.

3.0 PROPOSED DEVELOPMENT

3.1 The Existing Centre

At the time of approval of DA 764-2014 Stockland Glendale comprised 50,803 m^2 GLA of which 25,117 m^2 GLA is occupied by major tenants including Kmart, Target, Woolworths, Coles and Aldi. This has since increased with the addition of 36m^2 for a car wash facility and it is expected that a further 270m^2 will be added in the near future for a pad site restaurant and these have therefore been considered as part of the existing development for the purposes of this s.96(2) application. The amount of floorspace occupied by the various uses (excluding the separate 5324m^2 cinema building) is detailed below:

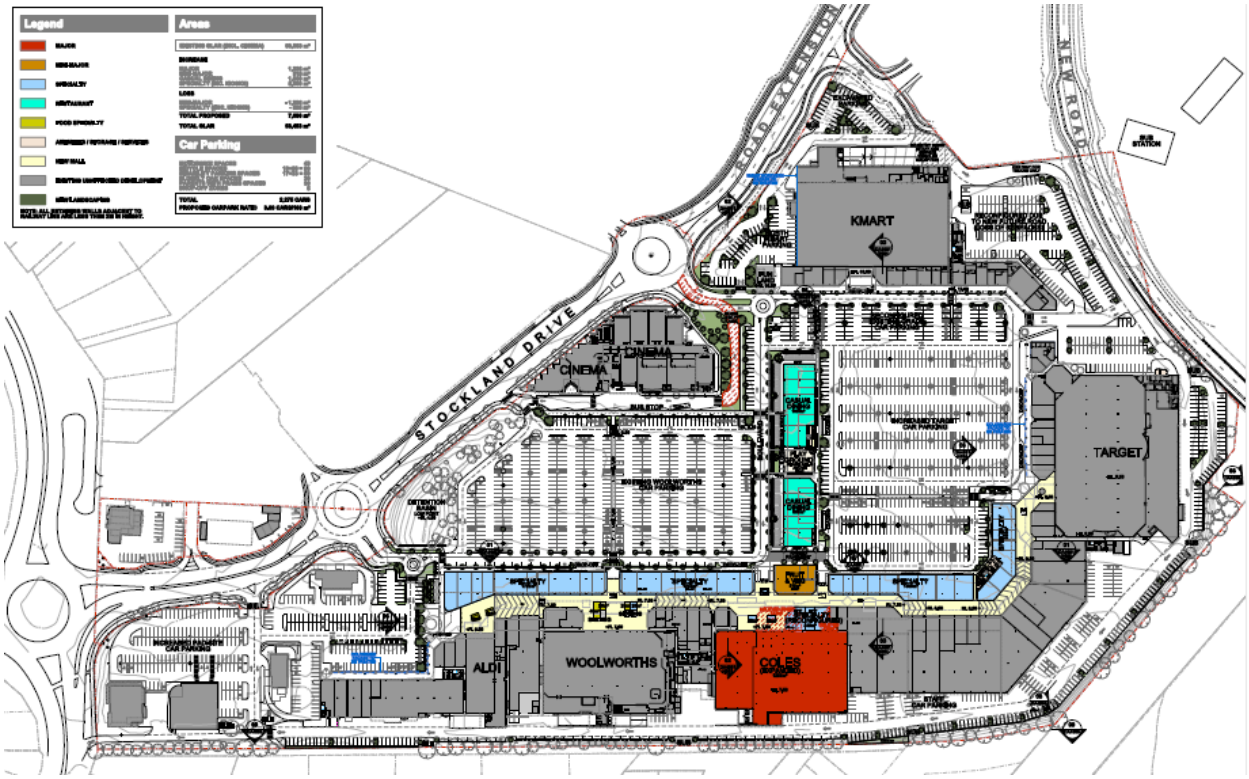
Component	m^2 GLA
Supermarkets/DDS	25,117
Mini-majors	16,950
Specialty Retail/Kiosks	8,772
Pad sites	270
TOTAL	51,109 m^2 GLA

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 the stand-alone cinema complex located adjacent Stockland Drive to the north of Kmart. 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 – DA 764-2014 Development Consent

The approved expansion and reconfiguration of the centre 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 was also proposed.



The expansion of the centre under the approved development involves a net increase in floorspace of some 7,680 m^2 GLA taking the centre to a total of 58,483 m^2 GLA (including 5324 m^2 of cinemas) but excluding the car wash and burger restaurant pad site under separate DAs 215-2016 and 1330-2017 respectively.

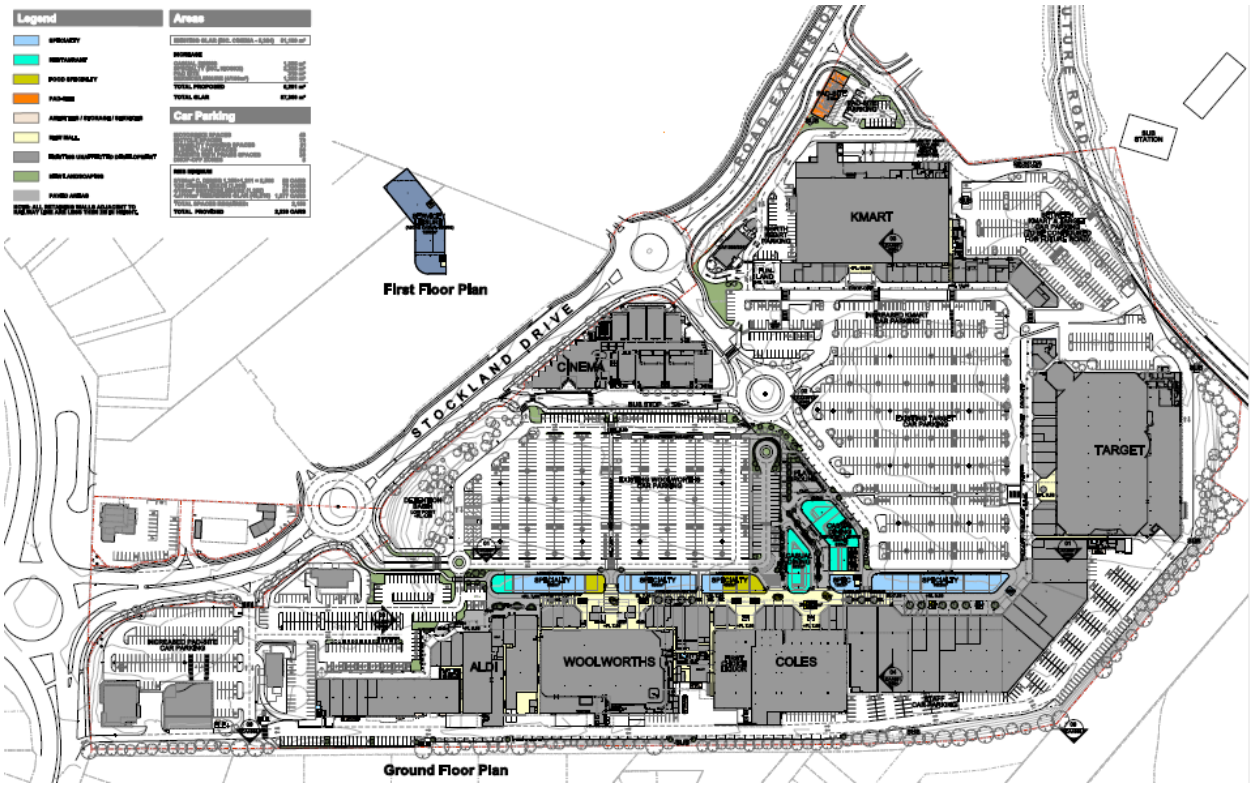
The approved expansion by 7,680 m^2 comprises the following components:

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

The approved development also includes a substantial reconfiguration of the carpark in front of Kmart and Target and an increase in parking around the southern perimeter of the development to provide a total of 2275 parking spaces. Although a small reduction on the existing parking provision at the site this was still substantially in excess of the minimum parking required under Council's DCP and RMS guidelines.

3.3 The Proposed Centre – 2017 Section 96(2) Modification

The expansion and reconfiguration of the centre still 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 restaurant/casual dining precinct extending into the car park along a strengthened pedestrian link towards the cinema complex. However, the extent of the enclosed mall has been reduced from that already approved and expansion of Coles by taking over the space currently used for First Choice liquor is no longer proposed. There is also an additional pad site proposed adjoining the extension of Stockland Drive. Changes to the car park will now be minor rather than the more extensive changes approved for the car park in front of Kmart and Target.



The s.96 modification also includes a formal separation of the car park reconfiguration required to accommodate the new road link for the Pennant Street Bridge. This is now included as Stage 2 and includes the additional parking around the southern perimeter required to compensate for the loss of parking with the road corridor. This has necessitated an additional plan DA3007-A.

The proposed expansion of the centre now involves a net increase in floorspace of some 6251 m² GLA taking the centre to a total of 57,360 m² GLA (including 5324 m² of cinemas) or some 1123 m² less than the previously approved total of 58,483 m² GLA. Note that the latter does not include the 306 m² GLA for the carwash and burger restaurant pad site which have been added by separate DAs since the approval of DA 764-2014 meaning the effective decrease in floorspace is 1429m² GLA.

The floorspace changes as a result of the s.96 modification compared to the approved development will be as per the table below:

Floorspace type	DA764-2014 Approved change m²GLA	Section 96(2) Proposed change m²GLA
Major	+1226	0
Mini-major	-711	0
Casual dining	+1860	+1355
Specialty retail & kiosks	+5305	+3325
Padsites	0	+319
Business premises	0	+1252
TOTAL	7680	6251

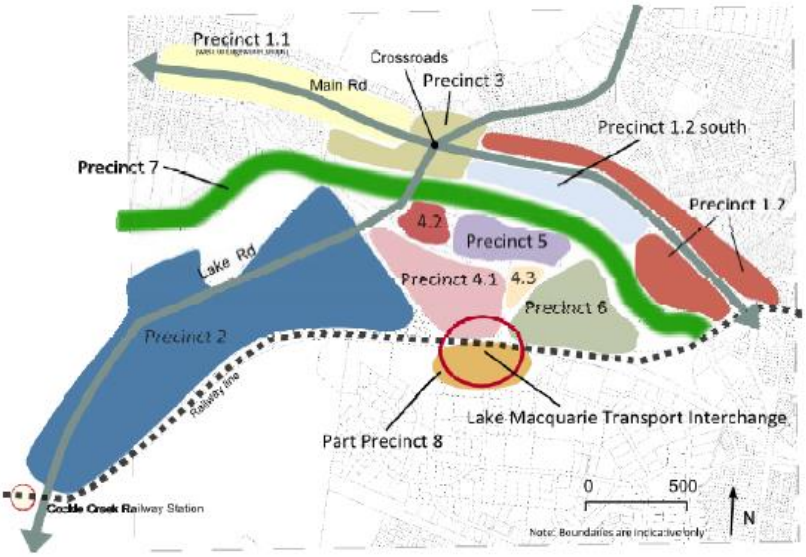
Stage 1 of the development will include 2239 parking spaces which is substantially in excess of the parking required to meet Council and RMS guidelines. Although Stage 2 provides for the loss of site area for the new road link to the proposed Pennant Street Bridge the reconfiguration of the carparking and addition of new parking around the southern site perimeter results in an increase in parking to 2334 spaces.

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 masterplan principles are now reflected in Council's DCP in the Glendale Area Plan.

The Stockland Glendale shopping centre 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. The proposed s.96 modifications do not impact on the recognition of these issues within the approved development scheme under DA 764-2014.



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. As DA DA764/2014 was lodged in May 2014 it was subject to the savings provisions of LEP 2014 and the application was assessed under the provisions of Lake Macquarie LEP 2004 as if the later plan had not been made. However, this s.96(2) application is not subject to the savings provisions.

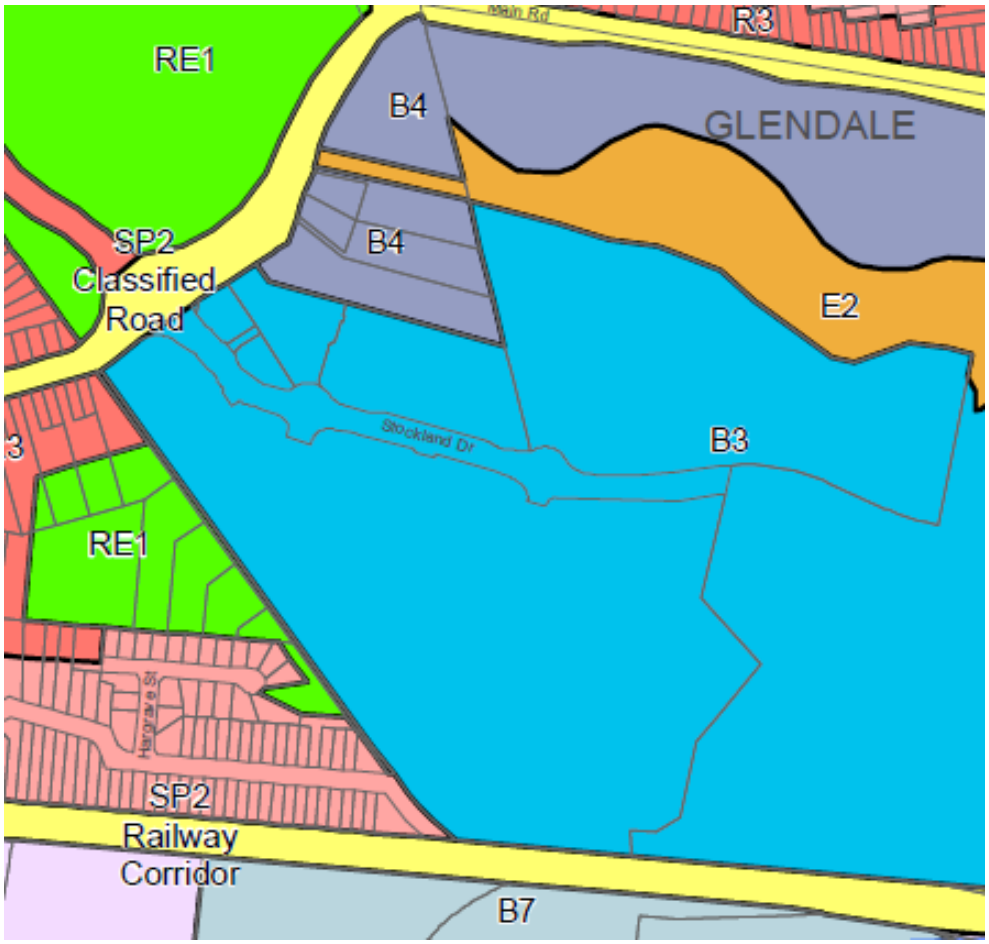


Figure 2 - Zoning

Zone B3 Commercial Core

1 Objectives of zone

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To create urban centres and public spaces that are safe, accessible, welcoming and are a central focus for the community.
- To provide for housing as part of mixed use developments.
- To strengthen the roles of Charlestown, Glendale and Morisset as regional centres.

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 as approved and as proposed to be modified 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, particularly as there are no modifications proposed to the works already approved within this area under DA 764-2014.

The proposed development as modified remains traffic generating development under Schedule 3 of the SEPP (Infrastructure) 2007 being shops in excess of 2000 m^2. However, the modifications to the proposed development will result in a reduction in traffic generation compared to that already approved.

A 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 and modified development.

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. This was considered in relation to DA 764-2014 and the modifications proposed do not introduce any new matters to be addressed. Further investigation is therefore not required in relation to the requirements of the SEPP.

4.1.4 State Environmental Planning Policy No 64 – Advertising and Signage

There are no additional signs proposed as part of the modified development to which the provisions of SEPP 64 are applicable and it is therefore not relevant to this proposed modification of the approved 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 modified development.

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

4.3.1 Lake Macquarie DCP 2014 Part 4 Development in Business Zones

<u>Section 2 – Context and Setting</u>

The modified development is substantially similar to the approved development with a minor decrease in the extent of new building, particularly in relation to the extension of the dining precinct into the car park area. As such, there are no matters in relation to scenic values, geotechnical requirements, mine subsidence, contaminated land or acid sulfate soils which differ from those already considered in the approval of DA 764-2014.

As all of the new construction remains within already built and hard surface areas, there will still be no increase in runoff from the proposed development and therefore no requirement for an increase in stormwater detention capacity. The minor changes required to the management of stormwater flows are shown on the civil plans included with the s.96(2) application which will replace those approved with the original DA.

The Location IQ report submitted with DA 764-2014 concluded 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 modified development now represented in the s.96(2) plans is marginally different to that addressed in the economic impact report, the differences are not significant in terms of the likely impact of the development and will generally be less significant than those already considered in the assessment of DA 764-2014. The modified development will still result in approximately 600 new jobs directly during the construction and subsequent operation of the new development with the latter particularly providing an important increase in youth employment.

Section 5 – Access and Parking

In the approved development, introduction of the new enclosed mall area and casual dining precinct results in a reconfiguration of access and circulation through the car parking areas. This is still the case with the modified development although the changes are less substantial. The modification reverts to the existing access for buses but still makes some other minor changes to traffic movements within the car park areas and these are detailed in the revised Traffic and Parking report by CBRK at Appendix 1.

Pedestrian access within and through the car parks is improved as a result of the modified evelopment 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 dining precinct which still extends the pedestrian connection toward the cinemas.

The modified configuration still creates a protected mall space created along the Woolworths/Coles frontage by the introduction of additional specialty stores. This is proposed to be less extensive to enable improved entry treatments for the mall near Aldi and at the southern end now removed from 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.

Section 5.5 of DCP 2014 requires parking at the rate of 1 space per 40 m^2 GFA for shops and restaurants where the area exceeds 5000m^2 which is applicable for both the additions and the centre as a whole. The minimum parking required by the DCP for the expanded centre under both this modified DA and the separate related DA 215-2016 and DA 1330-2017 would be a total of 1434 spaces, although this would underestimate the requirement for the cinemas. Although the existing parking supply of 2300 spaces will now be reduced marginally to 2239 with Stage 1 of the development, this will still be substantially in excess of the DCP requirement for the expanded centre. Implementation of Stage 2 will increase parking supply to 2334 further increasing the surplus of parking relative to the DCP requirement.

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

As noted in the CBRK report, the additional traffic generated by the approved and proposed modified development 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 given the completion of these roadworks in June 2017.

Section 6 – Development Design

The redesign of the development for the s.96(2) modification application retains the primary characteristics of the approved development with the exception of the addition of a first-floor level of 1252m^2 GLA above the casual dining precinct main building. The new configuration provides enhanced pedestrian connectivity and improved streetscape outcomes.

The modified development will include the same measures in relation to safety and security already addressed with the approved development. An updated CPTED report has been prepared to reflect the modified development plans and is attached at Appendix 2.

Section 7 – Landscape

Design of the modified development has included enhanced landscape outcomes at the entries to the new enclosed mall and also in relation to the revised dining precinct. These are documented in the modified landscape plans by Sym Studio included with the s.96(2) application.

Section 8 – Operational Requirements

Waste management was considered for the approved development and additional waste management procedures added to the effective waste management measures already in place for the existing centre. Although no substantive change is required to the approved waste management plan, an amended plan is included in the s.96(2) application given the change in the development footprint. The revised Waste Management Plan is attached at Appendix 3.

4.3.2 Lake Macquarie DCP 2014 Part 10 Town Centre Area Plans – Glendale Regional Centre

Since the approval of DA 764-2014 Council has added the Glendale Regional Centre to the Town Centre Area Plans in Part 10 of the DCP. As noted for the assessment of the original DA, 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 and this remains the case for the modified development.

Although the DCP now indicates a requirement for a Concept Plan for any future development of the Stockland site, this is not applicable to the current proposed modification of the approved development under DA 764-2014 but will be relevant to any future development application for further major expansion of the centre once the potential future LMTI train station, bus interchange, bus route and pedestrian bridge designs are known.

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, both as approved and as proposed to be modified, 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 approved development is an expansion of an existing shopping centre generally within the current footprint of the site already developed as is the modified development proposal. The relevant environmental planning instrument (Lake Macquarie LEP 2014) 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 reflected in the principles for future development under the Glendale Regional Centre area plan within the DCP. The modified development is still 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

Section 1 of Stage 1 of the LMTI works (extension of Stockland Drive and link to Main Road) has now been completed and there will therefore be adequate capacity in the local road system for the additional development proposed, particularly as the modified development will generate less traffic than the already approved development under DA 764-2014.

6.3 Car Parking

Parking provision will be decreased marginally to 2239 spaces initially 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 is not enough to balance the loss from increased building footprint. In Stage 2 of the development the introduction of some additional spaces around the site perimeter for staff parking and reconfiguration of the area behind Target more than compensates for the encroachment on the site by LMTI road corridor connection for the proposed Pennant Street Bridge.

6.4 Public Domain

The proposed modified development will create an attractive dining precinct linking from near Coles towards the cinemas with less segregation of the main parking areas than in the approved development. Introduction of built elements adjoining the Stockland Drive extension will also enhance this corridor to improve the back of house exposure of the Kmart building.

6.5 Impacts on the Natural and Built Environment

6.5.1 Utilities

The modified 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. Notwithstanding, modified civil works plans including stormwater management have been prepared for the modified design and are included in the s.96(2) application to replace the approved plans.

6.5.3 Soils

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

6.5.4 Air and Microclimate

The proposed modified development will still 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). Only minor changes are required to the Waste Management Plan already approved for DA 764-2014 as reflected in the replacement Waste Management Plan attached as Appendix 3.

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 discernible 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 still 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 and the completion of the extension of Stockland Drive has removed part of the risk area. The proposed additional development as modified is therefore clear of any potential bushfire issues.

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 development, both as approved and proposed to be modified 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, both as approved and proposed to be modified will broaden the range of goods and services available to the local community and the substantially expanded food offer will contribute to the broadening role of the centre. The potential economic impacts on other centres in the area have previously been assessed as not significant and this remains the case with the modified development, particularly as the increase in floorspace is less than previously approved.

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 with respect to the creation of the Glendale Regional Centre. It provides a new element to the centres mix (dining precinct) which integrates with the entertainment precinct.

The modified 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 both as approved and as presented in this s.96(2) modification application 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.

8.0 COMMUNITY SUBMISSIONS & PUBLIC INTEREST

In accordance with the Act and Regulations, Council will undertake public notification and consultation as required. Notification of DA 764-2014 was undertaken with no significant objections received. Any new submissions received from notification of the s.96(2) modification application 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 Statement of Environmental Effects and associated specialist reports, approval of the modified development would be in the public interest.

9.0 CONCLUSION

The proposed expansion of Stockland Glendale to add a central dining 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 this application to modify the approved development under DA 764-2014is therefore recommended by the granting of modified development consent subject to conditions.