

**Application No:** PLM2016/0110

**Meeting Date:** 15 December 2016

**Property Address:** Warringah Mall - 145 Old Pittwater Road BROOKVALE

**Proposal:** Stage 2 Development of Warringah Mall

**Attendees for Council:**

- Adam Mitchell – Planner
- Anthony Powe – Landscape Adviser
- Ben Fallowfield – Senior Environment Officer
- Dean McNatty – Stormwater Assets Engineer
- Dominic Chung – Senior Urban Designer
- Rezvan Saket – Traffic Engineer
- Steve Watson – Roads Assets Manager
- Tony Collier – Senior Planner
- Valerie Tulk – Specialist Floodplain Engineer

**Attendees for applicant:**

- Anthony Iannuzzi – Development Executive (Scentre Group)
- Chris Barnett – General Manager Development (Scentre Group)
- Michael Lee – Traffic Engineer (TTPP)
- Renn Holland (Scentre Group)
- Tim Blythe – Director (Urbis)
- Vijay Prabhu – Senior Consultant (Urbis)
- Wail Thomas – Project Design Manager (Scentre Group)

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**General Comments:**

All applications are assessed on individual merit, however a failure to comply with Council or a State Planning controls will generally indicate an over development of the site and may result in adverse impacts upon adjoining and nearby land and the streetscape.

You are advised to carefully read these notes. If there is an area of concern or non-compliance, you are strongly advised to review and reconsider the appropriateness of the design of your development for your site and the adverse impacts that may arise as a result of your development prior to the lodgement of any development application.

Council will seek to ensure that the development of land meets all provisions of all legislation and the relevant Environmental Planning Instrument/s, in addition to providing appropriate levels of amenity to surrounding and nearby lands.

Failure to achieve this may ultimately lead to the refusal of any application lodged without notice.

## Warringah Local Environmental Plan 2011 (WLEP 2011)

Consideration of the proposal against the Warringah Local Environment Plan 2011

The fundamentals	
<b>Definition of proposed development:</b> (ref. WLEP 2011 Dictionary)	<b>Retail Premises</b> means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following: (a) bulky goods premises, (b) cellar door premises, (c) food and drink premises, (d) garden centres, (e) hardware and building supplies, (f) kiosks, (g) landscaping material supplies, (h) markets, (i) plant nurseries, (j) roadside stalls, (k) rural supplies, (l) shops, (m) timber yards, and (n) vehicle sales or hire premises, But does not include highway service centres, service stations, industrial retail outlets or restricted premises.
<b>Zone:</b>	B3 Commercial Core; and IN1 General Industrial
<b>Permitted with Consent or Prohibited:</b>	Permitted with consent

### Objectives of the Zone

The objectives of the B3 Commercial Core and IN1 General Industrial zone are as follows:

#### Commercial Core

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

#### General Industrial

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*

- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To enable a range of compatible community and leisure uses.*
- *To maintain the industrial character of the land in landscaped settings.*

Comment:

It is considered that the development, as presented, satisfies these objectives.

Principal Development Standards:			
Standard	Permitted	Proposed	Comment
<b>Height of Buildings:</b> <b>Note:</b> Building heights under WLEP 2011 are taken from existing ground level.	11.0m*	Varies	Insufficient detail given to accurately determine building heights.

\*Part G4 of the Warringah DCP 2011 Figure 2 provides maximum Reduced Levels (RLs) that the building cannot exceed.

In any circumstance, should the height of the development exceed that permitted as per the Principal Development Standards, then a Clause 4.6 Exceptions to Development Standards is required to be submitted as per the Warringah Local Environment Plan 2011.

### **Warringah Development Control Plan 2011 (WDCP 2011)**

Consideration of the proposal against the Warringah Development Control Plan 2011

### **Part G: Special Area Controls, G4 Warringah Mall**

This DCP applies to Lot 100, DP 1015283, 145 Old Pittwater Road, Brookvale which is commonly referred to as 'Warringah Mall Shopping Centre'

The objectives of this DCP are as follows:

- *To guide future development within the Warringah Mall Shopping Centre (Warringah Mall) site to 2021.*
- *To ensure development responds to the characteristics of the site and surrounds, and the amenity of the surrounding neighbourhood.*
- *To encourage and facilitate high quality urban design, landscaping, external finishes and signage.*

Comment:

The design proposed at the time of this PLM meeting is considered to generally achieve the objectives of the site-specific DCP, subject to further supporting information being included in the lodgement of any future development applications.

The remainder of these notes will detail elements of the proposal that are supported, and those of which amendment is required.

## **Warringah Development Control Plan – G4 Warringah Mall**

### **Design Quality & Excellence**

- *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.*

The proposed development's consistency with the objectives and requirements of the applicable controls within the *Warringah Development Control Plan – G4 Warringah Mall* are considered in detail below.

### **Requirements**

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.
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.
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.
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.
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.
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.
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.
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 photo-montages are to be submitted with any application to alter or extend the external façade and roof of Warringah Mall.
9. The roof is to be designed so that the visual impact of the roof form is minimised.
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.

### **Building Setbacks and Street Frontages**

#### **Objectives**

- *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.*

Comment:

The plans provided did not contain detail on setbacks, however the design appears to generally comply with setbacks in most areas.

As noted in the meeting, the undulating Condamine Street/Pittwater Road façade does encroach within this setback at varying locations given the non-linear design. Provided that despite these encroachments, appropriate landscaping and pedestrian usability is available along this entire edge, the setbacks proposed are supported.

Requirements	Complies
11. Setbacks are to be consistent with those shown in Figure 2 (refer to the above image - Warringah Mall DCP). 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 park ramps which may project into the setback area as identified on Figure 2.	More detail required
12. In the event that there is a change to the current title boundary, the setback as nominated in Figure 2 is to be measured from the new boundary alignment.	N/A
16. <b>Corner of Cross Street and Green Street</b> 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.	N/A

#### Building Height

##### Objectives

- 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.

##### Comment:

Detail on building height was not provided at the time of the meeting.

The site is subject to an 11.0m building height as per the WLEP 2011, however the site specific G4 Warringah Mall of the WDCP 2011 dictates maximum envelope RLs of the site that, in principle, govern the maximum height. Should the development exceed the 11.0m permitted under the WLEP at any point, a Clause 4.6 Exceptions to the Development Standards is required.

Notwithstanding, from the images shown in the meeting of the development, the scale by virtue of height is generally supported given the unique location of the site. Further this, architectural treatment to boundary-abutting facades will be required to reduce the overall bulk of these facades and to reduce the visual massing of the development.

The design as proposed appeared to satisfy the above, however further perspectives of the development should be provided with the lodgement of any development application.

Note the requirements for Access to Sunlight as per the DCP to ensure that surrounding residential properties are not unreasonably overshadowed by the height of any development.

Requirements	Complies
17. New development is to comply with the maximum building heights as shown at	More

Figure 2 except where provided for in the following requirement.	<b>detailed required</b>
<p>18. Development may exceed the maximum height controls shown at Figure 2 only in the following circumstances:</p> <p><b>(a) Architectural roof features</b> 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"> <li>• satisfies the objectives of the height control, and</li> <li>• comprises a decorative element on the uppermost portion of a building, and</li> <li>• does not include floor space area and is not reasonably capable of modification to include floor space area, and</li> <li>• does not provide access for recreational purposes, and</li> <li>• is not a structure designed specifically for signage or advertising, and</li> <li>• is an integral part of the design of the building in its context, and</li> <li>• will have minimal overshadowing impact, and</li> <li>• does not add to the visual bulk of the building.</li> </ul> <p><b>(b) Plant and equipment</b> 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"> <li>• The height of plant, equipment or access point does not exceed 3.0m.</li> <li>• The total area of the equipment does not exceed 10% of the roof area.</li> <li>• The plant, equipment and access point is integrated with the architectural design of the building/roof.</li> <li>• 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.</li> </ul>	

#### Floor Space

##### Objectives

- *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.*

##### Comment:

Stage 1 of the Warringah Mall development resulted in approximately 8,000m<sup>2</sup> additional GLFA.

This current proposal seeks an additional 21,000m<sup>2</sup> GLFA, resulting in a total increase (Stage 1 and 2) of 29,000m<sup>2</sup> GLFA and thereby achieving compliance with the requirements of the control.

Requirements	Complies
19. The existing centre currently provides 127,878m <sup>2</sup> of Gross Leasable Floor Area (GLFA). The existing shopping centre may be expanded by 35,000m <sup>2</sup> GLFA subject to compliance with all other relevant planning objectives and requirements.	<b>Yes</b>

#### Amenity

##### Landscaping

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**Objectives**

- *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.*

**Comment:**

See comments elsewhere in these minutes from Council's Landscape Advisor.  
In summary, the provision of landscaping is considered complementary to both the site and the Northern Beaches vernacular. Any increase in the provision of landscaping would be supported, and this should be a key feature throughout the design both internally and externally and throughout the varying levels of the development.

<b>Requirements</b>	<b>Complies</b>
20. Landscaping is to be retained and enhanced and provided generally in the zones shown in Figure 8.	<b>Yes</b>
21. The existing mature landscaping at the junction of Pittwater Road/Condamine Street is to be retained where practical and functional for the future design of this precinct. An illustrative example of possible future development outcomes at this location is shown at Figure 9 (refer to the attached G4 - Warringah Mall DCP).	<b>Yes</b>
22. New development along Condamine Street and Pittwater Road is to incorporate landscaping that screens or softens non-active facades or building elements.	<b>Yes</b>
23. Landscaping treatments are to be integrated into the design of new entries to the centre.	<b>Yes</b>
24. Recycled water or harvested rainwater is to be used, where possible, to irrigate new landscaped areas.	<b>Further detail needed</b>
25. Water efficient plants and/or, locally indigenous vegetation should be used to minimise water consumption.	<b>Further detail needed</b>

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**Amenity****Public Art****Objectives**

- *To encourage the use of quality public art to identify and highlight key site entrances.*
- *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.*

**Comment:**

At the time of the meeting, details on public art were not provided. This is to be considered and shown in any development application to satisfactorily achieve the objectives and requirements of the control.

The two most prominent locations suitable for public art (outside of the Mall itself) are the bus stop and the Condamine Street and Old Pittwater Road intersection.

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Requirements	Complies
28. Public art is to be integrated into the design of the primary pedestrian entry adjacent to the intersection of Pittwater Road and Condamine Street.	N/A
29. 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.	N/A
30. 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.	N/A

#### Amenity

#### Advertising and Signage

##### Objectives

- *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.*
- *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.*

##### Comment:

No signage has been considered in the assessment of this proposal. A detailed signage plan is required to be submitted with any future development applications.

Requirements	Complies
31. A 'Signage Strategy' is to be submitted with all development applications proposing a significant increase in floor area or change to external façades of the building. A Signage Strategy must also be submitted with any development application for the provision of signs. The Signage Strategy shall identify the number and location of proposed signs, and demonstrate how the signs will be integrated into the design of the development.	N/A
32. All illuminated signs are to comply with any relevant Australian Standards.	N/A

#### Amenity

#### Safety and Security

##### Objectives

- *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.*

Comment:

Given the prominence and scale of the Warringah Mall site, consideration should be given to the safety and security of pedestrians and patrons. Dark corridors and isolated areas are not supported and are to be replaced by a more suitable measure with sufficient lighting.

As presented, it appears that there are no fundamental issues, however a referral will be sought from local Police to further assess during the assessment of a development application.

Requirements	Complies
33. Development is to be designed to incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public and private places, installation of effective lighting particularly in public spaces and carparks, and the appropriate landscaping of public areas.	Yes
34. The need for technical surveillance which is achieved through mechanical/electronic measures such as the provision of closed circuit television (CCTV), help points and mirrored building panels, is to be addressed in future developments.	Yes
35. New development is to be designed to remove any opportunities for the concealment of crime.	Yes
36. The incorporation of crime prevention measures in the design of buildings and spaces is not to detract from the quality of the urban design of the development and the streetscape.	Yes
37. The development is to be consistent with CPTED principles. A report providing an assessment of the proposal against CPTED principles is to be submitted with all development applications for additions to Warringah Mall.	Yes
38. A draft Operational Plan of Management that outlines the potential measures to be implemented to ensure the safety and security of the public is to be submitted with any development application involving a major expansion of Warringah Mall.	Yes

#### Amenity

#### Social Impacts

#### Objectives

- *To ensure that any potential social impacts resulting from the expansion of Warringah Mall are appropriately managed or mitigated.*

Comment:

The design and concept presented is considered to have no unreasonable or detrimental social impacts.

Requirements	Complies
39. A Social Impact Assessment (SIA) is to be submitted with a development application where there is the likelihood that the proposed development may significantly impact on the following matters: <ul style="list-style-type: none"> <li>• Public Transport</li> <li>• Child care</li> <li>• Accessibility</li> <li>• Health facilities</li> </ul>	Yes

<ul style="list-style-type: none"> <li>• Young people</li> <li>• Facilities for children</li> </ul> <p>Where an SIA is required, a targeted 'Community Stakeholder and Consultation Plan' LINK 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>	
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## Access and Movement

### Road Infrastructure

#### Objectives

- *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.*

#### Comment:

See comments elsewhere from Council's Traffic Engineer and Roads Assets department.

Requirements	Complies
40. Significant additions to the floor area on the site will only be supported if traffic modelling is submitted with the development application which demonstrates that the surrounding road network can accommodate the additional traffic generated and that the network can continue to operate at a satisfactory level as determined by Council and the RTA.	-
41. New development applications for the significant expansion of Warringah Mall are to identify road upgrades and traffic management works in areas adjoining and nearby to the site to adequately accommodate growth in vehicle movements to and from the site. 42. Future development is to incorporate measures to improve vehicle circulation within the site, where relevant.	-
42. Future development is to incorporate measures to improve vehicle circulation within the site, where relevant.	-
43. Vehicle access points from surrounding roads shall be provided in accordance with Figure 10.	-
44. No additional vehicular entries are permitted from Pittwater Road or Condamine Street excluding any future access or egress arrangements for buses associated with the proposed new bus interchange.	-

## Access and Infrastructure

### Pedestrian Access

#### Objectives

- *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.*

Comment:

At present the Mall is a largely car-centric development without one main focal pedestrian access point.

Stage Two must incorporate a formal, clear and desirable pedestrian entrance into the Mall in a prominent position. It is considered that the most logical location for this would be adjacent to the bus stop.

At grade access should be provided at multiple points throughout the development.

Should the current proposal proceed with pedestrian access via a series of escalators, the entry on the main shopping level should be into a lively public area.

Requirements	Complies
45. Main building entry points are to be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve the clarity of a building's address and contribute to visitor and occupant safety and amenity.	<b>Further detail required</b>
46. New development is to ensure that existing pedestrian links from the surrounding area into the site are strengthened in the locations shown in Figure 11.	<b>Yes</b>
47. New development shall incorporate measures to achieve safe and continuous paths of travel from existing or proposed bus stops to the Shopping Centre and throughout Warringah Mall.	<b>Yes</b>
48. New development along the Cross Street / Green Street frontage shall incorporate enhanced pedestrian link(s) through to the existing centre.	<b>N/A</b>
49. Safe pedestrian access is to be provided through the car parks.	<b>Further detail required</b>
50. Where new development is proposed along the Old Pittwater Road frontage of the site, an improved pedestrian link is to be provided from the TAFE site to the pedestrian entrance of the centre.	<b>N/A</b>

Access and Infrastructure

**Public Transport**

**Objectives**

- *To encourage public transport use by improving / enhancing public transport support infrastructure.*

Comment:

Prior to the lodgement of any development application, discussions should be had with Transport for NSW and the RMS for any roadworks or proposed amendment to the existing provision for public transport.

Requirements	Complies
51. A single integrated bus interchange for the site is to be provided. The interchange is to be located on the eastern side of the site, generally north of the intersection of Pittwater Road and Condamine Street. The interchange is to be capable of accommodating both the existing local and commuter bus networks and growth in the number of bus services to the Mall. The indicative integrated bus interchange zone is illustrated in Figure 11.	Further discussions required with Transport for NSW.

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:

- a. The establishment of a clear physical nexus between the stage of works and the location of the proposed new bus interchange;
- b. The ability to properly integrate the future development with the new interchange.
- c. 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.
- d. 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.
- e. The widening of Pittwater Road along the frontage of the site north of Condamine Street.

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.

The final design of the integrated bus interchange must consider the views of Council, NSW Transport and Infrastructure, the RTA, the STA and private bus operators.

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.

## Access and Infrastructure

### Parking Facilities

#### Objectives

- *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.*
- *To ensure adequate provision of end of trip shower and locker facilities for employees of Warringah Mall.*

#### Comment:

Car parking –  
21,000m<sup>2</sup> GLFA – therefore requiring 861 additional car parking spaces – 900 provided.

Requirements	Complies
52. 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.	<b>Yes (see above)</b>

53. Provision is to be made for the parking of motorcycles in easy to access and clearly visible locations.	<b>Expected</b>
54. Car and motorcycle parking space dimensions must comply with the relevant Australian Standard. Note. AS/NZS 2890.1:2004 Parking Facilities - Off-street car parking applied at the time this DCP was adopted.	<b>Expected</b>
55. Bicycle parking and storage facilities shall be provided for any additional floor area proposed to allow parking or storage of a minimum number of bicycles, in accordance with the following; <ul style="list-style-type: none"> <li>• Bicycle storage facility – 1 per 300sqm</li> <li>• Bicycle parking facility – 1 per 500sqm</li> </ul> This required provision may be reduced having regard to: <ul style="list-style-type: none"> <li>(a) The expected number of employees, and their likely or desired use of bicycles for travel to and from work.</li> <li>(b) The expected number of visitors, and their likely or desired use of bicycles to visit the development.</li> </ul>	<b>Expected</b>
56. Bicycle parking and storage facilities shall be designed in accordance with the relevant Australian Standard. Note. AS2890.3 - 1993 Parking facilities – Bicycle parking facilities applied at the time the DCP was adopted.	<b>Expected</b>
57. Adequate shower and change room facilities for staff shall be located close to secure bicycle storage facilities.	<b>Expected</b>

## Environmental Management

### Stormwater Management

#### Objectives

- *To ensure that future development on the site conforms with the principles for the development of flood prone land as set out in the NSW Government's Floodplain Development Manual, 2005.*
- *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.*

#### Comment:

See comments below from Council's Development and Flooding Engineers.

<b>Requirements</b>	<b>Complies</b>
58. Water quality control measures are to be provided in accordance with the adopted Northern Beaches Stormwater Management Plan and Council's Water Sensitive Urban Design Policy.	-
59. Ground level development is to be avoided in the locations of the proposed concept drainage augmentation system as conceptually illustrated in Figure 12 and in accordance with Council policy PAS – PL 130: Building Over or Adjacent to Constructed Council Drainage System and Easements.	-
60. Ensure that all new development on the site does not adversely impact upon the stormwater drainage system and any overland flow path through the site.	-

61. Ensure that all new development on the site does not adversely affect flooding conditions in existing development located both internal and external to the site.	-
62. New buildings or extensions involving habitable areas are to be designed to prevent the entry of stormwater for floods up to 100 year ARI and all new habitable floor levels are to have a 500mm freeboard to the 100 year ARI flood.	-
63. Structural measures are to be implemented on the site as part of any significant alterations to existing buildings that will ensure affected habitable floor levels have a 300mm freeboard to the 100 year ARI flood.	-
64. Structural measures are to be implemented on the site that ensure that overland flows are conveyed through the site in a low hazard nature for floods up to 100 year ARI. All new structural measures are to be confined, as far as is deemed practicable, to the site.	-

### Referral Body Comments

<b>Development Engineers</b>	<p>The proposed works are located over the proposed twin culverts that were approved under DA2008/1742. Council's Water Policy and Technical specification – Building over or adjacent to Constructed Council drainage systems and easements, outlines the following:</p> <ol style="list-style-type: none"> <li>that Council does not favour structures over pipelines / culverts</li> <li>Council may permit structures over pipelines / culverts provided that they meet the minimum access / clearance requirements</li> <li>Structural clearances for footings including zone of influence</li> </ol> <p>Council also does not approve tree planting over Council drainage systems as the roots often damage the infrastructure and cause blockages creating flooding and structural issues.</p> <p>In DA2008/1742 – Condition 65 outlines that the <u>land owners</u> are responsible for the ongoing maintenance, structural inspections and renewal of the trunk drainage network through the site. In this regard it is recommended that the applicant carefully considers Council's water policy in the design process to ensure that adequate provisions are made for maintenance, structural inspections and renewals.</p> <p>Link – Water Policy – Building over or adjacent to constructed Council drainage systems and easements – Technical Specification:  <a href="http://www.warringah.nsw.gov.au/sites/default/files/documents/general-information/engineering-specifications/building-over-or-adjacent-constructed-council-drainage-systems-and-easements-technical-specification.pdf">http://www.warringah.nsw.gov.au/sites/default/files/documents/general-information/engineering-specifications/building-over-or-adjacent-constructed-council-drainage-systems-and-easements-technical-specification.pdf</a></p>
<b>Traffic Engineers</b>	The following comments are provided given that the information

	<p>provided regarding the traffic implication of the proposal is at preliminary stage:</p> <ul style="list-style-type: none"> <li>- A network modelling comprising all surrounding streets is to be undertaken. The access driveways are to be considered in the traffic modelling. A micro-simulation modelling is suggested to be able to visualise the impact.</li> <li>- The driveway design including width, queuing area and etc. is to be in compliance with Australian Standards AS2890.1:2004.</li> <li>- Adequate number of service bays accommodating the largest vehicle anticipated to access the site is to be provided on-site and designed in accordance with AS2890.2:2002. A swept path analysis is to be provided demonstrating that the largest vehicle would be able to manoeuvre in and out of the service bays as well as the driveway in forward direction. Service vehicles internal circulation area is to be separated from other vehicles.</li> <li>- A comprehensive traffic and parking report is to be provided including the traffic analysis and implication on surrounding road network, as well as parking provision, road safety matters and car parking and driveway design.</li> <li>- A comprehensive Construction Traffic Management Plan is to be submitted as part of the DA.</li> </ul>
<b>Road Assets</b>	<p>At the time of writing these notes, Council's Road Assets team has not provided comments.</p> <p>Road Asset comments will be finalised and sent as a separate attachment.</p> <p>Enquiries can be directed to Steve Watson on 9942 2111.</p>
<b>Landscape Officer</b>	<p>Proposed landscaping should provide a lush, verdant, relaxing character to the site.</p> <p>As such, liberal use of tropical feel plants such as <i>Livistona australis</i>, <i>Howea fosteriana</i> and lush evergreen trees shrubs and groundcovers are supported.</p> <p>The use of green walls to carpark façade may be considered to assist in softening the building and creation of a special character to the site.</p>
<b>Urban Design</b>	<ul style="list-style-type: none"> <li>- Proposed building height to comply with 11m LEP2000 requirement and DCP masterplan.</li> <li>- Coordinate link bridge connection across Pittwater Road to Community Health building under construction. It would be preferable to be able to access shopping centre at the elevated crossing level to activate/ encourage</li> </ul>



	<p>pedestrian usage.</p> <ul style="list-style-type: none"> <li>- Majority of shoppers would be arriving by public transport in the future with the starting of the B-line bus services. As such entrance to the shopping centre from the Pittwater bus stop area should be well defined as the symbolic welcoming front facade to Warringah Mall ie. it should not feel like a secondary entry through a car parking area.</li> <li>- Existing Mall Music/ cineplex building located at Condamine Street and Pittwater Road junction is a prominent visual approach point. As such, proposed new building form should acknowledge symbolic gateway to Brookvale centre. Original proposal to demolish Mall Music/ cineplexes and replace the corner with a landscaped treatment as a bookend to the golf course green on the other side of Condamine street is commendable especially with the difficulty in locating deep soil for decent size trees on the Pittwater/ Condamine street setback areas due to stormwater works.</li> <li>- Shadow diagrams to be submitted for shadow impact to surrounding residential areas.</li> </ul>
<b>Flood Engineers</b>	<p>The Stage 2 area of works is partially flood affected, with low to extreme flow hazard in the vicinity (according to Cardno's "Managing Flood Risk at Warringah Mall – Flood Management Plan", Sept 2015). Most of the flow is low hazard along the western side of the proposed car parking area, however there are some areas identified as high or extreme hazard near the north-west corner of the proposed car park.</p> <p>The applicants are already running a computer model to investigate flooding. They need to ensure that:</p> <ul style="list-style-type: none"> <li>- Car park floor levels are set at or above the 1 in 100 year flood level. The installation of movement devices may be required for protection against the movement of vehicles in a PMF;</li> <li>- New habitable floor levels are set at or above the Flood Planning Level, which is 0.5m higher than the 1 in 100 year level;</li> <li>- There is no net reduction of flood storage on the floodplain below the Flood Planning Level, and no detrimental impact on flooding for neighbouring properties;</li> <li>- There is an overland flow route available for flood events larger than the 1 in 100 year event;</li> <li>- New building works and services are designed to withstand the hydraulic forces of the 1 in 100 year flood</li> </ul>

	<p>event; and</p> <ul style="list-style-type: none"> <li>- Hazardous chemicals are not to be stored in areas under the Flood Planning Level.</li> </ul>
<b>Strategic Planning</b>	<p>Over the past decade Brookvale has been, and continues to be, recognised in State Government planning policy as a component part of a major centre for the Northern Beaches region, being the Brookvale–Dee Why Strategic Centre. In response to this, Council is currently preparing a Structure Plan for Brookvale to guide its future growth and its future sustainability as an employment hub for the Northern Beaches.</p> <p>The draft plan has not yet been released for public exhibition. However, the investigation area for the project includes Warringah Mall and the Structure Plan will recognise Warringah Mall as an important element in the planning for Brookvale.</p> <p>In this context, the following comments are made in respect of the proposal presented to Council at PLM2016/0110.</p> <p>Strategic Planning supports the Urban Design comments provided in these notes and requests that the Stage 2 design particularly addresses the following areas of concern:</p> <ol style="list-style-type: none"> <li>1. <b>Pedestrian access - Pittwater Road/ Condamine Street site frontage.</b> <p>This should be readily accessible from the proposed B-Line stop, catering for all mobility needs with the minimum of difficulty. It should be pedestrian friendly and safely separated from vehicular access. There should be safe, clear and mobility friendly access both into and out of the shopping centre. It should contribute to an active street frontage and integrate good urban design so that, at the street presentation, it adds to the quality of the streetscape. Multiple pedestrian access points are desirable to create site permeability and hence integration of the site with the wider Brookvale centre, however, the main pedestrian entry point should be at the B-line stop/bus interchange. The design of this access is important as this will be the main point of arrival for those not driving to the shopping centre.</p> </li> <li>2. <b>Activation of the Pittwater Road/ Condamine Street frontage.</b> <p>The plans propose a building located along the Pittwater Road frontage that provides a car park at its first two levels and extends some 150m along this frontage. This runs the risk that the development will visually 'turn its back' to Pittwater Road. Architectural solutions are needed to ensure that this frontage, at the street level, promotes pedestrian activity and thereby contributes to the creation of an active and safe pedestrian environment. This will be one of</p> </li> </ol>

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actions that the proposed Brookvale Structure Plan will seek to encourage throughout the Brookvale retail centre. The location of the B-line stop on the Warringah Mall site, makes this street activation even more important and provides a great opportunity to create an attractive, integrated and functional design solution, as the pedestrian gateway to Warringah Mall.

**Public Transport (buses and taxi) interchange within the site.**

Plans indicate that the interchange will be located adjacent to the Pittwater Road frontage of the site. Architectural solutions are needed to ensure that the interchange will be of adequate size and seating capacity, will provide all weather protection and be able to cater for all current and future bus and taxi movements. It must also address all mobility needs optimising ease and safety of use. The interchange presents a further opportunity to provide articulation within the street presentation and contribute to a visually active street frontage.

(Note: The current bus interchange located within Warringah Mall is heavily used by the elderly and the young, given its ease of access, ample seating and protection from the weather).

Strategic Planning acknowledges that the plans presented to PLM2016/0110 are preliminary and that greater detail is required before a thorough assessment of the proposal can be made against the above areas of concern. To better understand the proposal, Strategic Planning will be meeting with Urbis over the coming weeks.

Also, before further assessment of these matters can be made the proponent should provide evidence that it has the support of the relevant NSW Government agencies and public transport providers, in relation to:

- All proposed ingress and egress arrangements from Pittwater Road, and
- Any provisions being made within the site for bus stops, bus lanes and public transport interchange facilities and assurances that these are compatible with the requirements of public transport providers and their facilities on Pittwater Road.

The proponent should also seek advice from relevant public authorities confirming the intended future locations of pedestrian crossings along the Pittwater Road/ Condamine Street frontage, including the pedestrian overhead bridge which links to the Brookvale Community Health Centre, the B-line and bus stops on the eastern side of Pittwater Road and the commuter carpark to

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be provided within.

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### Other Relevant Environmental Planning Instruments/SEPPs

You are advised that the following Environmental Planning Instruments apply to the development:

- SEPP No. 55 – Remediation of Land;
- SEPP No. 64 – Advertising and Signage (if required);
- SEPP (Infrastructure) 2007; and
- Warringah Local Environment Plan 2011.

### Relevant Council Policies

You are advised of the following (but not limited to all) Council's policies available at [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au):

- Applications for Development - Policy for the handling of unclear, non conforming, insufficient and Amended applications: PDS-POL 140
- Stormwater drainage for low level properties PDS-POL 135
- Building over or adjacent to constructed Council drainage systems and easements: PAS-PL 130
- Common vehicular access to multiple properties: LAP-PL 310
- Development Applications relating to trading hours under the Liquor Act 1982: LAP-PL 610
- Vehicle access to all roadside development: LAP-PL 315
- Waste PL 850

### Required Documentation

- All information required to be submitted under Schedule 1 of the Environmental Planning and Assessment Regulation 2000;
- All information as required on the Development Application form checklist;
- Site Analysis (prepared in accordance with Schedule 8 of WLEP 2000);
- Site Survey (prepared by a registered Surveyor);
- Statement of Environmental Effects addressing:
  - Section 79C of EPA Act,
  - All relevant sections of WLEP 2011, including demonstrating consistency with the Commercial Core and General Industrial zone and the compliance with the Height of Buildings Development Standard.
  - All relevant sections of WDCP 2011;
  - Other relevant Environmental Planning Instruments.
- Geo-technical report;
- Preliminary Site Contamination Assessment;
- Phase 1 Site Contamination Assessment;
- Access Report;
- BCA Report;
- Traffic and Parking Report;
- Public Art Plan;
- Crime Prevention Through Environmental Design (CPTED) assessment;

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- SEPP 65 Design verification statement from a qualified designer;
  - Residential Flat Design Code (Assessment against the rules of thumb);
  - Digital Fly Through of the proposed development;
  - Model of the proposed development;
  - Shadow diagrams (including elevational shadow diagrams);
  - Photo montages;
  - Landscape Plan showing the layout of the landscaping within the site and the selection of species;
  - Waste Management Plan;
  - Building Height diagram – showing any portion of the building that exceeds the maximum RL as shown in Figure 2 of Warringah Development Control Plan 2011 – Part G4.
  - Stormwater Management Plan;
  - Erosion and Sedimentation Plan;
  - Colour and Materials Schedule;
  - Lighting Plan (including Lux Diagrams) if necessary;
  - Signage Plan (if required);
  - Cost Summary Report, if the cost of works exceeds \$100,000. This report is to be in addition to the Estimated Cost of Work options in Part 2.3 of Council's Development Application Form.
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### **Concluding Comments**

These Minutes are in response to a pre-lodgement meeting held on 15 December 2016 to discuss application PLM2016/0110 for Stage 2 Development at the Warringah Mall site (145 Old Pittwater Road BROOKVALE NSW 2100). The Minutes reference preliminary plans prepared by Scentre Group dated 06 October 2016.

The meeting held introduced new information to Council about the subject development which largely clarified prior concerns that had been noted.

Generally the development is considered to be consistent with the Master Plan for the site and can be supported.

The following points should be considered as planning advice:

- Should the Mall Music building be kept as opposed to becoming landscaped space, a brief concept plan for what is envisioned for this space should be provided to Council with any application, so as to demonstrate how the objectives of the DCP can be achieved.
- The scale of the Condamine Street/Pittwater Road frontage should be relative to human scale and not appear imposing or overbearing. Appropriate architectural treatment and landscape buffers can achieve this.
- Emphasis on pedestrian entrance nodals should be made to create clear and desirable entry points, particularly from the bus stop and sky bridge landing. An at-grade entry point into the Mall from the bus stop would be desirable.

Further to the above, it is noted that Council's Strategic Planning team is having a further meeting on 2 February 2016 to discuss the proposal with Scentre Group.

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Based upon the above comments you are advised to satisfactorily address the matters raised in these minutes prior to lodging a development application.

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#### **Other Matters**

- **Requirement to Submit Correct, Clear and Accurate Information at Lodgement**

You are advised, that if an application is unclear, non-conforming or provides insufficient information, or if Council requests additional information in accordance with Clause 54 of the EPA Regulations 2000 and it is not provided within the specified time frame, a development application may be rejected or refused without notice.

The time to discuss and amend your design is prior to lodgement of your Development Application, as there will be no opportunity to do so during the assessment process.

- **Privacy and Personal Information**

You are advised that Council is legally obliged to make Development Applications and supporting documents available for public inspection – see section 12 of the Local Government Act 1993. We do this at the Customer Service Centre and by placing copies of the applications and supporting documents on the Council website.

Should this proposal result in a development application being lodged these notes will form part of the development application documentation that will appear on Council's website – DA's online. [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au)

- **Monitoring DA progress after lodgement**

Once lodged you can monitor the progress of your application through Council's website – DA's online. [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au)

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