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Record of Comments

arising from the

Warringah Mall State Significant Development Application No. SSD-83464714
Community Consultation Face-to-Face Session 2

Held on 12 August 2026, 6pm-8pm

at the Community Room above Westfield Warringah Library

Prepared for

Participants from the Community Consultation Face-to-Face Session 2

Prepared by

Urban Concepts

21 September 2026

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Urban Concepts has taken every care to ensure that the comments raised by the participants have been faithfully represented and recorded. If there are comments that have not been recorded or recorded incorrectly we apologise for any misunderstanding and advise that it has not been deliberate.

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Warringah Mall State Significant Development Application No. SSD-83464714 Community Consultation Face-to-Face Session 2

12 August 2026, 6pm-8pm

Urban Concepts advises that 28 people participated in the Warringah Mall redevelopment Community Consultation Face-to-Face Session 2.

The following project representatives participated in the Community Consultation Face-to-Face Session and responded to questions raised by participants during the facilitated question and answer session:

- **Mark Grant**, *Senior Development Executive, Integrated Mixed-Use Development* (Scentre Group)
- **Emily Wombwell**, *Partner* (SJB Architecture and Urban Design)
- **Frankie Layson**, *Partner* (SJB Architecture and Urban Design)
- **Tim Blythe**, *Partner* (Urbis)
- **Jeffery Baczynski**, *Practice Leader Transport Advisory* (SLR Consulting)

The following comments were recorded during the facilitated question and answer time.

COMMENT/QUESTION	CONSULTANT RESPONSE
What will ordinary apartments cost? What indicative sale prices or weekly rents are being considered for the ordinary Stage 1 dwellings, excluding social and affordable housing?	The project team said it was too early to provide specific prices. The team said pricing would be influenced by market conditions at the time of construction. It also noted that the site is some distance from the beach and that lower apartments would have limited views, which could create a more affordable entry point than properties in beachfront locations.
Are 1,600 dwellings required for the project to be viable? If the planning capacity is approximately 1,300 dwellings, does the project require 1,600 dwellings to be viable?	The project team said 1,600 dwellings were required for the overall project to be viable, but the development would be staged. It is envisaged the proposal would initially seek approval for approximately 1,300 dwellings, subject to the relevant traffic and infrastructure modelling. The additional 300 dwellings would not automatically be approved. In or around 2046, the proponents would need to update the traffic model and demonstrate that the network could support further development. If the updated modelling did not support the additional dwellings, the final 300 would not receive approval.

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COMMENT/QUESTION	CONSULTANT RESPONSE
How would the development impact property values and lending in the area? A resident working in finance expressed concern that a large number of new dwellings could lead to oversupply, potentially reducing property values and causing lenders to tighten loan-to-value ratio (LVR) requirements or restrict lending in the postcode. How is this risk being considered?	Scentre Group indicated it would only proceed if the project remained financially viable. Any impacts on property values, lending restrictions, or market demand would be reflected in the project's feasibility, and if conditions did not support development, the company would continue operating the shopping centre without proceeding. It was also noted that the proponent has opened discussions with community housing providers about potential affordable or build-to-rent housing options, which could deliver more effectively managed affordable housing outcomes if they prove feasible.
Is approval being sought for all 1,600 dwellings now? Is the current approval request for the full 1,600 dwellings?	The project team said the approval pathway would have two elements: • Approval for the first building (Stage 1 310 apartments), which has been designed in more detail. • Approval of building envelopes or a broader concept master-plan framework for later stages. The proponents said they would not be able to proceed with later buildings beyond the initial approximately 1,300 dwellings unless they were supported by future traffic modelling.
What assumptions underpin the traffic modelling? Does the traffic model assume that all planned development across Brookvale will occur?	The team said the modelling was based on the broader Brookvale Precinct, not only the Westfield site. It included assumptions about development occurring throughout the Precinct as provided for in the Northern Beaches Council Planning Proposal. The team explained that by 2046 the actual amount of surrounding development might be different from the assumptions used today. If less development occurred across the Brookvale Precinct, there could potentially be more traffic capacity available than currently forecast; alternatively, changes in travel behaviour could produce different outcomes. The traffic model would therefore need to be reviewed before any additional dwellings were approved.
What is the community receiving in exchange	The project team said the proposal would redevelop approximately four hectares of land surrounding the mall, including: • Around one hectare associated with Dale Street and related road infrastructure.

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COMMENT/QUESTION	CONSULTANT RESPONSE
for the additional height? A resident described the proposal as a social contract: the community would accept a significant increase in cumulative building height in exchange for public benefits such as open space and community facilities.	• Cycleways and other active-transport connections. • More than half a hectare of parks or public open space. • Landscaping, paving, lighting, street furniture, playgrounds and barbecues. • Approximately 2,000 square metres of community space. The team said the alternative would be to spread more buildings across the site, potentially reducing the size and quality of the open spaces. Its preferred approach was to concentrate buildings in fewer locations and use the resulting land to create public spaces and connections.
Does the traffic study include the NSW Local Medium Rise Housing reforms? Does the traffic modelling account for the NSW Government's Local Medium Rise Housing reforms and the additional development occurring across the Northern Beaches?	The team said the modelling did include the broader impacts of the Local Medium Rise Housing reforms. It referred to approximately 3,700 additional dwellings in the relevant modelling, of which roughly 900 were associated with Local Medium Rise Housing. The model was described as a localised component of a broader strategic model for Sydney. It included both: • Broader demographic and development assumptions across Sydney; and • Specific development assumptions for the Northern Beaches and Brookvale area. The team said Local Medium Rise Housing was a separate NSW Government initiative allowing additional medium-rise housing in selected areas, including near major centres and transport locations.
What does LMR mean? What does the term "LMR" stand for?	LMR was explained as Local Medium Rise Housing. The team said the reforms allow additional medium-rise development in certain residential areas, potentially including buildings of approximately three to six storeys depending on the zoning and location.
Will affordable housing remain affordable permanently? Will the proposed affordable housing be provided in perpetuity, or will it revert to ordinary market housing after 15 years?	The current proposal was described as a potential 15-year arrangement with a registered community-housing provider. The team said the final arrangement was still being considered and that the term could vary depending on the ownership and operating model. The response indicated that the current offer was not intended to be permanently characterised as affordable. However, the team said community-housing providers often prefer a defined-term model because it allows them to manage capital and move on to other projects after the agreed term.

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Why is the survey's "excitement" question compulsory? Why does the survey require people to select five things they are excited about? A resident said this could skew the consultation results by making the community appear more supportive than it is.	The project team explained that the compulsory format resulted from the structure of the SurveyMonkey platform used for the feedback form. It said the purpose of the question was not to measure overall support for the project, but to help guide Scentre Group's potential community-benefit investment across different aspects of the proposal. The team said many of the listed items related to the community-benefit components. It was also stated that: • Respondents could use the open-ended question to explain that they did not support the project or did not regard any option as exciting. • Complaints about the question would be recorded in the consultation outcomes report. • Positive, negative and other feedback would be reported. • The survey design issue would be taken into account for future consultation. Another participant suggested that the survey could be revised or replaced to avoid the platform limitation. The facilitator said this would be taken on board.
Has glare or reflected sunlight been assessed? What analysis has been undertaken of reflected sunlight from the proposed glass towers, particularly for residents in Beacon Hill and Allambie Heights?	The project team said reflectivity would be assessed as part of the formal development-application process. It stated that the first-stage building was covered by the current design and testing work. The team indicated that later-stage buildings had not yet been designed in sufficient detail to provide the same level of certainty. Additional information should therefore be provided in the final application for both reflectivity and façade treatment.
Where will the car parking be located? Where will approximately 1,600 car spaces be provided?	The team said each stage would include its own parking. For Stage 1, parking would be provided: • In the podium behind apartments. • Alongside loading and servicing areas with waste facilities integrated into the podium. • In one basement level. The same general approach would be used for later stages.

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COMMENT/QUESTION	CONSULTANT RESPONSE
How were the 1,600 car spaces calculated? Why does the proposal provide approximately 1,600 car spaces for approximately 1,600 dwellings? Does that amount equal roughly one space per dwelling?	The team said the figure was derived from maximum state-level parking rates for the proposed dwellings. It stated that the proposal would work within the parking rates applied through Council's Brookvale transport strategy.
How many new homes are planned across Brookvale? A resident referred to several different figures, including approximately 3,000 dwellings in Council planning material, more than 4,000 dwellings in the broader area and a Northern Beaches housing target of approximately 5,900 dwellings. They were concerned that the Westfield site could deliver an excessive proportion of the area's growth.	The team said the Government had not yet released targets beyond 2029, but future targets were likely to continue. It said the figures discussed related to a longer period extending toward 2041 or 2046. The team also said: • Brookvale was one of the Northern Beaches' primary growth areas. • Frenchs Forest was another major growth area. • The Westfield Warringah Mall proposal should not be considered in isolation from the broader precinct plan. • Brookvale had become a key focus after the Ingleside housing project was rejected because of bushfire risk. The precise dwelling totals should be verified against the relevant planning documents because several figures were discussed informally during the session.
How many visual impact viewpoints have been assessed? How many key locations were used for the visual-impact assessment, particularly on the Beacon Hill escarpment?	The project team said approximately 20 locations had been assessed overall, including approximately three locations on the escarpment. However, the team acknowledged that the visual-impact work was still being completed and will seek to incorporate community feedback into the final visual impact assessment.
Will residents be able to nominate additional view locations?	The project team said residents would be able to assess view impact when the Visual Impact Assessment report is available during the formal exhibition and submissions process.

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COMMENT/QUESTION	CONSULTANT RESPONSE
A resident said that their home would be affected by several towers and that the selected viewpoints might not adequately represent their outlook.	
Could the proposed height set a precedent for more 39-storey towers? Could approval of this proposal lead to 12 or 13 additional 39-storey towers elsewhere in Brookvale?	The team said the proposal's height was justified by the specific characteristics of the site, including: • Its location at the B-Line stop. • Its role as the principal centre of Brookvale. • The planned open space and community facilities. • Its position as a major destination and transport node. The team said approval of one site would not automatically determine the height of other sites, which would need to be assessed in their own planning context.
Will the B-Line cope with additional residents? How will the proposal affect B-Line capacity, particularly current queues and the frequency of services during peak periods?	The response said the modelling assumed approximately a 5% increase in public-transport use over the relevant planning horizon. The lead time for the first stage would allow Transport for NSW and other authorities to address: • Bus-driver recruitment. • Fleet replacement. • Fleet improvements. • Service-level issues. • Capacity constraints. Information was not available about forecast queue lengths or waiting times at the Warringah Mall B-Line stop.
What will be the impact on Military Road and the Spit Bridge corridor? How much worse will traffic become on Military Road and around Spit Bridge as a result of the proposal and the wider Brookvale growth plan?	The team said Council had assessed the wider corridor and that some locations might experience additional pressure but said these would be offset by improvements elsewhere along the corridor. The response was corridor-wide rather than a project-specific forecast and did not provide a numerical estimate of additional travel time or traffic volume.
How much will the B-Line queues increase?	The team acknowledged that it had not assessed the specific queue length or waiting time at that individual bus stop. It had assessed the additional transport use associated with the site, but not the detailed operational outcome at that location.

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COMMENT/QUESTION	CONSULTANT RESPONSE
Question: Has the project team calculated how long queues and waiting times will become at the B-Line stop?	
Will construction create noise and disruption for 20 or 30 years? A local resident who works from home and has a young grandchild asked how the project would manage the noise and disruption associated with a potentially 20- to 30-year construction period.	The project team said Scentre Group had extensive experience managing construction near residential areas. It referred to construction-management plans involving: • Detailed logistics planning. • Daily delivery schedules. • Scheduling deliveries outside peak hours. • Managing construction activities to minimise disruption during key working hours. The resident asked whether the project representative would sell their home if they were in the same position. The representative indicated they would not sell, because the proposed amenity would improve livability and future opportunities. This was a personal opinion rather than a technical commitment about construction and project impacts.
When will the public park and green space be delivered? A resident was concerned that the major "green" components would not be delivered until Stage 3, potentially around 12 years into the project. They asked how that could be reconciled with Stage 1 being focused on housing for families.	The team said Stage 1 would include an approximately 1,100-square-metre pocket park and community space. It stated that the community space could potentially provide facilities such as: • Library. • Co-working space. • Meeting rooms. • Other community uses. The space would be operated by Council. Scentre Group would work with the Council to determine the final uses.
Is Stage 1 pocket park large enough? Is an approximately 1,100-square-metre park sufficient to serve residents of the new apartments and the wider community?	The project team said the pocket park would not be the only communal space. It referred to additional communal facilities within the buildings and said the project would provide a public component that would not normally be present in many residential developments.

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Will the existing trees be removed? Will the established trees along Cross Street and near the B-Line be removed, and what replacement planting is proposed?	The project team said the existing trees were located within the area identified for Cross Street widening. That widening, including a cycleway and footpath, was described as a requirement of the structure plan. The team provided the following figures: • Approximately 272 existing trees within the development footprint. • Approximately 130 trees proposed to be removed. • Approximately 142 existing trees retained. • Approximately 258 new trees planted. Approximately 400 trees would be present after completion, according to the response.
Will local schools have enough capacity? Will the project provide additional school facilities or an extension for public-school students, given the expected increase in families?	The team said the identification of Brookvale as a growth area would be taken into consideration by government agencies for the future planning of education, health, transport, emergency services and other infrastructure. The social-impact modelling was said to indicate approximately 12 additional students per year group associated with the relevant families, or approximately three to four additional students per year group spread across several public and private schools. The team said staged development would give government time to plan for population growth.
Will air quality and industrial emissions be assessed? How will the project address air-quality risks from an existing chemical factory that residents believe releases toxic fumes in the Brookvale industrial area?	The project team said air-quality assessments are often undertaken as part of development applications, especially where residential development is proposed near industrial uses. However, it was not able to confirm during the session what specific air-quality work had already been completed. The team acknowledged that: • Industrial and residential uses could coexist in the broader precinct. • Council was seeking to retain much of Brookvale's industrial land. • The suitability of interfaces between industry and housing needed detailed assessment • Air quality could also be affected by nearby roads and traffic. • Building design could address some risks through ventilation systems, filters and other measures.

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	The team asked the resident to provide the precise location of the facility so it could investigate further.
How do other Scentre Group centres operate without rail access? Do other Scentre Group shopping centres rely primarily on buses, and how does the company manage the capacity and access issues associated with bus-based transport?	The project team said Scentre Group operates approximately 42 shopping centres in Australia and New Zealand, including centres not serviced by rail, referring to Eastgardens as one example. The team said it considered public and active transport important and had worked with transport authorities on other master-planning projects. It referred to examples in Queensland where rapid-transit buses connect with suburban bus networks through an interchange. The Council-related response said the Brookvale traffic modelling was conservative and assumed only about a 5% shift toward public transport or cycling over 15 years.
What is the ground condition beneath the site? Given concerns that the site may contain old swamp or soft ground, what geotechnical investigations have been undertaken to support 39-storey buildings?	The project team said it had historical geotechnical information covering approximately 40 to 50 years. Additional investigation had been undertaken in an area where previous data was limited, particularly near Pittwater Road and Condamine Street. The response stated that: • The sandstone founding layer varied across the site. • It was approximately five metres below ground on the western side. • It reached approximately 15 metres below ground in other areas. • The Stage 1 site had a deeper feature, with the founding level reaching approximately 25 metres. • The site appeared to contain an old geological creek or channel. • The water table was very high. • A basement was not proposed in that location because it would require ongoing pumping of groundwater. • Deep piles would likely be required.
The shadow diagrams seem to underestimate shadowing onto neighbouring residential pockets. A resident raised concerns that the proposed building heights could result in significant and permanent	The team said the earlier comments referred to the shadow impacts of an individual tower rather than the overall development. The project team will undertake further shadow and view analysis for the affected area, including assessing impacts on surrounding properties and comparing outcomes with Council's master plan benchmarks. The additional analysis will help determine the extent of any overshadowing and ensure the proposal aligns with planning requirements.

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COMMENT/QUESTION	CONSULTANT RESPONSE
overshadowing of nearby homes, particularly between William Street, Robert Avenue and Quarry Road, leading to a loss of winter afternoon sunlight. The shadows calculated throughout the day seem inaccurate.	
QUESTIONS ON NOTICE	
Indicative sale prices and rents for ordinary Stage 1 dwellings.	Scentre Group advises that sale and rental prices for Stage 1 dwellings have not been determined.
The exact legal definition and delivery mechanism for “affordable housing.”	Scentre Group advises to refer to the following link: https://www.nsw.gov.au/sites/default/files/noindex/2024-11/nsw-affordable-housing-ministerial-guidelines-2023-24.pdf
The exact number of dwellings assumed in the traffic model, including Local Medium Rise Housing.	Scentre Group advises that the traffic modelling is based on the Northern Beaches Council model and are unable to verify the detailed assumptions underpinning that modelling.
The precise location and timing of the public open spaces.	Scentre Group advises that the locations of the public open spaces are set out in the concept plan; and the timing will be determined by a number of factors, not limited to consent authority support and market dynamics.
Additional visual-impact viewpoints on the Beacon Hill escarpment.	Scentre Group advises that the visual impact report will be published as part of the State Significant Development Application, and the visual assessments will be prepared having regard to relevant planning requirements, recognised industry practice and established legal principles.
School-capacity planning and whether any expansion is proposed.	Scentre Group advises that Brookvale is identified as a strategic urban centre. Proposals of this nature provide a long-term framework that supports state and local government planning for future social infrastructure requirements, including education, health and justice.
The proposal for, or feasibility of, using the bus-depot site as an alternative location for additional height.	Scentre Group advises that this site is currently fully utilised and performs vital support functions for the public transport network. Scentre Group is not aware of any plans to relocate these functions or dispose of the site.

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