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Record of Comments

arising from the

Warringah Mall State Significant Development Application No. SSD-83464714
Community Information Webinar

Held on 10 August 2026, 6pm-7:30pm

on Zoom Webinar

Prepared for

Participants from the Community Information Webinar

Prepared by

Urban Concepts

21 September 2026

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Disclaimer

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 Information Webinar

10 August 2026, 6pm-7:30pm

Zoom Webinar

A recording of the webinar is available to view on the UrbanTalk Project Listing.

Urban Concepts advises that 29 people participated in the Community Information Webinar.

The following project representatives participated in the Community Information Webinar 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
How will the project affect views and amenity from the west? Question regarding clearer information about impacts on views and amenities from Allambie Heights, Manly Vale, Beacon Hill and Narraweena. Specific request for a topographical cross-section showing how the project could affect residents in those locations.	The project team explained that cross-sections had been prepared as part of the environmental assessment documentation. The team noted that Council's master plan already contemplated an uplift of a similar scale and that the proposed built form was generally located in the same area identified by Council. It was suggested that the visual impact would be comparable with the outcome contemplated in Council's master plan.
Will existing residents be compensated for lost amenity? Question asking how existing residents would be compensated for construction impacts over approximately 20 years, traffic congestion, noise	The project team acknowledged that the skyline and views would change but said the project would not eliminate views entirely. It referred to view-sharing principles and said the proposal concentrated height on only a limited part of the site. For construction, the team said it had more than 65 years' experience developing shopping centres and would seek to minimise impacts by limiting construction during peak hour times and indicated that construction traffic management plans would be

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COMMENT/QUESTION	CONSULTANT RESPONSE
and dust, and loss of views after construction?	prepared. These had worked successfully for several previous developments undertaken by Scentre Group.
Could there be a win-win solution using lower buildings? Suggestion that Scentre Group should consider a more inclusive approach that retained the 25-storey height limit, rather than concentrating additional height on the Westfield site. He asked whether the community, Council and project team could work together on a solution that avoided excessive height, above-ground parking and other site-specific compromises. He also suggested that development should be spread more broadly across Brookvale and the Northern Beaches.	The project team said Brookvale, Mona Vale and Frenchs Forest had all been identified as locations for future housing growth. It also acknowledged that Ingleside had not proceeded because of constraints including bushfire risk, which meant a greater proportion of housing had to be accommodated in places such as Brookvale. The team said the Warringah Mall site was particularly important because: • It is in single ownership. • It can be developed with greater certainty and momentum. • It is located on the Pittwater Road corridor where the B-Line and other transport modes connect. • It has been identified as the appropriate location for Brookvale's town centre. • It can accommodate open space and community facilities. The team said concentrating density around the town centre and public transport was an established planning principle. It also stated that the proposal was not seeking more than approximately 1,300 dwellings by 2046 based on the initial traffic-supported scenario. According to the response, additional heights were needed to fund and deliver more than $170 million of infrastructure and public-realm investment, including: • A new Dale Street. • Three new parks. • Community facilities. • Affordable housing. The team suggested that reducing building heights would require additional buildings, potentially placing buildings in the area set aside for the town-square or open-space areas.
What community facilities will be provided? What community facilities would be incorporated into the project.	The team referred to the existing library within Warringah Mall, which it described as approximately 2,300 square metres and provided to Council under a cost-free lease. The proposed community facility would operate on a similar basis, with Council ultimately determining the use in consultation with the community. Potential uses mentioned included: • Library space. • Mixed-use community facilities. • Studio or creative-work spaces. • Meeting rooms. • Other facilities identified through Council's research and community-needs assessment.

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COMMENT/QUESTION	CONSULTANT RESPONSE
	The final mix of uses had not yet been determined.
Why would affordable housing be located toward the western boundary? Whether it was appropriate to place the affordable housing in a more remote part of the site, away from the main public transport, parks and other amenities.	The project team said there were several possible ways to distribute the affordable housing across the site. It explained that some community-housing providers preferred a single building because it was easier to operate and manage. The team also said the location was close to where prospective residents will be working as well as other essential services, examples including: • Warringah Mall. • Bus services. • TAFE. • Light industrial factories • Childcare and care-sector employment. • Grocery and daily services. • New bus interchange. It estimated that the B-Line would be approximately a three- or four-minute walk away.
Why do the buildings need to be so tall? Why the buildings needed to be so tall and whether a maximum height of 20 storeys would be sufficient.	The project team said the site had a limited developable footprint. The proposed height was intended to allow the project to provide more space at ground level for: • Warringah Green. • Other parks and open spaces. • Roads. • Pedestrian and cycle connections. • Public facilities. The team said concentrating development into approximately seven building footprints allowed it to preserve and enlarge the ground-plane spaces. It described the proposal as distributing height across the site to achieve public benefits at ground level.
Where will construction workers park? Where construction workers would park during the estimated 20-year construction period.	The project team said a construction-traffic-management plan was being developed. For the first building, it was considering an area generally south of Block 1 for construction-worker parking and associated construction logistics. The team said construction parking and laydown areas would be sequenced as the project moved through later stages. It acknowledged that the logistics would be complex and would need to be managed progressively.
Why is housing concentrated in	The project team said Brookvale was an important employment destination and that Council was seeking to retain businesses, services and industrial land. Spreading residential development

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Brookvale rather than spread across the area? Why housing was not spread more broadly throughout Brookvale instead of being concentrated in towers of up to 39 storeys.	more broadly could remove employment land and reduce the suburb's ability to support local services and jobs. The team also referred to broader metropolitan growth pressures, stating that Sydney's future development would involve greater density than in the past, particularly in locations near transport and town centres. The team emphasised that the quality of the ground plane, including public spaces and pedestrian experience, was also an important consideration and not only the height of the buildings.
Can local power and sewer infrastructure support the project? Will local electricity, water and sewer infrastructure accommodate the proposed development?	The project team said it had undertaken extensive modelling and testing of water, sewer, electricity and related infrastructure. For water and sewer, it said the site was well serviced by Sydney Water and that no major trunk upgrades were currently anticipated as a direct result of the development. It noted that service relocations and new connections would still be required. For electricity, the team said existing capacity was expected to support approximately the first 900 apartments, potentially covering the first 10 to 15 years. It said a power upgrade would likely be needed by the time the third or fourth building was developed. The timing of that upgrade was still being refined and would form part of the project's infrastructure and feasibility planning.
What planning has been undertaken for schools and hospitals? The webinar asked what discussions had occurred about capacity for schools, hospitals and other social infrastructure as part of the State Significant Development process.	The project team said the development would take approximately 20 years to complete, with the first building potentially not completed until around 2031 if the project was approved and progressed. It said the long-term planning process would give government agencies time to plan for: • Schools. • Hospitals. • Health services. • Other social infrastructure. The team said an expert social-infrastructure assessment had been undertaken. Its forecast was approximately 12 additional students per year group across Years 1 to 12 once the project was complete. The response also noted that state infrastructure contributions and local infrastructure contributions would be payable. These contributions would assist with broader government-funded infrastructure, including schools and hospitals.
Could affordable housing be provided in perpetuity? A participant asked whether the affordable-housing component could be	The project team said it had spoken with approximately a dozen community-housing providers. Many preferred a defined-term arrangement because they did not necessarily have the capital to fund major apartment upgrades after 15, 20 or 25 years. The team said some providers preferred to:

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maintained permanently rather than being provided for a limited 15-year period. The concern was that if all affordable housing were delivered in Stage 1, the affordability period could expire before the full project was completed.	• Operate the dwellings for a defined period. • Focus on identifying and supporting appropriate key-worker tenants. • Move to a newer building at the end of the term. • Apply their capital and expertise to another project. The team said it was also speaking with providers that might take a longer-term approach. It acknowledged that a perpetual model was difficult but said it was investigating options to maximise the amount and duration of affordable housing within the project's feasibility constraints.
Will the proposal receive government funding for roads and transport? A participant asked whether the NSW Government had committed to funding roads and transport improvements required by the project, and what those improvements would look like.	The project team said Council had identified approximately 20 potential upgrades for the surrounding road network as part of its detailed traffic modelling. Its stated intention was that developers within the precinct would contribute equitably to those works. There will additionally be cycle and pedestrian facilities implemented too. The team said Cross Street and Pittwater Road were important constraints for movement into and out of the site and that an upgrade was intended to be delivered with Stage 1.
How will accessibility and mobility be improved? How would accessibility and movement around and through the mall be improved?	The project team said accessibility would be substantially improved compared with current conditions. It referred to detailed public-domain planning, including: • Accessible footpath levels. • Modern pram-ramp and wheelchair ramps standards at new intersections. • East-west pedestrian routes. • North-south pedestrian routes. • Accessible crossings between blocks. • A raised intersection within the site. • A flush transition between the proposed parks. • A more direct connection between the B-Line and the centre. The team said accessibility would be considered around every building and street, and that the result would be significantly better than the current arrangement.
How will noise from construction and air-conditioning systems be managed? A participant said existing noise from the mall's air-	For construction noise, the team said it would use: • A construction-management plan. • Baseline noise monitoring. • Defined construction hours. • Noise limits.

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COMMENT/QUESTION	CONSULTANT RESPONSE
conditioning equipment already travels up the hill to surrounding residents. They asked how the project would prevent additional noise from construction and the new towers	For operational noise from the new buildings, the team said Stage 1 would use multiple smaller air-conditioning units located discretely on each level rather than one large plant installation. The team also said: • Acoustic requirements applied to new dwellings. • Existing mall noise would be considered. • Plant could be acoustically attenuated. • The design would respond to traffic noise from Pittwater Road. • Continuous verandas and solid balustrades could assist with noise management. • Acoustic reporting would form part of the environmental-impact statement documentation.
Will the bus stops, pedestrian bridge and lifts be improved? A participant commented that the existing Warringah Mall bus stops, pedestrian bridge and lifts were in poor condition, with lifts that were unpleasant to use and noise around the bus stop at night. They asked whether the new high-rise development would make the situation worse.	The project team advised that the existing infrastructure would be integrated into the new development and enhanced as part of the project. The intention is to deliver improved amenity, safety and functionality for people using the area.
Why was the survey question about excitement compulsory? A participant raised the earlier complaint that SurveyMonkey required respondents to select five things they were excited about before submitting the survey. They said this could skew results and make the project appear more popular than it was.	Urban Concepts advised the compulsory setting resulted from the way the SurveyMonkey questionnaire had been configured. It was not intended to skew the results. The intent of the question was to provide Scentre Group with feedback about where the community would like to see public benefit investment directed. It was also suggested that: • Respondents could use the proceeding open-ended question to state that nothing excited them. • Respondents could explain that they selected options only because the question was compulsory. • These comments would be included in the consultation record. • The survey did not record respondents' names or email addresses. • Responses were anonymous under the relevant privacy policy.

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COMMENT/QUESTION	CONSULTANT RESPONSE
	• A written response would be sent to the person who had previously raised the concern. A representative of Scentre Group also said the company had privacy policies in place and that it did not have access to respondents' identities through the survey.
Could affordable housing be delivered earlier and for longer? A participant returned to the issue of affordable housing and asked whether a different process could avoid affordable housing expiring before the overall project was complete.	The project team acknowledged that the seven proposed buildings could take more than 20 years to deliver. It estimated that each building could contain approximately 10 to 20 affordable-housing dwellings, depending on the final design. The team acknowledged the possibility that the affordability period for the first building could expire before the final building was completed. It said it was exploring alternatives to provide more affordable housing earlier and retain it for as long as possible.
Why is the affordable housing in one building and away from the rest of the community? Why is affordable housing proposed in one building in a relatively remote location rather than being distributed across the precinct.	The project team said community-housing providers had responded positively to the location because it was close to: • Warringah Mall. • Bus services. • TAFE. • Employment opportunities. • Childcare. • Care-sector workplaces. • Groceries and other daily needs. The team said the location was approximately 200 metres from the mall and that residents could walk to services. It also referred to the potential for a three- or four-minute walk to the B-Line. The response framed the location as operationally convenient for key workers, particularly people working in schools, care services, childcare, retail and local industry.
How will wind impacts be managed? A participant asked what treatments would be used to avoid wind-tunnel effects similar to those experienced around towers in Dee Why.	The project team said a wind-analysis report had been prepared as part of the environmental-assessment documentation. The analysis had identified potential interventions across the street network, including: • Canopy trees. • Awnings. • Other public-domain wind-mitigation measures. The team said existing wind conditions on the site were generally favourable, but areas with higher wind exposure would receive additional treatments to improve comfort in the public domain.

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COMMENT/QUESTION	CONSULTANT RESPONSE
QUESTIONS ON NOTICE	
The option to send anonymously has been disabled in this Q&A.	The Q&A participant details were kept private whilst the webinar was recorded, and only visible to the panel and facilitator.
At Rhodes there is an indoor sporting facility integrated - will there be anything like this?	Scentre Group advises they are proposing a multi-purpose community space. It would be provided as a shell space, and Scentre Group would work closely with the Council to ensure it caters to the needs of the community.

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