

An aerial photograph of a coastal town, Dee Why, showing a dense residential area with many houses and some larger commercial buildings. The town is situated on a peninsula, with the ocean visible in the background. The text 'Planning Proposal Request' is overlaid in white on the bottom right of the image.

Planning Proposal Request

Dee Why Town Centre - Site B

Revision B – July 2014

urbis

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1 Introduction

1.1 OVERVIEW

This report has been prepared by Urbis on behalf of the Meriton Group (Meriton) to initiate the preparation of a Local Environmental Plan ('LEP') to amend the development standards relating to the mix and location of uses within the development, as well as minor modifications to the location of height controls across the site. The site is identified as 'Site B' of the Dee Why Town Centre in the current *Warringah Local Environmental Plan 2011* ('Warringah LEP 2011').

The site has a western frontage to Pittwater Road, northern frontage to Howard Avenue and southern frontage to Oaks Avenue. It is zoned B4 Mixed Use under the Warringah LEP 2011, however its identification on the Warringah LEP 2011 "Key Sites Map" as 'Site B' of the Dee Why Town Centre proper triggers the application of a number of site specific provisions under Part 7 of the Warringah LEP 2011 ('Part 7'). It is noted that the provisions in Part 7 and the height controls illustrated on the Height of Building Map are highly prescriptive and reflect specific design features of the Concept Plan currently approved for the site.

The objectives of the Part 7 provisions have been adopted in the *Dee Why Town Centre Master Plan 2013* (the 'Master Plan'), which was prepared by Council to guide the urban renewal of the greater Dee Why Town Centre. The objectives contained in Part 7 and the Master Plan were prepared for the Dee Why Town Centre proper through a comprehensive community and stakeholder consultation process. This proposal seeks to ensure that these objectives are preserved, and that the development of this key site within Dee Why provides a design solution which responds to delivering the key amenity objectives as well as a viable and vibrant town centre.

An indicative Alternative Concept Plan has been prepared to illustrate the potential redesign outcomes which may be achieved through the requested amendments to the Warringah LEP 2011. The key design outcomes of the indicative Alternative Concept Plan are:

- Alter the mix of uses on the site.
- Delivering a modified built form which maintains a Town Square and Pedestrian Connection defined by active podiums.
- Supports more effect tower form design, which read as separate towers on the Dee Why skyline, while minimising overshadowing to the public square and the public footpath on the southern side of Oaks Avenue.

1.2 PLANNING HISTORY

On the 26th February 2009, consent was granted to DA2007/1249. This approval was for:

Stage 1 Development Application for a concept mixed use development comprising residential, retail and commercial uses, including 3 storey street front buildings to Oaks Avenue and part of Howard Avenue, an 8 storey commercial office building fronting Pittwater Road, 7 storey mid-rise residential buildings, two residential tower buildings (one part 15/part 18 storeys and one of part 14/part 17 storeys), a publicly accessible "town square" and north-south pedestrian link, 5 levels of carparking (4 basement levels and 1 above ground level), a bus bay and vehicular access.

Works in accordance with this consent have been undertaken on the site, and therefore the consent remains active. This approved application is here on referred to as the 'Stage 1 DA Approval for the purposes of this report.

The key design elements of the Stage 1 DA Approval were adopted into the Warringah LEP 2000 (Amendment 21) and were further translated into Part 7 of the Warringah LEP 2011. The objectives of the Part 7 provisions have been adopted in the Master Plan, which was prepared by Council to guide the urban renewal of the greater Dee Why Town Centre which stretches from Hawkesbury Avenue in the north to Stony Range Botanic Garden in the south.

While these planning controls are a direct translation of the Stage 1 DA Approval, they are highly prescriptive and provide limited opportunity for an alternate Concept Plan design for the site. Therefore while this proposal seeks to introduce greater flexibility in land use distribution across the site, the objectives of Part 7 and the Master Plan will be maintained.

1.3 STRUCTURE OF THE REPORT

The Planning Proposal request has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

The report includes the following:

- Description of the subject site and its context.
- Indicative Alternate Concept Plan showing sufficient detail to indicate the effect of the proposal and response to site constraints (the 'Alternate Concept Plan').
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the community consultation process that would be undertaken by the proponent.

The Planning Proposal has been guided by an indicative Alternate Concept Design for the site which is detailed in the Architectural Plans prepared by Crone Partners attached as **Appendix A**. Subject to receiving support from Council and the Department of Planning and Environment (DoPE), the proponent will finalise the development proposal and lodge a staged development application with Council.

The Planning Proposal is accompanied by plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- Indicative Concept Design Architectural Plans.
- Preliminary Traffic and Parking Assessment.

2 Site Context

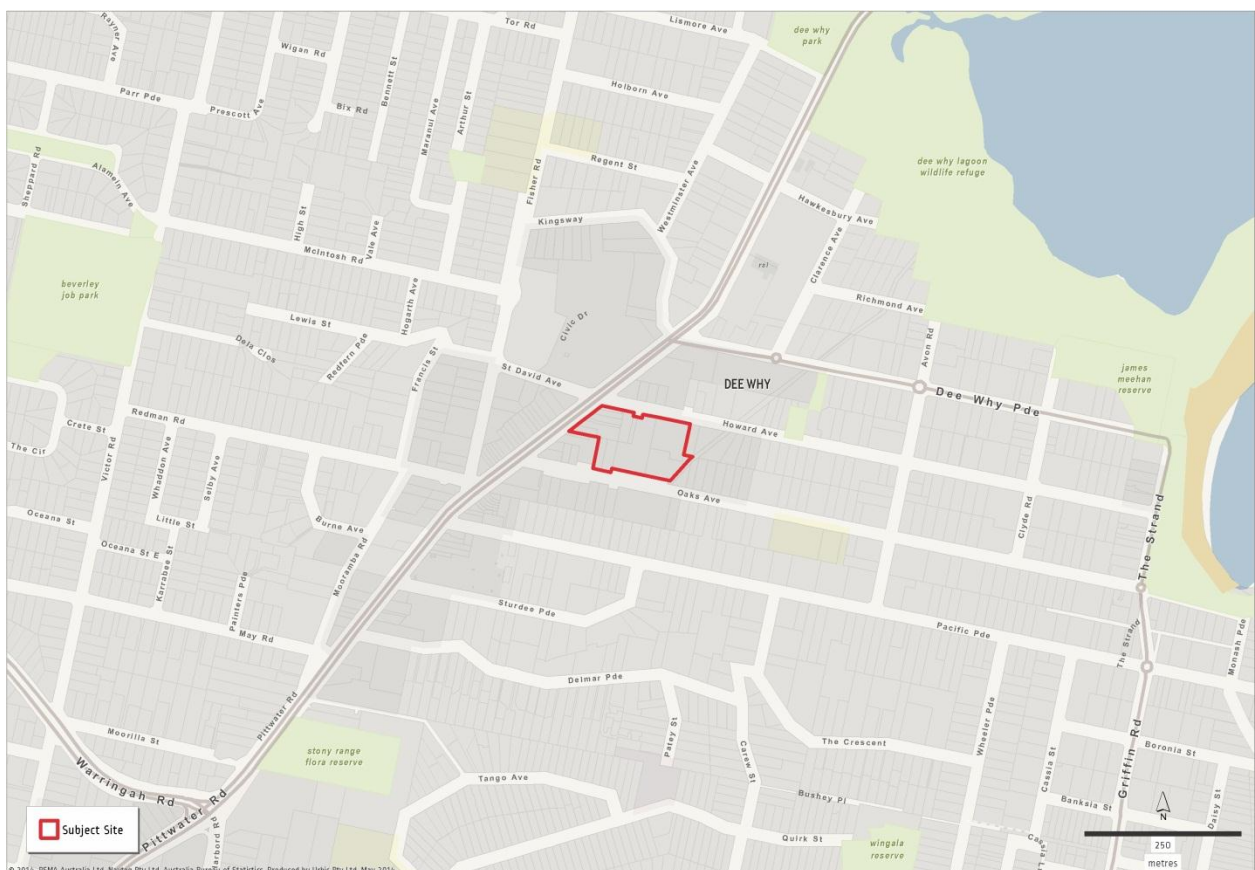
2.1 SITE LOCATION

The site is located in Dee Why on Sydney's Northern Beaches. It is within the Warringah local government area (LGA) approximately 16km north of the Sydney CBD. The site forms the western part of the Dee Why Town Centre proper with direct frontage to Pittwater Road which is the main north-south arterial road running through the Warringah and Pittwater LGAs.

The greater Dee Why Town Centre is a linear centre running along Pittwater Road, with the site located towards the north directly adjacent to its central spine (Pittwater Road). The existing development context comprises older style commercial developments generally 2-3 storeys in height with retail uses at ground level and office or residential development above ground, while newer development within the Dee Why Town Centre has been on larger amalgamated sites and achieved 7 to 9 storeys with a greater mix of land uses.

Dee Why Town Centre has been identified in strategic planning policy at the State, Subregional and Local level as being well positioned for urban renewal. It benefits from good access to existing road and public transport services which run along Pittwater Road. It has strong connections with Brookvale and the planned new Strategic Centre at Frenchs Forest, which is in the early stages of planning for a new public / private Hospital and health related precinct.

FIGURE 1 – SITE LOCATION



2.2 SITE DESCRIPTION

This Planning Proposal requests relates to following thirteen land parcels (herein referred to as the 'site'):

TABLE 1 – SITE LAND PARCELS

LAND PARCEL ADDRESS	LEGAL DESCRIPTION
9 Howard Avenue	– Lot 7, DP 8172
– 11 Howard Avenue	– Lot 1, DP 209503
– 15 Howard Avenue	– Lot 1, DP 212382
– 17 Howard Avenue	– Lot 2, DP 212382
– 14 Oaks Avenue	– Lot A, DP 371110
– 16 Oaks Avenue	– Lot B, DP 371110
– 28 Oaks Avenue	– Lot 3, DP 212382
– 884 Pittwater Road	– Lot A, DP 339410
– 888 Pittwater Road	– Lot 11, DP 231418
– 890 Pittwater Road	– Lot 10, DP 231418
– 892 Pittwater Road	– Lot 1, DP 504212
– 894 Pittwater Road	– Lot A, DP 416469
– 896 Pittwater Road	– Lots 1 and 3, DP 307937

The site is irregular in shape with frontages to Pittwater Road, Howard Avenue and Oaks Avenue. The site has a total site area of 14,466sq.m, and is centrally located within the Dee Why Town Centre as defined in the *Dee Why Town Centre Master Plan 2013*.

Topography

The existing development on the site has resulted in significant changes to the natural topography. The existing topography of the site slopes from west to east, with a cross-fall of approximately 4 metres from the highest point on the south-western corner of the Pittwater Road site frontage to the lowest point at the north-eastern corner of the site on Howard Avenue.

Access

As the site comprises 13 allotments which currently operate with separate developments there are multiple existing vehicle access points to the site. The allotments fronting Pittwater Road have vehicle access from the access handles adjacent to 888 Pittwater Road and from Howard Avenue adjacent to 9 Howard Avenue. There is a car park fronting Howard Avenue which is accessed from two multi-directional access points off Howard Avenue. Two service access points currently operate along the Oaks Avenue frontage.

Pedestrian access to the site is informal in nature and is generally directly from the public footpaths along the site street frontages directly adjoining each individual allotment. Pedestrian access from the at-grade car park on 15-17 Howard Avenue provide pedestrian access to the centrally located tenancies on the site and connects to the existing pedestrian through-site link which aligns with the pedestrian crossing opposite the Woolworths supermarket on Oaks Avenue.

Public Transport

The location of the site on Pittwater Road provides direct access for the site to the strategic bus corridor for the Northern Beaches. Bus prioritisation measures are being implemented along Pittwater Road to improve bus services along this corridor and access to the Sydney CBD and North Sydney.

Improvements to the Pittwater Road strategic bus corridor are the subject of Transport for NSW studies and include opportunities for dedicated 24 hour bus lanes and new kerbside interchanges at key destinations, including Dee Why.

FIGURE 2 – STRATEGIC SUBREGIONAL TRANSPORT CORRIDORS (EXTRACT)



Source: Transport for NSW, Draft North East Subregional Strategy Transport Actions Map (extract).

2.3 PLANNING CONTEXT

Warringah Local Environmental Plan 2011

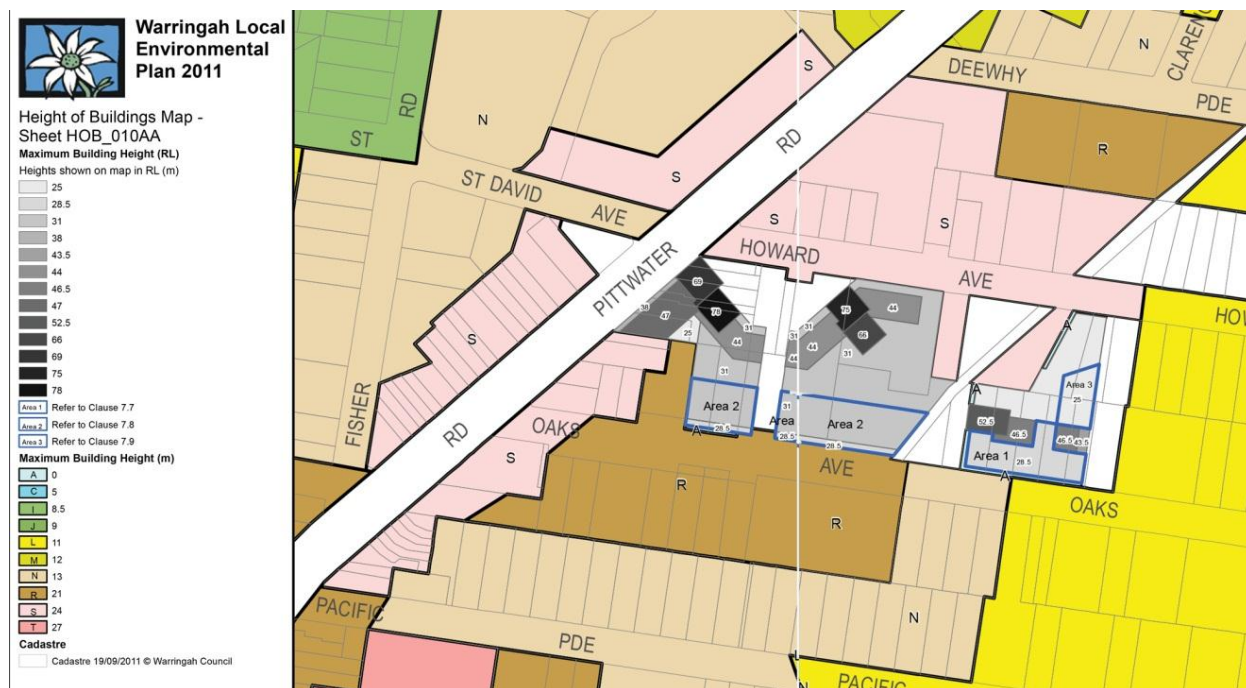
The Warringah LEP 2011 is the relevant planning instrument for the site.

Under the Warringah LEP 2011, the site is zoned B4 Mixed Use which permits a wide range of land uses. The objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To reinforce the role of Dee Why as the major centre in the sub-region by the treatment of public spaces, the scale and intensity of development, the focus of civic activity and the arrangement of land uses.*
- *To promote building design that creates active building fronts, contributes to the life of streets and public spaces and creates environments that are appropriate to human scale as well as being comfortable, interesting and safe.*
- *To promote a land use pattern that is characterised by shops, restaurants and business premises on the ground floor and housing and offices on the upper floors of buildings.*
- *To encourage site amalgamations to facilitate new development and to facilitate the provision of car parking below ground.*

The Warringah LEP 2011 includes a mosaic of heights across the site that directly reflects the heights contained in the Stage 1 DA Approval for the site.

FIGURE 3 – WARRINGAH LEP 2011 – CURRENT HEIGHT OF BUILDING MAP (EXTRACT)



The site is also identified as 'Site B' in the Dee Why Town Centre on the 'Key Sites Map' and Part 7 of the applies to the site. Under Part 7 there are a number of objectives and prescriptive land use and design controls which relate to the Dee Why Town Centre, including:

- Limiting the number of towers which can be supported on the site.
- Protecting solar access amenity in and around the Dee Why Town Centre.
- Creating stratum sub-zones which prohibit land uses on certain levels of the podium of a future development on the site.

This proposal seeks to revise the Part 7 provisions which restrict the land uses composition in the podium. Specifically, the proposal seeks to remove the land use sub-zones applying to the first two above-ground levels of the podium form to enable the mix of land uses within these levels to be determined based on their viability and land use demand. It is noted that the land use restrictions applying to the ground floor are proposed to be retained, to ensure that the ground level land uses will positively contribute to creating an active and vibrant public domain.

This proposal generally retains the built form controls applying to the site, with only minor changes to the boundaries of the height controls across. The minor changes are proposed to accommodate a built form which is able to meet current building controls and standards including SEPP 65, while also rationalising the variances in floorplates to improve construction efficiency of the development.

FIGURE 4 – WARRINGAH LEP 2011 – CURRENT KEY SITES MAP (EXTRACT)



Warringah Development Control Plan 2011

The *Warringah Development Control Plan 2011* (Warringah DCP 2011) applies to all land within the Warringah LGA. However, while Part G1 of the DCP relates to the Dee Why Mixed Use Area, the site does not fall within any of the mapped areas, and therefore no site specific controls apply to the site.

3 Strategic Planning Context

The key strategic planning documents which apply to the site are:

- Metropolitan Plan for Sydney 2036 (Metro Plan)
- Draft Metropolitan Strategy for Sydney 2013 (draft Metro Strategy)
- Draft North East Subregional Strategy 2007 (Subregional Strategy)
- Dee Why Town Centre Master Plan 2013 (Master Plan)

A summary of each of these and their application to this proposal is contained in **Appendix C** of this report.

One of the key priorities of the proposal is to ensure the fundamental objectives of the Stage 1 DA Approval are met, however allowing opportunity for an alternate design to be supported on this strategically important site. Accordingly, as the proposal is consistent with the objectives and development outcomes of the Stage 1 DA Approval, it has already been determined to be consistent with the strategic planning framework. Further, as the proposal is consistent with the key objectives of the Stage 1 DA Approval, which are reflected in the Master Plan, the proposal can be seen to positively contribute to achieving the key outcomes of the Master Plan.

4 Request to Prepare a Planning Proposal

4.1 OVERVIEW

This section, as well as **Sections 5 to 8** of the report have been prepared to follow the structure and format of the Department of Planning and Infrastructure's *"A Guide to Preparing Planning Proposals"* (October 2012).

This Planning Proposal request seeks to amend the site specific LEP controls which apply to the site. It is noted that the controls contained in *Part 7 of the Warringah LEP 2011* are highly prescriptive and relate to the specific Concept Plan approved for the site in 2009.

The indicative Alternate Concept Plan is presented with this request which demonstrate that the key objectives of the Town Centre can still be achieved on the site. However, more flexible planning controls are required to support an alternate design.

4.2 KEY PLANNING PROPOSAL ISSUES

Based on the contextual assessment set out in **Section 2** of this report, the key planning objectives for the Dee Why Town Centre can be summarised as:

- Preserving solar access to public domain in and around the site.
- Delivering an active, accessible and lively Town Square on the site.
- Maintaining opportunity for the site to deliver a mix of land uses.
- Deliver retail uses at the ground level which will benefit from high pedestrian traffic and activate adjacent to the public spaces.

In preparing the Alternate Concept Plan the achievement of each of these objectives has been a priority. These key planning objectives have guided the key changes sought through this Planning Proposal request relating to:

- Podium Mix of Uses, in particular how it translates to the quantum of retail floorspace.
- Building Envelopes.

4.3 PODIUM MIX OF USES

The podium has been designed to define the Town Square and improve the sense of place. However, the Part 7 provisions prescribing retail and commercial uses within the first two to three levels of the podium are not aligned to land use demands for the site. The Alternate Concept Plan retains retail uses at ground floor which will activate the Town Square and benefit from passing foot-traffic. The retail spaces will sleeve the vehicle access points into the site for both parking areas and loading docks associated with the retail spaces. .

In the context of retail changes in the trade catchment of the site since the Stage 1 DA Approval was prepared (including Dee Why Grand, and expansion of Westfield Warringah Mall and Centro Warriewood) locating retail in upper levels of the podium is not considered viable. The Alternate Concept Plan does include some commercial spaces within the first and second floor of the podium, which would be able to support a mix of business uses. This mix of uses would support, as well as benefit from, drawing pedestrians to the first floor of the podium to the future pedestrian bridge crossing Pittwater Road, as well as provide a suitable use for the lower levels of the podium fronting Pittwater Road. Further, the Alternative Concept Plan proposes a child care centre in the above ground podium levels which will support the existing and future residential population of Dee Why.

The Alternative Concept Plan also seeks to remove the basement retail area, as similarly to the above ground retail spaces, this space would not have sufficient visibility or foot-traffic to render it viable. It is noted that the requirement for the basement retail space does not require any changes to the Warringah LEP 2011, however to support residential uses within the first and second level of the podium requires amendments to the provisions in Part 7.

Further, there is a need for more flexibility in the quantum of commercial floorspace on the site, to ensure the redevelopment of the site achieves the key objectives of the Dee Why Town Centre. The Alternative Concept Plan has considered how key parts of the site can be activated through the location of commercial uses adjacent to main pedestrian spaces and paths. The above ground commercial spaces in the north-west corner of the Alternative Concept Plan will benefit from, and support, pedestrian movements to the future pedestrian bridge over Pittwater Road. These uses are considered more viable for above ground tenancies than retail, and it is envisaged that they will create a business / service precinct.

FIGURE 5 – PROPOSED MIX OF USES IN FIRST FLOOR OF PODIUM



FIGURE 6 – PROPOSED MIX OF USES IN SECOND AND THIRD FLOOR OF PODIUM



4.4 BUILDING ENVELOPES

Ground Plane

The Alternate Concept Plan proposes to retain the site layout at the ground plane. This will result in the same Town Square and Pedestrian Connection through the site being delivered by the Alternative Concept Plan as was approved under the Stage 1 DA Approval.

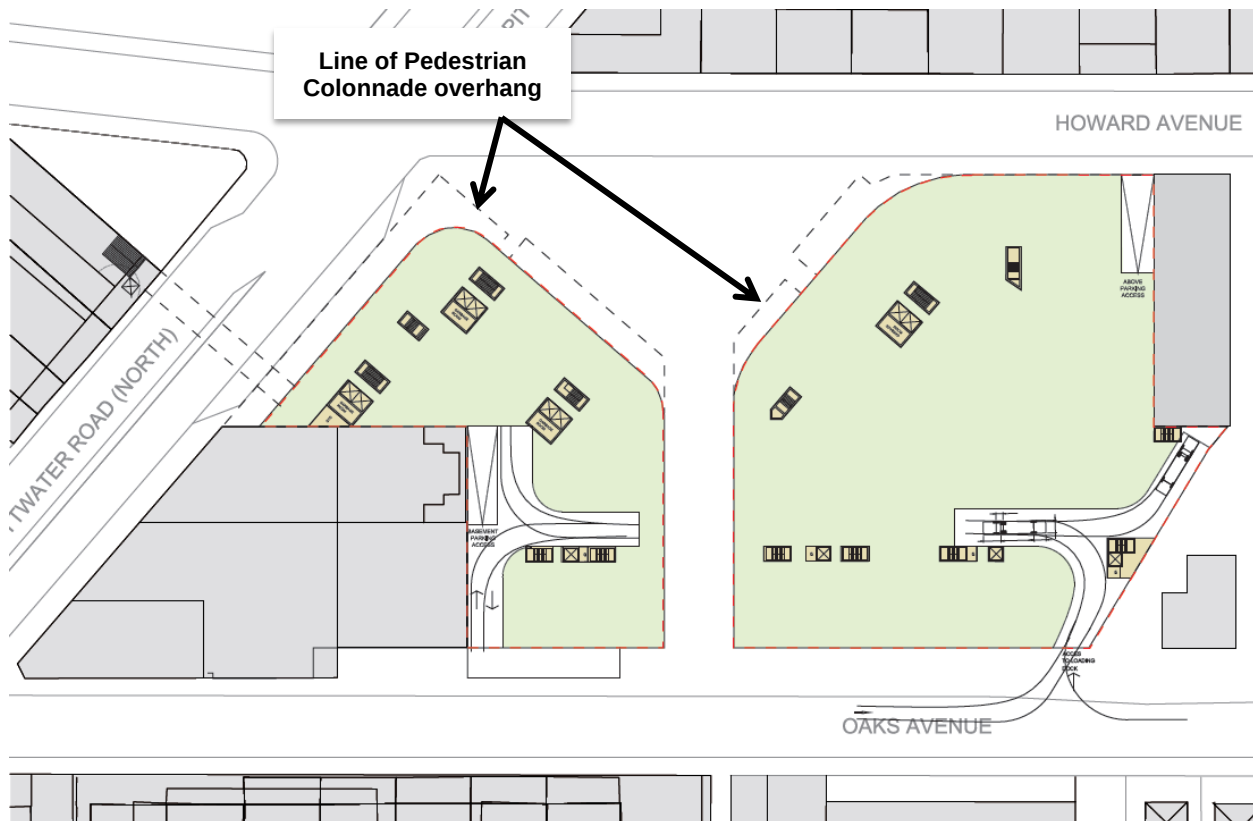
The orientation of the Town Square northward enables solar access into this space to be maximised, and the Pedestrian Connection running north-south through the site will link to the future new road on the southern side of Oaks Avenue. The revised podium design in the Alternate Concept Plan overhangs the ground level to deliver a colonnade that will provide weather protection to pedestrians within the Town Square.

Podium Form

Part of this proposal is to rationalise the mix of uses within the podium, which is discussed in detail below. However the change in uses proposed for the podium has resulted in the floor to floor clearances within the podium being reduced, to allow an additional level to be accommodated within the podium height envelope approved under the Stage 1 DA Approval and reflected on the Warringah LEP 2011 Height of Building Map.

Accordingly, while the Stage 1 DA Approval obtained approval for a six-storey podium form, the Alternative Concept Plan is able to accommodate a seven-storey podium form in the same height envelope. Accordingly, while this proposal does not seek to change the podium height control, it does seek to vary the mix of uses within the podium which will achieve this overall outcome for the site.

TABLE 2 – GROUND PLANE PUBLIC DOMAIN OF ALTERNATIVE CONCEPT PLAN

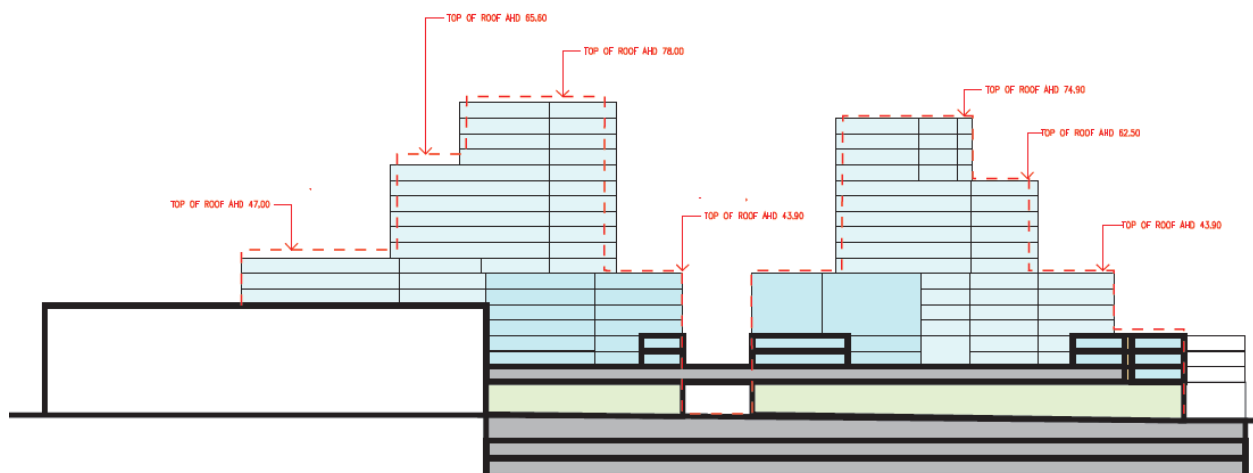


Tower Form

The Alternate Concept Plan incorporates two slim line towers generally consistent in orientation and form to those approved as part of the Stage 1 DA Approval and consistent with the Warringah LEP 2011 Height of Building Map. However, the Alternative Concept Plan has been considered against current planning and building controls and regulations including SEPP 65, DDA and Building Code of Australia, resulting in minor changes to the overall envelope of the towers.

It is noteworthy, that the tower forms are generally positioned in the same location as the towers approved in the Stage 1 DA Approval and have an overall height control consistent with the existing height control for the site.

FIGURE 7 – ALTERNATIVE CONCEPT PLAN PRESENTS TOWER FORMS SIMILAR TO THE STAGE 1 DA APPROVAL (SHOWN IN DOTTED RED OUTLINE)



5 Part 1 – Objectives or Intended Outcome

5.1 OBJECTIVES

The primary objective of the requested Planning Proposal is to create a planning framework that will support the delivery of a high quality mixed use town centre precinct, which will delivery:

- Increase the opportunity for the land use mix on Site B to respond to market demand and new developments within and around the Town Centre.
- Introduce additional land use flexibility within all levels of the podium form to deliver highest and best use outcomes to deliver a vibrant town centre development.
- A Height of Building Map which will support building envelopes which are able to meet current planning and building requirements.
- Avoids unacceptable impacts on the character and amenity of surrounding developments and adjacent public domain.

5.2 INTENDED OUTCOMES

The intent of the requested Planning Proposal is to:

- Amend the provision contained in Part 7 of the Warringah LEP 2011 to allow an Alternate Concept Plan design to be supported on Site B which continues to deliver a vibrant mixed use development for the Dee Why Town Centre.
- Amend the Warringah LEP 2011 'Height of Building Map' as it applies to the subject site to support an Alternative Concept Plan which meets current planning and building requirements, and delivers a rationalised floor-plate configuration.

5.3 CONCEPT PLAN

To assist in conceptualising the character of an alternative design for the site, an Alternate Concept Plan has been prepared by Crone Partners which illustrates a redevelopment option which the proposed changes would support. This is contained within **Appendix A** to this report.

Land Use

Under the current planning controls, the site is zoned B4 Mixed Use which permits a wide variety of land uses on the site including '*commercial premises*' (which includes '*business premises*', '*office premises*' and '*retail premises*') and '*residential flat buildings*'. However Part 7 of the Warringah LEP 2011 contains prescriptive controls as to the location of permissible uses within the building envelope. These controls amount to sub-zones within the site, and as part of this Planning Proposal it is requested that these restrictions be rationalised. It is intended that the provisions be amended to remove all sub-zones that apply to the site, with the exception of prohibiting residential uses at ground floor. This would allow all permissible uses within the B4 zone to be located on the site in response to market demand and land use suitability, while still preserving the certainty that ground floor uses would be retail to activate the adjacent public domain.

Building Envelope – Height

The height controls currently applying to the site under Warringah LEP 2011 are a direct translation to the heights contained in the Stage 1 DA Approval. This creates a highly prescriptive building envelope for the site which provides limited scope to accommodate an alternate design for the site.

The purpose of environmental planning instruments is not to lock in a specific development outcome for a site, but rather to provide a framework of planning controls which achieve development outcomes which achieve the aims of the environmental planning instruments. However, through initial consultation with Council it has indicated that detailed and prescriptive height controls are sought to be retained for the site.

Accordingly, this Planning Proposal request seeks to make minor amendments to the Building Height Map for Site B to reflect the revised height controls required to support the Alternative Concept Plan. These revised height controls are generally consistent with the main elements of the height controls across the site, specifically:

- Retaining the maximum overall height of the western tower form of 78 metres.
- Retaining the maximum overall height of the eastern tower form of 75 metres.
- Retaining the podium street edge to Pittwater Road of 47 metres.
- Retaining the 69 metre higher form at the corner of Pittwater Road and Howard Avenue.
- Retain 31 metre podium edge to Oaks Avenue, including a setback from street alignment at 28.5 metres.

The amendments sought to the Height of Building Map are generally contained away from the street frontages, enabling the development to reduce the number of variations to floor-plates to improved design and construction efficiency without compromising the following key amenity requirements:

- To achieve good sunlight penetration to public spaces and Oaks Avenue.
- Limiting overshadowing of the public footpath on the southern side of Oaks Avenue opposite Site B on 22 June in any year.
- Creating a co-ordinated, modulated and varied skyline with towers that are separated to provide useable public spaces, including a Town Square.
- Consistency with the objectives for development and design excellence.

The Alternate Concept Design elevations and sections extracted in **Figure 8** and **Figure 9** demonstrates that while the overall height of development on the site will not increase, there is opportunity for the building envelopes to shift above the podium forms while still achieving the amenity objectives contained in Part 7 of the Warringah LEP 2011.

FIGURE 8 – ALTERNATE CONCEPT PLAN – OAKS AVENUE ELEVATION

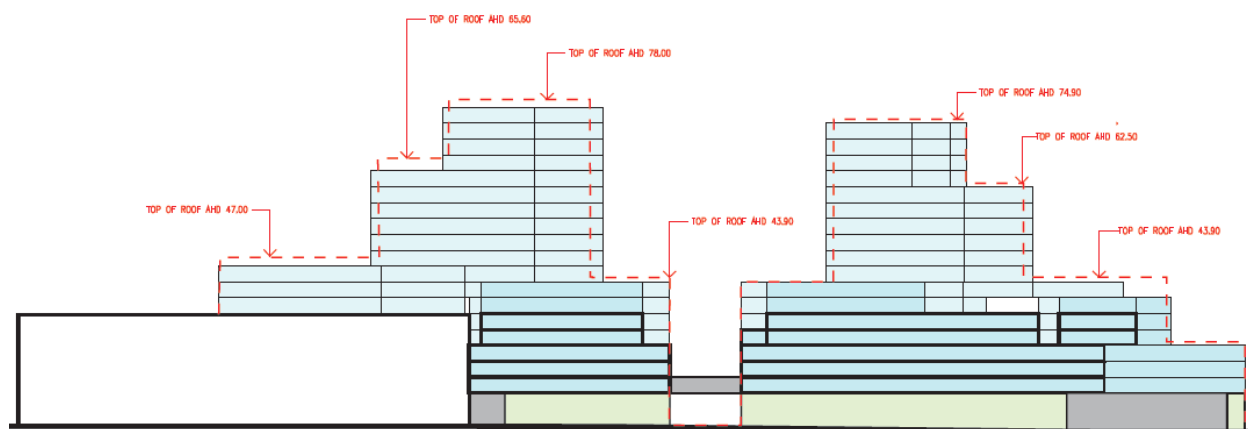
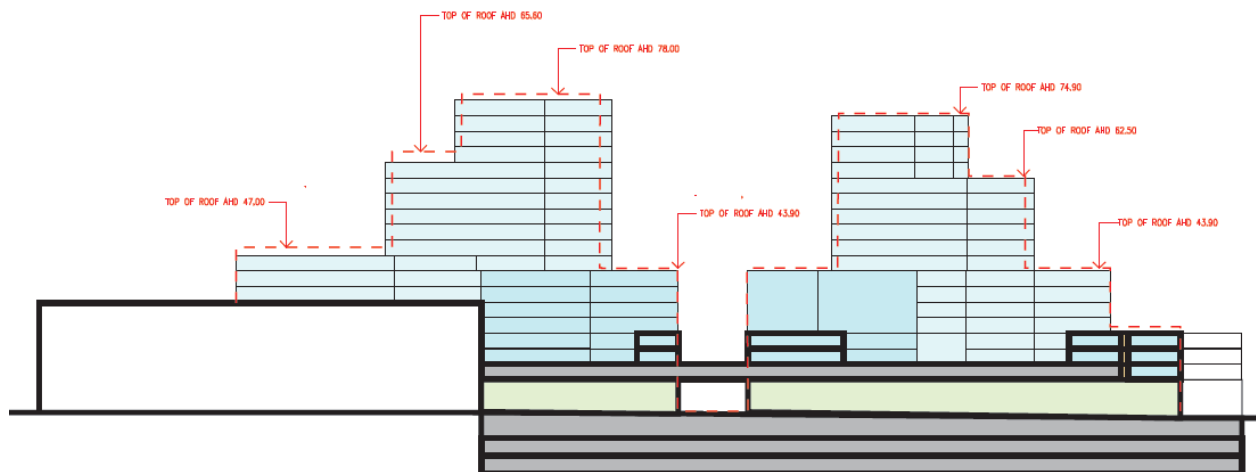


FIGURE 9 – ALTERNATE CONCEPT PLAN – SITE SECTION



Access and Parking

The Alternative Concept Plan seeks to modify the location and volume of on-site parking accommodated in the Alternate Concept Plan. The proposal includes three levels of basement car parking as well as above ground car parking for approximately 130 vehicles in the first floor of the podium. However this accommodates a total of 1,141 on-site parking spaces, while the strict application of the Warringah DCP 2011 parking rates generates a minimum of 1,318 on-site parking spaces.

The above ground parking provides a demanded use within the podium level without compromising the ability for the podium to accommodate a mix of retail, commercial and residential uses. These uses would benefit from the direct access to parking, while the podium can be designed to have the active uses to sleeve the parking, so the podium would present with activated elevations comprising commercial and residential uses.

The *Preliminary Parking and Traffic Assessment* prepared by GTA attached in **Appendix B** identified that the Master Plan was accompanied by a traffic study which concluded that:

'In determining future parking demand for the Dee Why Town Centre based on future levels of retail and commercial development care should be taken so that the DCP parking rates are not simply applied across the board to all developments as this would result in an oversupply of parking within the Town Centre.'

Accordingly, while this Planning Proposal is not seeking any change to the planning controls to accommodate the variance in on-site parking delivered by the Alternate Concept Plan, an assessment of the adequacy of the on-site parking has been conducted by GTA to demonstrate the Alternate Concept Plan can achieve a suitable parking outcome for the site.

The GTA assessment justifies the variance from the Warringah DCP 2011 parking rates principally due to:

- The revised residential parking rate is considered appropriate as it will achieve a balance in accommodating demand for parking on-site and encouraging public transport use behaviour on a site with good access to public transport.
- The revised commercial parking rate is considered appropriate, as considers the peak parking demand for different land uses in the town centre which do not necessarily coincide.

5.4 VOLUNTARY PLANNING AGREEMENT

The Stage 1 DA Approval for the site included a Voluntary Planning Agreement (VPA) between Council and the then owner, Brookfield Multiplex. This VPA has been assigned to the current site owners Meriton and is to form part of this Planning Proposal request. However, since the VPA was put in place, further investigations have been undertaken which indicated the cost of the bus layback on Pittwater Road was substantially undervalued due to the requirement for realignment of significant infrastructure services.

A summary of the proposed revised VPA contributions is summarised in **Table 3** below, which illustrated the revised VPA will result in up to \$2.7 million additional funding being provided to deliver these public benefits.

TABLE 3 – VOLUNTARY PLANNING AGREEMENT

VPA CONTRIBUTIONS	AGREED VPA	PROPOSED VPA
Works – Town Square	– \$1,720,000	– \$1,720,000
Works – Pedestrian Connection	\$471,000	\$471,000
Works – Bus Setback Pittwater Road	\$300,000	\$2,500,000 - \$3,000,000
– Sub-total (works)	– \$2,491,000	– Up to \$5,191,000
Cash (for new road on adjoining Council land)	– \$500,000	– \$500,000
– Total VPA Value	– \$2,991,000	– Up to \$5,691,000

6 Part 2 – Explanation of the Provisions that are to be included in the Proposed Instrument

6.1 OVERVIEW

As outlined in **Section 4**, the primary objective of the requested Planning Proposal is to create a planning framework that will support an Alternate Concept Plan that can delivery of a high quality mixed use Town Centre precinct in Dee Why.

To achieve this objective, the following changes are required to the Warringah LEP 2011:

- Amend the Dee Why Town Centre provisions contained in Part 7 of the Warringah LEP 2011 as they related to the subject site (Site B) to remove the stratum sub-zone provisions applying to the above ground podium levels.
- Amend the 'Building Height Map' to reflect the building envelope of the Alternative Concept Plan.

Each of these requested amendments is detailed below.

6.2 PROPOSED AMENDMENTS TO THE 'HEIGHT OF BUILDINGS' MAP

This Planning Proposal request seeks to amend the mosaic of height controls which apply to Site B, which would permit an alternate built form design for the site. The proposed amendment seeks to retain the key height controls apply to the site, however will change the configuration of the height controls within the site to accommodate a varied building envelope.

As noted above, the key elements of the existing height controls across the site have been retained, however some floorplates have been modified to improve construction and use efficiency. The key overall heights of the towers and podium elements fronting Oaks Avenue and Pittwater Road have remained unchanged. However some of the floorplates have shifted slightly on the site to respond to current planning and building controls.

Accordingly, this Planning Proposal request seeks to modify the Height of Buildings Map as it applies to the site to accommodate the building envelopes of the Alternate Concept Plan.

6.3 PROPOSED AMENDMENTS TO SITE SPECIFIC PROVISIONS

As previously stated, Part 7 of the Warringah LEP 2011 contains site specific controls for the Dee Why town centre. These site specific provisions include restrictions on where land uses can be located within podium, which amount to stratum sub-zones within the site. This Planning Proposal seeks to remove the land use restrictions applying to the first and second floor levels of the podium form. This would result in all land uses permissible within the B4 Mixed Use zone to be located within these levels of the development.

It should be noted that the proposed amendments to Part 7 do not seek to change the existing land use restrictions which apply to the ground level of the podium, and as illustrated on the Alternative Concept Plan, the ground level will be occupied by retail land uses which will contribute to creating an active and vibrant public domain.

The proposed changes to Part 7 of the Warringah LEP 2011 are outlined below:

Clause 7.3 – Objectives for Development within Dee Why Town Centre

- (i) *To establish ground floor levels that are occupied by retail uses that:*
- (i) are highly active, accessible to the street and create a lively ambience, and*
 - (ii) provide a mix of retail ~~uses shops, cafes and restaurants~~ at the edges of street, pedestrian areas and open spaces, and*
 - (iii) ~~are at the same level as the footpaths and~~ provide opportunities for a generous promenade and distinctive street tree planting for shade and shelter.*

As the site is affected by overland flow paths, it is not viable or suitable for the ground floor retail tenancies to be situated at the same level as the footpaths surrounding Site B. This would result in retail tenancies which would not be above the flood level or able to have a suitable freeboard. Accordingly, an alternate design solution would be required, which may result in level changes across the ground floor of the site.

- (j) *to accommodate additional employment opportunities, service functions and space for business, consistent with the role of Dee Why as a major centre, ~~by providing at least 2 levels (excluding the ground floor) of development for non-residential purposes~~*

Since the Stage 1 DA Approval was designed and submitted to Council there have been significant changes to the development context in which Site B is situated. There has been an increase in the supply of retail floorspace within the trade catchment of the site. Key developments which have affected the demand for non-residential uses within the Town Centre are:

- Dee Why Grand – shopping centre development which includes over 10,000sq.m of retail floorspace and 6,500sq.m of commercial office space.
- Warringah Mall – Currently comprising approximately 115,000sq.m of retail floorspace with a 2-stage expansion: Stage 1 expansion approved for approximately 8,000sq.m of retail floorspace. Stage 2 expansion anticipated in next 5 years.
- Balgowlah Shopping Centre – comprising approximately 11,000sq.m of retail floorspace.
- Centro Warriewood – comprising approximately 21,500sq.m retail floorspace.

While retail uses will occupy the full extent of the ground floor of the development, some additional retail / commercial uses will be located above ground level in the podium to activate the future pedestrian bridge crossing Pittwater Road.

FIGURE 10 – RETAIL DEVELOPMENT CONTEXT



Clause 7.12 – Provisions promoting retail activity

- (1) The objective of this clause is to promote retail activity on the ground ~~and first floors~~ of new buildings in the Dee Why Town Centre.
- (2) Development consent must not be granted to development in the Dee Why Town Centre unless the consent authority is satisfied that:
 - (a) in the case of ground floor level development on Site A and Site B—the development will not be used for any of the following purposes (other than the provision of access to such purposes):
 - (i) residential accommodation,
 - ~~(ii) medical centres,~~
 - ~~(iii) office premises, and~~
 - ~~(c) in the case of first floor development on Site B—the development will not be used for any of the following purposes (other than the provision of access to such purposes):-~~
 - ~~(i) residential accommodation,~~

~~(ii) office premises, and~~

~~(d) in the case of second floor development on Site B the development will not be used for residential accommodation (other than the provision of access to such accommodation)~~

As outlined above, commercial floorspace will be provide within the first floor of the development, however there are other provisions within Part 7 of the Warringah LEP 2011 which will ensure delivery of these spaces within the appropriate part of the site. Accordingly, the first and second floor can accommodate residential development, and therefore these provisions should be deleted from the Warringah LEP 2011.

7 Part 3 – Justification for the Objectives, Outcomes and the Process for their Implementation

7.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

Q1. Is the planning proposal a result of any strategic study or report?

This Planning Proposal request is not a direct result of a strategic study or report. However it has been prepared in to respond to the strategic direction contained in the Metro Plan, Subregional Strategy and the draft Metro Strategy, all of which have been adopted in the Dee Why Town Centre Master Plan. The proposal seeks to create a vibrant mixed use precinct at the heart of the Dee Why Town Centre, which will deliver:

- A viable quantum of retail spaces at the ground which will benefit from the creation of the new Town Square;
- A mix of commercial uses on the first floor of the podium which will benefit from the creation of the new future pedestrian overpass; and
- Approximately 461 new dwellings which will contribute to activating the Dee Why Town Centre and increasing accessibility to key public transport corridors.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. This Planning Proposal requests seeks to amend the existing Warringah LEP 2011 planning controls to support for an Alternate Concept Plan to be prepared for the site. The request seeks to remove the land use restrictions above ground level to enable the development to deliver a viable mix of land uses in suitable locations across the site, while ensuring the uses at ground floor positively contribute to the adjacent public domain.

In addition, this proposal seeks to amend the Height of Buildings Map to accommodate minor changes to the building envelopes; however the maximum heights of key elements of the built form are not proposed to increase.

For these reasons, it is considered that the method proposed to amend the planning controls is the best means of achieving the objectives and outcomes stipulated in **Section 5** of this report.

7.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

As discussed in **Section 3** and below, the proposal directly contributes to the strategic objectives of the Metro Plan.

TABLE 4 – RESPONSE TO RELEVANT METRO PLAN OBJECTIVES

METRO PLAN OBJECTIVE / ACTION	PROJECT CONTRIBUTION
A2 – To achieve a compact, connected, multi-centred and increasingly networked city structure	▪ The proposal is consistent with the State government policy which supports the creation of a network of centres which are able to provide a variety of living and working environments.
B1 – To focus activity in accessible centres	▪ Providing greater flexibility of land uses within the site to ensure the strategic location of the site is developed to achieve an optimal mix of uses. ▪ Deliver a vibrant town centre to improve the pedestrian experience of the Dee Why Town Centre.
B2 – To strengthen Major and Specialised Centres to support sustainable growth of the city.	▪ The identification of Brookvale-Dee Why as a single Major Centre in the Strategy indicates opportunity for different uses to be clustered within different parts of the Centre. The reduced volume of retail and commercial floorspace on the site will ensure that the scale of development is consistent with market demand and ensures the long-term viability of these uses, and positively contributes to the urban renewal of Dee Why.
C4 – To ensure that our key centres are accessible and connected.	▪ The proposal includes the delivery of the bus interchange layback along the Pittwater Road frontage, which will positively contribute to enhancing the public transport service along the Pittwater Road strategic bus corridor.
D1 – To ensure an adequate supply of land and sites for residential development.	▪ The proposal will ensure the future development of the site positively contributes to achieving long-term urban renewal of Dee Why. The revised land uses proposed above-ground will ensure that the strategically located site positively contributes to the pedestrian experience of Dee Why, while providing housing to contribute to activating the Dee Why Town Centre throughout the day. ▪ The revised height controls will allow a substantially the same building envelope, however one which is able to meet current planning and building regulations.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. The *Dee Why Town Centre Master Plan July 2013* ('Master Plan') was adopted by Warringah Council in July 2013. The Master Plan seeks to guide the urban renewal of the whole greater Dee Why Town Centre. The Master Plan recognised the extent of investigation undertaken for site in the preparation of the Stage 1 DA Approval for the site, and in that regard indicates the objectives for urban renewal are consistent with those achieved in the Stage 1 DA Approval.

This proposal seeks to make minor amendments to the Stage 1 DA Approval to increase flexibility in the composition of land use above ground level, it seeks to achieve principally the same urban renewal outcome for the site as identified in Warringah Council's Master Plan.

The Master Plan identifies the site as a Gateway to the Dee Why Town Centre, and the location of tower forms and the delivery of the Town Square will contribute to delivering a gateway for the site. It is noted that the Alternate Concept Plan, while slightly shifting the location of the upper elements of the tower forms, these elements are delivered in accordance with the Stage 1 DA Approval. Accordingly, the proposal seeks to achieve the principle objectives and deliver the key outcomes Council's Master Plan identifies for the site.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are summarised in **Table 5** below.

TABLE 5 – CONSISTENCY WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES

POLICY	DETAILS
SEPP 55 Remediation of Land	The site is currently developed and zoned for mixed use development. The potential for site contamination arising from existing site uses will be assessed in detail at the later stage of the planning process. Potential contaminants will be appropriately managed and the site made suitable for the future uses proposed.
SEPP 65 Design Quality of Residential Flat Buildings	SEPP 65 provides a statutory framework to guide the design quality of residential flat developments. The Alternate Concept Plan has been designed to provide envelope forms. Towers have located with suitable separation and apartment configurations which achieve the required amenity considerations (such as cross-ventilation and solar access). The future detailed building design will be prepared in accordance with SEPP 65 and the accompanying Residential Flat Design Code.
SEPP (Buildings Sustainability Index: BASIX) 2004	The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency. The proposed development concept has been designed with building massing and orientation to facilitate future BASIX compliance, which will be documented at the development application stage.
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. The proposed development will require existing utility services to be upgraded and/or augmented to enable the future increased density of development on the site. These matters have been considered as part of the Stage 1 DA Approval, and would be included in the future Development Application for the site.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. The Planning Proposal has been assessed against the Section 117 Ministerial Directions and is consistent with each of the relevant matters, as outlined in below.

TABLE 6 – ASSESSMENT AGAINST SECTION 117 DIRECTIONS

DIRECTION	COMMENT
1. Employment and Resources	
1.1 Business and Industrial Zones	The site is within a B4 Mixed Use zone. The proposal does not seek to modify the zoning or permissible uses on the site.
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	Not Applicable
2. Environment and Heritage	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable
2.4 Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not Applicable
3.2 Caravan Parks and Manufactured Home Estates	Not Applicable
3.3 Home Occupations	Not Applicable. Dwelling houses are not proposed by this application.
3.4 Integrating Land Use and Transport	The proposal is consistent with the direction for the following reasons: The site supports the principle of integrating land use and transport. The site benefits from good access to public transportation use. The site's proximity to public transport will provide opportunities for residents to access the site. The proposal will generate employment during construction and ongoing operations, which will contribute to achieving employment targets for the Warringah LGA.

DIRECTION	COMMENT
3.5 Development Near Licensed Aerodromes	Not Applicable
3.6 Shooting Ranges	Not Applicable
4. Hazard and Risk	
4.1 Acid Sulphate Soils	Not Applicable
4.2 Mine Subsidence and Unstable Land	Not Applicable
4.3 Flood Prone Land	The site is affected by overland flow-paths which will be addressed in the detailed design for development on the site.
4.4 Planning for Bushfire Protection	Not Applicable
5. Regional Planning	
Directions 5.1 -5.8.	Not Applicable
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Warringah LEP 2011.
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan	The planning proposal is consistent with the aims of the Metropolitan Plan as detailed previously within the Planning Proposal.

7.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

There is no critical habitat or threatened species, populations or ecological communities or their habitat on the site.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. The proposal seeks to deliver the same development outcome for the site as the Stage 1 DA Approval. The likely environmental effects will remain the same as envisaged by the Master Plan and the Stage 1 DA Approval. Details on specific impacts will be addressed when a future DA is lodged for the site.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Yes. The proposal will deliver a number of significant community and economic benefits, including:

- Create a gateway development incorporating a mix of uses and high-quality public domain spaces which will positively contribute to the urban renewal of Dee Why.
- Provide increase the housing supply and diversity with good access and proximity to key public transport infrastructure.
- Will deliver a new Town Square and which will create a new public space in a central location in Dee Why Town Square.
- Facilitate the delivery of a new bus layback along Pittwater Road to contribute to the improvement in public transport along the Pittwater Road strategic bus corridor.
- Delivery of a Childcare Centre at the upper podium levels which will benefit from a northern aspect and protected outdoor space.
- Provide a quantum of retail and commercial floorspace which is viable within the existing and future market on parts of the site which will generate new employment opportunities within the site.
- Delivery a broader supply of residential accommodation, which will improve affordability.

7.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. Is there adequate public infrastructure for the planning proposal?

The site is serviced by existing utility services and is located adjacent to the Pittwater Road strategic bus corridor. As part of the Voluntary Planning Agreement (VPA) outlined in **Section 5.4**, in addition to Developer Contributions required under Section 94 of the EP&A Act, the future redevelopment of the site in accordance with this proposal will include the following public infrastructure upgrades:

- New bus layover on the Pittwater Road frontage to the site.
- New Town Square located adjacent to Howard Avenue.
- Improve Pedestrian Connection running north-south through the site.

The *Preliminary Traffic and Parking Assessment* prepared by GTA attached in **Appendix B** has assessed the traffic generation implications of the Alternate Concept Plan and concluded:

- *The Meriton planning proposal for Site B is expected to have a lower overall traffic generation potential than considered for the approved development on the site.*
- *Given the above, the planned local road network improvements are considered appropriate to accommodate traffic movements generated by the planning proposal development.*

Accordingly, as the scale of development is consistent with that contemplated in the Master Plan and the Stage 1 DA Approval and will not increase traffic generation on the local road network, the public infrastructure demand is not likely to change as a result of the requested LEP amendments.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

It is acknowledged that Warringah Council will consult with relevant public authorities following the Gateway determination.

8 Community Consultation

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publically exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines "*A Guide to Preparing Local Environmental Plans.*"

It is anticipated that the public exhibition would be notified by way of:

- A public notice in the local newspaper(s)
- A notice on the Warringah Council website.
- Written correspondence to adjoining and surrounding landowners.

The gateway determination and Planning Proposal would be publically exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

9 Conclusion

This Planning Proposal request has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979*, and the relevant guidelines prepared by the Department of Planning and Environment.

The objective of this Planning Proposal is to create a planning framework for the site that is consistent with the key objectives of the Stage 1 DA Approval, delivering a high quality mixed use Town Centre precinct that:

- Adopts height controls which enable the final development on the site to deliver a building which provides housing stock to meet market demand, improves construction efficiency, and meets current planning and building regulations.
- Reconsider the quantum of retail floorspace required above ground level to enable the site to deliver a highest and best use outcome to create a vibrant town centre development.
- Avoid unacceptable impacts on the character and amenity of surrounding developments and adjacent public domain.

The proposal has considered and responded to the strategic planning framework for the site, particularly having regards to the *Dee Why Town Centre Master Plan 2013* and the Part 7 provisions of the Warringah LEP 2011 which reflect the Stage 1 DA Approval on the site.

The proposal will facilitate the delivery of key public domain spaces for the Town Centre which will create a gateway to the greater Dee Why Town Centre.

Overall, it is considered that this Planning Proposal request is satisfactory and it is requested that Warringah Council take the necessary steps to enable it to proceed to Gateway Determination under Section 56 of the EP&A Act.

Disclaimer

This report is dated July 2014 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Meriton Property Services Pty Ltd (**Instructing Party**) for the purpose of Planning Proposal Request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Indicative Alternative Concept Plan

Dee Why Town Centre

Master Plan



Contents

1. Plans

2. Elevation

3. Section

4. 3D Massing

5. Shading Analysis

6. Distant View Comparison

7. Area Schedule

1. Plans

Ground Level

KEY

Retail

Resi Core

Approved Stage 1 DA Outline

Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Parking -1, -2, -3.

KEY

Parking

Resi Core

Approved Stage 1 DA Outline

Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014

Approx. 336 car spaces.
(Based on S1DA numbers)



1. Plans

Level 1

KEY

Residential

Resi corridors

Resi core/storage spaces

Parking

Commercial

Approved Stage 1 DA Outline

Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014

Approx. 130 car spaces.
(Based on SIDA numbers)



1. Plans

Level 2-3.

KEY

- Residential
- Resi corridors
- Resi core/storage spaces
- Commercial
- Approved Stage 1 DA Outline
Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 4 - 5

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 6.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Levels 7.

KEY

- Residential
- Resi corridors
- Resi core/storage spaces
- Approved Stage 1 DA Outline
Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 8.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 9.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Levels 10-13.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 14.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



1. Plans

Level 15-17.

KEY

- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
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Meriton on 04/06/2014

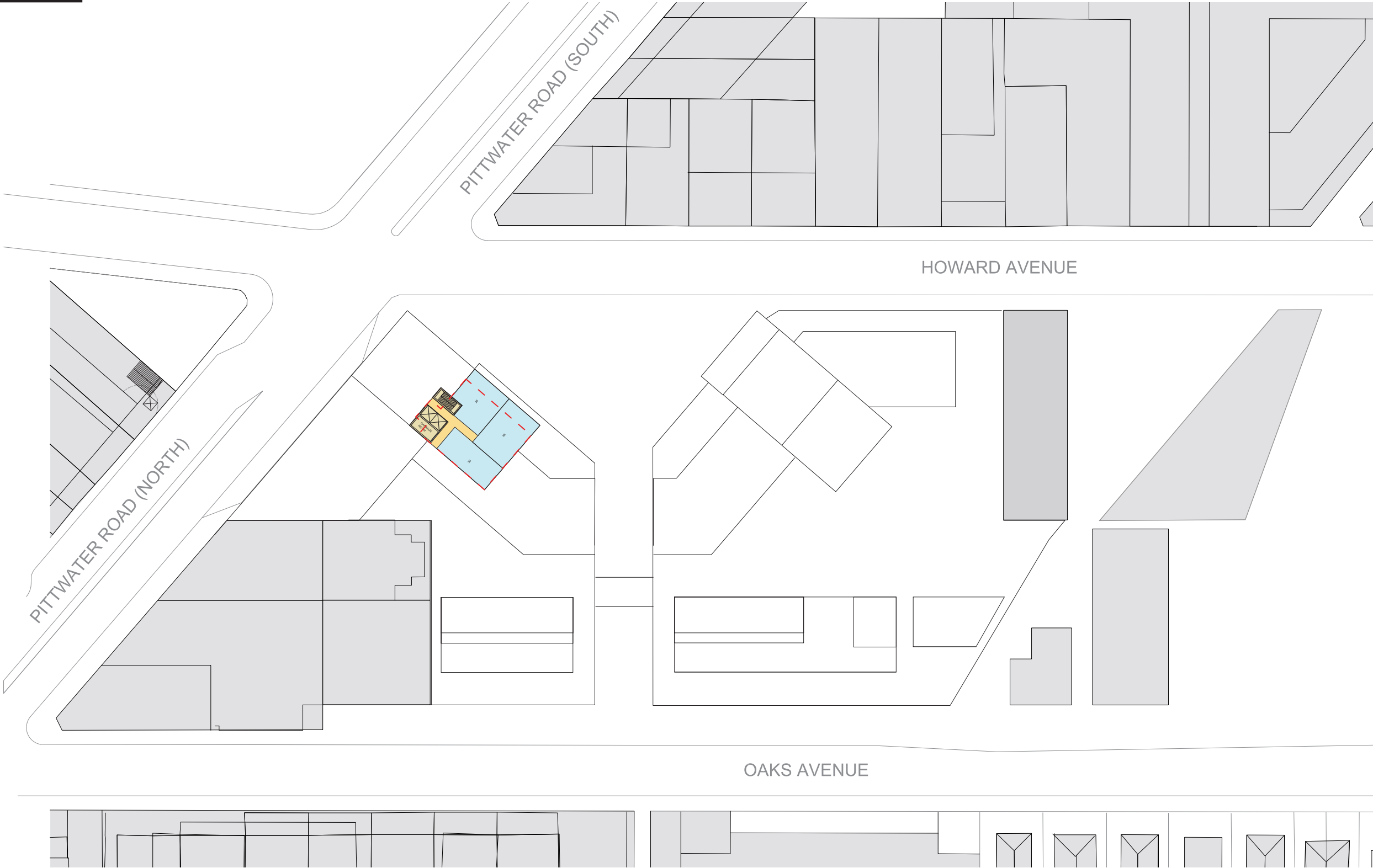


1. Plans

Level 18.

KEY

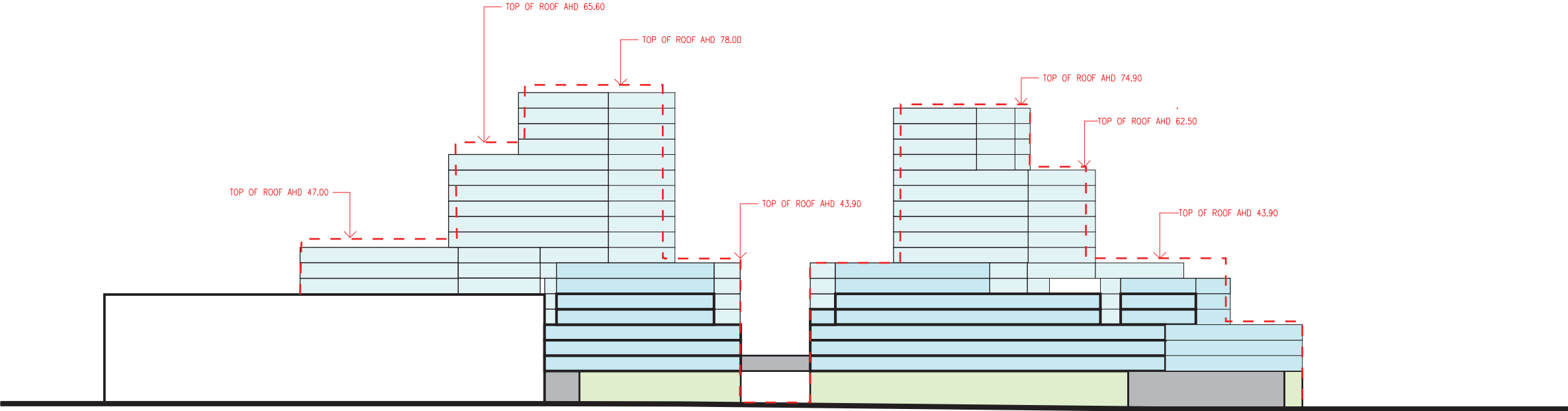
- Residential
 - Resi corridors
 - Resi core/storage spaces
 - Approved Stage 1 DA Outline
- Based on .cad file
"DRAWING1.dwg" provided by
Meriton on 04/06/2014



2. Elevation Oaks Ave.

KEY

- Residential
- Retail
- Parking
- Approved Stage 1 DA Outline
S1DA heights indicated

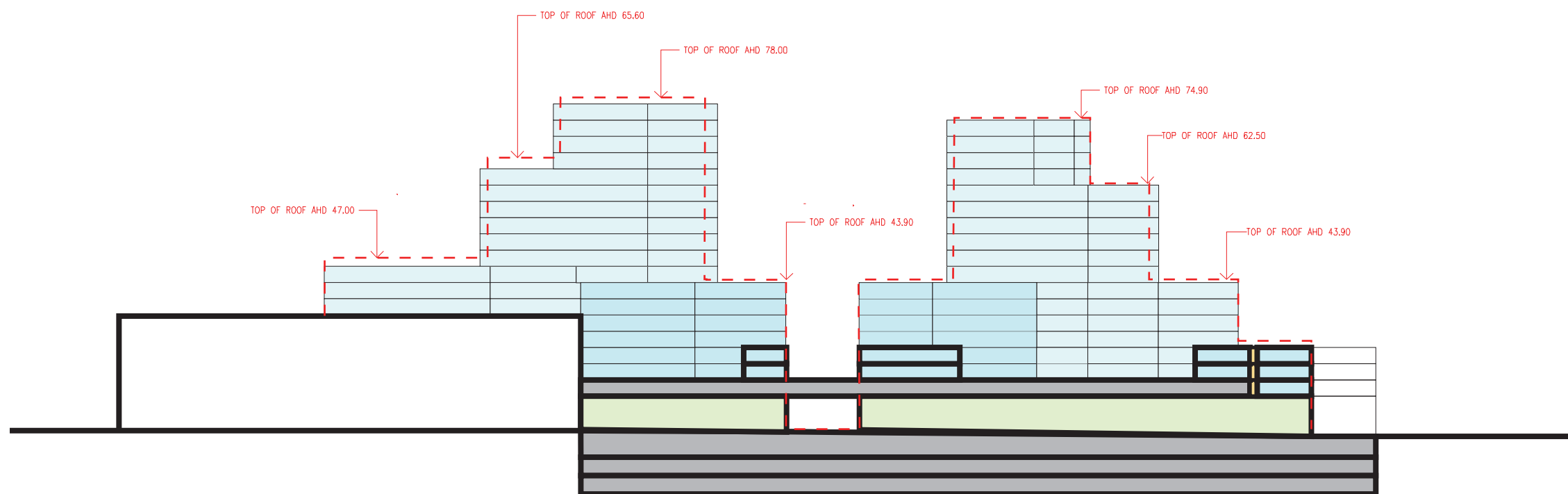


3. Section

East-West Section, looking North.

KEY

- Residential
- Retail
- Parking
- Approved Stage 1 DA Outline
S1DA heights indicated

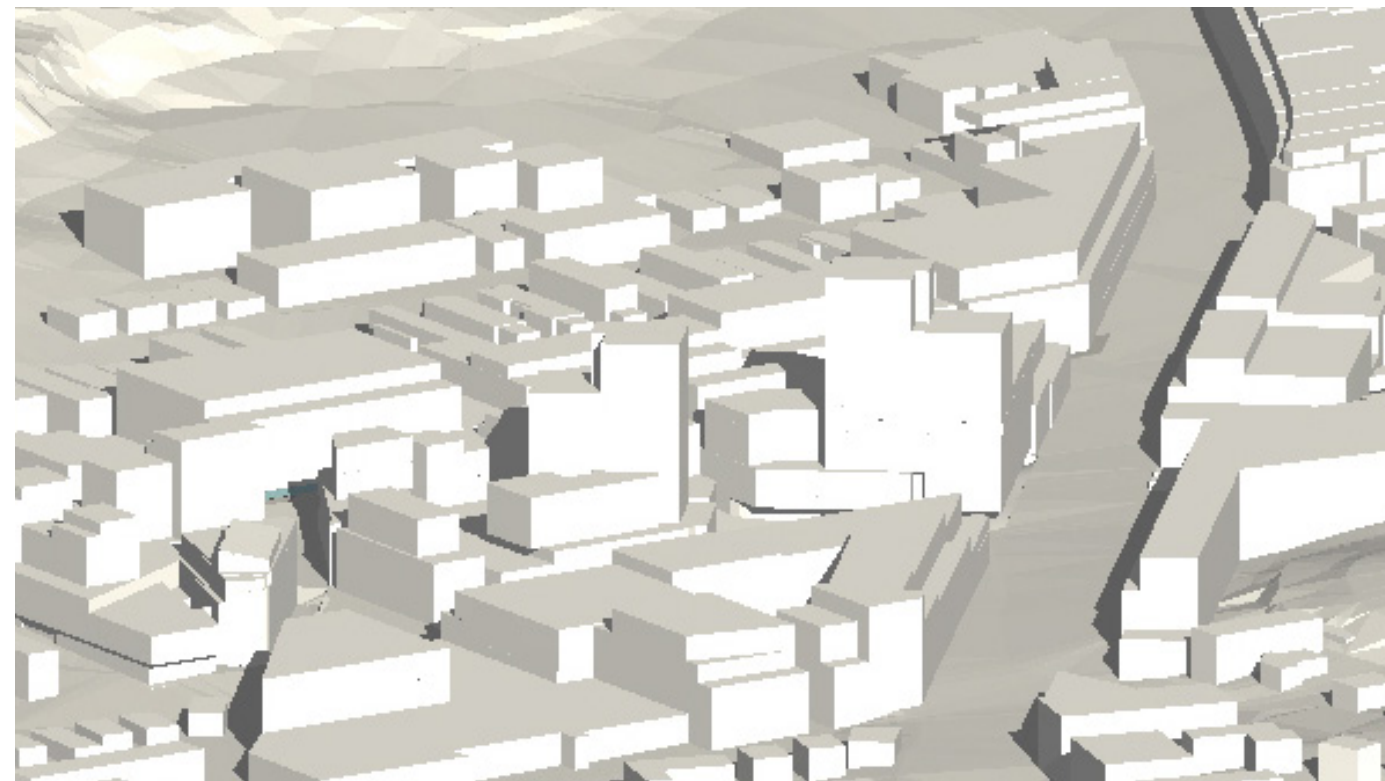


4. 3D Massing

Aerial Views



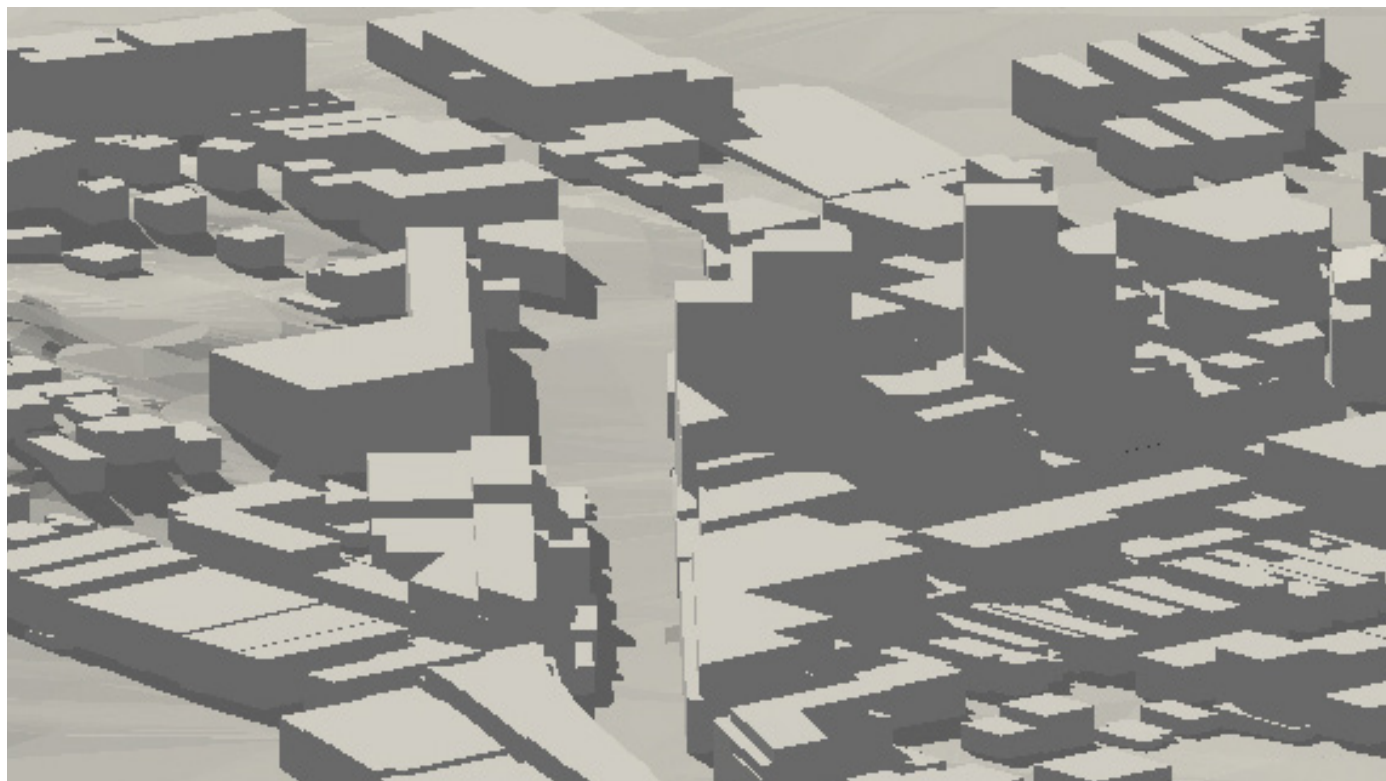
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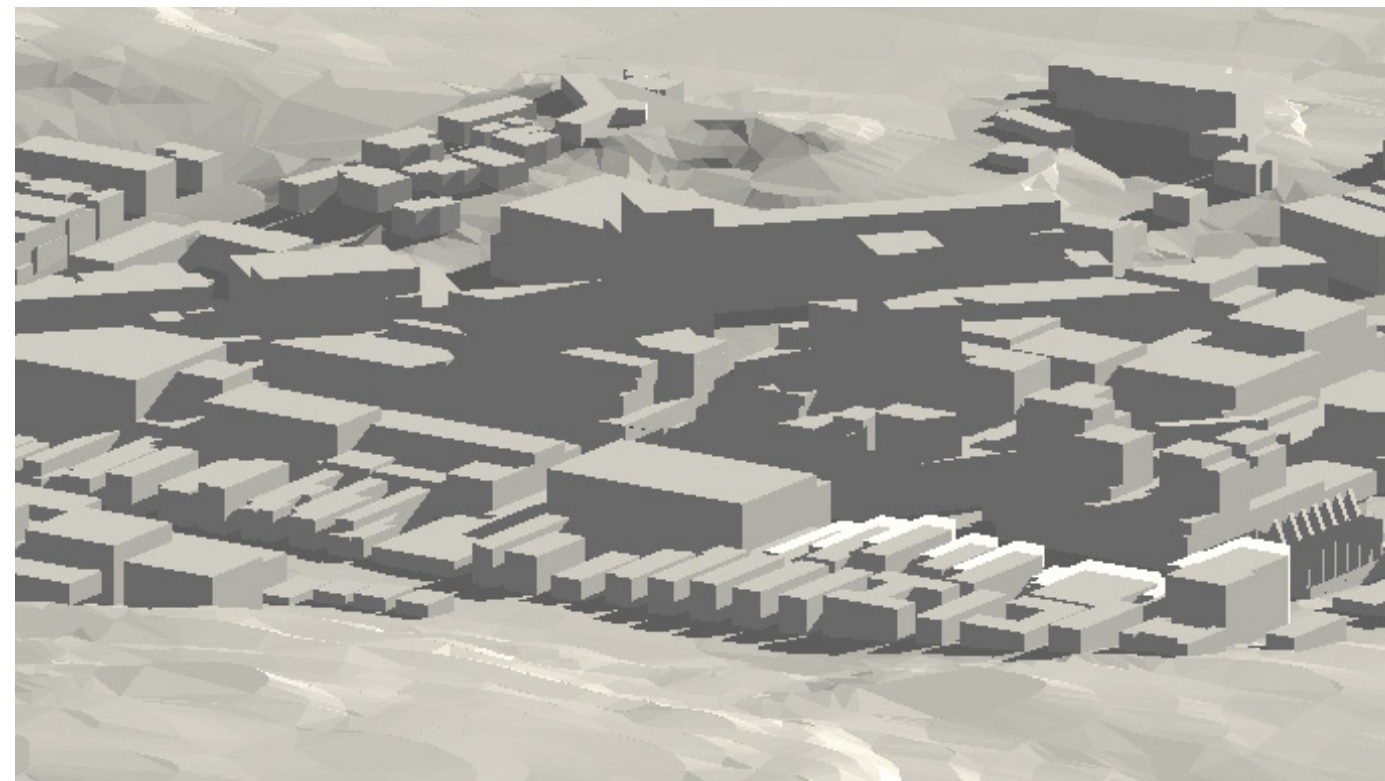
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4. 3D Massing

Aerial Views



SW



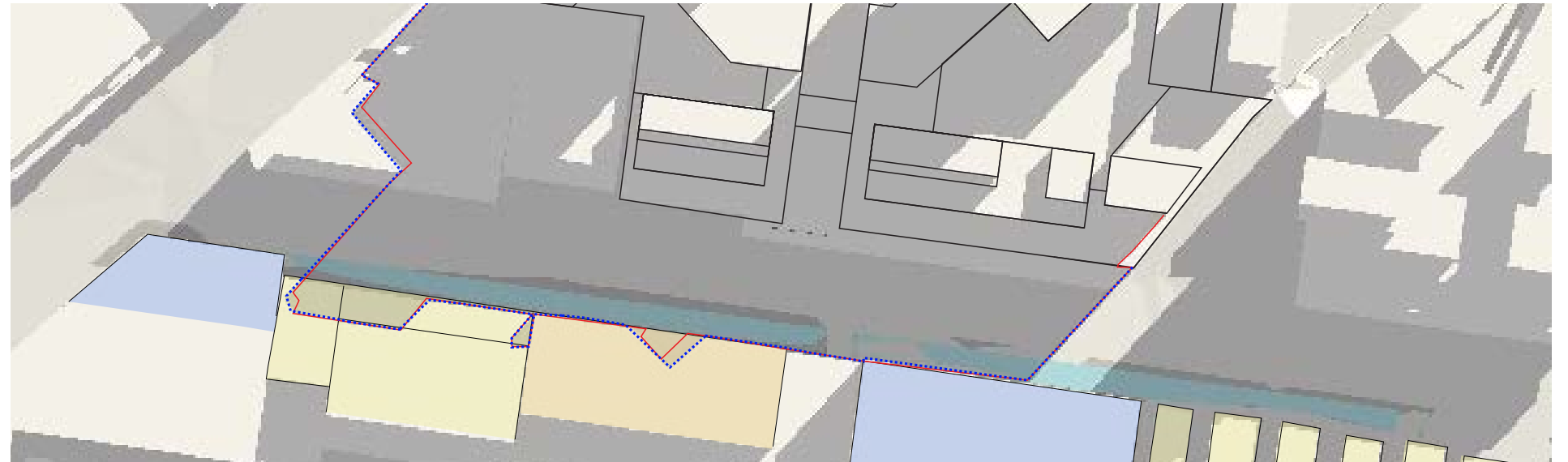
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5. Shading Analysis

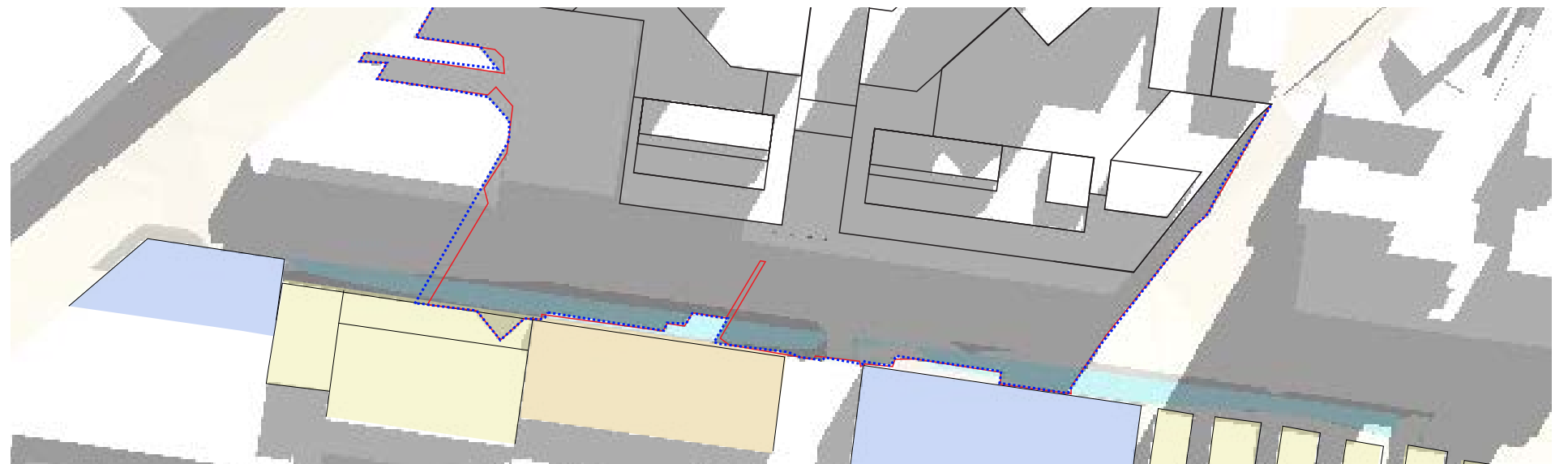
KEY

- Meriton's Proposal shadow outline
- Approved Stage 1 DA shadow outline
- Protected area of 6m from the buildings boundary on the Southern Walkpath Oaks Avenue
- Residential
- Retail
- Approved future development

22 June
9am



22 June
10am



5. Shading Analysis

KEY

- Meriton's Proposal shadow outline
- Approved Stage 1 DA shadow outline
- Protected area of 6m from the buildings boundary on the Southern Walkpath Oaks Avenue
- Residential
- Retail
- Approved future development

22 June
11am



22 June
12pm

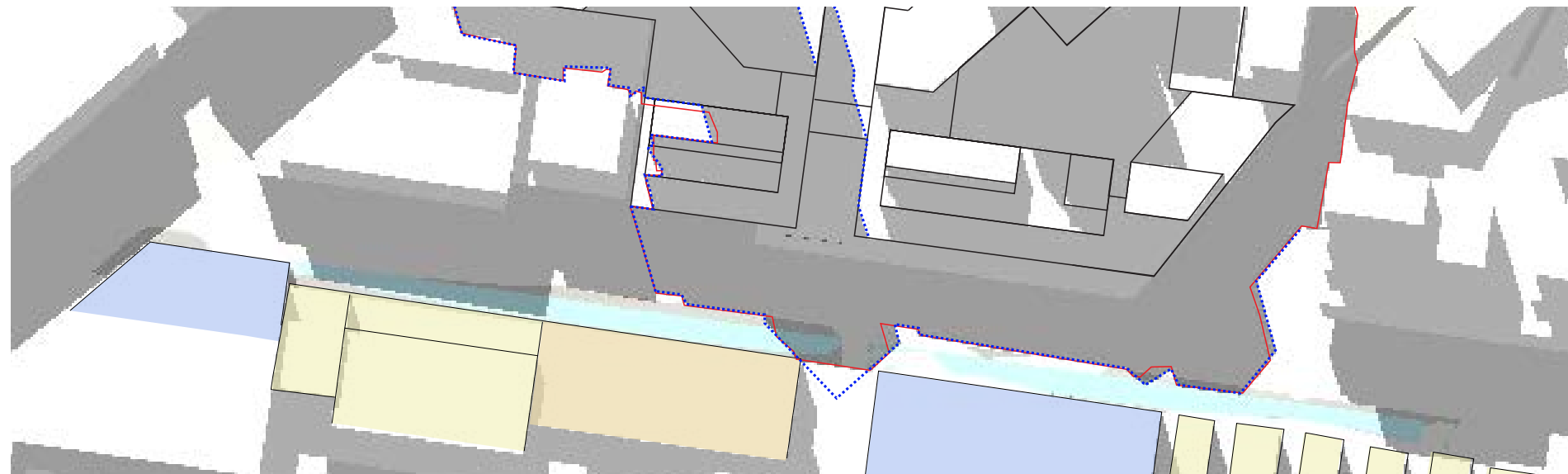


5. Shading Analysis

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- Meriton's Proposal shadow outline
- Approved Stage 1 DA shadow outline
- Protected area of 6m from the buildings boundary on the Southern Walkpath Oaks Avenue
- Residential
- Retail
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22 June
1pm



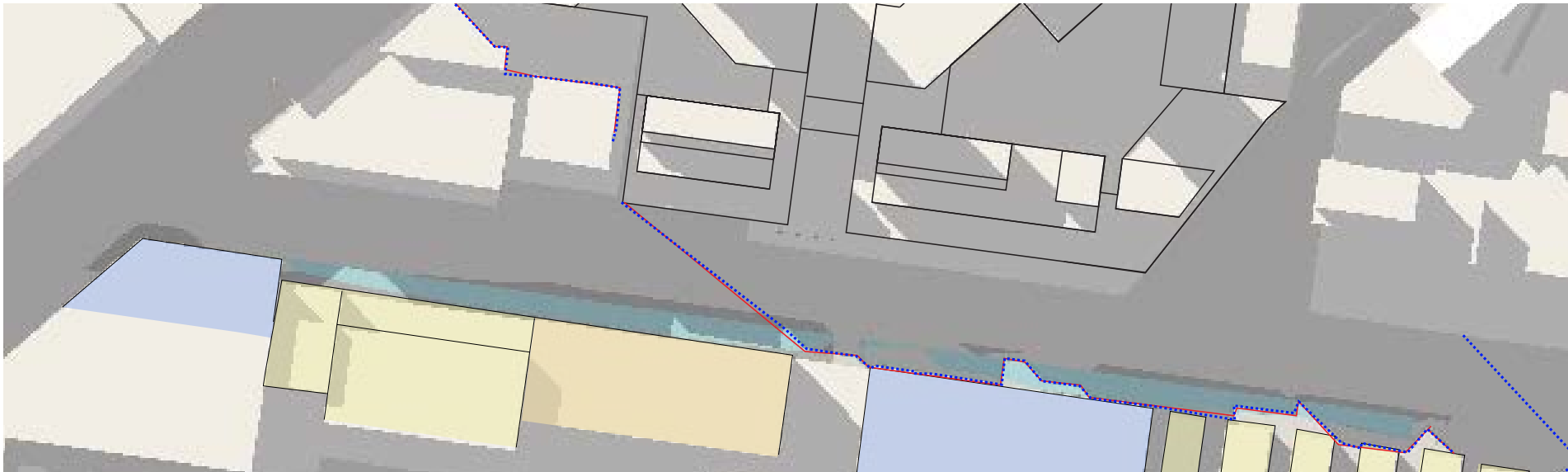
22 June
2pm



5. Shading Analysis

KEY

- Meriton's Proposal shadow outline
- Approved Stage 1 DA shadow outline
- Protected area of 6m from the buildings boundary on the Southern Walkpath Oaks Avenue
- Residential
- Retail
- Approved future development



5. Shading Analysis

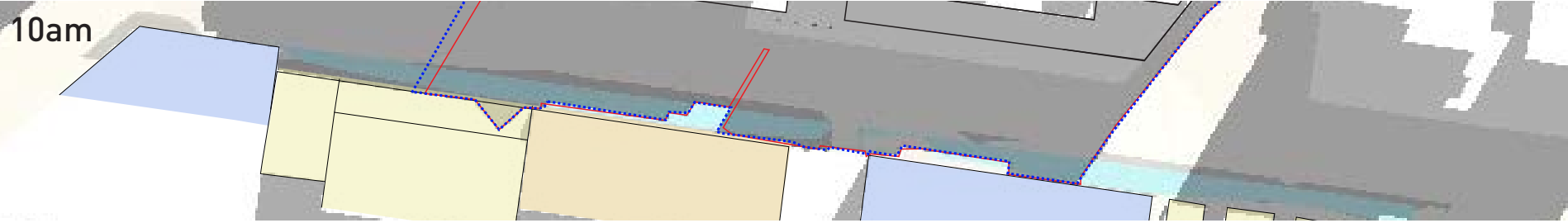
KEY

- Meriton's Proposal shadow outline
- Approved Stage 1 DA shadow outline
- Protected area of 6m from the buildings boundary on the Southern Walkpath Oaks
- Residential
- Retail
- Approved future development

PROTECTED AREA RECEIVING SUNLIGHT

Approved LEP
813m2

Meriton
767m2



Approved LEP
1288m2

Meriton
1222m2



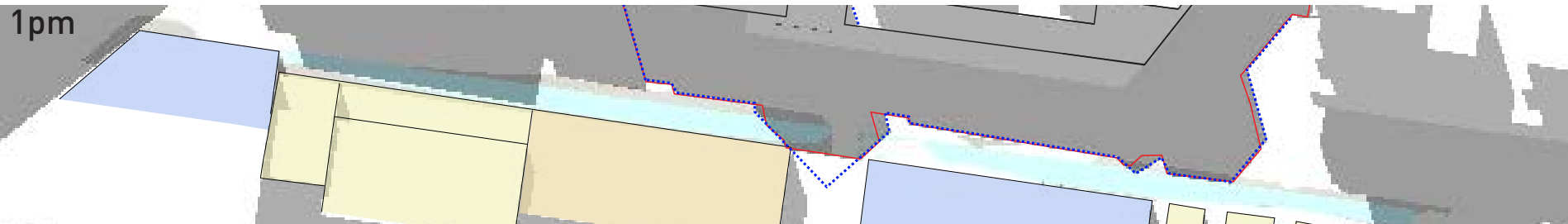
Approved LEP
1350m2

Meriton
1338m2



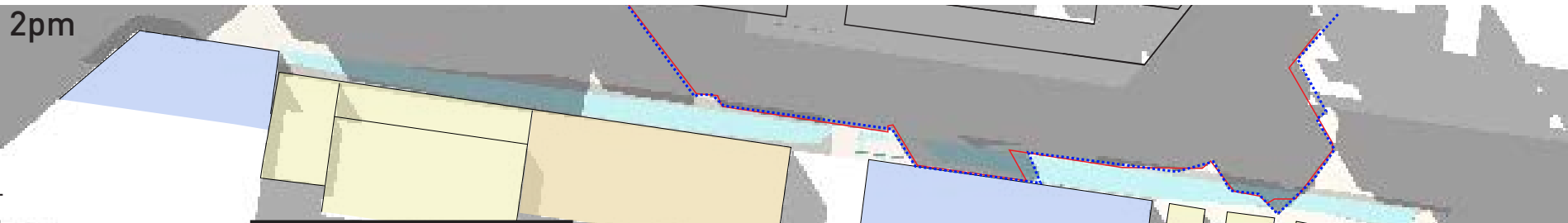
Approved LEP
1403m2

Meriton
1398m2



Approved LEP
1310m2

Meriton
1286m2



TOTAL
PROTECTED AREA RECEIVING SUNLIGHT

Approved LEP
6164m2

Meriton
6011m2

The shading analysis shown on the right, demonstrates that **2 hours of sunlight access between 10am and 2 pm are ensured** within the southern walkpath of Oaks avenue, on an area 6 m wide from the buildings boundary; as per current LEP requirements. Furthermore, a minimum of **3 consecutive hours of direct sun access is provided** in most areas.

6. Distant View Comparison

Looking South from Plateau Road, Collaroy



Meriton's Proposal



Approved Stage 1 DA

6. Distant View Comparison

Looking South from Lincoln Ave



Meriton's Proposal



Approved Stage 1 DA

6. Distant View Comparison

Looking South from Long Beach Reef Access Track



Meriton's Proposal



Approved Stage 1 DA

6. Distant View Comparison

Looking South from Long Reed Headland



Meriton's Proposal



Approved Stage 1 DA

6. Distant View Comparison

Looking East from Princess Mary St



Meriton's Proposal



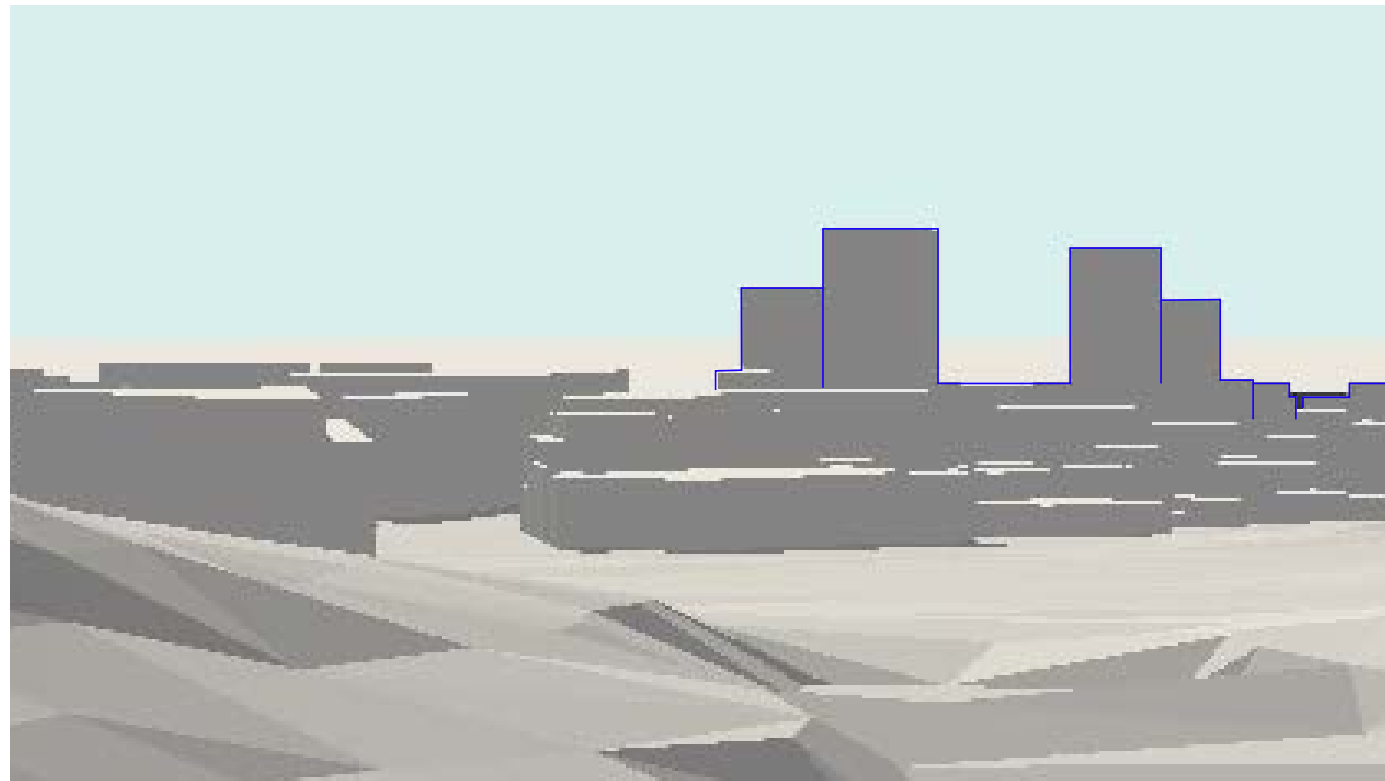
Approved Stage 1 DA

6. Distant View Comparison

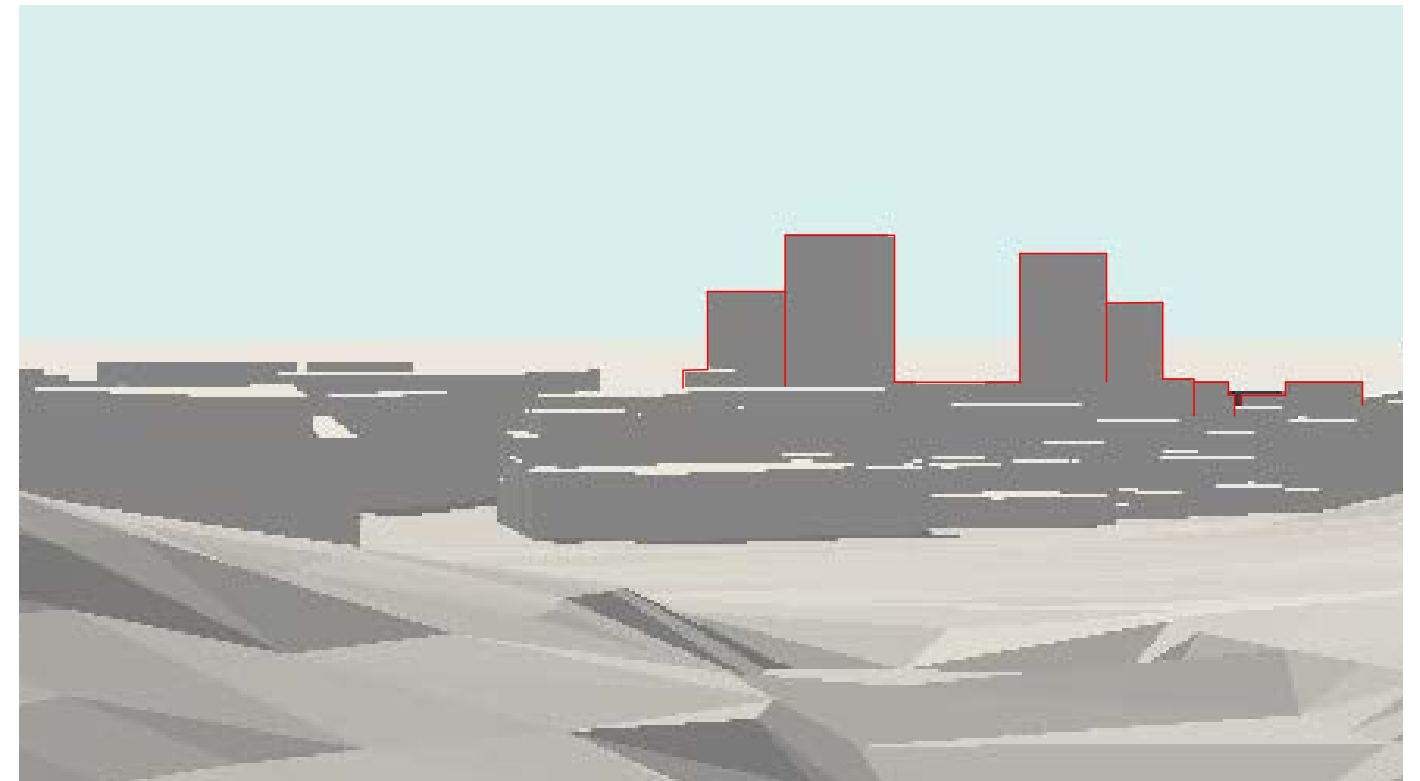
Looking North from Access to Dee Why

KEY

- Crone Partners Design Outline
- Approved Stage 1 DA Outline



Meriton's Proposal



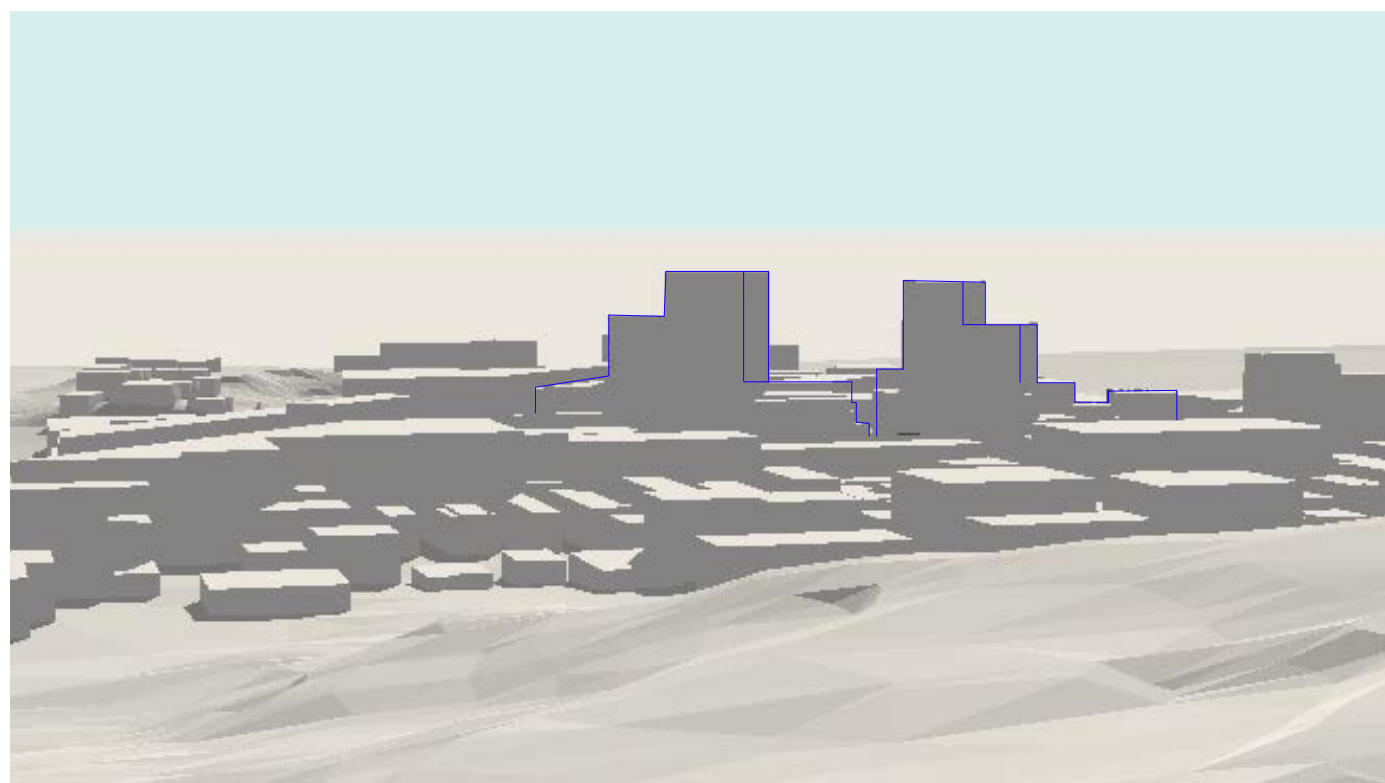
Approved Stage 1 DA

6. Distant View Comparison

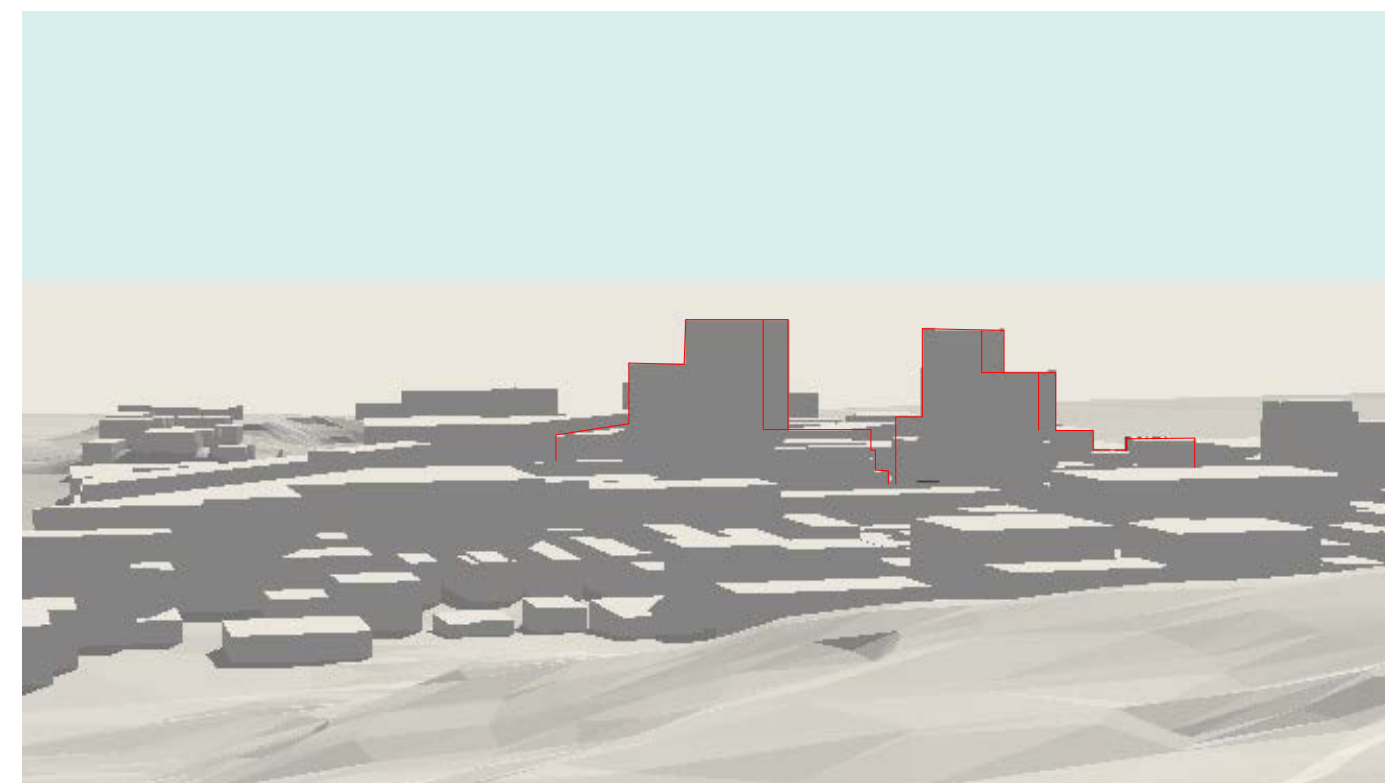
Looking North from Near Hills

KEY

- Crone Partners Design Outline
- Approved Stage 1 DA Outline



Meriton's Proposal



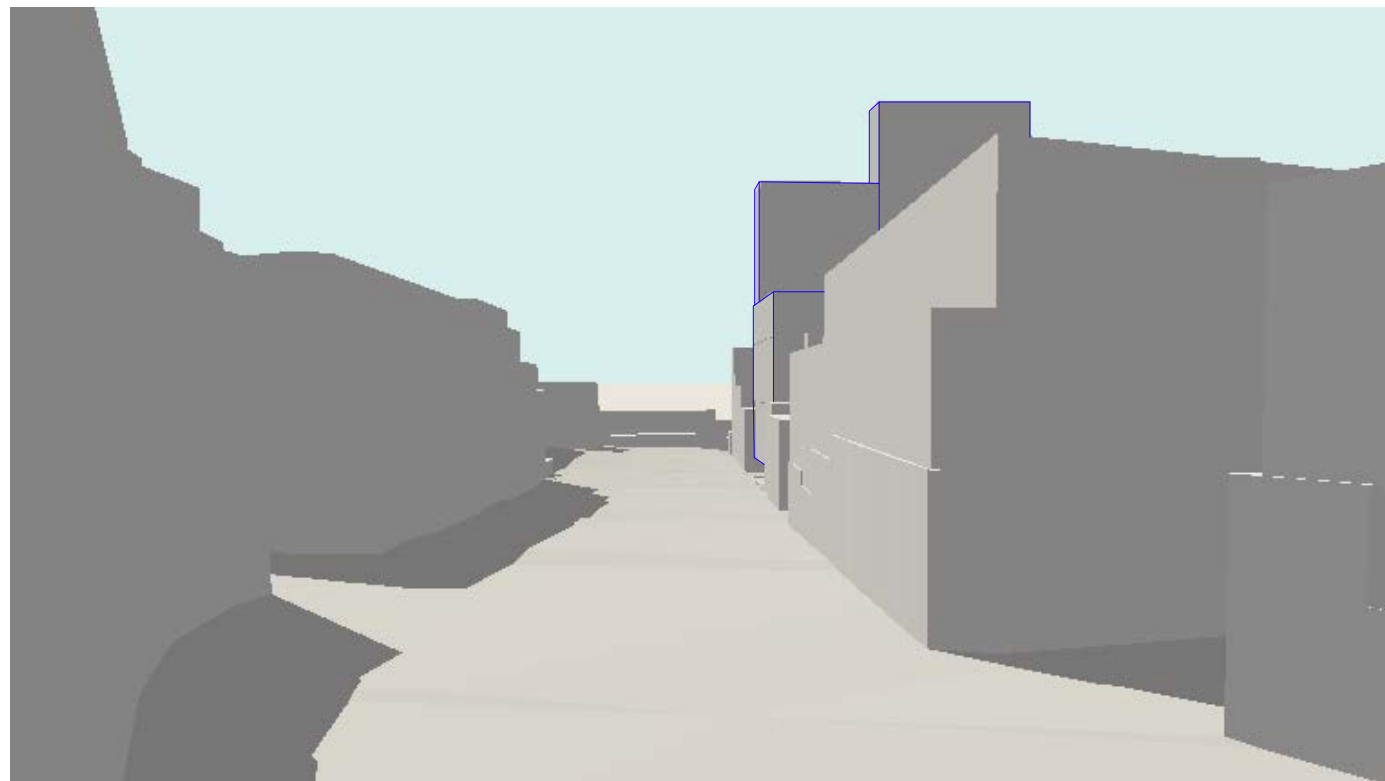
Approved Stage 1 DA

6. Distant View Comparison

Looking North from Pittwater Road

KEY

- Crone Partners Design Outline
- Approved Stage 1 DA Outline



Meriton's Proposal



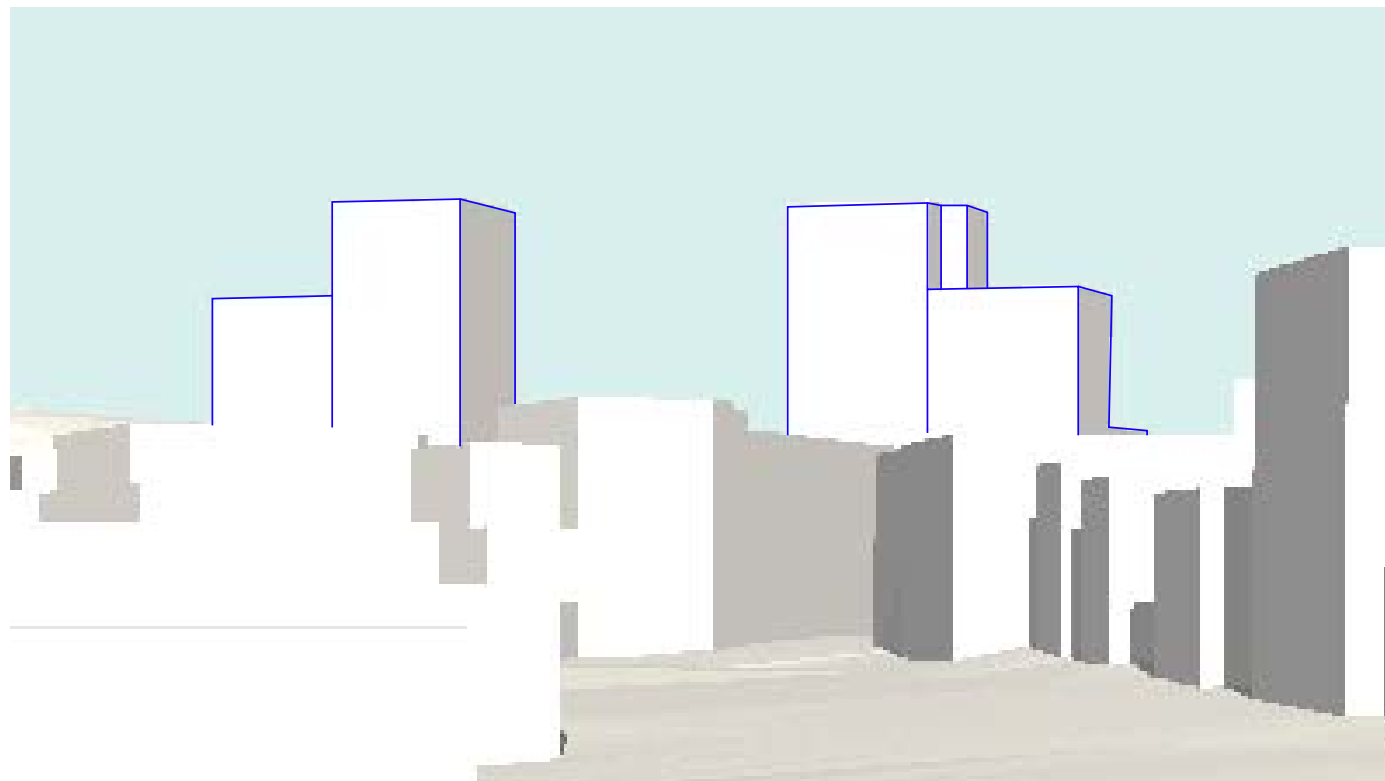
Approved Stage 1 DA

6. Distant View Comparison

Looking South from Pittwater Road

KEY

- Crone Partners Design Outline
- Approved Stage 1 DA Outline



Meriton's Proposal



Approved Stage 1 DA

Appendix B

Traffic Statement



Dee Why Town Centre
Planning Proposal
Preliminary Traffic & Parking
Assessment

transportation planning, design and delivery

Dee Why Town Centre

Planning Proposal

Preliminary Traffic & Parking Assessment

Issue: A 26/06/14

Client: Meriton Group
Reference: 14s1400000
GTA Consultants Office: NSW

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	26/06/14	Final	Penny Dalton	Jason Rudd	Jason Rudd	

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1. Introduction

The Meriton Group has lodged a planning proposal to Warringah Council to amend the Warringah Local Environmental Plan 2011 (WLEP 2011) planning controls for a mixed use development on a site referred to as the Dee Why Town Centre.

The site is also known as 'Site B' and is located on the eastern side of Pittwater Road between Howard Street and Oaks Avenue.

To distinguish between the Dee Why Town Centre planning proposal site and the general Dee why town centre, the Meriton site is referred to as 'Site B'.

1.1 Purpose of this Report

Meriton engaged GTA Consultants to undertake traffic and parking assessment of the planning proposal for Site B.

In particular, GTA Consultants have been engaged to respond to issues raised by Council as part of the Pre-lodgement meeting and supplementary request for further information. These specific issues include:

- Justification for the proposed on site parking provisions given that the proposed provision is less than the requirements specified in WLEP 2011
- Estimation of the traffic generation potential of the proposal and comparison with estimated future traffic generation potential for the site as assessed as part of current approved development.
- Consideration of local road network upgrades and the timing of delivery for these works.

These issues are considered in this report.

1.2 Background

Site B is identified in the WLEP 2011 as a key site and it has been an integral part of the master planning for the redevelopment of Dee Why and the town centre functions.

Site B is currently occupied by a medical centre, two small retail shopping malls, street front shops and associated car parking. Part of the site is being demolished under the current development approval (DA2007/1249).

The key site controls for Site B are set out in WLEP 2011. These controls reflect the development approval for the site. The current development approval for the site allows a mixed use development with up to 63,650m² of GFA.

In August 2013, Warringah Council adopted the Dee Why Town Centre Master Plan (July 2013). The Master Plan sets out the process and desired outcomes for the revitalisation of the Dee Why Town Centre in a manner which is feasible and sustainable.

It is noted that the Dee Why Town Centre Master Plan is not a statutory planning document but it does provide a strategic direction for the planning of the Dee Why Town Centre. Indeed the Master Plan is a key component of Council's current review of the WLEP 2011 with regard to Dee Why Town Centre.

GTA Consultants were involved in the traffic and parking assessments as part of the Dee Why Town Centre Master Plan and prepared for Council the *Dee Why Town Centre Traffic Study – Traffic, Transport and Parking Report* (March, 2008).

With regard to Site B, the Master Plan traffic report considered the following development for Site B:

- High Density Residential = 327 apartments
- Commercial = 7,000 m² GFA
- Retail = 22,000 m² GFA

Based on the above land uses, the traffic generation potential of Site B as assessed in the Master Plan traffic report was:

- AM Peak Hour = 224 vehicles / hour
- PM Peak Hour = 513 vehicles / hour
- Saturday Peak Hour = 546 vehicles / hour

These potential traffic generation rates are compared with the Meriton Planning Proposal for Site B in Section 3 of this report.

2. Overview of Planning Proposal

The Meriton Planning Proposal for Site B seeks to provide the following land uses:

- High Density Residential = 461 apartments
- Commercial = 2,037 m² GFA
- Retail = 8,710 m² GFA
- Childcare Centre = 1,288 m² GFA
- On site car parking = 1,141 spaces

With regard to the approved land uses for Site B, the Meriton planning proposal represents a shift from retail / commercial to residential uses and the inclusion of community facilities, namely the child care centre.

Vehicle access to both on site car parking and service vehicle facilities are proposed to be via separate driveways at Oaks Avenue.

3. Preliminary Traffic and Parking Assessment

This section of the report sets out the findings of a preliminary assessment of the parking and traffic considerations identified by Council (see Section 1). It is acknowledged that a detailed transport, traffic and parking assessment will be required to be prepared as part of the planning and approval process.

3.1 Car Parking

3.1.1 Requirements for Car Parking – WLEP 2011 & DCP 2011

Part 7 of the Warringah LEP 2011 relates to development within the Dee Why Town Centre, which aims to ensure development in the area is consistent with the role of Dee Why as a major centre for employment and business in addition to residential accommodation. With regard to car parking, the LEP requires that car parking “*accommodate the demand generated by the additional residential, retail and commercial uses*”.

The DCP parking rates apply equally across the Warringah LGA, and so do not necessarily reflect the variation in parking demand that would be expected to occur across the region, noting that Dee Why is the primary “town centre” in the LGA, with the higher accessibility to facilities and public transport than other parts of the LGA.

Council's general parking rate requirements are set out in Warringah DCP 2011 (Appendix 1). These rates are set out below in Table 3.1

The DCP rate for the residential component applies to multi dwelling housing, shop top housing, residential flat buildings and serviced apartments.

Table 3.1: Warringah DCP 2011 Parking Rates

i Land Use	ii Warringah DCP 2011 Rate
- Multi dwelling housing, shop top housing, residential flat buildings and serviced apartments 1 bedroom 2 bedroom 3 bedroom - Visitors	1 space per apartment 1.2 spaces per apartment 1.5 spaces per apartment 1 space per 5 apartments
Shops	1 space per 16.4 m² Floor Area
Child care Centres	1 space for every 4 children (maximum authorised number of children)

Under the DCP 2011 controls, the Meriton planning proposal for Site B would require a minimum of **1,318** on site car parking spaces.

The proposed provision of approximately 1,142 spaces is less than the DCP 2011 minimum requirement. The justification for the proposed provision is discussed below.

3.1.2 Dee Why Town Centre Master Plan Car Parking Guidelines

The Dee Why Town Centre Master Plan traffic study (March 2008) included an assessment of the existing car parking provisions within the town centre. The report concluded that car parking demand in the town centre is not considered to be in high demand with supply of public accessible parking exceeding demand.

In considering the provision of parking for the future redevelopment of the Dee Why Town Centre the Master Plan traffic report concluded:

"In determining future parking demand for the Dee Why Town Centre based on future levels of retail and commercial development care should be taken so that the DCP parking rates are not simply applied across the board to all developments as this would result in an oversupply of parking within the Town Centre. This method of calculating parking demand does not take account of the temporal differences in land uses where different land uses parking demand peaks at different times. This is very important in a town centre because a significant proportion of land use is social / recreational which will peak outside of business hours."

In essence, it is considered that the current objective of the WDCP 2011 is appropriate, namely that parking provisions shall be provided to accommodate parking demands. However, the Master Plan identified the need to review parking rates for site specific conditions to reflect likely demand and in some way to encourage sustainable transport objectives for the town centre more generally.

It is understood that Council is reviewing the car parking controls for the Dee Why town centre as part of the review of the WLEP 2011.

3.1.3 Justification of Proposed On Site Parking Provisions

The nature of demand for on site car parking and thus the appropriateness of provision for residential and non residential land uses is considered to have different drivers.

Residential car parking demand is an origin sourced demand. As such there will be demand for car parking based on car ownership of the residential population of the site. Demand for car parking will occur whether or not the car is used to make trips.

Retail parking demand is a destination source demand. Demand is influenced by the attractiveness of the land use and the availability of parking generally. Trips are considered to be directly related to the number of parking spaces provided.

Proposed Residential Parking Provisions

A review of the recently released RMS Technical Direction (TDT 2013/04a) *Guide to Traffic Generating Developments Updated Land Use Surveys* indicates that the traffic generation rates of high density residential developments is not linked to the provision on site parking. The key factor in traffic generation is the proximity and access to public transport services.

Site B is located on a major bus transport corridor and is considered to have good access to public transport.

The planning proposal seeks to provide residential parking at a rate close to the WDCP 2011 requirements with variations to the 2 bedroom apartment and visitor parking rates. Essentially all each residential apartment would be provided with a minimum of 1 parking space.

This provision is considered appropriate as it will achieve a balance in accommodate parking demand on site and achieving travel behaviour for a site with good access to public transport.

Retail Parking

The DCP general "base" rate for parking provision for shops (Table 1) is equivalent to 6.1 spaces per 100m² GLFA. The DCP allows for variations in the rate at which parking is provided for shops in shopping centre complexes, such as shopping malls, where multi-purpose trips predominate, in accordance with the following:

- for 0 to 10,000m² GLFA 6.1 spaces per 100m² GLFA
- for 10,000 to 20,000m² GLFA 5.6 spaces per 100m² GLFA
- for 20,000 to 30,000m² GLFA 4.3 spaces per 100m² GLFA
- for more than 30,000m² GLFA 4.1 spaces per 100m² GLFA.

These rates are consistent with those published in the 2002 version of the NSW Roads and Traffic Authority's (now Roads and Maritime Services) *Guide to Traffic Generating Developments*.

The RMS guide indicates that the suggested car parking provisions are “based on unrestrained demand for parking, in isolation to adjacent developments. When it can be demonstrated that the time of peak demand for parking associated with the proposed shopping centre and the adjacent land uses do not coincide, or where common usage reduces total demand, a lower level of parking provision may be acceptable.

Provision of public transport may also reduce the demand for car parking spaces. If the proposed development is an extension of an existing retail development, additional parking demand could be less than proportional to the increase in floor area.”

The Warringah DCP 2011 car parking rates for retail floor areas were therefore intended to be considered in the context of demand for parking at adjacent land uses, and with further consideration to public transport accessibility. They are based on surveys conducted in 1990 and so do not reflect the myriad changes in travel and shopping behaviour which have occurred since that time.

In 2011, RMS updated its surveys of shopping centres, as shopping and travel behaviour changes over time, and the size of shopping centres has increased, which also influences shopper behaviour.

This update was conducted by consultants Halcrow (*Trip Generation and Parking Demand of Shopping Centres, Analysis Report*, Halcrow, September 2011) and included surveys of ten larger shopping centres in New South Wales, including seven in the Sydney metropolitan area, and one each in Tuggerah, Shellharbour and Mittagong.

The seasonally adjusted parking demand rates from those surveys are shown in Table 3.2, grouped by the total floor area ranges.

Table 3.2: Seasonally Adjusted Shopping Centre Parking Demand Rates (Halcrow, 2011)

Range in Total Floor Area (GLFA m ²)	Car Parking Spaces per 100m ² GLFA			
	Thursday	Friday	Saturday	Sunday
0 to 20,000	3.2	3.2	3.7	2.8
20,000 to 40,000	3.9	3.7	5.3	4.0
40,000 to 60,000	4.4	4.3	4.9	3.7
60,000 to 80,000	3.6	3.5	4.4	4.0
Above 80,000	3.6	3.1	3.5	3.0

Source Table 3.25 Halcrow 2011

Site B lies within the wider Dee Why town centre and thus should be considered in the context of the overall town centre, rather than as a standalone shopping, commercial or residential development. The proximity of residences and employment would have a significant impact on the level of use of vehicles to access the shopping centre.

In addition, the peak parking demand of the different land uses in the town centre would not necessarily coincide, e.g. the Halcrow results suggest that shopping centre parking demand is

typically higher on weekends than on weekdays, while the demand for commercial and childcare parking would be lower on weekends than on weekdays.

Furthermore, the provision of parking to meet the unrestrained peak demand of all uses simultaneously would result in an oversupply of parking.

3.2 Traffic Generation

The traffic generation potential of the Meriton planning proposal for Site B has been estimated based on the recently released RMS Technical Direction (TDT 2013/04a) *Guide to Traffic Generating Developments Updated Land Use Surveys*.

The estimated traffic generation potential is compared to the traffic generation potential of Site B as approved and considered in the Dee Why Town Centre Master Plan (see Table 3.3).

Table 3.3: Comparison of Site B Traffic Generation

	Approved Development (veh/hr)	Meriton Planning Proposal (veh/hr)
AM Peak	224	148
PM Peak	513	466
Saturday Peak	546	401

The results shown in Table 3.3 indicate that the traffic generation potential of the Meriton planning proposal for Site B is estimated to generate less traffic than envisaged under the approved development and the Dee Why Town Centre Master Plan. This is predominately due to the shift in land use from the higher generating land uses (commercial and retail) to lower generating land uses (residential).

3.3 Local Road Network Improvements

As noted above the Meriton planning proposal for Site B is estimated to generate less traffic than previously assumed and planned for with Site B redevelopment.

As such no additional transport infrastructure and local road network improvements over and above those envisaged in the Dee Why Town Centre Master Plan are required to accommodate the Meriton planning proposal.

The Dee Why Town Centre Master Plan traffic study envisaged a number of potential changes to the local road network. In particular the creation of a one way loop road system using Oaks Avenue, Howard Avenue and a road link created through the adjacent Council car park site.

The arrangements are shown in Figure 3.1.

Figure 8.3 Traffic Management Option 2A.2 - Approved + Pending DAs (Multiplex) + Future Council Site



The development of Site B as proposed by Meriton would not adversely impact on the ability of this one way loop road system to be implemented in either the short, medium or long term development of the Dee Why town Centre.

Moreover, the traffic generation potential of the planning proposal for Site B would not accelerate the need for the implementation of local road network improvements.

4. Conclusion

This preliminary traffic and parking assessment has determined that:

- The Meriton planning proposal for Site B is expected to have a lower overall traffic generation potential than considered for the approved development on the site.
- Given the above, the planned local road network improvements are considered appropriate to accommodate traffic movements generated by the planning proposal development.
- The on site parking provisions are lower than the WDCP 2011 requirements. However, the site specific conditions warrant a reduction in the parking rates specified by WDCP 2011.
- The proposed on site parking provisions are considered appropriate to accommodate on site parking demands which is in accordance with the objectives of WLEP 2011 and WDCP 2011

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Appendix C

Strategic Planning Context

Strategic Planning Context

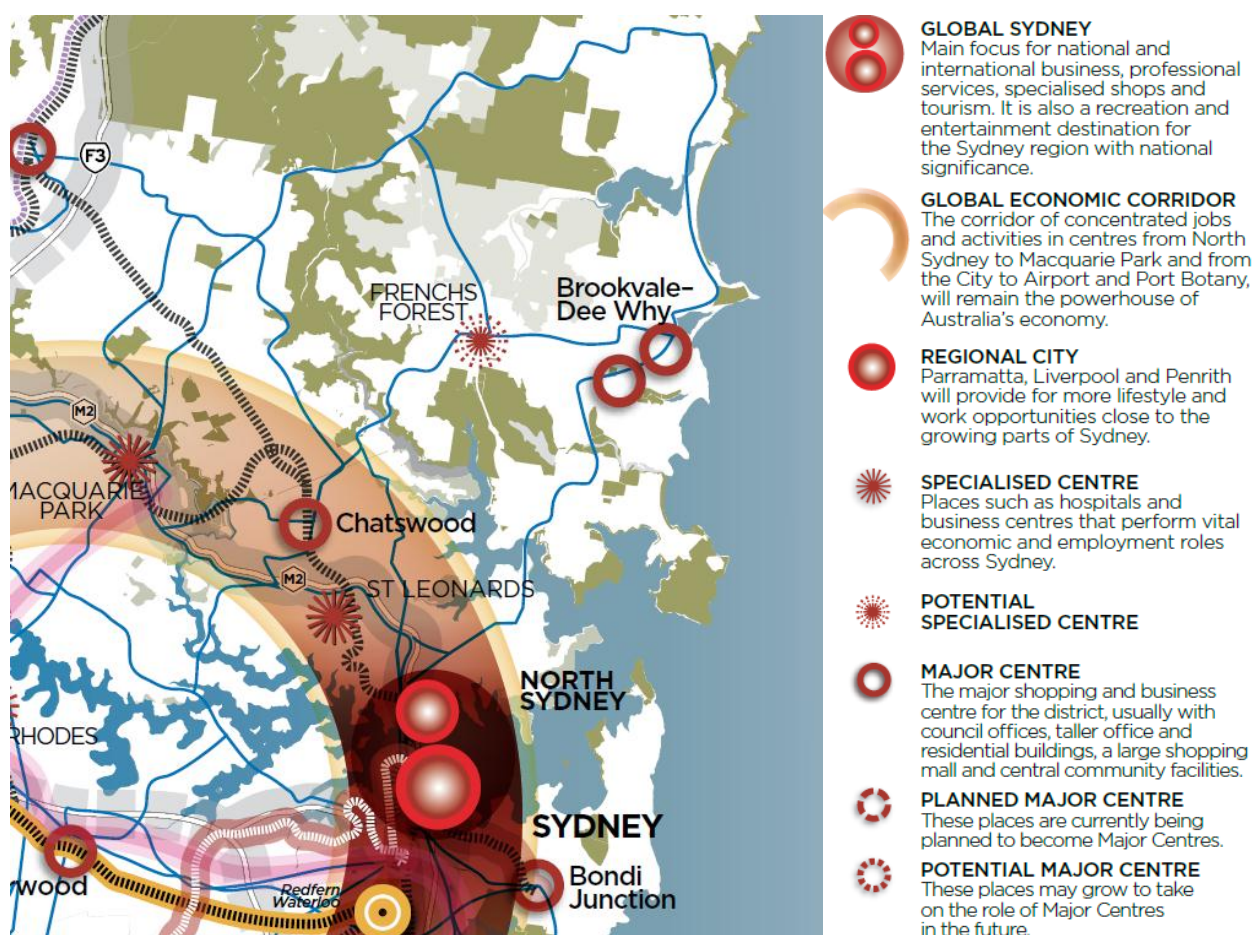
This Appendix has been prepared to summarise the strategic planning context of the site. One of the key priorities of the proposal is to ensure the fundamental objectives of the Stage 1 DA Approval are met, however allowing opportunity for an alternate design to be supported on this strategically important site. Accordingly, as the proposal is consistent with the objectives and development outcomes of the Stage 1 DA Approval, it has already been determined to be consistent with the strategic planning framework; however a summary of the key strategic documents is provided below.

METROPOLITAN PLAN FOR SYDNEY

The *Metropolitan Plan for Sydney 2036* ("Metro Plan") seeks to respond to the key challenges facing Sydney such as a growing and changing population, the need to locate more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city. Central to achieving these challenges is a focus on developing a 'City of Cities' structure which is defined by a compact, multi-centred and connected city structure enabling people to spend less time travelling to access work, services, markets or regional facilities.

The Metro Plan identifies Dee Why as part of the Brookvale-Dee Why 'Major Centre'. The Metro Plan recognises that these two areas (with the Pittwater Road corridor connecting them) should be considered as a whole in delivering the mix of uses intended for a Major Centre.

FIGURE 11 – METROPOLITAN SYDNEY 2036 (EXTRACT)



The Metro Plan includes the following specific 'Future Directions' for the Brookvale-Dee Why Major Centre:

- *Support concentration of mixed development in Dee Why in accordance with the existing masterplan.*
- *Improve the structure of Brookvale to grow as an integrated retail, office, employment and service centre exploiting major North-South and East-West bus links.*
- *Improve public transport connections.*

These specific directions from the Metro Plan indicate that the Brookvale area is to provide the concentration of retail, office and employment generating uses, while Dee Why to deliver a mixed use precinct which will provide housing and convenience retailing which utilise the improved public transport connections running along the Pittwater Road strategic bus corridor.

DRAFT NORTH-EAST SUBREGIONAL STRATEGY

The *Draft North-East Subregional Strategy* ('Subregional Strategy') was prepared in 2007 and provides subregional objectives and actions to implement the then Metro Strategy. While the Metro Strategy has been replaced by the Metro Plan, the Subregional Strategy provides more subregional specific strategic direction for the delivery of the Metro Plan key directions. Similar to the Metro Plan, the Subregional Strategy identifies Brookvale-Dee Why as a Major Centre made up of two parts with an enterprise corridor connecting the two.

The Subregional Strategy includes the following Key Directions which are aligned to this Planning Proposal request:

Better Access to a variety of housing choice and create liveable and sustainable communities...*Encouraging future residential development within and around centres will create liveable and sustainable communities. This will be achieved by supporting diversity through a variety of housing forms and ensuring that future housing growth is located close to existing public transport and co-locating dwellings with jobs and services.*

Strengthen the Major Centre...*Dee Why will provide additional high density housing, retail and some commercial space in a mixed use development as proposed in the current Town Centre Masterplan. There are opportunities to investigate intensification of employment opportunities and provision of a main street retail environment at Brookvale. Maintaining and strengthening the link between Dee Why and Brookvale remains a significant planning challenge.*

Better access to, from and within the North East Subregion...*The subregion has a dispersed community structure with higher than average car use. The implementation of Strategic Bus Corridors will provide better links to and from surrounding strategic centres, key train stations, hospitals, education and other facilities across the entire Sydney region.*

To achieve these Key Directions, a number of actions for the subregion are outlined in the Subregional Strategy which this Planning Proposal request seeks to contribute to achieving:

- Accommodate 4,000 additional jobs should be provided within the Brookvale-Dee Why Major Centre (Action B1.2)
- Accommodate housing growth within the subregion primarily within centres which are and will be well serviced by public transport (Action B2.1)
- Focus retailing primarily within the Warringah Mall shopping centre, while providing strip shopping within other centres including Dee Why, Manly Corso and smaller local centres (Action B4.1)
- Focus new residential development around Town Centres and other centres with good access to public transport and local services (Action C2.1)

The key directions contained in the Subregional Strategy relating to Dee Why indicated that the Major Centre should support a mix of retail, commercial and residential uses. However, the Subregional Strategy indicates that the Major Centre will have parts that deliver each of these elements.

Retail

Warringah Mall in Brookvale is to be the shopping and retail centre for the subregion, with smaller convenience retailing in other centres. This is to provide an intensified retail centre for the subregion, while also accommodating convenience retailing in centres where the Subregional Strategy identifies increased housing density should be delivered.

Commercial

While the Subregional Strategy intends to accommodate 4,000 new jobs within the Brookvale-Dee Why Major Centre, the Strategy further identifies the opportunity for these jobs to be accommodated within the enterprise corridor running along Pittwater Road between these two Town Centres. Accordingly, the strategic direction is calling for a mix of uses which will generate employment growth along this corridor to feed into the growth and vibrancy of these Town Centres.

The Subregional Strategy indicates the subregional employment growth target should be delivered within existing employment lands and the further development of the enterprise corridor along Pittwater Road between Brookvale and Dee Why. While the Subregional Strategy seeks to deliver additional employment within the Brookvale-Dee Why Major Centre, this can be delivered through new retailing jobs within this centre. Further, the planned Northern Beaches Hospital at Frenchs Forest is likely to attract additional commercial office spaces within and surrounding the State Significant Site.

Housing

The Subregional Strategy includes a housing target for the subregion of 17,300 new dwellings by 2031, with approximately 60% to be accommodated within the Warringah LGA. The Subregional Strategy seeks to *'encouraging future residential development within and around centres'*. This direction recognises that there is a need and significant demand for a broader mix of housing types including medium and high density housing, and that increased housing density should be accommodated within centres which have access to good public transport corridors, such as Dee Why.

DRAFT METROPOLITAN STRATEGY FOR SYDNEY

The key messages of the current Metro Plan are restated and reinforced in the draft Metro Strategy for Sydney ('draft Metro Strategy') released for comment in March 2013:

- More housing is needed to meet demand: The draft Metro Strategy increases the dwelling targets for the Sydney Metropolitan region, requiring a minimum of 273,000 new homes by 2021 and 545,000 by 2031. Minimum housing targets to 2021 and 2031 are specified for six subregions. Warringah LGA is within the north subregion; this subregion also includes Hornsby, Ku-ring-gai, Manly and Pittwater LGAs). Minimum housing targets of 19,000 and 37,000 new dwellings to 2021 and 2031 are to be achieved within the north subregion.
- Continue to support mixed use renewal in Dee Why: The draft Metro Strategy recognises the strategic opportunity for Dee Why to be renewed as a mixed use precinct, which would utilise the additional investment in transport infrastructure along the Pittwater Road strategic bus corridor. This is consistent with the wider draft Metro Strategy objective of *'Residential and commercial development will be encouraged and facilitated in centres along corridors identified as having potential to support future urban renewal'*.

Redevelopment of the site with a ground floor retail with a mix of commercial, community facilities and residential above is consistent with the strategic direction outlined in the draft Metro Strategy. It will contribute to the renewal of Dee Why as a mixed use precinct, while also delivering new housing that will benefit from the key strategic public transport corridor running along Pittwater Road.

DEE WHY TOWN CENTRE MASTER PLAN 2013

The Dee Why Town Centre Master Plan 2013 (the 'Master Plan') was adopted by Council to guide urban renewal of the greater Dee Why Town Centre. The extent of the greater Dee Why Town Centre which the Master Plan applies to is illustrated in **Figure 12** below.

The Master Plan recognised the extent of investigation and consultation undertaken with the community and key stakeholders in the preparation of the Stage 1 DA Approval for the site, and in that regard indicates the objectives for urban renewal of Dee Why are consistent with those achieved in the Stage 1 DA Approval. In a similar way, this proposal seeks to preserve the key objectives for the site which were developed through the extensive community consultation process undertaken for the Stage 1 DA Approval on the site.

FIGURE 12 – GREATER DEE WHY TOWN CENTRE AS DEFINED IN THE DEE WHY TOWN CENTRE MASTER PLAN 2013



Source: Warringah Council, *Dee Why Town Centre Master Plan 2013*

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