

# SITES OF INTEREST



## LEGEND

- 01 Northern Gateway  
Visual marker to announce arrival
- 02 Pittwater Road 1  
Entry Sequence with street tree and arrival treatment
- 03 North West Civic Carpark  
Potential built form development
- 04 Landscape Conservation Area
- 05 North East Civic Land  
Potential built form development
- 06 Clarence Ave  
Beach access from north with Town Centre bypass - street hierarchy amendments
- 07 Drainage Channel  
Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk
- 08 Dee Why Parade Corner  
Potential Town Centre arrival marker site and pocket park on visual axis from Pittwater Road north
- 09 Drainage Channel  
Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk
- 10 Warringah Council Building / Civic Centre  
Existing Civic Centre building to be conserved
- 11 Dee Why Library Building  
Heritage building to be conserved
- 12 Civic Centre Carpark East  
Opportunity for built form and public realm development
- 13 Civic Centre Carpark South West  
Opportunity for built form and public realm development
- 14 Civic Centre Carpark South East  
Opportunity for built form and public realm development

15	Pittwater Road 2 Median and streetscape works with potential bus interchange relocation	28	Howard Avenue East Enhance streetscape and offer pedestrian and cyclist amenity to provide strong physical / visual link to the beach	41	Pedestrian Link Explore potential for north - south pedestrian / cycle link to enhance access and circulation
16	Drainage Easement Pedestrian linkage expressing water flow with interpretation / contact. Connects with Walter Gors Park	29	Site B - Amalgamated Block Based on DA approved proposal	42	Dee Why Interpretation Track Walkway with wayfinding and interpretive elements linking Stony Range Reserve, Dee Why Beach, Dee Why Lagoon, Mooramba / Redman Road, Civic Centre and Town Centre
17	Walter Gors Park Expanded park with facilities for all ages. Potential integration of WSUD and interpretation elements	30	Triangle Park South Pedestrian plaza/park to compliment Triangle Park North and to support adjacent uses, enhance pedestrian connectivity and reinforce local character	43	Service Station Corner Improve streetscape amenity and reinforce effect of southern entry feature
18	Existing Police Building Located within case study amalgamation zone	31	Council Carpark (Site A) Council owned land	44	Southern Entry Feature Mark entry to Dee Why from South with landmark feature
19	St David Ave Pocket Park Redesign to complement adjacent development	32	Church Lane New shared zone opportunity	45	Pittwater Road 5 Treatment of roadside to enhance natural features and provide entry sequence from south
20	Proposed Multi Unit Residential As per current Approved DA	33	Fisher Road Corner Block Part of case study amalgamated block - opportunity to explore character and identity defining works as Town Centre nodal point	46	Stony Range Reserve Provide walkway links and signage from Town Centre and from Queenscliff to Palm Beach Coastal Walk
21	Pittwater Road North Bus Exchange Potential relocation to be explored	34	Redman Road Pocket Plaza Enhance amenity and integrate WSUD features	47	Woolworths Lane Opportunity for shared lane through site access with retail and restaurant activation
22	Pittwater Road 3 Retain median planting and enhance streetscape	35	Oaks Ave Streetscape Create vibrant streetscape capable of supporting various uses with focus on alfresco dining		
23	Triangular Block Private land block - case study amalgamation area	36	Mooramba Carpark Council owned carpark		
24	Town Centre Crossing Pedestrian circulation options explored	37	Pittwater Road 4 Median and streetscape works		
25	Dee Why Town Square Based on DA approved proposal with varying program for the public realm	38	Kiah Community Site Council owned site		
26	Howard Ave Streetscape refurbishment to offer pedestrian priority and connect with Civic Centre, Town Square and beachfront area	39	Through Site Link Enhance north-south connection for increased pedestrian safety and amenity		
27	Triangle Park North Potential riparian corridor development with enhanced pedestrian connectivity	40	Sturdee Parade Streetscape improvement works		

# 03 VISION



# APPROACH



INNOVATION  
IMAGINATION  
INSPIRATION  
INTELLIGENCE  
INTEGRITY  
IMPROVEMENT  
IMPLEMENTATION  
INTEGRATION  
INTERFACE  
INSIGHT  
IDENTITY

## initial ideas and alignment:

### Innovation

The master plan review will bring innovative thinking and best practice to the centre future development.

### Imagination

Creative and imaginative approaches to design process will deliver a distinct and memorable place, capturing the imagination of prospective residents, business and investors

### Inspiration

The centre design features will become an attractive focus to investment, inspiring confidence and commercial reliability

### Intelligence

The master plan review will distil the best ideas to set the basis for a smart, cleverly structured competitive place

### Integrity

Design rigour will assure that the Dee Why town centre will welcome its people and the place has a true, non-transferable, unique and defining identity.

### Improvement

The master plan review will propose great improvements in the public and private realms directed to enhance urban qualities, motivating and generating investment opportunities and an overall change for better.

### Implementation

The master plan review will consider implementable, realistic scenarios for delivery of feasible, predictable, commercially sound results

### Integration

The success of good and competitive places resides in the practical and effective integration of its service assets, urban qualities and, its physical accessibility and functionality with the ability to deliver its community needs and aspirations.

### Interfaces

A vibrant place results of appropriate mix of activities and their interfacing. Accessible and safe places rely on open and naturally self-policing spaces; these require well designed interfaces underpinning positive perceptions

### Insight

Formulating a cohesive vision for the future utilising a wide variety of knowledge and best practice precedents to ensure Dee Why Town Centre is successful in the long term.

### Identity

As discussed above identity will be a driving factor in Dee Why success to generate civic pride, community ownership and attract investment.

## our commitment to this project:

- Delivery of a high quality Master Plan that is capable of being translated into tangible land use, built form, iconic places and open spaces with design guidelines that will form part of Dee Why's planning instruments.

- Ensure the above eleven guiding principles are reflected in all outcomes.

- To develop, refine and incorporate into the Master Plan, visions, options and concepts that will emerge from the team's stimuli, design process and client's feedback.

- Present innovative design ideas, concepts and options in an effective, visual manner that will facilitate constructive comment, debate and review.

- To collaborate with the group to receive maximum input to guide the design process and achieve high quality outcomes.

- To make recommendations on the development form and open space on both the site study area as well as adjoining areas.

- An ability to 'think collectively and consistently' and graphically illustrate concepts to explore suggested ideas.

- Assist in the integration of potential divergent views within the stakeholder's group's representative.

- Provide professional expertise and inspired creativity to attain design excellence in the Master Plan and its outcomes.

## KEY ISSUES



town centre dissected

Pittwater Road is a visual and physical barrier that causes major issues in terms of access and circulation



poor stormwater and drainage

An increase in impervious areas throughout the catchment and lack of overland flow paths decreases the Town Centre's ability to tolerate stormwater events.



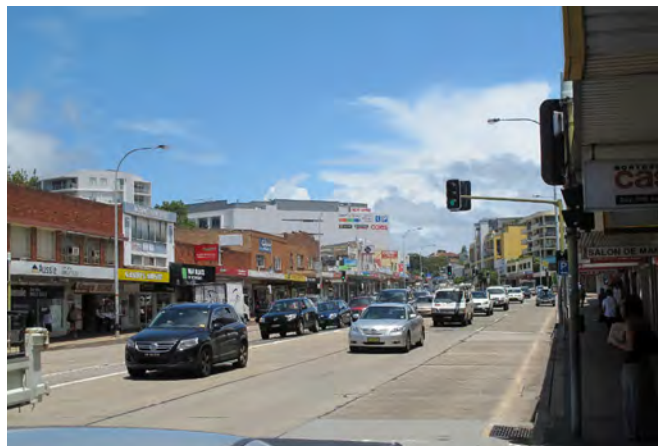
limited pedestrian connectivity and priority

Vehicle dominated streets and a lack of well defined and safe through block links creates a situation of poor pedestrian amenity.



lack of character and identity

Built form and open space does not convey a cohesive sense of place or represent the culture and creativity of local residents.







### lack of access to open space and insufficient greening

Public spaces and streets are under utilised and inhospitable. They are not well connected and are devoid of vegetation in some instances.



### inconsistent building typologies and fragmentation

Building heights, forms, uses and urban character varies dramatically across the town centre as development proceeds without a structural vision in place.



### poor amenity and streetscape definition

Built form does not currently articulate urban open space well. There is little to no large urban open space with high amenity. Significant open areas in the centre are dedicated to car parking.



### lack of retail and commercial demand

Built form currently defines fragmented retail activity while public transport deficiencies affect commercial confidence in the Town Centre.





# KEY PRINCIPLES



consolidate and reinforce the sense of centre core

The master plan will consolidate the centre in to a unified and identifiable place with a defined core and consistent surroundings.



reconnect with natural systems

The master plan will integrate the centre with its natural assets, reinforcing its coastal location characteristics.



ensure a well connected town centre

The centre will enjoy a variety of movement networks allowing good quality and safe accessibility to all areas at all times.



foster a sense of community and pride of place

The centre will provide services, features and places that are reflective of its community values and aspirations and create civic pride and creativity.







enhance open space to service the town centre and future growth

Open spaces will be of easy access and of great quality, their location will connect the centre core with its most significant landscape features.



consolidate built form looking to the future

High quality, integrated built form will accommodate all functions and population for the centre in alignment with the regional and metropolitan vision for the city.



provide a safe and enjoyable public realm

Streets and parks will create an attractive, vibrant and safe place, accessible at all times by people with all level of abilities, enjoying all the centre has to offer.



ensure an attractive, vibrant, sought after town centre that generates investment

The integration of visionary planning controls and best practice public realm design and delivery will create the demand for investment in a place with unique offers and opportunities.





# PRECEDENTS

There are many excellent local and international precedents that are applicable for reference for Dee Why Town Centre. These local, national and international precedents and principles are indicative of some of the possibilities and potential that can be emulated or built upon in future development of the Town Centre.

For further guiding principles refer to the Draft Centre Design Guidelines prepared by the NSW Government Planning Department.

## VARIOUS LOCATIONS



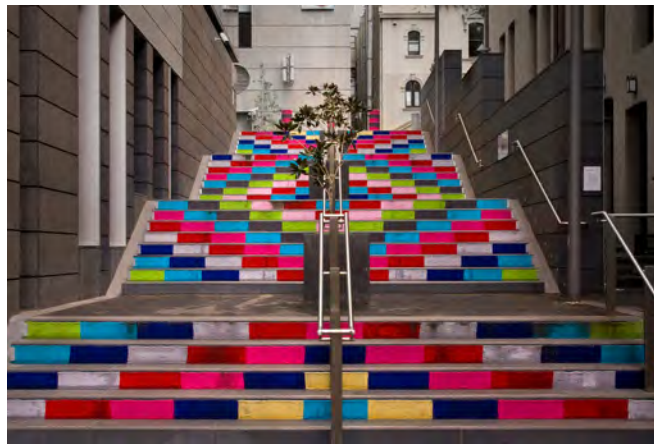
Carparks at street level should activate the streetscape and may consider sleeving with complementary uses.



Building forms should be varied while offering human scale elements at streetscape level for amenity to pedestrian users.



Microclimatic benefits appropriate to location, orientation and use should be incorporated through design.



Community engagement through art initiatives help contribute to a place's 'Cultural Capital' and sense of place.



Adaptable public spaces that provide a stage for daily life as well as special events.



Green roofs and walls improve environmental conditions with benefits for water and energy efficiency. Providing access to roofs can add to public open space.



Community pride through celebrating identity.

Distinctive parks should connect surrounding areas.



Streetscapes should have water sensitive urban design principles in place to enable total water cycle management throughout the town centre.



Open space can provide for passive recreation while performing ecological functions such as stormwater detention / filtration and habitat creation.



Integrate a mix of uses with good connections to surrounding streets with active street frontages and extended hour uses around public spaces.



Child friendly environments can contribute to the wellbeing of children. Centres should be safe and accessible with places to visit, engage and participate in community life.



## FEDERATION SQUARE, MELBOURNE

At Docklands in Melbourne, public spaces are varied and adaptable. They offer a variety of places to sit and interact with other users on a number of levels.



Considered solar access and shade is important to attract people. High quality finishes and public art are other important factors.

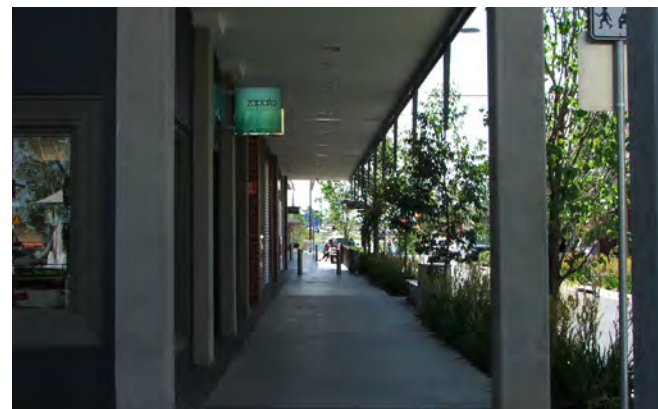
## ROUSE HILL TOWN CENTRE, NSW



Provide generous footpaths to cater for pedestrian traffic and other uses.



Reduce kerb radii at intersections to give pedestrians priority and improve safety. Surface material changes further define crossing points.



Pedestrian areas adjacent to streets are well defined for safety and amenity.



Defined pedestrian circulation with protection from the elements.



Passive solar design with shade provided by screens, canopies and tree planting.



Create a transition between the shopping centre, the street and the surrounding neighbourhood. Well designed spaces should include ample seating.



Streets defined by cohesive built form and awnings. The scale and proportions of buildings should be relative to the local context and desired built character.



More intensive and extended hour uses should be located towards the street where natural surveillance helps keep these places safe.



Design of public space should be inclusive and cater for all ages and abilities. Elements within should respond to community identity and local environmental conditions.



## PORTLAND, USA

Use of materials reflects the rich site histories. Parks provide ecological value and engage people with natural systems, contributing to sense of place.



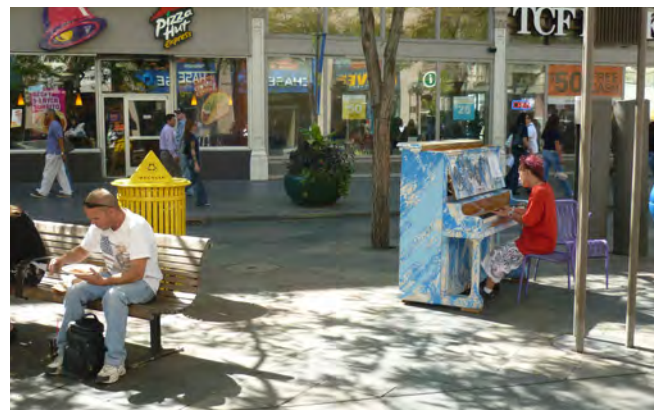
Pedestrian based streets enhance livability for residents while promoting healthy lifestyle.



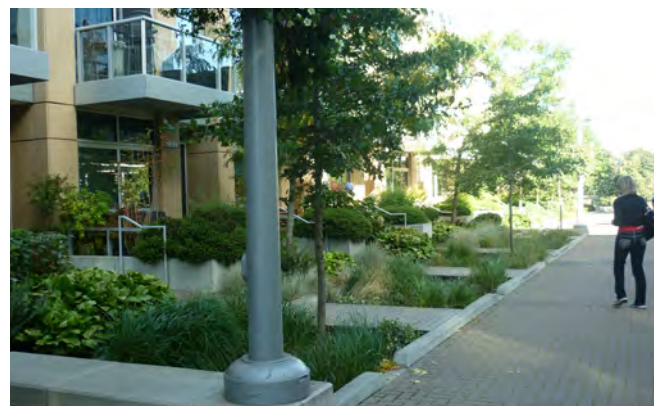
Public/private transition typology allows for visual surveillance enhancing laneway security.



Pedestrians and cyclists prioritised within the Centre with sufficient green cover to improve environmental conditions.



Places to sit and things to do create places people want to visit and gives a place vitality.



Stormwater is managed on site before being released into waterways while improving the appearance of the public realm through Water Sensitive Urban Design.

## KELVIN GROVE, QLD



Well considered streetscapes with cycleways, character planting, built form cohesion and landmark sculpture.



Integrated large format uses retain streetscape amenity.

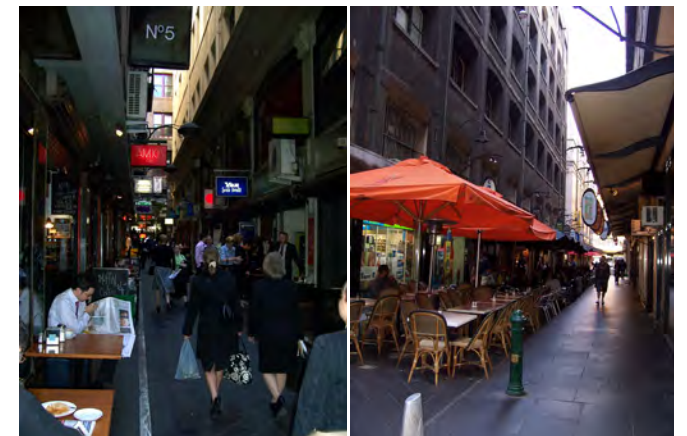


Outdoor retail experience is functional and has high amenity for users.

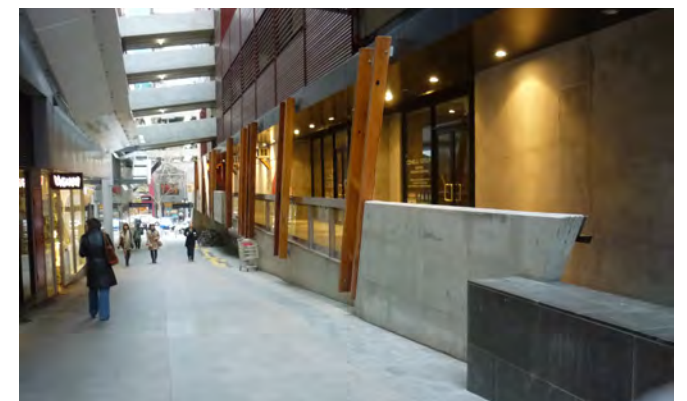
## MELBOURNE, VIC



Public realm provides amenity for all users.



Laneway activation with a mix of retail and restaurant / cafe use that provides nightlife. Consistent signage and lighting elements.



Simple and robust surfaces complement a range of building styles, materials and details.



# IDENTITY

Strong identity has positive impacts and creates the preconditions for establishing civic pride, community spirit, and the necessary caring for the urban environment.

## defining character

*“Dee Why will be home to a thriving cosmopolitan community who cherish their past, celebrate its unique and engaging vibe and embrace its bold commitment to urban sustainability. It will be a place of both energy and refuge, a city at the beach, with a distinctive modern urban identity.”*



Above:  
Celebration of Tongan culture. Dee Why has historical and on going ties to the Tongan community.

## cultural heritage

Cultural heritage and contemporary expressions of it have provided a worldwide focus for urban renewal. In the midst of economic development we find inspiration in the buildings, artefacts, traditions, values and skills of the past.

Culture helps us to adapt to change by anchoring our sense of being. It shows where we come from and the story of that place. It can provide us with confidence and security to face the future. Cultural heritage is more than buildings – it is the display of cultural resources that demonstrate that a place is unique and distinctive.



Above:  
Tank tracks remain in Dee Why Lagoon which tell a story about Dee Why's role during war time.

In an increasingly multi-cultural world, finding innovative ways of bridging cultural divides will become an increasing priority for cities that want to be successful.

## local identity

It is important that the identity of Dee Why attracts the right people for the future success of the Town Centre.

Urbanist and Author Charles Landry believes that: “People resources have supplanted natural resources as the main source of competitiveness. Human talent, skills, and creativity are replacing location, natural resources, undifferentiated pools of labour and market access as the central urban resources. The inventiveness and innovations of those who live in, work in and run cities determine their future success.

(The Creative City, 2008)

The people of Dee Why are its real asset and they form the ‘Social Capital’. Making the specific symbols of Dee Why and its neighbourhoods and people visible can celebrate local distinctiveness.

Considerations should be given to all heritage links, such as (but not restricted to):

- / Traditional / pre European habitation and use
- / Salvation Army historical links
- / WWII activity
- / En Plein Air (post impressionist) painting in the area
- / Italian community and market gardening use
- / Historical festivals and celebrations held by community groups such as the Dee Why Improvement League

# PLACEMAKING

The key to great public spaces is people. Great public spaces are where social and economic exchanges take place, friends run into each other and cultures mix.

The city centre potentially represents a place for commonality, where some form of common identity and spirit of place can be created, where people of different ages, social classes, ethnic and racial groups and lifestyles can mix and mingle in informal and unplanned ways.

Project for Public Spaces (PPS) have identified four key qualities to public space:

- / They are accessible
- / People are engaged in activities there
- / The space is comfortable and has a good image
- / It is a sociable place

Initiatives identified in research findings by others that assist in contributing to great places include:

- / Physical elements to make people comfortable
- / Night time lighting for after dark use

- / Moveable furniture for freedom of use
- / Water features for sound and aesthetics
- / Incidental seating on walls and ledges in addition to furniture
- / Activity zones to bring strangers together
- / Overhead shelter / canopy
- / Observation points for people watching
- / Outlets for community spirit and cooperation (eg. community gardens)



Above:  
Dee Why beach front attracts locals and visitors

Left:  
Table (sourced from Project for Public Spaces website) outlining what makes a great place. Key attributes are in orange, intangibles in green and measurements are in blue.



## What Makes a Great Place?

key attributes  
intangibles  
measurements

PPS  
PROJECT for  
PUBLIC SPACES



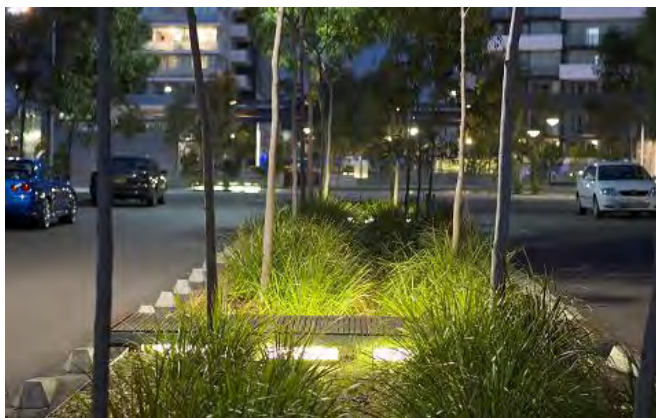
# WSUD

A best practice approach to urban stormwater management – water sensitive urban design (WSUD) - provides for the sustainable management and improvement of water quality entering waterways from urban regions; opportunities for stormwater and greywater harvesting and reuse; and innovative reductions in potable water demand.

WSUD contributes to urban sustainability and provides the conditions for attractive, human-scale living environments through integration of urban planning and design with the management, protection and conservation of the whole water cycle.

WSUD is centred on integration at a number of levels:

- / The integrated management of the three urban water streams of potable water, wastewater and stormwater
- / The integration of the scale of urban water management from individual allotments and buildings, to precincts and regions
- / The integration of sustainable urban water management into the built form, incorporating building architecture, landscape architecture and public art
- / The integration of structural and non-structural sustainable urban water management initiatives.



Above: A Biofilter is integrated into a carpark providing amenity and soft landscape for the otherwise hard surfaces in the immediate area (Victoria Park, Sydney)



Above: A constructed wetland is juxtaposed with a deck for viewing and enjoyment. (Alexandria, Sydney).

## key principles of WSUD

Consistent with the Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO 1999),

The key principles of WSUD from a stormwater management and planning perspective are:

- / Protect natural systems – protect and enhance natural water systems (creeks, rivers, wetlands) within urban developments
- / Protect water quality – improve the quality of water draining from urban developments into creeks, rivers and bay environments
- / Integrate stormwater treatment into the landscape – use stormwater treatment systems in the landscape by incorporating multiple uses that will provide multiple benefits, such as water quality treatment, wildlife habitat, public open space, recreational and visual amenity for the community
- / Reduce runoff and peak flows – reduce peak flows from urban development by on site temporary storage measures (with potential for reuse) and minimise impervious areas
- / Add value while minimising development costs – minimise the drainage infrastructure cost of development
- / Reduce potable water demand – use stormwater as a resource through capture and reuse for non-potable purposes (e.g. toilet flushing, garden irrigation, laundry).

## WSUD applications

WSUD applications can provide water based or natural vegetated features that add community value, while performing a treatment function through filtering of stormwater runoff. These applications include (not limited to):

- / Grassed or landscaped swales
- / Infiltration trenches and bio retention systems
- / Wetlands
- / Urban Forests
- / Rainwater tanks – stormwater harvesting & reuse
- / Greywater harvesting & reuse
- / Rain gardens, rooftop greening, urban forests
- / Porous pavements



Above: Urban forests filter air, water, sunlight, provide shelter to animals and recreational areas for people

Below: Constructed wetlands function to improve water quality while contributing to ecological character and providing educational benefits through interpretation and art (Docklands, Melbourne)





## dee why WSUD objectives

Dee Why Master plan Water Sensitive Urban Design Objectives include:

- / New development should demonstrate current best practice environmental sustainability
- / Use landscape design as a filtering mechanism for low flows
- / Adopt a precinct-wide total water management strategy and treat stormwater in a visible way that is integrated within the public domain.
- / Reduce degradation of water bodies such as Dee Why Lagoon and Dee Why Beach by limiting the discharge of nutrient, sediment and gross pollutant loads
- / Reduce future pressure on water resources
- / Respond to findings of Council's stormwater and flood management studies and integrate any mitigating suggestions as appropriate
- / Restore stream-groundwater interactions
- / Raise awareness of sustainable initiatives in place
- / Encourage interaction and understanding of the urban water cycle
- / Provide access to water (including to Lagoon and Beach)

## dee why WSUD strategies

Through collaborative efforts WSUD is being incorporated into urban developments and road designs. Strategies applicable for Dee Why include:

- / Water harvesting and reuse. Blackwater, greywater, and stormwater can be treated, stored and reused through residential and commercial buildings for toilet flushing, air-conditioning, cooling etc.
- / Collect and treat rainwater to be stored and reused in buildings and landscapes.
- / Retrofit existing downpipes to divert to treatment and storage locations.
- / Rooftop gardens and green walls - improve insulation and outlook of buildings.
- / Permeable paving – incorporate permeable paving systems where appropriate.
- / Street tree planting – kerb inlets can be connected to tree pits to slow initial flows and provide irrigation.
- / Sediment control programs during construction
- / Integrate stormwater management WSUD design in new infrastructure
- / On-site stormwater detention
- / Upper catchment stormwater detention



Above: Drainage grates and segmented kerbs create visual associations with stormwater, the urban water cycle and sustainable initiatives.



Above: Permeable pavements minimise impervious areas and allow for stormwater infiltration.

Above left: Constructed stormwater basin with weirs and planting.

Left: Boardwalks and platforms enable interaction and experience with functioning ecosystems.

Below: wetland stormwater treatment techniques in Tenterfield, NSW



# 04 FRAMEWORK

PLANNING BACKGROUND

Review of Background Reports and Studies

The following provides a summary of key issues from background documents provided by Council for the Dee Why Town Centre Review:

- / Dee Why Town Centre Vision Report (April 2010)
- / Warringah LEP (Amendment No.21)
- / Dee Why Town Centre Traffic Study (October 2007)

1. DEE WHY TOWN CENTRE VISION REPORT (27 April 2010)

The report provided the outcomes of Councillor and technical staff workshops taking into account professional studies commissioned by Council. In summary:

- / The Concept Plan for Dee Why Town Centre is to improve the quality of the built form and enliven the public streets resulting in new and updated 'place-making' policies such as the Public Domain Plan, Civic Improvement Program, Infrastructure Manual, Outdoor Dining Policies and Façade Upgrade Program.
- / Dee Why Town Centre is to accommodate high density residential and mixed use developments.
- / Since 1996 Council has sought solutions to the current state of Dee Why Town Centre and to address development outcomes under WLEP 1985 and WLEP 2000. The report acknowledged that the Centre had little to offer in terms of amenities, facilities, services, public enjoyment and the general hostile nature of the urban environment.
- / The document reported general agreement that the 2004 Government Architects Dee Why Town Centre Master Plan was not going to deliver the urban design, amenity, traffic, infrastructure and open space outcomes needed for a modern town centre.
- / Dee Why and Brookvale together were designated as a 'Major Centre' and as a 'major shopping and business centre serving the immediate subregional residential population' in the Sydney Metropolitan Strategy 2005. Strategy sets new jobs and housing targets for the Northern Beaches for the next 30 years (2005 to 2035).
- / The Draft North East Subregional Plan 2007 (Manly, Warringah and Pittwater) targeted Warringah LGA to accommodate 12,500 new jobs and 10,300 new dwellings by 2031.
- / The Draft Sub Regional Plan also identified the Brookvale – Dee Why Centre as a 'Major Centre' which is to provide for: 'major shopping and business centre serving immediate subregional residential

population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8000 jobs'.

- / Brookfield/Multiplex approached Council in 2005 to develop the town square concept first mentioned in the Government Architects Master Plan. A Design Competition was held by the developers and a winning concept emerged. The Concept proposed trade-off of building height for open space. A Maximum height of 20 storeys was initially discussed. Government Architect Scheme was superseded and new Town Square concept with underground parking and tower elements over podium was proposed.

2. LEP (AMENDMENT NO.21)

On Friday 28 November 2008, Warringah Local Environmental Plan 2000 (Amendment No.21) was gazetted. This LEP amendment put into legislation Council's current and future visions for Dee Why Town Centre partly realising Councils commitment to the Subregional Plan. The Amendment rezoned Councils Howard/Oaks Avenue car park and adjoining sites (collectively known as Site A) and the land known as the Multiplex/Vumbaca Joint Venture Site (Site B). The Amendment was based on extensive background research and analysis of constraints, opportunities and options (including Dee Why Urban Form Study, Urban Design Review and Traffic Study) and an Independent Review and Assessment Panel process.

Visionary' elements of E21 Locality Statement:

The LEP Amendment also adjusted the boundaries of the Town Centre localities E5 Howard Avenue, E6 Oaks Avenue and E9 Pittwater Road and formed a new locality, E21 Dee Why Town Centre which encompassed Sites A & B. The main elements of the vision for this new precinct in the LEP are:

1. A new 2,250m2 Town Square, located on Site B. This is envisaged to be the main open space area within E21 Locality that will deliver significant public benefit, being partly paved/partly tree lined space for markets, entertainment, community events and a meeting place for the community (alfresco dining, casual seating and recreation) with water features, public art etc.
2. A new 850m2/14m wide North-South Pedestrian Link, to be an 'open to the air' pedestrian connection between the Town Square and Oaks Avenue as the major pedestrian artery feeding to and from the square, accessible 24 hours and weather protected.
3. A 1,075m2 Triangle Park adjacent to Site A, fronting



Oaks Avenue, also providing public benefit in terms of seating, landscaping, water features, paving, public art etc

- 4. A New North/South Link Road connecting Oaks Avenue with Howard Avenue (adjacent to St Kevin's Church) with an anti-clockwise one-way traffic flow to facilitate effective traffic management and allow Site A and B to be developed without creating traffic issues and allow future development beyond the E21 Locality.
- 5. A Mix of Uses, with ground floor levels to comprise an array of shops, cafes and restaurants to create a vibrant, lively and active ambience. First and second floors are to be retail and commercial uses to ensure employment opportunities are realised.
- 6. Streetscape and architectural quality Improvements, with street frontages to be tree lined, buildings (including Town Square) to have continuous colonnades and awnings to create shade, shelter and safety for users and articulated built forms to create visual relief, interest and a sense of quality in the Centre.
- 7. Co-ordinated Signage is required, is to be innovative in design and integrated with building design and provide high quality aesthetic whilst giving reasonable business exposure and creating a sense of vibrancy, liveliness and activity.

3. DEVELOPMENT APPLICATION NO.2007/1249

On 26 Feb 2009 development consent was granted for the Stage 1 Concept Mixed Use Development on the 14,500m2 of land (amalgamation of 13 allotments), known as Site B comprising:

- / 25,000sqm residential (approx 300 units) and 38,000sqm commercial/retail
- / Two residential tower buildings (one part 15/part 18 storeys and one part 14/part 17 storeys)
- / 3 storey street-front buildings on Oaks Avenue and part Howard Avenue
- / 8 storey commercial office building fronting Pittwater Road
- / 7 storey mid-rise residential buildings
- / Publicly accessible 'Town Square' and 'North-South Pedestrian Link'
- / 1,500 car parking spaces over 5 levels (4 basement levels and 1 above ground)
- / Indented bus bay on Pittwater Road
- / Portal vehicular access in Howard and Oaks Avenues

Site B Voluntary Planning Agreement (VPA)

The Developers for Site B entered into a Voluntary Planning Agreement with Council to make the following community benefit contributions:

- 1. Town Square Works (paving, drainage, lighting, landscaping, street trees, seating, water features and public art). The developer agreed to grant a right of way and other rights to facilitate public access to the town square for a minimum of 30 days per year for community events.
- 2. Pedestrian Connection Work (paving, lighting, landscaping, street trees). The developer agreed to grant a right of way and other rights to facilitate public access to the pedestrian connection area.
- 3. A minimum \$3M monetary contribution for the provision of the Town Square and Pedestrian Connection

- 4. Bus setback work along Pittwater Road frontage
- 5. Monetary contribution for new link road (Church Lane)

4. PLANNING FOR DEE WHY CENTRE'S FUTURE

This report documented the outcomes of a series of workshops conducted with Councillors and technical staff. The main issues identified in the workshops related to:

- / Economic (urban design and built form; retail; hotel and club; marketing)
- / Community (access and mobility; cultural; social; recreation; housing and health)
- / Environment (physical infrastructure; public domain; heritage)

It was intended that this report guide the sustainable growth and future planning of the Centre as follows:

- / The Concept Plan is to demonstrate (through a series of design principles and actions) how to rebuild and improve the future community, future economy and future environment.
- / The driving force for the proposed future uses for Centre derives from its coastal context.
- / The challenge for the concept plan is to address contextual issues in a way that strengthens the natural and economic attributes of the location and create a new town precinct that enhances the local and regional economy and culture of Sydney's coastline.
- / The Concept Plan is to identify staged changes to Council policies, to fine tune controls over time as change occurs. Recommendations for actions are to be staged in consideration of the need for new and additional infrastructure and funding through Section 94 Contributions or through other sources available to Council.

## 5. DEE WHY TOWN CENTRE TRAFFIC STUDY

(Refer also Option 2A-2 as shown on P98)

This Traffic Study, prepared in 2007 by GTA Consultants, assessed the capability of the existing road network to accommodate the joint venture proposals (Multiplex / Vumbaca) for the site bounded by Pittwater Road, Oaks Avenue, Howard Avenue and Council car park. It also assessed Dee Why Town Centre as a whole and provided guidance on the capacity limits on development based on traffic impacts. The Study was undertaken in consultation with key transport stakeholders. The key findings of that Study were as follows:

- / Traffic issues within Dee Why Town Centre were at the time of the Study of a minor nature with queuing on the local side roads (Fisher Road in particular) and some overspill of traffic from the right turn bays on Pittwater Road causing isolated delays during peak periods.
- / Future development proposed would change situation substantially with need to make infrastructure changes on road network to accommodate this.
- / Three development scenarios were assessed:
  - Council approved DA sites (including the Dee Why Hotel site)
  - Council pending DA sites (including Multiplex site & future adjoining Council site)
  - Future potential Council sites (including all other developable sites within the Town Centre as identified in Councils LEP)
- / Traffic assessment of the development scenarios included requirement for modest infrastructure changes even at approved DA stage but at the pending stage would be necessary to introduce fairly major changes to the current road network, with introduction of one way working arrangement within the Town Centre being the most favourable outcomes from a traffic perspective.
- / Traffic circulation options were explored, with a one way anti-clockwise circulation proving to be marginally better in traffic operational terms, primarily as a consequence of the limited number of additional signals phases required on Pittwater Road.
- / The report noted that short to medium term public transport improvements will be focussed on buses

### Observations on current traffic and transport conditions

The report advised that the road hierarchy in Dee Why consists of:

- Main arterial road – Pittwater Road
- Collector roads – Dee Why Parade, Howard Avenue and Oaks Avenue on the eastern side of Pittwater Road and Fisher Road on the western side
- All other roads are classified as local roads.
- There are 9 signalised intersections and 7 intersections controlled by roundabouts
- All other intersections within the study area are either give way or stop controlled
- / Road and intersection performance within Dee Why Town Centre:
  - Queues and delays were starting to develop on the side roads during the PM weekday and Saturday peak periods, in particular on Fisher Road and Howard Avenue.
  - Queues were extending beyond the right turn bay capacity on Pittwater Road at Oaks Avenue and Sturdee Parade.
- / Buses - The Study advised that three strategic regional bus corridors were proposed to operate from/to or through Dee Why (Route 15: Chatswood – Dee Why/Brookvale; Route 16: Mona Vale – City; Route 17: Brookvale – City (via Roseville)). They advised further that dedicated kerbside bus lanes, southbound in AM Peak and northbound in PM Peak

could be expected on Routes 15, 16 and 17 at some stage in the future.

- / Taxis – the Dee why taxi rank is currently located on the south side of Howard Avenue adjacent to an existing at-grade car park. Observations show that this taxi rank is used frequently for a retail and end of destination trips. There are also some issues of safety in relation to u-turn movements and queuing which can often block the access to the existing car park.
- / Pedestrians - details of pedestrian crossings were provided and it was noted that Pittwater Road creates a barrier to pedestrian movements from the east to west and visa versa through Dee Why, despite the provision of signalised pedestrian crossings as wait times are often lengthy.
- / Bicycles – advised that the main regional bicycle route is along Pittwater Road, which currently has inadequate bicycle facilities. Other routes in vicinity of the study area identified included McIntosh Road, Pitt Road, The Strand and the Dee Why Lagoon off-road path.
- / Car parking the report included an inventory of publicly available on-street and off-street car parking spaces in the centre. Total of 1,129 on-street parking spaces, 916 public off-street parking spaces were identified. Public car parking demand in the Study Area is not considered to be high, with peak demand equal to an occupancy rate of 77.3% (264 vacancies) on a weekday and 66.1% (694 vacancies) on a weekend.
- / Comparisons indicate that public car parking demand associated with the Town Centre in the Study Area was higher on a weekday but lower on a weekend, with peak parking demand equal to an occupancy rate of 81.1% (266 vacancies) on a weekday and 61.8% (539 vacancies) on a weekend.

### Summary Key Existing Traffic and Transport Issues

- / Closeness of intersections of Fisher Road/Pittwater Road and Pacific Parade/Pittwater Road and the associated signal operation resulted in limited

queuing capacity on Pittwater Road between these intersections which resulted in subsequent traffic queuing issues on Fisher Road and Pittwater Road.

- / Shortness of right turn bay on Pittwater Road at Oaks Avenue resulted in overspill traffic into the adjacent lane on Pittwater Road. When this occurred in combination with parked cars on the western side of Pittwater Road, Pittwater Roads is reduced to only one through lane resulting in significant congestion and queuing. Particularly relevant during PM peak period.
- / Right turn from Howard Avenue into Pittwater Road in combination with left turn held at the pedestrian crossing phase resulted in obstruction of through traffic flow on Howard Avenue.
- / Travel routes between the various retail areas on the eastern side of Pittwater Road were circuitous which results in the existing car park between Howard and Oaks Avenue operating as a through road to overcome this.

### Key Consultation Outcomes

- / The RTA provided strong indication that future proposals for southbound and northbound AM and PM bus lanes on Pittwater Road should be included in any traffic assessments undertaken
- / The STA provided strong indications that a one way clockwise traffic operation would result in increases in travel distance and time to services L60 and 136. The STA provided statistics on bus patronage which indicated a weekday growth over 2005/06 and 2007/08 of 10.5% on Pittwater Road.
- / The Ministry of Transport was not supportive of the options developed to date indicating the scope of the study was too narrow and did not cater for all sustainable transport users, in particular pedestrians and cyclists. Called for an integrated land use strategy for the Warringah LGA taking into account wider transport implications.
- / Taxi Council indicated that the rank would need to be designed to accommodate future demand associated with the future scale of the proposed development.



Indicated that taxi rank should be located close to the main bus interchange as possible, particularly the northbound bus stop on Pittwater Road. Also consideration should be given to locating the taxi rank in Oaks Avenue if congestion on Howard Avenue results in delays to the external road networks for taxis.

- / Urban Design Consultants did not view the one way system favourably on the basis of shopper inconvenience and general accessibility changes.

## PLANNING POLICIES AND CONTROLS

A review of the state and local government strategies, environmental planning instruments and planning policies relevant the Dee Why Town Centre review project is provided in this Section:

### Warringah Council Policy and Planning:

- / Warringah Local Environmental Plan 2011
- / Warringah Development Control Plan

### State Government Policy and Planning:

- / Metropolitan Plan for Sydney 2036 (Metropolitan Strategy)
- / Draft Sydney North East Subregional Strategy
- / State Environmental Planning Policies
- / S.117 Ministerial Directions
- / Sydney Metro Transport Plan – Connecting the City of Cities (released February 2010)
- / NSW State Infrastructure Strategy 2008 – 2018
- / Centres document
- / Other State Government Guidelines

### Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 was released in 2010 and identified a number of challenges for Sydney including:

- / A growing population: Sydney's population is growing faster than previously expected. Revised NSW forecasts show Sydney's population is expected to grow by 1.7 million people between 2006 and 2035 to 6 million – an average annual rise of 56,650 people.

- / A changing population: the composition of the population is changing due to increasing life expectancy. By 2036 the number of people aged 65 and above will more than double to just over one million, requiring new, more varied housing, social infrastructure and community services.
- / More suitable and affordable accommodation: while Sydney's population is growing, the average household size is falling, creating demand for more – but smaller, more affordable – homes. As a result, Sydney will need 770,000 additional homes by 2036 – a 46% increase on the city's current 1.68 million homes. The location, size and type of new housing must reflect the population's changing needs.
- / More jobs, closer to home: Sydney's growth will require 760,000 more jobs, with half planned for Western Sydney with a focus on cities and centres where the greatest population growth will occur.
- / More efficient transport: the location of new homes and jobs to match transport capacity will determine how effectively Sydney develops as a compact and connected city and how it manages congestion and its related issues – economic efficiency, social costs, equity, air quality and climate change.
- / More efficient infrastructure delivery: long-term land use and infrastructure planning and delivery must be better integrated to improve certainty for government agencies, the private sector and the community. This will improve investment decision-making and ensure more efficient use of public and private resources to support continued economic growth.
- / A more sustainable Sydney: Sydney's central challenge is to grow sustainably – improve economic and social outcomes while protecting our natural environment and containing its urban footprint.
- / Tackling climate change: Sydney's planning system and transport network must help address the long-term impacts of climate change by ensuring lower greenhouse gas emissions and adapting to more extreme weather patterns and effects.
- / Maintaining our global competitiveness as Australia's leading global city, Sydney carries a

major responsibility to remain strong, efficient and internationally competitive.

### Draft Sydney North East Subregional Strategy

The draft Sydney North East Subregional Strategy is the key planning tool to implement the NSW Government's Metropolitan Plan for Sydney 2036 and NSW State Plan at the local level. The draft Strategy covers the areas of Manly, Pittwater and Warringah and provides a broad framework for the long-term development of the area, guiding government investment and linking local and state planning issues. The aims of Subregional Planning are:

- / To provide a forum for councils to allocate the local distribution of housing and employment capacity targets based on the principles of the Metropolitan Strategy, and to work together on complementary future directions.
- / To provide for balanced growth among LGAs to build upon regional strengths and bolster opportunities.
- / To identify the future role of Strategic Centres and Corridors, as well as Towns, Villages and Neighbourhood Centres in relation to the overall structure of the metropolitan area.
- / To focus coordinated State agency involvement and assess management with respect to Strategic Centres and corridors including providing a basis for the prioritisation of investment.
- / To ensure sufficient investment in regional facilities, within and between subregions.

The 2031 Vision for the Sydney North East is as a subregion which retains its high quality environmental and lifestyle attributes and continues to allow residents to live and work within the subregion. A sustainable, prosperous and liveable future will be one where:

- / Ecologically and culturally significant landscapes and places are valued and protected;



- / There are diverse employment opportunities, and access to quality infrastructure and services, including education and health; and
- / Residents and visitors benefit from a choice of high quality living environments and cultural, recreational and employment opportunities.

The Brookvale – Dee Why town centre areas have been identified as a major centre in the Metropolitan Strategy and draft Strategy with a potential enterprise corridor linking the town centres along Pittwater Road. This area currently provides much of the civic, cultural and economic requirements for the subregion, split between the two centres. The draft Strategy maintains the combined centre of Brookvale – Dee Why as the Major Centre for the subregion, however suggests that over the life of the strategy that roles of these places will be further refined. Dee Why will develop as a highly liveable town centre and remain the focus of civic and cultural activities.

A Key Direction relating to Centres and Corridors in the draft Strategy is to 'promote Brookvale – Dee Why as the subregion's Major Centre'. A Major Centre is defined as a strategic centre which is a 'major shopping and business centre serving immediate subregional residential population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8000 jobs. The Brookvale – Dee Why centre has an area of approximately 6km<sup>2</sup> and a total number of jobs (in 2001) of 13,000.

Dee Why is described in the draft Strategy as having a vibrant main street retail centre extending along Pittwater Road, flowing into the side streets, mainly to the east towards Dee Why Beach. Residential development is predominantly medium density. To the west of Pittwater Road there is active street frontage with a retail strip receding into detached suburban dwellings. Dee Why is well served by a number of Strategic Bus Corridors. It is expected that Dee Why will continue to develop as a vibrant Town Centre and will continue to provide civic and cultural requirements of the subregion. The draft Strategy notes that a new town square will provide a definable and recognisable heart of Dee Why

allowing for social interaction, the enjoyment of new public spaces and a mixed use office and residential development. Office space proposed in Dee Why will provide new opportunities for small to medium businesses to establish lifestyle-based offices in the North East to service local businesses and residents. Such office space has been in short supply in this subregion.

The draft Strategy also notes that housing growth in the subregion will be accommodated primarily within centres well serviced by public transport. Dee Why will be the location for higher density housing in a mixed use development. Housing growth will need to be planned so it does not undermine the identified employment needs.

It is also intended that Pittwater Road, between Brookvale and Dee Why will consolidate its role as an Enterprise Corridor and to provide a strong connection between the two centres which form the Major Centre of the subregion.

The Metropolitan Strategy outlines some key aspects of successful centres as being:

- / Accessible and pedestrian friendly
- / Providing good public transport options
- / Containing good jobs, learning opportunities and cultural activities
- / Have good, safe public domain spaces.

## Employment Targets

The current Dee Why Centre Master plan suggests additional commercial capacity for approximately 1500 jobs within a mixed use development that also creates a town square. This number of jobs and the commercial space options should be a major focus of structure planning work on the combined Brookvale – Dee Why Major Centre to ensure the broader planning objectives for the two parts of the centre are achieved, and that commercial space provided would be appropriate for the market.

## Housing Targets

The Metropolitan Strategy housing target for the North East Subregion is 17300 new dwellings by 2031, of which Warringah is estimated to provide 10300. The updated target for the North East Subregion is 29,000 dwellings. Warringah's share of this target will be established during the review of the draft North East Subregional Strategy. Over the next 25 years significant ageing of the resident population is forecast. Population projects indicate that in the North East the population over 65 years of age is likely to grow from 33,170 (14.3% of total population) to 50,510 (19.6% of total population) from 2001 to 2031. Enabling residents to 'age in place' is an issue for the subregion. As the population ages it is likely that the average number of people per household will continue to decrease. The ageing population is likely to contribute to the need for greater housing choice and generate demand for higher density housing with good access to services and public transport.

Council has resolved to limit the maximum floorspace in the centre to that achievable under the current LEP, pending the provision of additional funding from the State Government for essential infrastructure upgrades.

## Travel

Travel in the North East Subregion: on an average weekday the residents of the North East Subregion make almost one million trips, at a rate of 4.2 trips per day per person, the highest rate of any subregion. Over 70% of these trips start and finish within the North East Subregion. On an average weekday, 72% of trips by North East residents are made by private vehicle, 9.5% by public transport and 16.5% by walking or cycling. The North East Subregion has one of the highest proportion of car use of any subregion. North East residents spend the most time travelling (average 90 minutes per person per day) and the most time driving (average of 44 minutes per person per day) of all the subregions. While travel time is higher, the average distance travelled of 35.7km per person per day and an average 20.8 VKT per person per day is similar to Sydney averages. Almost 80% of jobs in the North East Subregion are

taken by residents, half of all workers live and work within the subregion. The three road routes into and out of the North East Subregion experience congestion in the morning and afternoon peaks during the week as well as weekend congestion as a result of Saturday school and club sports. One of the biggest pressures is on the Pittwater Road corridor from Mona Vale towards the Sydney CBD, handling a total daily traffic of 2.7 million passenger kilometres. Travel from Brookvale – Dee Why along Warringah Road towards Chatswood handles a total daily traffic of 1.1 million passenger kilometres.

The capacity of the bus network in the North East can be increased through a package of measures including improved physical and electronic bus priority measures, operational strategies such as increased use of articulated buses, increased frequency and off-board ticket sales.

Sufficient capacity at well-located bus depots in the North East Subregion will be required to support additional buses and higher capacity vehicles in the North East. The Government is committed to redeveloping the bus depot at Brookvale to achieve additional storage and administration facilities.

There is increasing demand in the North East Subregion to travel to areas west of the subregion, such as Chatswood, Macquarie Park and Parramatta, particularly for the journey to work. At present, the majority of this travel is undertaken by car. The planned North West Rail Link part of the Metropolitan Rail Expansion Program, in conjunction with the Chatswood-Dee Why and Mona Vale – Macquarie Park Strategic Bus Corridors, will improve access between the North East Subregion and the North West of Sydney. The proposed Strategic Bus Corridors, will provide fast, frequent, direct and convenient bus services between Sydney's Major Centres. The Strategic Bus Corridors services will target a 25km/h average bus speed and will be supported by new integrated bus networks linking into the strategic corridors. The following Strategic Bus Corridors will improve access to and from the subregion:

- / Chatswood – Brookvale – Dee Why (Corridor 15)



- / Brookvale – Dee Why – Sydney CBD via Roseville (Corridor 17)
- / Mona Vale – Sydney CBD via Military Road (Corridor 16)
- / Mona Vale – Macquarie via Mona Vale Road (Corridor 36)

Physical bus priority measures will target key 'pinch points' or sections of strategic corridors that do not currently achieve average bus speeds of 25km/h. Measures may include:

- / Dedicated red bus lanes on approaches to congested intersections
- / Dedicated bus bypass lanes (such as 'Left Turn Only, Buses Excepted')
- / Pre-emptive bus signals ('B' Signals)
- / Conversion of unrestricted lanes to 'Transit' and 'No Stopping' lanes.

With better facilities and a better alignment of the local walking and cycling networks with public transport routes there is potential to increase encourage more sustainable travel as many short trips currently made by car could also be made by walking or cycling. A better network and facilities will improve local accessibility, neighbourhood amenity and community health. Local and regional walking and cycling infrastructure will be improved through the implementation of the Planning Guidelines for Walking and Cycling. The State Government and local government are to work together to align local walking and cycling networks with public transport routes to improve accessibility to public transport.

Department of Planning, in consultation with transport agencies and other stakeholders, is developing a metropolitan-wide parking policy. The parking policy will guide the supply and management of parking to support the use of sustainable transport to Strategic Centres, including Brookvale – Dee Why. The policy will also support the management of parking on corridors, such as the Strategic Bus Corridors to improve the efficiency of bus services. North East councils must consider the guidelines when developing local parking policies and should ensure planning instruments are consistent with

the Metropolitan Parking Policy when finalised.

## Culture and Heritage

The natural and cultural setting has significant ecosystem, economic and social values. Growing sustainably means containing the urban footprint, reducing consumption of natural resources and reducing the environmental impacts of development. The environmental and heritage challenges for the North East focus on maintaining the impacts of urban development and tourism on the local environment and heritage assets, particularly the beaches, significant cultural heritage items, waterways and national parks. One of the main pressures on cultural heritage is redevelopment of urban areas. The key challenge is to allow for increased densities while protecting significant cultural heritage.

Accommodating the expanding city puts pressure on cultural and natural heritage and a consistent approach is needed to balance growth and change while conserving places, streetscapes and areas that local communities value. Appropriately sited and well designed new development can contribute to and reinforce local character and quality. Local councils to refer to Design in Context: Guidelines for Infill Development in the Historic Environment (2005) in preparing development control plans to ensure compatibility of development with conservation areas and existing heritage items. The Heritage Council is to develop guidance on the adaptive reuse of heritage items to provide for high quality urban renewal and to investigate additional incentive programs to leverage private investment in the conservation of Sydney's heritage.

In planning for future growth of centres councils to consider the need for civic space. Council should identify opportunities to enhance existing civic space and provide new civic spaces. Urban civic space, such as town squares, widened footpaths and boulevards, and other pedestrianised areas, is an important part of the urban environment. In planning for future growth of strategic and larger local centres there are opportunities

to enhance existing civic space and identify new civic space. High quality and appropriately located civic space can create more vibrant and interesting centres.

## Stormwater

Stormwater runoff from urban areas impact on downstream receiving environments. Of particular concern are the coastal lagoons of Manly, Curl Curl, Dee Why and Narrabeen which are particularly susceptible to runoff from urban areas. High probability of occurrence of acid sulfate soils materials within the soil profile has been mapped in Manly, Warringah and Pittwater. The impacts of climate change, including sea level rise. The draft Strategy addresses environmental and cultural heritage challenges through actions to improve the health of waterways, coasts and estuaries, protect the loss of diversity, conserve and manage Aboriginal and other cultural heritage, protect air quality, manage with less water, move towards cleaner energy, protect and remaining viable resource lands and respond to the risk of climate change and sea level rise.

## Groundwater

Groundwater in the North East occurs in two main settings: unconsolidated sediments (coastal sand beds) and porous rocks (sandstones). These settings have different environmental attributes and influences on groundwater behaviour. If groundwater discharges are modified by urban development there will be potential impacts on the four coastal lagoons. Councils to continue to promote water sensitive urban design guidance on how to protect regionally significant riparian corridors through planning controls will be provided through (proposed) Section 117 Direction. North East councils to prepare Principal LEPs which have regard to State Environmental Planning Policy No.71 – Coastal Protection.

## Noise

'Best Practise Guidelines for Planning along Transport Corridors'. Traffic movement along major roads in the subregion, including Pittwater Road, create significant noise impacts. Planning for future residential development, particularly within centres and adjacent to road corridors, should avoid noise conflicts through appropriate planning mechanisms.

## Flooding

Councils are to plan for land affected by flooding in accordance with the Government's Flood Prone Land Policy and Floodplain Development Manual. Floodplain risk management assessment needs to be undertaken strategically through the development of floodplain risk management studies and plans, which consider the flooding implications for existing and proposed development. Refer also Section 117 Direction No.15 Flood Prone Land and the Floodplain Development Manual.

## Parks and Public Places

In addition to parks and sports grounds, public places also comprise other aspects of the public domain such as urban civic space including town squares, widening footpaths and boulevards and other pedestrianised areas. Currently Dee Why's major civic space is located along the beachfront. Warringah Council is also planning for additional civic space in Dee Why town centre. Opportunities to improve existing urban public space and provide additional civic spaces should be identified in planning for centres where increased commercial and residential development is proposed.

The level of provision of local open space in the North East Subregion has been identified as lower than that across the Sydney Region. This is offset to some extent by access to bushland open space in close proximity to urban areas. However, there is an ongoing need to improve and expand local open space particularly where future urban growth is planned. The Department



of Planning is updating the Outdoor Recreation and Open Space Planning Guidelines for Local Government which will assist councils in planning for local open space. The draft Strategy also highlights the importance of improved access to waterways and links between bushland, parks and centres.

Entertainment and Nightlife

Sydney's entertainment and nightlife clusters contribute to the cultural life of the city as well as forming an important part of its economy. These areas comprise restaurants, cafes, bars, hotels, theatres and cinemas. There is a need to ensure that incompatible uses such as residential development do not impact on the ongoing viability of such clusters. This can be achieved through appropriate separation between uses or other suitable design measures. Development of entertainment and nightlife clusters will enhance the vibrancy and liveability of centres. Appropriately located and well designed night-time activity can improve public safety through passive surveillance. Providing opportunities to access entertainment and nightlife within the subregion will also contribute to self-containment and reduce transport pressures. Night economy areas should have taxi ranks and public transport nearby and restaurant/café clusters should be supported by appropriate street amenity. When planning for urban growth of the larger local centres there are opportunities to enhance and encourage small clusters of restaurants, cafes and bars. Such areas may require some parking provisions in locations lacking frequent evening public transport. (Action:) in planning for Brookvale – Dee Why as the Major Centre, Warringah Council should recognise and enhance the existing nightlife and entertainment cluster on the waterfront.

In summary, the draft Strategy is designed to work at two levels: Key Directions and Key Actions. Those relevant to the Dee Why Town Centre are:

Key Directions	Key Actions
<p><b>Plan for employment growth:</b> the North East Subregion has maintained a high level of employment self-containment. Generally, larger industrial employers have not been attracted to locate in the North East as a result of transport constraints in and out of the subregion. Consequently, there is a higher proportion of very small businesses, including businesses operated from home, than in other subregions.</p> <p>The draft Strategy aims to ensure that an adequate supply of employment land is identified within centres to maintain the subregion’s high level of employment self-containment.</p>	<p>North East councils to prepare Principal LEPs to provide sufficient zoned commercial and employment land to meet employment capacity targets.</p> <p>The employment capacity target for the North East Subregion is <b>19,500 new jobs between 2001 and 2031, 12,500 of these are to be located in Warringah LGA.</b></p> <p>Employment capacity target of an <b>additional 4000 jobs for the Brookvale – Dee Why Major Centre to 2031</b> by planning for sufficient commercial, retail and industrial zoned land and floor space in the LEP.</p> <p>Increase integration of employment and housing markets by land zoning.</p> <p>Encourage the creation of emerging businesses through identifying low rental premises for start-up and small firms. There may be opportunities to provide low-rental premises in centres with under-utilised shop tops.</p>
<p><b>Better access to a variety of housing choice and create liveable and sustainable communities:</b> facilitating an adequate supply and mix of housing through the local planning process. Planning for higher density housing in centres will achieve a greater mix of housing and make it easier for existing residents to ‘age in place’ and new residents to enter the market.</p> <p>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 future housing growth is located close to existing public transport and co-locating dwellings with jobs and services. Future development of the subregion will provide a high quality urban form and implement principles of sustainability.</p>	<p>Councils to plan for sufficient zoned land to accommodate their local government area housing targets through their Principal LEPs.</p> <p>The Metropolitan Strategy <b>housing target for the North East Subregion is 17300 new dwellings by 2031, of which Warringah is estimated to provide 10300.</b></p> <p>Across the Greater Metropolitan Region a target of 60-70% of new housing will be accommodated in existing urban areas, focused around centres. This will take advantage of existing services such as shops and public transport and reduce development pressures in other parts of Sydney.</p> <p>In preparing Principal LEPs council will need to demonstrate that they have sufficient zoned capacity to meet the 10 year dwelling targets and contribute to achieving the longer-term 2031 housing needs of the subregion.</p> <p>Dee Why is identified as a location for additional housing. To strengthen its role as a liveable centre opportunities for greater housing densities, compatible with the achievement of employment capacity target for the centre, should be explored.</p>



Key Directions	Key Actions
between Dee Why and Brookvale centres. Dee Why contains the majority of civic, cultural and social amenities, whilst Brookvale contains the major regional shopping mall, some medical and community services and well as the regional TAFE.  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.  Maintaining and strengthening the link between Dee Why and Brookvale remains a significant planning challenge.	and infrastructure planning and controls in the Principal LEPs.  Councils to implement the employment capacity target of 4000 additional jobs for the Brookvale-Dee Why Major Centre.  Council to consider planning for housing growth in centres, in particular those well serviced by public transport.  The Department of Planning and local government to investigate the role of Pittwater Road as an Enterprise Corridor particularly between Brookvale and Dee Why.
<b>Better access to, from and within the North East Subregion:</b> 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.	The Ministry of Transport to implement the integrated network of Strategic Bus Corridors and improve the integration of bus and ferry services to support centres in the North East.  The Roads and Traffic Authority to continue to manage traffic on Sydney’s major road network and provide additional road capacity at places which experience high levels of congestion including ‘pinch point’ network improvements at Pittwater Road.
<b>Protection of the environment and lifestyle of the region:</b> the North East is a high value environmental area, with numerous beaches, sheltered waterways, national parks and reserves, Aboriginal cultural heritage items. These assets need to be protected for their inherent values and also as an intrinsic part of the lifestyle and economy of the subregion.  A key challenge for the subregion is to continue to grow sustainably, managing the environmental impact of development and reducing consumption of natural resources, as well as safeguarding assets from natural hazards.	The Draft strategy comments:  The environmental and heritage challenges for the North East focus on managing the impacts of urban development and tourism on the local environment and heritage assets, particularly the beaches, significant cultural heritage items, waterways and national parks.  One of the main pressures on cultural heritage is redevelopment of urban areas. The key challenge is to allow for increased densities while protecting significant cultural heritage.

Sydney Metro Transport Plan  
– Connecting the City of Cities  
(released February 2010)

Pittwater road is identified in this Strategy as a key Regional Transport Corridor. This and other corridors are described as follows in the Strategy:

“These corridors have been assessed as critical over the longer term to ensure a connected city with efficient travel options and will guide the location of capacity enhancements to ensure a compact and accessible city.”

It is important that and the Master Plan Review seek to support and enhance the transport role played by this major artery, while seeking to improve its relationship with the Dee Why Centre.

NSW State Infrastructure Strategy  
2008 – 2018

The State Infrastructure Strategy, prepared by the NSW Treasury is a rolling 10–year plan for infrastructure projects to support service delivery. First published in 2006, it is updated every two years. No specific major infrastructure projects in Dee Why are mentioned in the Strategy.

State Environmental Planning  
Policies

The following State Environmental Planning Policies are relevant to planning in the Dee Why Town Centre:

*SEPP (Exempt and Complying Development Codes)*  
2008: streamlines assessment processes for development that complies with specified development

standards. The policy provides exempt and complying development codes that have State-wide application, identifying types of development that are of minimal environmental impact that may be carried out without the need for development consent; and types of complying development that may be carried out in accordance with a complying development certificate.

*SEPP (Infrastructure) 2007:* provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency. The requirements for development in or adjacent to road corridors and road reservations and traffic generating development are also included in the SEPP.

*SEPP (Temporary Structures) 2007:* provides for the erection of temporary structures and the use of places of public entertainment while protecting public safety and local amenity.

*SEPP (Housing for Seniors or People with a Disability) 2004:* encourages the development of high quality accommodation for our ageing population and for people who have disabilities – housing that is in keeping with the local neighbourhood.

*SEPP No.71 (Coastal Protection):* ensures that development in the NSW coastal zone is appropriate and suitably located, to ensure that there is a consistent and strategic approach to coastal planning and management and to ensure there is a clear development assessment framework for the coastal zone. Dee Why Lagoon is identified in Schedule 1 as a coastal lake.

*SEPP 65 (Design Quality of Residential Flat Development):* raises the design quality of residential



flat development through the application of a series of design principles. It provides for the establishment of Design Review Panels to provide independent expert advice to councils on the merit of residential flat development. The accompanying regulation requires the involvement of a qualified designer throughout the design, approval and construction stages.

*SEPP 64 (Advertising and Signage)*: aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is a high quality design and finish.

*SEPP 55 (Remediation of Land)*: introduces State-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals.

*SEPP 44 (Koala Habitat Protection)*: encourages the conservation and management of natural vegetation areas that provide habitat for koalas to ensure permanent free-living populations will be maintained over their present range. Local councils cannot approve development in an area affected by this policy without an investigation of core koala habitat.

*SEPP 22 (Shops and Commercial Premises)*: permits within a business zone, a change of use from one kind of shop to another or one kind of commercial premises to another, even if the change of use is prohibited under an environmental planning instrument. Development consent must be obtained and the consent authority satisfied that the change of use will have no, or only minor, environmental effect.

*SEPP 19 (Bushland in Urban Areas)*: protects and preserves bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. The policy is designed to protect bushland in public open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.

*SEPP 4 (Development without Consent and Miscellaneous Complying Development)*: applies to the site other than clause 6 (subdivision) and Part 3 (complying development). The SEPP permits development which is of minor environmental significance eg change of use.

*SEPP (Affordable Rental Housing) 2009*: establishes a consistent planning regime for the provision of affordable rental housing. The policy provides incentives for new affordable rental housing, facilitate the retention of existing affordable rentals, and expands the role of not-for-profit providers. It also aims to support local centres by providing housing for workers close to places of work, and facilitate development of housing for the homeless and other disadvantaged people.

## S117 Directions

The Minister for Planning, under section 117(2) of the Environmental Planning and Assessment Act 1979 issues directions that council must follow when preparing planning proposals for new LEPs (i.e. LEP amendments). The directions cover the following broad categories: employment and resources; environment and heritage; housing, infrastructure and urban development; hazard and risk; regional planning; and local plan making.

The Directions relevant to the preparation of any future amendment to the Warringah LEP 2011 in relation to the Dee Why Town Centre are:

- / Direction 1.1 Business and Industrial Zones: which requires, in summary, that areas and locations of existing business must be reduced and the total potential floor space area must not be reduced.
- / Direction 2.3 Heritage Conservation: requires provisions for heritage conservation to be included in LEPs.
- / Direction 3.1 Residential Zones: the direction applies when a planning proposal affects residential land and zone boundaries and requires that a variety and choice in housing types is provided and development provides for an efficient use of existing infrastructure and services.
- / Direction 3.4 Integrating Land Use and Transport: ensures that urban structures, building forms, land use locations, development designs and street layouts improve access to housing, jobs and services by walking, cycling and public transport, reduce dependence on cars and support public transport usage.
- / Direction 4.1 Acid Sulfate Soils: objective is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. A portion of the Dee Why Town Centre located in top north eastern corner of the study area (in the vicinity of the Dee Why RSL Club) is identified in the Warringah LEP 2011 as Acid Sulfate Soils (Class 5).
- / Direction 4.3 Flood Prone Land: the planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.
- / Direction 4.4 Planning for Bushfire Protection: the Warringah Bushfire Prone Land Map identifies the northern edge of the study area (in the vicinity of the Dee Why RSL Club) as a buffer area. On the southern boundary of the study area, the Stony Range Flora Reserve is identified as Bushfire Prone Land: Vegetation Category 2.

- / Direction 6.1 Approval and Referral Requirements: ensure that LEP provisions encourage the efficient and appropriate assessment of development. The direction minimises provisions that require concurrence, consultation and referral of development applications to a Minister or public authority.
- / Direction 6.2 Reserving Land for Public Purposes: facilitates the provision of public services and facilities by reserving land for public purposes and facilitates the removal of reservations of land where the land is no longer required for acquisition.
- / Direction 6.3 Site Specific Provisions: discourages unnecessarily restrictive site specific planning controls.
- / Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036: legal effect is given to the vision, transport and land use strategy, policies and outcomes and actions contained in the Metropolitan Plan for Sydney 2036 and requires that planning proposals are consistent with the Plan.

Other State Government Guidelines

- / Integrating Land Use and Transport (Department of Planning & Department of Transport)
- / Draft Centres Design Guidelines (Department of Planning, 2011)
- / Urban Design Guidelines with Young People in Mind (Department of Planning, Sept 1999)
- / Residential Flat Design Code (Department of Planning)
- / NSW Police Safer by Design Program
- / Planning Guidelines for Walking and Cycling (Department of Planning, 2004)
- / Flood Prone Land Policy and Floodplain Development Manual 2005
- / Design in Context: Guidelines for Infill Development in the Historic Environment (Heritage Office, 2005)



### 3.2 LOCAL PLANNING POLICY AND CONTROLS

#### Warringah Local Environmental Plan 2011

The Warringah Local Environmental Plan 2011 (LEP 2011) came into effect on 9 December 2011. The LEP 2011 has been prepared in accordance with the State Government's Standard Instrument (Local Environmental Plans) Order 2006, which requires local Council's to implement a Standard Instrument LEP. The LEP 2011 includes all land in the Warringah LGA except for the deferred land within the B2 Oxford Falls Valley and C8 Belrose North localities.

Aims of the Plan: the particular aims of the Plan that are relevant to the Dee Why Town Centre are:

- / To recognise the role of Dee Why and Brookvale as the major centres and employment areas for the sub-region
- / To maintain and enhance the existing amenity and quality of life of the local community by providing for a balance of development that caters for the housing, employment, entertainment, cultural, welfare and recreational needs of residents and visitors.
- / In relation to residential development, to:
  - Protect and enhance the residential use and amenity of existing residential environments, and
  - Promote development that is compatible with neighbouring development in terms of bulk, scale and appearance, and
  - Increase the availability and variety of dwellings to enable population growth without having adverse effects on the character and amenity of Warringah

/ In relation to non-residential development, to:

- Ensure that non-residential development does not have an adverse effect on the amenity of residential properties and public places, and
- Maintain a diversity of employment, services, cultural and recreational facilities.

/ In relation to environmental quality, to:

- Achieve development outcomes of quality urban design, and
- Encourage development that demonstrates efficient and sustainable use of energy and resources, and
- Achieve land use relationships that promote the efficient use of infrastructure, and
- Ensure that development does not have an adverse effect on streetscape and vistas, public places, areas visible from navigable waters or the natural environment, and
- Protect, conserve and manage biodiversity and the natural environment, and
- Manage environmental constraints to development including acid sulfate soils, land slip risk, flood and tidal inundation, coastal erosion and biodiversity

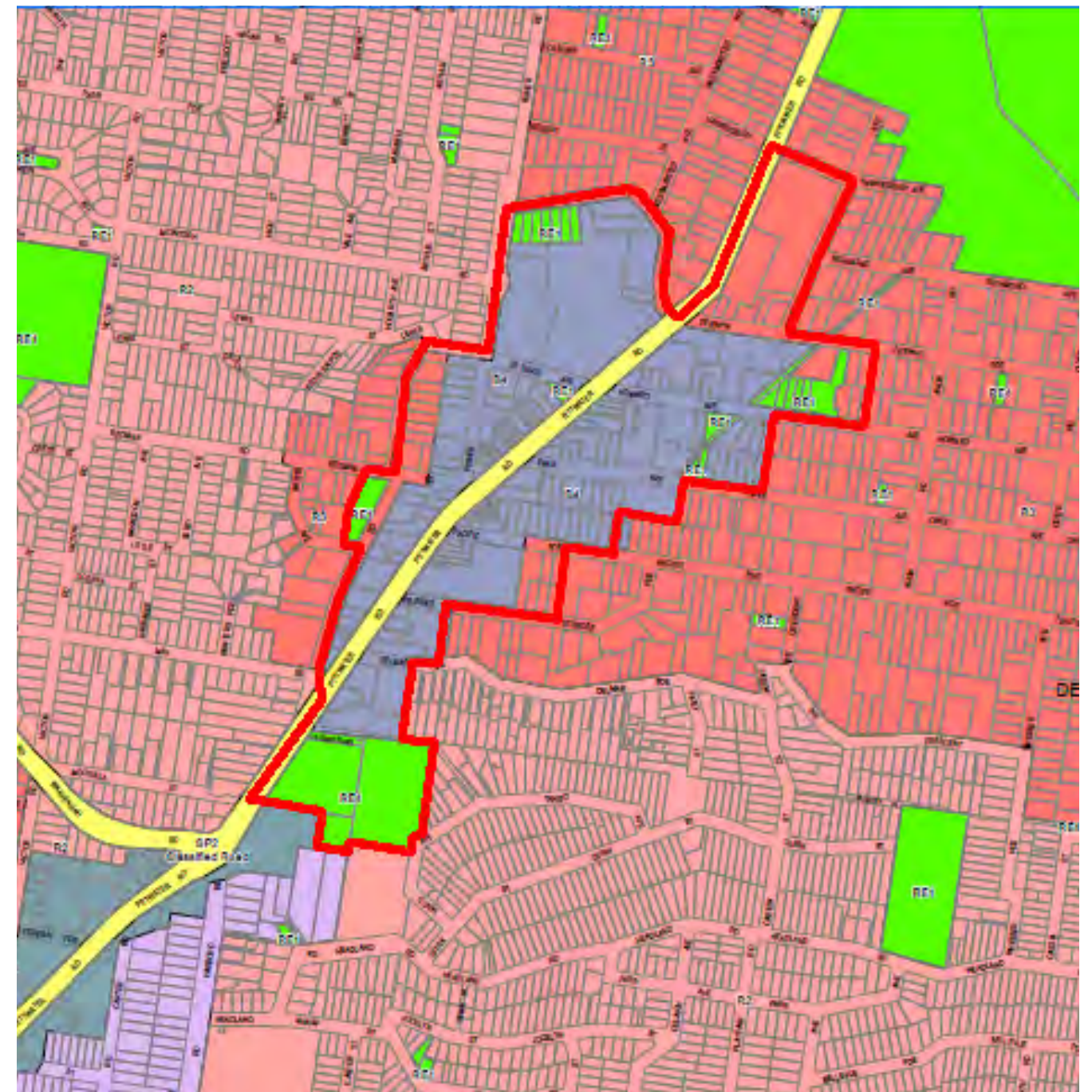
/ In relation to environmental heritage, to recognise, protect and conserve items and areas of natural, indigenous and built heritage that contribute to the environmental and cultural heritage of Warringah, and

/ In relation to community well-being, to:

- Ensure good management of public assets and promote opportunities for social, cultural and community activities, and
- Ensure that the social and economic effects of development are appropriate.

#### LAND USE ZONES

The Dee Why Town Centre is predominantly zoned *B4 Mixed Use* (purple on LEP zoning map extract below) under the LEP 2011 with open space areas on the boundary of the Town Centre zoned *RE1 Public Recreation* (green on LEP zoning map extract map below) and a large area in the north of the site zoned *R3 Medium Density Residential* (deep pink on LEP zoning map extract map below).





The objectives of the *B4 Mixed Use Zone* are to:

- / 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 *B4 Mixed Use Zone* permits home-based child care and home occupations without development consent.

The following land uses are permitted with consent: boarding houses; child care centres; commercial premises; community facilities; educational establishments; entertainment facilities; function centres; hotel or motel accommodation; information and education facilities; medical centres; passenger transport facilities; recreation facilities (indoor); registered clubs; residential flat buildings; respite day care centres; restricted premises; roads; seniors housing; shop top housing; and any other development not specified as prohibited.

The objectives of the *RE1 Public Recreation Zone* are to:

- / To enable land to be used for public open space or recreational purposes.

- / To provide a range of recreational settings and activities and compatible land uses.
- / To protect and enhance the natural environment for recreational purposes.
- / To protect, manage and restore public land that is of ecological, scientific, cultural or aesthetic value.
- / To prevent development that could destroy, damage or otherwise have an adverse effect on those values.

The *RE1 Public Recreation Zone* permits environmental facilities, environmental protection works and roads without development consent.

The following land uses are permitted with consent: boat building and repair facilities; boat sheds; building identification signs; business identification signs; car parks; child care centres; community facilities; emergency services facilities; kiosks; recreation areas; recreation facilities (indoor); recreation facilities (major); recreation facilities (outdoor); respite day care centres; restaurants or cafes; water recreation structures. All other land uses are prohibited.

The objectives of the *R3 Medium Density Residential Zone* are to:

- / To provide for the housing needs of the community within a medium density residential environment.
- / To provide a variety of housing types within a medium density residential environment.
- / To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- / To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.
- / To ensure that medium density residential environments are of a high visual quality in their presentation to public streets and spaces.

The *R3 Medium Density Zone* permits Home-based

child care and home occupations without development consent.

The following land uses are permitted with consent attached dwellings; bed and breakfast accommodation; boarding houses; boat sheds; building identification signs; business identification signs; child care centres; community facilities; dual occupancies; dwelling houses; educational establishments; emergency services facilities; environmental protection works; exhibition homes; group homes; home businesses; multi dwelling housing; neighbourhood shops; places of public worship; recreation areas; residential flat buildings; respite day care centres; roads; seniors housing and veterinary hospitals. All other land uses are prohibited.

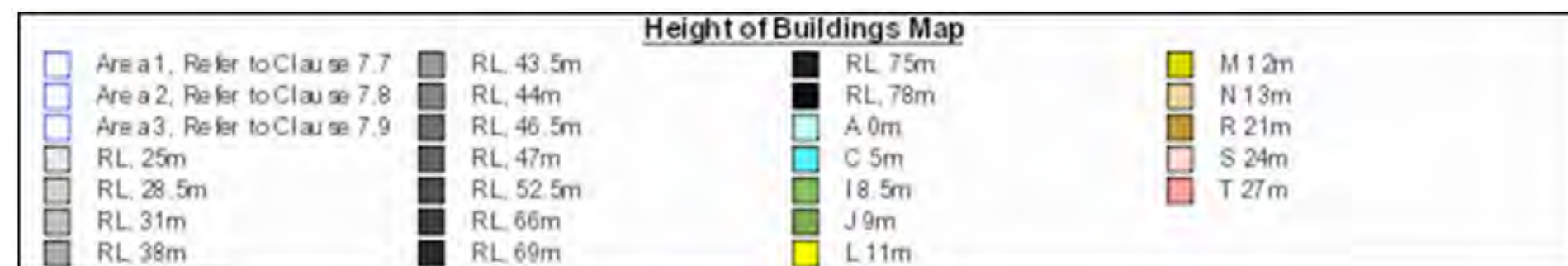
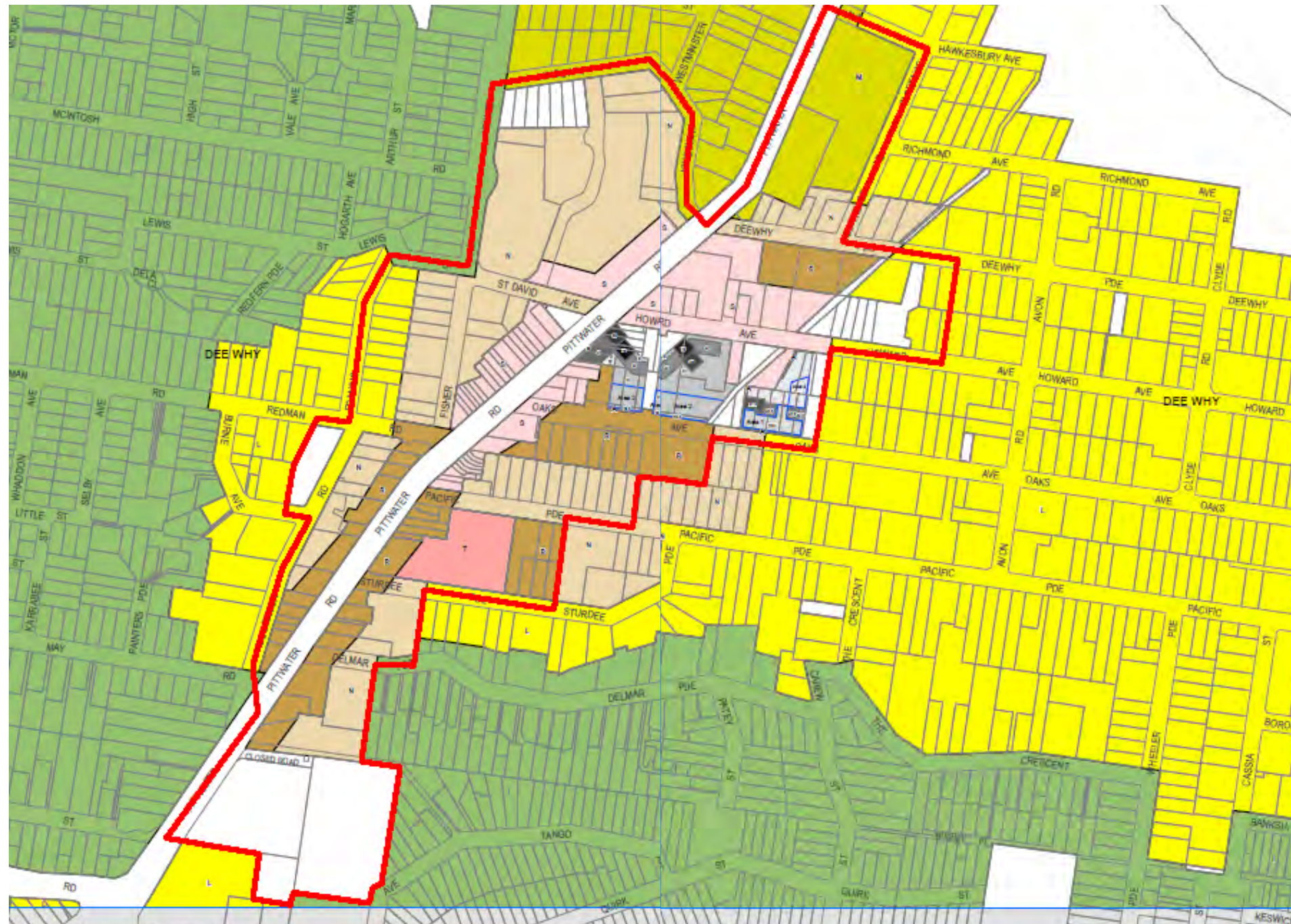
**Exempt and complying development:** provides for where development can be carried out either without consent or with approval through a complying development certificate. The Schedules in the LEP 2011 contains additional exempt and complying development which is not specified in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The LEP 2011 lists these additional types of development included as exempt in Schedule 2 of the LEP 2011 including outdoor eating areas, some forms of signage. Schedule 3 lists additional types of complying development including garages and outbuildings.

**Principal development standard** includes controls for: minimum subdivision lot size; height of buildings: floor space ratio (not adopted); development within the coastal zone; preservation of trees or vegetation; and heritage conservation.

The *Height of Buildings* (clause 4.3) identifies the maximum height of buildings (refer height definition below) throughout the Warringah LGA. The maximums are identified on height maps; an extract from the map relating to the Dee Why Town Centre is provided below. The maximum heights identified for the Dee Why Town

Centre range from 11 metres to 27 metres as shown below. The maximum building height for the Dee Why Town Centre, which is identified as a special area in the LEP, is considered on the following page.







The *Heritage Conservation* (clause 5.10) provisions identity heritage items in Warringah. These are listed in a Schedule 5 (Environmental heritage) to the LEP and are also mapped. Those within the Dee Why Town Centre area, or in close proximity, are shown on the map and table below.

Heritage Map - Sheet HER\_010A

Heritage

Conservation Area - General

Conservation Area - Landscape

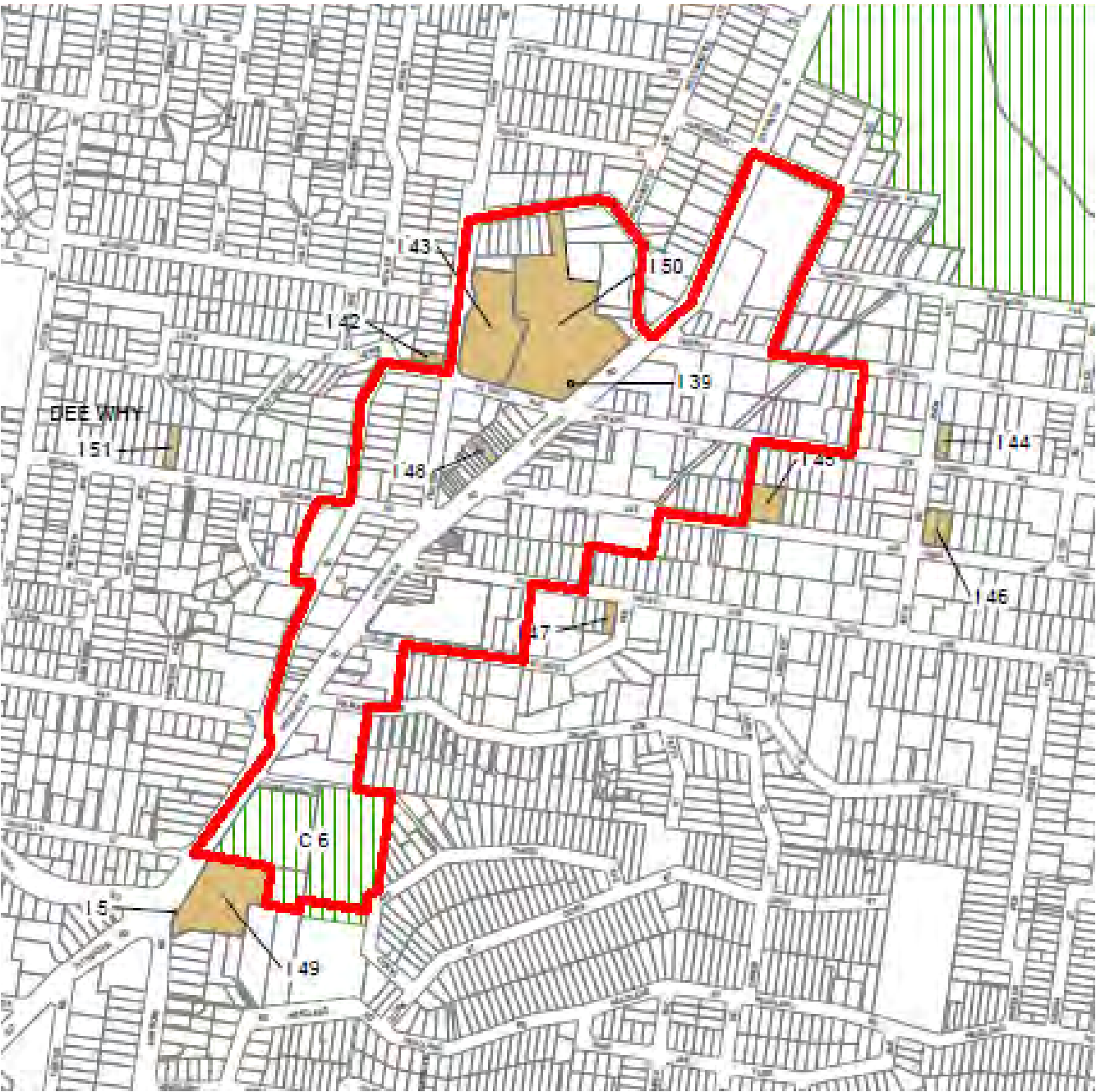
Item - General

Item - Archaeological

Item - Landscape

Cadastre

Cadastre 19/09/2011 © Warringah Council



Heritage Item Number	Heritage Item Name	Address	Property	Significance	Suburb
I43	Pacific Lodge (Salvation Army)	15–23 Fisher Road	Part Lot 11, DP 577062	Local	Dee Why
I39	Street Tree	Corner of David Avenue and Pittwater Road	Lot 100, DP 1041823	Local	Dee Why
I50	Dee Why Public Library	Pittwater Road	Lot 100, DP 1041823	Local	Dee Why
I48	Commonwealth Bank	691 Pittwater Road	Lot 1, DP 166322	Local	Dee Why
C6	Stony Range Flora Reserve	802 Pittwater Road	Lot 369, DP 752038; Portion 7146, DP 1069201; Lot 368, DP 752038; Lot 7, DP 523299	Conservation Area	Dee Why

The following heritage items and conservation areas are located outside the site but in close proximity:

Heritage Item Number	Heritage Item Name	Address	Property Desc	Significance	Suburb
C5	Dee Why Lagoon and Reserve	Dee Why Lagoon and Reserve	As shown on Heritage Map	Conservation Area	Dee Why
I44	Uniting Church	60 Howard Avenue	Lot 20, Section 6, DP 6953	Local	Dee Why
I46	“Ebenezer Flats”	72–74 Oaks Avenue	Lots 19 and 20, Section 9, DP 6953	Local	Dee Why
I45	St Kevin’s Catholic Church	46–50 Oaks Avenue	Lot 1, DP 526306	Local	Dee Why
I51	House known as “Elouera”	41 Redman Road	Lot 69, DP 7413	Local	Dee Why
I102	Narraweena Primary School	McIntosh Road	Lot 741, DP 752038	Local	Narraweena
I49	Former Wormald Building (front entrance, tower and curved former canteen only)	800 Pittwater Road	Lot 6, DP 523299	Local	Dee Why



*Additional local provisions* includes controls for:

- / Acid sulfate soils
- / Flood planning
- / Development on sloping land
- / Residential flat buildings in Zone B4 Mixed Use
- / Location of sex services premises

## Dee Why Town Centre (Part 7 )

Dee Why Town Centre is addressed in a specific section of the LEP (Part 7) and applies to Site A and Site B as shown below.



The *objectives* (clause 7.3) for development in the Dee Why Town Centre (Sites A and B) are:

- (a) to create an attractive living centre that sustains the social, economic and environmental needs of its community and visitors,
- (b) to ensure a balance between the provision of high quality housing with a mix of retail, business, employment, civic, cultural and recreational facilities,
- (c) to ensure that development is consistent with the role of Dee Why as a major centre for the sub-region,
- (d) to create a built environment that has unified and consistent building form that includes:
  - (i) definition of street edges by the establishment of podiums to create walls of 3 and 4 storeys in height, and
  - (ii) above podium level elements that step back to achieve adequate levels of natural sunlight and high levels of amenity to occupiers of the buildings, surrounding development and the adjacent public domain, and
  - (iii) 2 iconic slimline towers in the western part of the centre (Site B) and one smaller tower in the eastern part of the centre (Site A) that will largely provide for a transition in height from west to east, and
  - (iv) mid-rise elements that reflect the simple clarity of design displayed by the tower and podium elements,
  - (e) to ensure that taller buildings that are distributed across the Dee Why Town Centre from west to east provide a coordinated, modulated and varied skyline and that the towers are spatially separated to provide useable public spaces, including a Town Square,
  - (f) to achieve a pattern of development that reflects the underlying urban form in Dee Why with predominantly east-west orientated buildings and high levels of visual and physical permeability,
  - (g) to achieve good sunlight penetration to public spaces and Oaks Avenue,
  - (h) to ensure that development responds to the surrounding natural environment and protects the scenic qualities of Dee Why and its views and vistas,
  - (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 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,
    - (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,
    - (k) to ensure that signage associated with the new development is of high quality, is innovative, coordinated and minimised to avoid visual clutter and will complement the overall urban design, streetscape and architectural quality and amenity of the Dee Why Town Centre,
    - (l) to ensure that development within the Dee Why Town Centre is designed to take account of, and be compatible with, the hydrological conditions associated with the Dee Why Lagoon South Catchment,
    - (m) to ensure that development within the Dee Why Town Centre positively contributes to the visual quality and pedestrian comfort of the public domain and provides a seamless integration between public and private spaces.

The LEP states that development must be consistent with objectives for development and design excellence. The development must incorporate:

- / stormwater management measures, including water sensitive urban design and ecologically sustainable development principles, and
- / innovative design solutions that minimise stormwater impacts, including stormwater quantity and quality impacts, on the Dee Why Lagoon system, and



- / finished floor levels and basement car park entry levels that include adequate freeboards to protect against the entry of stormwater from the Council's street drainage system, and
- / continuous colonnades or pedestrian awnings on those parts of any building that are on the edges of streets or public spaces.

In addition to the above, development consent must not be granted to development on Site B, at the Howard Avenue frontage, unless the consent authority is satisfied that the development will be lined by trees of distinctive coastal indigenous species that provide landscape elements while not obscuring the views into and out of the Town Square from Pittwater Road or Howard Avenue.

Development consent must also not be granted to development involving the construction of a new building or external alterations to an existing building on Site A or Site B unless the consent authority is satisfied that the development exhibits design excellence.

Design excellence within the Dee Why Town Centre (clause 7.5) states that in determining whether the development exhibits design excellence, the consent authority must have regard to the following:

- / whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
- / whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,
- / whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resources, energy and water efficiency,
- / whether satisfactory arrangements have been made to ensure that the proposed design is carried through to the completion of the development concerned,

- / whether the configuration and design of communal access and communal recreational areas within the residential elements of development incorporate exemplary and innovative treatments and will promote a socially effective urban village atmosphere.

Height of buildings (clause 7.6) provides objectives in addition to the general height provisions (clause 4.3) in order to limit overshadowing including:

- / the front set back areas on the southern side of Oaks Avenue opposite Site A on 22 June in any year, and
- / the public footpath on the southern side of Oaks Avenue opposite Site B on 22 June in any year, and
- / the Town Square on 22 June in any year.

The clause identifies tower heights (as shown on the Height of Buildings Map) as follows:

Site A Tower maximum height = 52.5 metres

Site B Tower maximum height = 75 metres

Site B Tower maximum height = 78 metres

The clause also provides for at least 2 hours of sunlight being provided between 10.00am and 2.00pm on 22 June to:

- / The front setback areas on the southern side of Oaks Avenue opposite Site A, or
- / The public footpath on the southern side of Oaks Avenue opposite Site B at a distance of 6 metres from the property boundary

The development must not result in less than 4 hours sunlight being provided on 22 June to the Town Square.

Three specific clauses also deal with Site A and Site B Oaks Avenue above podium elements (clauses 7.7, 7.8 and 7.9) with the objective of allowing additional height, controlling building bulk, depth and gross floor area above the podium level. The objective is also to limit

overshadowing to the front setback on the southern side of Oaks Avenue and to allow design flexibility. This will need to be reviewed in detail as part of the Master Plan Review project.

The WLEP 2011 also contains a specific clause addressing ancillary plant and roof access (clause 7.10) with objectives relating to height of ancillary structures located on roofs not to add to perceived height of buildings or detract from the roof form. This clause details with the view of the roof form from surrounding areas and promotes low scale vegetative landscaping of podium roofs and use of the area for passive recreation.

A clause relating to the town square and pedestrian connections (clause 7.11) aims to ensure that a Town Square is included in the Dee Why Town Centre which will contain attractive, useable open spaces that are interlinked by a secure network of pedestrian connections. The clause contains controls for Site B including that the town square space will:

- / Occupy all of the land shown as Town Square on the Key Sites Map
- / Be flexible, multi-use space that will be suitable to accommodate markets, entertainment and community events and serve as a meeting place for the general public
- / Be surrounded by colonnades at its perimeter that will provide all weather access to the ground floor retail outlets
- / Include landscaping throughout the space that provides an appropriate canopy of indigenous tree species to enhance its amenity

The buildings on Site B are to:

- / Include retail uses located at ground level at the perimeter of the Town Square that will provide opportunities for alfresco dining, casual seating and recreation
- / Ensure that residential accommodation situated above the Town Square will provide maximum visibility of the

Town Square and bring life and vitality to the Town Square throughout the day

- / Incorporate and maintain a north-south Pedestrian Connection that will link the Town Square with Oaks Avenue and include a strong physical and visual connections between Howards Avenue and Oaks Avenue which is lined by retail development with double storey colonnades providing access on a 24 hour 7 days a week basis. The width of the Pedestrian Connection is not to be less than 14 metres to ensure high levels of sunlight access and provide view lines through the development.

A clause which includes provisions for promoting retail activity (clause 7.12) on the ground and first floors of new buildings is included. The clause states that ground floor level development (on Sites A and B) can not include residential accommodation, medical centres or office premises (other than provision of access). The clause also identifies uses which are not allowed on particular levels as follows:

- / First floor level development (Site A) must not include residential accommodation.
- / First floor level development (Site B) must not include residential accommodation, office premises
- / Second floor level development (Site B) must not include residential accommodation.

A clause relating to mobility, traffic management and parking (clause 7.13) has the objective of ensuring improved vehicle access and circulation. The clause requires development to be consistent with the new north-south street connection (refer Key Sites Map), and specifies the minimum road width, one-way movements. Carparking is to be provided principally underground for Site A. Parking on Site B is to have a maximum one level of above ground parking that will be located on level 2 (excluding the ground floor level), incorporate appropriate architectural screening. The clause also addresses neighbourhood amenity, loading and waste collection facilities, footpath crossings and vehicle entrances.



## Warringah Development Control Plan

The overriding objective of the DCP is to create and maintain a high level of environmental quality throughout Warringah. Development should result in an increased level of local amenity and environmental sustainability. The other objectives are to:

- / ensure development responds to the characteristics of the site and the qualities of the surrounding neighbourhood
- / ensure new development is a good neighbour, creates a unified landscape, contributes to the street, reinforces the importance of pedestrian areas and creates an attractive design outcome
- / inspire design innovation for residential, commercial and industrial development
- / provide a high level of access to and within development.
- / protect environmentally sensitive areas from overdevelopment or visually intrusive development so that scenic qualities, as well as the biological and ecological values of those areas, are maintained
- / achieve environmentally, economically and socially sustainable development for the community of Warringah

The DCP is divided into 8 parts.

*PART A* provides an introduction.

*PART B* (Built Form Controls) does not apply to the majority of the Dee Why Town Centre review site (as noted below, Part G controls apply).

*PART C* of the DCP relates to 'Siting Factors' including subdivision; traffic, access and safety; parking facilities; stormwater; erosion and sedimentation; building over drainage easements; excavation and landfill; demolition and construction; and waste management. The following controls from Part C are relevant to the Dee

Why Town Centre:

*C2 Traffic, Access and Safety:* vehicle and pedestrian access to meet objectives (relating to traffic hazards, queuing, vehicle crossings, conflicts, public transport, on street parking). Vehicle access from minor streets and lanes where available. Vehicle crossings in accordance with Councils Vehicle Crossing Policy.

Onsite loading and unloading: appropriate to size and nature of development, screened from public view and designed so vehicles enter and leave in forward direction.

*C3 Parking Facilities:* to provide adequate off street parking, locate and design parking facilities to have minimal visual impact on street frontage or other public place and that the do not dominate.

*C4 Stormwater:* to ensure appropriate management of stormwater, minimise quantity of stormwater run-off, incorporate water sensitive urban design techniques and on-site stormwater detention in all new developments, control peak discharge rate of stormwater flow from new development. Refers also to the Northern Beaches Stormwater Management Plan.

*C5 Erosion and Sedimentation:* to reduce soil erosion and prevent mitigation of sediment off site. Prevent any reduction in water quality downstream of the site.

*C6 Building over or adjacent to Constructed Council Drainage Easements:* to ensure efficient construction, replacement, maintenance or access for emergency purposes to constructed public drainage systems located within private property.

*C7 Excavation and Landfill:* to ensure land excavation or fill work does not have adverse effect upon visual and

natural environment or adjoining properties, does not create airborne pollution, preserve the integrity of the physical environment and maintain visual and scenic quality.

*C8 Demolition and Construction:* manage demolition and construction so that there is no unreasonable impact on surrounding amenity, pedestrian or road safety or the natural environment. Management of construction waste.

*C9 Waste Management:* to facilitate waste management in accordance with principles of ESD. Design and locate waste storage and collection facilities. The section includes requirements for waste areas and storage rooms.

*PART D* of the DCP relates to Design and includes requirements for landscaped open space; private open space; noise; electromagnetic radiation; orientation and energy efficiency; access to sunlight; views, privacy, building bulk, building colours and materials; roofs; glare and reflection; site facilities; accessibility; safety and security; utility services; conservation of energy and water; and signage.

*PART E* of the DCP relates to the Natural Environment and includes requirements for tree management; prescribed vegetation; Threatened Species; wildlife corridors; native vegetation; retaining unique environmental features; development on land adjoining public open space; waterways and riparian lands; landslip risk and flood prone land.

*PART G* of the DEP identifies the Dee Why Town Centre as Special Area G1 Dee Why Mixed Use Area and part Special Area G2 R3 Medium Density Residential and provides a range of area specific detailed development guidelines and controls which override those in Part B. All other parts of the DCP do however apply, if there is any inconsistency, the provisions of G1 Dee Why Mixed

Use Area will apply. A copy of the G1 Dee Why Mixed Use Area controls is contained in Appendix 2. These controls will be reviewed as part of the Dee Why Town Centre Review project .

The detailed controls for Special Areas G1 and G2 will be reviewed and addressed in any recommended amendments to the LEP resulting from the current Master Plan Review process.

*PART H* of the DCP includes the Appendices including: car parking requirements; waste requirements, vegetation requirements; and notification.



## Other Relevant Strategies and Policies

### DRAFT WARRINGAH HOUSING STRATEGY

Council has voted to make available the Draft Housing Strategy (considered at its meeting of 28 September 2011) as a reference document only. Council stopped all work on increasing housing following a Council motion (28 June 2011) that:

*“Warringah Council immediately cease any exhibition or further work on its Housing Strategy until the NSW Government confirms Council’s dwelling target of 10,300 new dwellings and provides its commitment to funding additional infrastructure requirements to support the new development.”*

The current zoning laws allow for an anticipated growth of 5,325 new dwellings, this includes Dee Why Town Centre, apartments in already zoned areas such as Narrabeen, Collaroy, Brookvale and Manly Vale as well as shop-top developments throughout Warringah.

The first release of the Draft Housing Strategy proposed a number of locations for up to 16,032 additional dwellings in Warringah to accommodate the 10,300 dwellings required by the NSW Government metro plan. While its intent was only to deliver 10,300 it allowed some flexibility to pick those from several different centres, including Narrabeena, Manly Vale, Forestville and Frenchs Forest.

Council voted on 14 December 2010 to reduce the increase in dwellings in the draft plan to a maximum 10,300. As a result, the second draft suggested that the majority of additional dwellings be located in Narrabeena.

The draft Strategy provides details on population and

housing trends (ageing population, household and family size, housing types, housing stock and empty nesters)

### HOUSING IN THE DEE WHY TOWN CENTRE

An analysis was undertaken as part of the draft Housing Strategy to identify all sites in the Dee Why Town Centre which have not been developed to their full floor space potential under the relevant built form controls. For each site the total residential floor area was calculated based on all relevant built form controls such as floor space ratio, site coverage, floor plate coverage and maximum building height. In order to determine the useable floor space a reduction rate of 80% has been applied.

If every site is redeveloped to its maximum potential, there is additional capacity for approximately 151,265m2 of residential floor space. By applying an average dwelling size of 100m2 the maximum dwelling potential within the Dee Why Town Centre is 1557 dwellings. A take-up rate of 80% has been applied to the entire centre. By applying this take-up rate to the maximum dwelling potential of 1,557 dwellings, it is assumed that the likely dwelling potential for the Dee Why Town Centre is 1,245.

The existing dwelling potential (identified in the draft Housing Study) is an additional 4219 dwellings under the current building form controls from development of non-urban land, low density residential, medium density residential, shop top housing and the Dee Why – Brookvale Major Centre. This is well below the Metro Strategy target of 10,300 new dwellings.

Council has resolved that the development potential maximum for the Dee Why Centre is to remain at the level achievable under the current LEP until substantial infrastructure upgrades can be undertaken. Such upgrading will require funding assistance from the State government.

### OTHER WARRINGAH COUNCIL DOCUMENTS AND GUIDELINES

Other guidelines (located on Council’s website) which have been considered in the preparation of the Master Plan Review are:

- / Shaping Our Future Strategy (September 2010) (Manly, Mosman, Pittwater & Warringah Councils)
- / Warringah Section 94A Development Contributions Plan 2011
- / Warringah Bush Fire Prone Land Map 2010 & Planning for Bushfire Protection
- / Warringah Bike Plan and Warringah 2011 Cycling Map
- / Warringah 2011 Cycling Map
- / Tree Replacement Guide
- / Living Warringah – A Ten Year Strategic Plan
- / Environmental Strategy
- / Cultural Plan
- / Local Habitat Strategy
- / Social Plan
- / Warringah Pedestrian Access and Mobility Plan
- / Warringah Regional Multiple-Use Trail Strategy
- / Recreation Strategy
- / Warringah Design Guidelines for Public Places
- / Public Art Policy
- / Water Sensitive Urban Design Policy
- / Outdoor Eating Policy
- / Environmental Sustainability Policy
- / Cultural Policy
- / Bushland Policy
- / Community Centres Policy
- / Physical Access Policy
- / Stormwater Drainage Policy
- / Street Tree Planting Policy
- / Tree Preservation Order



## AMENDMENTS REQUIRED TO LEP 2011 AND DCP 2011

In order to achieve the Master Plan vision, a range of amendments to the existing Warringah Local Environmental Plan 2011 (LEP 2011) and Warringah Development Control Plan 2011(DCP 2011) are required. These would be required to be publicly exhibited prior to any formal adoption by Council. Key amendments required are as follows:

LEP 2011 Required Amendments:

**1. New Maximum Floor Space (FSR) Map and development standards** for the Dee Why Town Centre to limit the total quantum of development to the existing possible under the current LEP development standards . There are currently no FSR controls in LEP 2011. In order to permit additional height in exchange for public benefit items such as new public through site links and roads, within out increasing the overall amount of floor space/building bulk in the Town Centre the introduction of limits on FSR is required.

**2. Amendments to the Height of Building Maps – Sheets HOB\_010AA & AB** for the Dee Why Town Centre, to increase the maximum permissible heights across the Town Centre, by one level (3 metres), where the number of mandatory podium levels are to be reduced, freeing up usable floorspace to be located in slimmer, slightly taller buildings which allow greater solar access and are less visually dominant in the streetscape.

**3. Amend the LEP Key Sites Map will be renamed ‘Dee Why Town Centre and Key Sites Map’ and to include the defined boundary of the Dee Why Town Centre plus new Key Sites C to E**, which are sites where additional height will be considered in exchange for public benefits. It should be noted that the maximum FSR's will remain unchanged from that possible under the current LEP for these sites.

**4. Definition of Floor Space Ratio will be included in Clause 4.4** of the LEP, based on the Standard LEP template.

**5. Calculation of floor space ratio and site area will be included in Clause 4.5** of the LEP, based on the Standard LEP template.

6.Part 7 of the LEP – Dee why Town Centre will be replaced by a revised Part 7 which will include:

**i.Additional objectives for the Town Centre, such as:**

>To provide more detailed development standards to ensure that development in the Dee Why Town Centre displays design excellence in keeping with its important role as a major centre for the Northern Beaches,

>To provide incentives to encourage Applicants to provide public open spaces, laneways and other community facilities in return for additional building height on Key Sites within the Dee Why Town Centre, and

>To increase the maximum permissible heights within the Dee Why Town Centre in recognition of the removal of the mandatory requirements for podiums on all buildings to achieve more sustainable built form outcomes and public open spaces.

>To limit the maximum development potential of the Dee Why Town Centre by introducing maximum Floorspace Ratio development standards in recognition of the existing capacity of transport infrastructure servicing the centre.

**ii.Require that all development in the Town Centre display design excellence. This will be assessed based on the following considerations:**

•whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

•whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,

•whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resources, energy and water efficiency,

•whether satisfactory arrangements have been made to ensure that the proposed design is carried through to the completion of the development concerned,

•whether the configuration and design of communal access and communal recreational areas within the residential elements of development incorporate exemplary and innovative treatments and will promote a socially effective urban village atmosphere.

•whether the development any of Key Sites A to E deliver the relevant required public domain dedications and improvements

•whether the development connects with and provides a high quality interface with surrounding streets and public domain areas at pedestrian level.

**iii.Include a broadened Clause on Podiums, setbacks & Awnings to:**

>a maximum of 3 podium levels on buildings fronting Pittwater Road and 2 podium levels on buildings fronting all other roads in the Dee Why Town Centre;

>a minimum setback of 4 metres from the kerb of the adjacent road, with the exception of development on the eastern side of Pittwater Road which are to be setback a minimum of 3.6 metres, to ensure adequate spaces for pedestrians and opportunities for kerb side dining areas;

>tower elements of buildings above podiums being setback a minimum of 4 metres from all edges of the podium to maximise solar access and amenity of neighbouring residents.

>variation to the building setback to be greater than 4 metres from the kerb of the adjacent road for up to 40% of the length of the front property boundary to provide articulation of the façade of the podium levels only.

>continuous colonnades or pedestrian awnings on those parts of any building fronting that are on the edges of streets or public spaces.

**iv.Include additional site specific setbacks for the Civic Site** which contains the Council Chambers, Library and carpark, to protect the existing stand of Norfolk Pines and the amenity of adjacent properties:

>minimum front setbacks of 15 metres from Pittwater Road, zero metres from St. David Avenue and 6 metres

from the Kingsway.

>The first 4 storeys of the civic building set back a sufficient distance to enable the establishment of a double row of Norfolk Pines and the provision of a level 4 metre shared pedestrian/cycle path. Storeys above the fourth storey set back at least 4 metres from the parapet line of the fourth storey.

>A minimum rear building setback of 6 metres.

>A minimum setback from a building to a side boundary of 4.5 metres.

**v. Include new development standards for on site car parking which reflect a possible range of car parking rates** which will be required to be justified by traffic impact assessments accompanying all DA's. The aim of providing a range is to attempt to minimize additional traffic and encourage greater use of the public bus infrastructure which is currently being upgraded by Transport NSW. These rates have been sourced from the Council and standard Traffic Authority Guidelines and other similar Council DCP's. in addition, all car parking will be required to be provided underground or not be visible from public streets, thoroughfares, parks or plazas and only be permitted to be underground or within a maximum of 1 podium level above ground level.

vi.A new Clause entitled 'Public domain delivery incentives Key Sites C, D & E' will be required which details the proposed conditions under which additional building height will be considered in exchange for public benefits.

With respect to Site C (the Woolworths Site), this will be in exchange for the construction and dedication to Council of a new shared pedestrian/vehicular roadway mid-block between Oaks Avenue and Pacific Parade. In this case the maximum permissible height considered will be 46 metres above ground level. It is stressed no additional FSR will be offered in this process.

With respect to Site D (Corner of Pittwater Road and Pacific Parade), additional height will be offered in exchange for the provision and dedication to Council of an additional bus turning lane on the corner of Pittwater



Road. Again, no additional FSR will be offered but flexibility in building height considered.

With respect to Site E (The 'Triangular Site') located at the Centre of the Town Centre, additional building height up to a maximum of 49 metres above ground level will be considered in exchange for the provision of a through site shared pedestrian /vehicular link, landscaped open space areas and other pedestrian connections to Pittwater Road. Again, no additional FSR will be offered but flexibility in building height considered.

#### DCP 2011 Required Amendments to PART G Dee Why Town Centre:

##### 1. New Section at beginning entitled 'Desired Future Character of Dee Why Town Centre' which contains Council and the community's vision for the centre:

"Dee Why will be home to a thriving cosmopolitan community who cherish their past, celebrate its unique and engaging vibe and embrace its bold commitment to urban sustainability. It will be a place of both energy and refuge, a city at the beach, with a distinctive modern urban identity."

##### 2. New Section describing the Master Plan Review outcome which informed the DCP amendments, including the following objectives for the future development of the Town Centre:

>A system of new and existing connected public spaces utilising WSUD principles, where feasible, based on the theme of water in the landscape, reflective of the location of the centre adjacent to the lake and the ocean, and

>A system of shared pedestrian/cycle paths through the Town Centre connecting to the surrounding neighbourhood, and

>Amended building forms, with lower podiums to the local streets with taller more slender towers above setback from the building facades to maximise solar access to public areas and minimise amenity impacts

on local streetscapes, and

>Building height incentives in exchange for the provision of new parks, pedestrian connections and roads, and

>A clustering taller buildings around the commercial hub between Oaks and Howard Avenues around the already approved Brookfield Development and on the Landmark Site on Pittwater road adjacent to the Civic Site. in the commercial hub of the Town Centre, and

>A new revitalised Civic /Community Hub that will house government services, open spaces for celebrations, public parking and supporting retail uses and new Council offices and library and other government offices.

##### 3. The Master Plan, Significant Views to be Protected and Access Maps and perspective images of the desired future character of the Town Centre will be included to support the delivery of Council' and the community's vision for the Town Centre.

##### 4. Key Warringah LEP 2011 Development Standards for Dee Why Town Centre will be included for ease of Applicants in understanding the legislated development standards also applying to development within the Town Centre.

##### 5. Revised objectives and DCP requirements aligned to the desired outcomes of the Revised Master Plan will be included in each Special Area section of the DCP, including protection of identified significant views and provision of additional pedestrian links throughout the centre and the application of water Sensitive Urban Design principles.

##### 6. Area specific details of permissible heights, FSR's and podium levels will be included in each Area section, again to simplify the task for Applicants in navigating the requirements for development within the Town Centre.

##### 7. All development applications for new buildings will be required to be supported by a detailed traffic and parking impact assessment by a suitably qualified traffic consultant which confirms the development will not cause unacceptable impacts on the local traffic conditions.

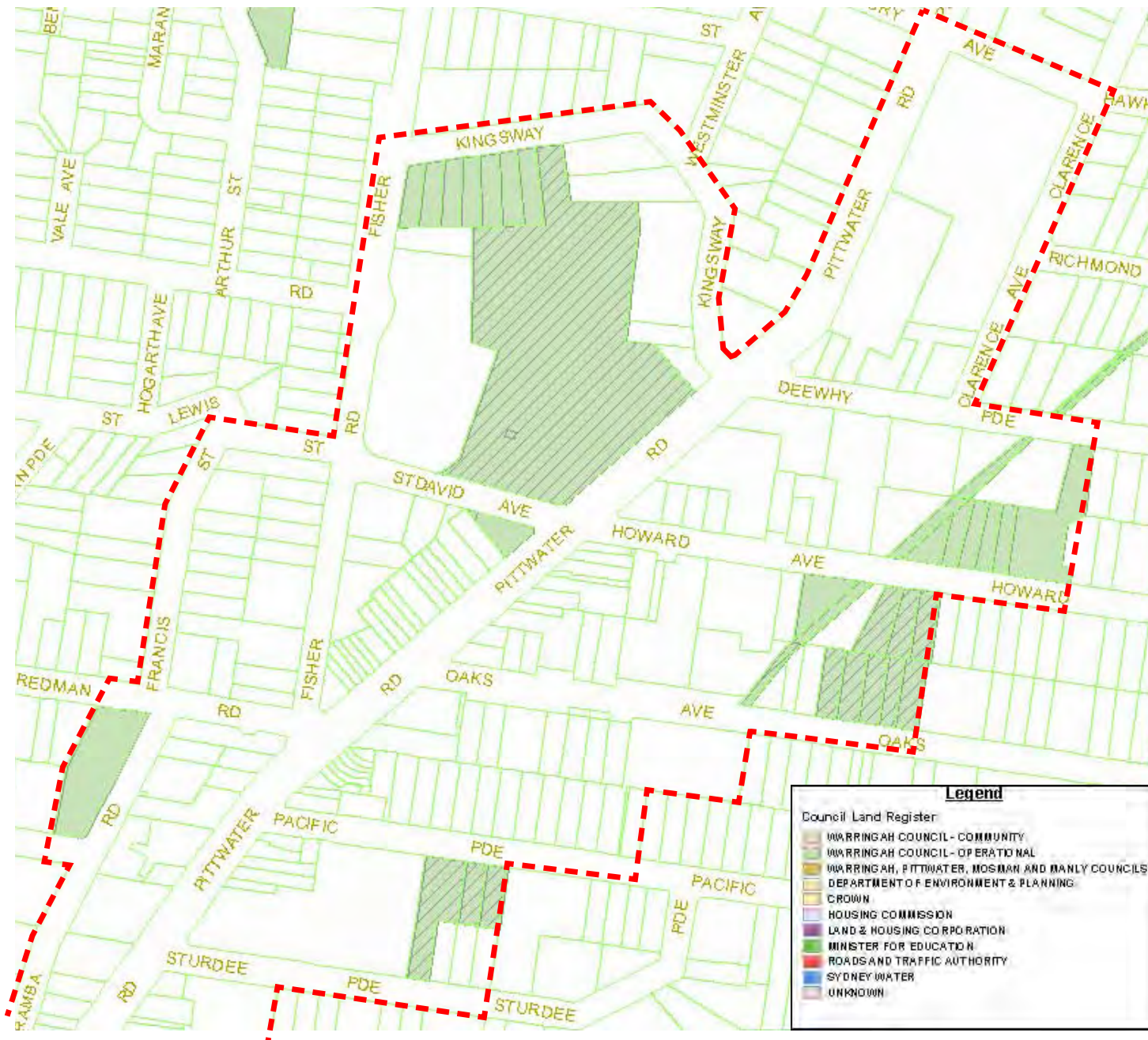
##### 8. Additional Site Specific requirements for the Key Sites, together with Indicative built form studies will be included demonstrating how the LEP height incentives clause can be applied to Sites C and E. It is stressed that other development scenarios will be considered provided they:

>achieve a positive and cohesive relationship with adjacent buildings, site context and surrounding public domain;

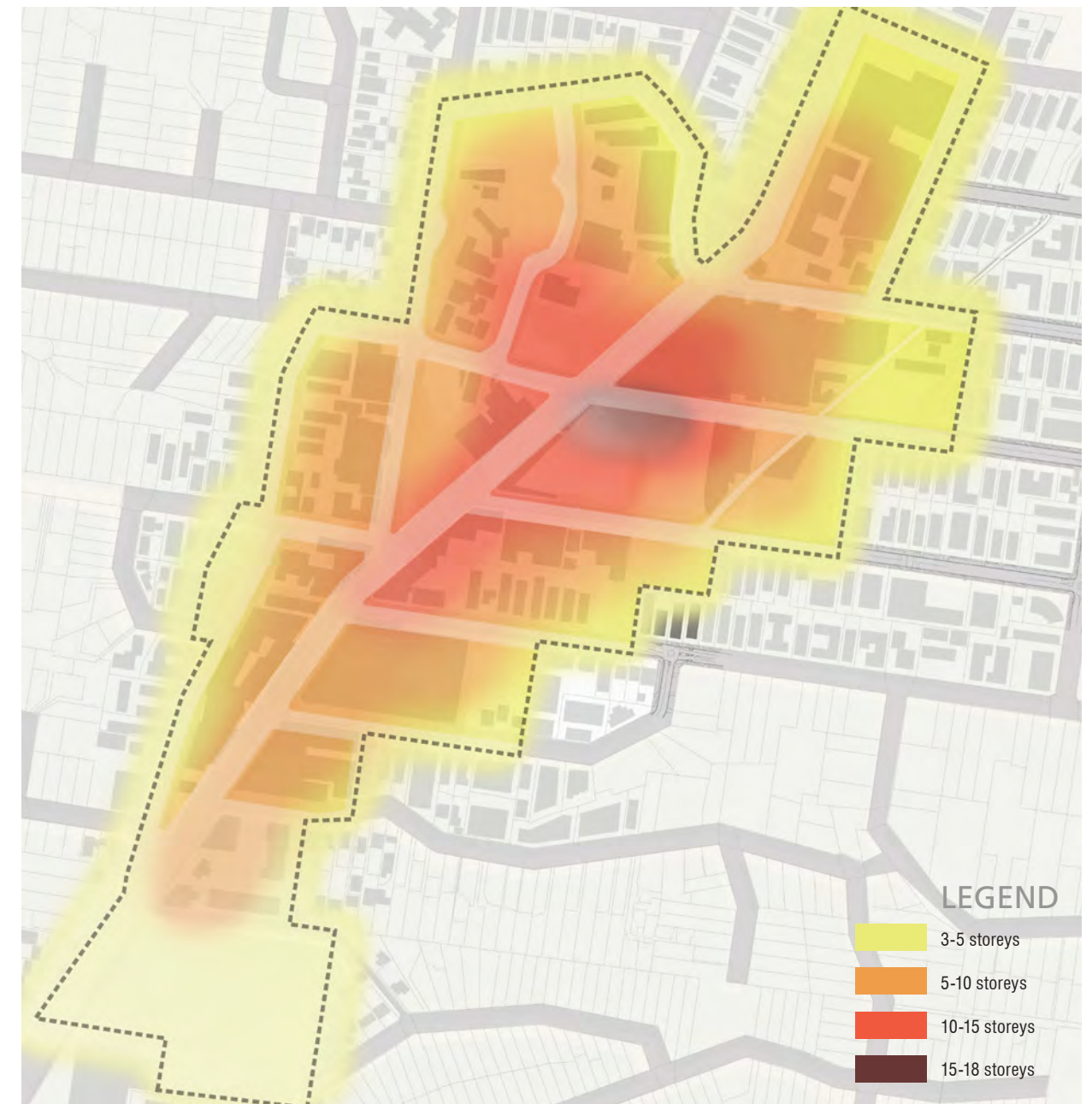
>achieve optimum solar access and minimised overshadowing does not affect functional open space, or habitable rooms of adjoining development; and

>respond to the vision, objectives and requirements for the revitalisation of the Dee Why Town Centre embodied in the DCP and Revised Master Plan.





**COMMUNITY & OPERATIONAL LAND MAP**



**BUILDING HEIGHT PRINCIPLES DIAGRAM**



