

STREETSCAPES

INDICATIVE STREETSCAPE SECTIONS

TOWN CENTRE STREETS



Above: WSUD bioretention swale with raised boardwalk



KEY PLAN

WOOLWORTHS LANE

Woolworths Lane is a new north/south route running between Pacific Parade and Oaks Avenue. It would be an at grade shareway, 2 lanes wide, catering for two-way traffic as well as pedestrian and cycle movements. Bollards and barriers would be provided as required.

The western edge of the lane will provide further pedestrian circulation on a raised boardwalk above a WSUD swale with integrated tree planting.

The eastern edge to the laneway would be available for outdoor dining or retail display below a continuous awning.

Other features of the streetscape include:

- / New street lighting with banners
- / Feature awning lighting
- / High quality paving treatment
- / Bollards



Left: Well defined pedestrian crossing with material detailing to the street surface and planted median



MASTER PLAN IMPLEMENTATION & SHORT TERM PUBLIC DOMAIN TREATMENTS

The following section provides a summary update of the key outcomes feedback overview from the community consultation process, (refer Appendices for detailed Dee Why Town Centre Master Plan Consultation Outcomes Report) as well as providing a staged approach for the forward implementation of the Master Plan.

Feedback Overview

Overall the master plan was received positively by respondents. Many noted that something needed to change urgently in Dee Why to improve the appearance of the town centre and support business activity. Where support was qualified, it was primarily around a desire to see more detail within the master plan (i.e. around height and site amalgamations), and an indication as to how the plan would be delivered or expressed specific reservations around particular aspects of the plan.

Aspects of the master plan that attracted predominantly positive comment included:

- / Creation of new pedestrian and cycle connections
- / Streetscape improvements
- / Additional public car parking
- / New urban spaces and laneways
- / Opportunities for provision of new services and community facilities.

While the new community hub on the Civic Centre site was generally well received by a majority of respondents, a small but significant proportion noted a desire to see some form of community facilities located on the eastern side of the town centre to activate this area, and that the most appropriate location for such a facility was Site A.

There were mixed views regarding height. Some respondents stated that height should be limited to three storeys, to others supporting the proposal as outlined in the master plan – that consideration should be given to increasing height on larger or amalgamated sites if it delivers a community benefit and amenity is adequately protected.

It is worth noting that a number of the responses regarding height and the level of development proposed in the master plan, indicate a perception that the master

plan will deliver a much greater population increase compared to what is envisaged in current plans.

By far the most commonly noted issue was traffic management at both the local and regional level. Concerns were expressed about present traffic conditions within Dee Why and the proposed traffic management regime. Accompanying traffic as the most frequently noted issue was car parking. While additional public car parking spaces were welcomed, there were differing views around where parking should be located. Some respondents noted reluctance for the public to use underground parking, and that some street level parking needs to be retained to provide for short stay access to retail.

Of the 81 feedback forms received:

- / The majority (57%) of respondents were satisfied (35%, n=27) or very satisfied (22%, n=17) that the Master Plan achieves a positive plan for rejuvenating Dee Why Town Centre
- / By contrast, 30% of respondents were dissatisfied (22%, n=17) or very dissatisfied (8%, n=6) with the Master Plan
- / 71%, (n=55) of respondents were supportive of the concept of creating a community hub on the Civic Centre site with 8% of those responding to this question not supportive of this idea. For those who didn't support the community hub at the civic centre feedback indicates their concerns to be based on:
 - / A desire to see community facilities on the eastern side of Pittwater Rd in order to activate this area
 - / Accessibility across Pittwater Rd
 - / The need to sell council land to fund the development of the civic centre site
- / 56% (n =68) of respondents who answered this question expressed support for the concept of considering applications for taller buildings on larger sites in exchange for public benefits. 24% did not agree with this proposition
- / Almost all respondents regarded the proposed improvements to the pedestrian and cycle network as important

/ The most important considerations in further refining the master plan were:

- / Managing traffic
- / Creating access and connections
- / Protecting amenity.

A total of ten long form submissions were received in relation to the Dee Why Town Centre Master Plan between February and April 2013. Four submissions expressed overall support for the master plan particularly initiatives such as:

- / improved pedestrian and cycling connections,
- / street improvements
- / greater flexibility regarding height and site amalgamations in exchange for public benefits
- / the creation of a new civic hub.

The remainder of submissions while indicating support for some aspects of the master plan such as street improvements, new pedestrian and cycle connections and provision of increased car parking also expressed concerns regarding:

- / Planned disposal of council owned land
- / The workability of proposed traffic changes
- / The capacity of the local and regional traffic system to accommodate additional demand
- / Location of community facilities and desire to see facilities provided on the eastern side of Pittwater Rd
- / Greater definition regarding proposed heights in particular locations including some suggestions around maximum permissible heights of 8 to 12 storeys
- / More certainty and strict conditions are required around the proposal to allow trade-offs for height if public benefits are provided.

Note: While longer submissions have been summarised here for the purposes of this overview report, the full submissions have also been reviewed by the project team for detailed comments.

Master Plan Implementation – Next Steps

The community consultation outcomes report indicates that there is general support for the master plan and a strong community view that “something happen with Dee Why”

Council and the master plan team are presently working through the range of responses and comments received throughout the consultation period.

It is anticipated that the present master plan will be refined in response to some of the matters raised. Already the team is working on a developing a more defined approach to enabling greater height in key locations in exchange for community benefits and outlining criteria for community benefits and amenity impacts.

Council is also keen to maintain the momentum generated by the master planning process and will be taking a leadership role in delivering short and medium term projects that will kick start the renewal process.

Within the short term Council will:

- / Work with the community and key stakeholders within Dee Why to look at delivering a range of interim improvements to activate and reposition the town centre. These initiatives could include:
- / Streetscape improvements
- / Addressing the issue of birds within the town centre
- / Public art
- / Temporary uses of vacant shops similar to Renew Newcastle
- / Shopfront improvements
- / Regular community events
- / Progress the disposal of Site A to secure a source of funding for the proposed community hub.
- / Commence planning and detailed design work for the PCYC and Community Hub projects

Within the medium term of 2-4 years Council will commence the two catalyst major projects for Dee Why the PCYC and the Community Hub. It will also start planning for the renewal and expansion of Walter Gors Park.

Across the longer time horizon the renewal process will be focussed more on the role of the private sector in delivering new buildings and public domain in accordance with the master plan and the planning instruments it will inform.

The master plan will be presented to Council for adoption and /or further amendments in late June. The plan will then serve as the basis for an amended Local Environment Plan (LEP) covering the town centre area.

The amendment will also be accompanied by a Development Control Plan that will provide further guidance on desired outcomes for the town centre.

Both these document will be subject to formal public exhibition prior to consideration by the Department of Planning and Infrastructure and pending the Department's determination gazettal of the amendment by the Minister.

Presently it is anticipated that the LEP amendment will be exhibited in the third quarter of 2013.

Implementation Staging & Short Term Public Domain Improvement Opportunities

In conjunction with the above summary, the following pages illustrate the indicative short, medium, and long term program for implementation of the various recommendations contained within the Dee Why Town Centre Master Plan.

Additionally, a short term program of temporary or short term project opportunities has been provided which includes for a variety of public domain improvements which could be fast-tracked using a combination of funding mechanisms and local community participation as managed by both Warringah Council representatives and the Warringah Chamber of Commerce.

Some of these initiatives could involve temporary landscape and streetscape treatments such as ‘pop-up’ parks, cafes, dog parks, community art exhibitions, rain-garden demonstration areas, weekend markets, as well as temporary works to visually enhance current unsightly building sites such as decorative / interpretive hoardings, green walls, and green colonnades in conjunction with new pavements and new street tree planting initiatives.

Examples of selected opportunities for these short-term public domain improvement opportunities are as summarised on the following pages.



LEGEND

- Short term
- Medium term
- Medium/Long term

MASTER PLAN
IMPLEMENTATION





LEGEND

- 01 Pedestrian Connection Upgrade
- 02 Rain Garden Demonstration Area (WSUD)
- 03 Pop-up Cafe / Dog Park
- 04 Car park
Pop-up Art Gallery / Markets
- 05 Activate Vacant Shops
- 06 Howard & Oaks Avenue Streetscape Beautification Works
- 07 Redman Avenue Pop-up Garden / Cafe
- 08 Dee Why / Stoney Range Regional Botanical Garden Arrival Statement

SHORT TERM WORKS PROGRAM



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

1.0 WALTER GORS PARK PEDESTRIAN CORRIDOR UPGRADE

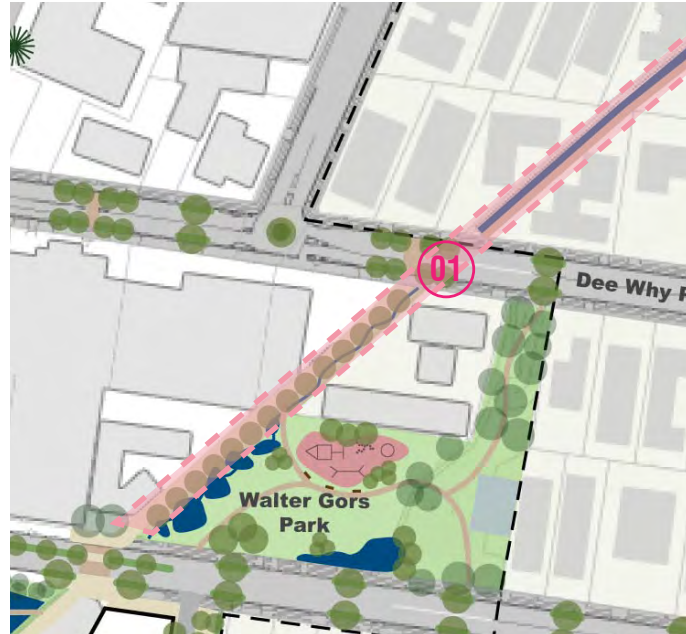
The existing pedestrian corridor which connects Oaks Avenue to Richmond Avenue via Site A, Howard Avenue and Dee Why Parade, is in need of significant landscape improvement works particularly between and Oaks Avenue and Richmond Avenue.

The final segment of the corridor between Dee Why Parade and Richmond Avenue is almost inaccessible due to the overgrown nature of existing vegetation, and could include a long boardwalk over the existing open drainage channel.

There is a good opportunity here to integrate within the improvement works a 'narrative' specific to Dee Why which could be interpreted along the pedestrian corridor referencing the journey of water movement as it runs from upstream within the town centre to its eventual outflow at Dee Why Lagoon.

It is envisaged improvement works could include the following components:

- / New fencing to provide a more defined 'edge' to the corridor
- / Improved lighting to provide increased pedestrian safety
- / New pedestrian pavements including 'boardwalk' opportunity between Dee Why Parade and Richmond Avenue
- / New structured screen planting to frame the corridor and enhance the overall pedestrian experience
- / Interpretive Artwork 'Narrative'



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

2.0 RAIN GARDEN DEMONSTRATION AREA

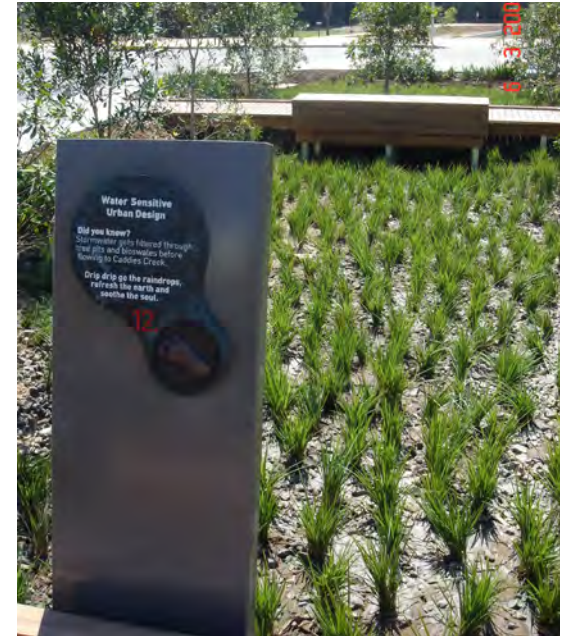
The master plan identifies the potential to create a much larger Walter Gors Park and also emphasise the importance of Water Sensitive Urban Design principles (WSUD). A good opportunity currently exists to utilise a section of the existing Park to install either a permanent or temporary 'rain-garden' demonstration area.

Rain-gardens are a widely used WSUD initiative where local low stormwater flows are redirected into low lying parkland or streetscapes where the water may be stored and allowed to filter through a bio-filtration system which both promotes 'polishing' of contaminated storm water and allows percolation back into the water table.

At the same time the superficial growing media provides an optimum environment for a wide variety of native plant species which require little or no additional irrigation for growth.

The rain garden demonstration area would provide the following:

- / Appropriate signage to illustrate the environmental benefits of Rain Gardens
- / A constructed rain garden including drainage, bio-filtration, growing medium and low maintenance plant material



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

3.0 POP-UP CAFE / DOG PARK

The existing public park area currently located adjacent to Howard Avenue on Site A is currently under-used and lacks visual interest and functionality.

An opportunity exists to create a lively activated park area by introducing a 'pop-up' cafe / dog-park (dog-park optional) where temporary structures could be installed allowing covered areas for a functional cafe as well as informal seating and open lawn areas.

Access to the existing ground floor commercial spaces are presently partly cut-off due to the extensive pedestrian ramps, handrails and concrete terraces which divide the commercial tenancy entries from the footpath which runs through the site.

These existing terraces could readily be connected to a centralised pop-up cafe where the handrails could be removed and these areas used as seating terraces for more positive connections back into the park area itself.

Examples of this approach using modified shipping containers have been extremely successful in other locations and are shown in the images adjacent.

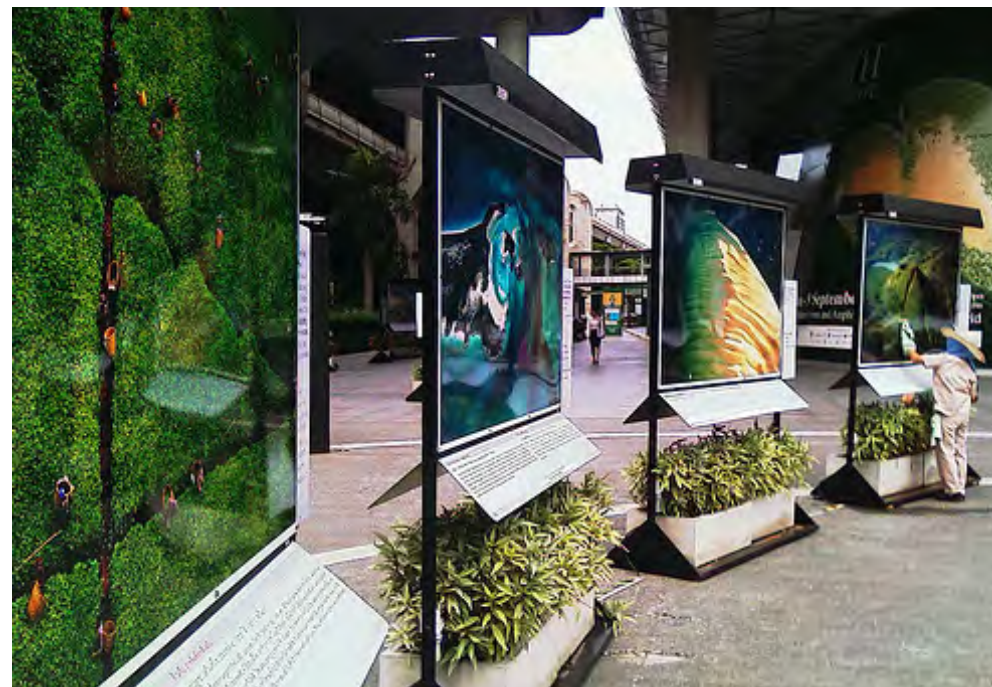


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

4.0 CAR PARK SIDE SHOW POP UP ART GALLERY / MARKETS

The existing car-park on Site A between Oaks Avenue and Howard Avenue presents a great opportunity for periodic reconfiguration to allow weekend art-markets or similar pop-up functions which would promote community interest and gathering for social networking.

The car-park will ultimately be relocated beneath the new development on the site and accordingly the temporary nature of the car-park can be further explored for a wide variety of other 'pop-up' activities for the benefit of the local community.

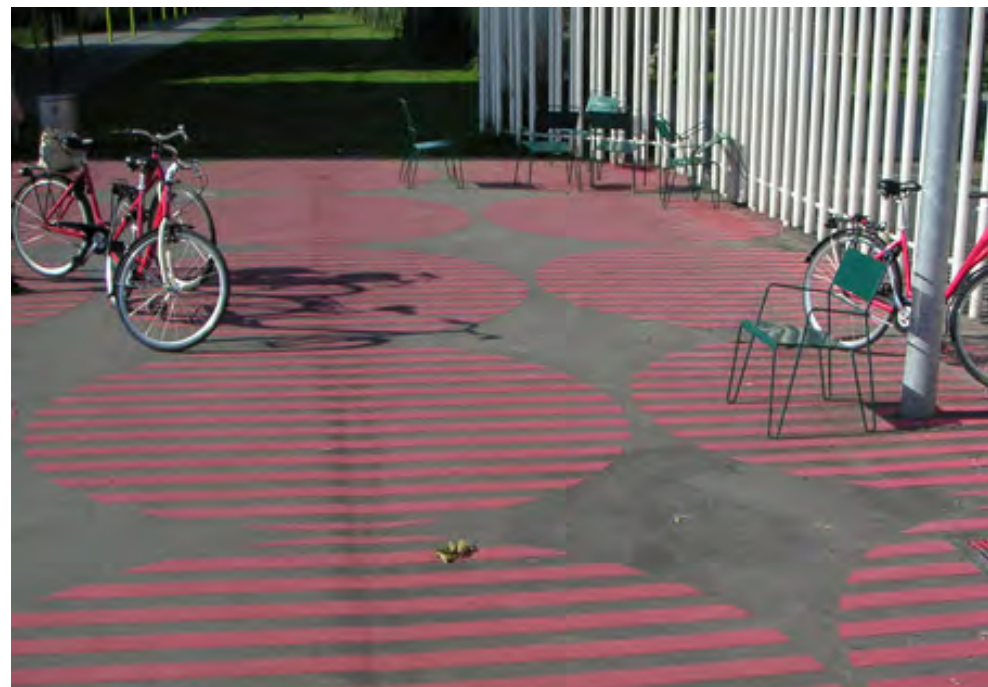
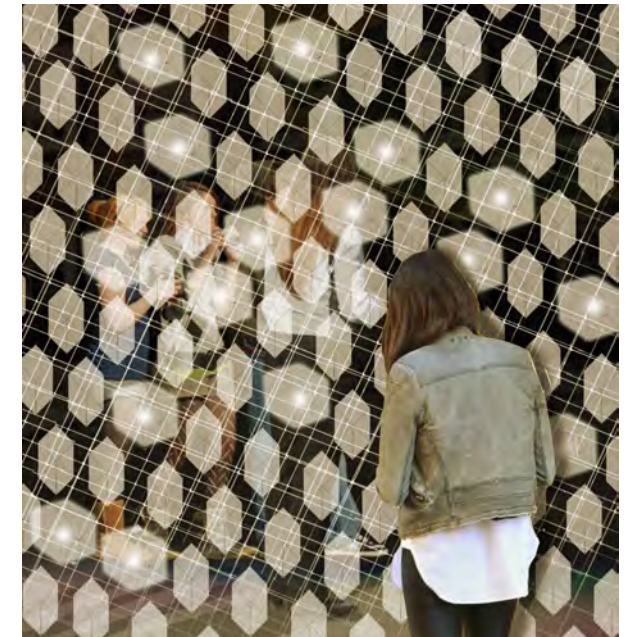
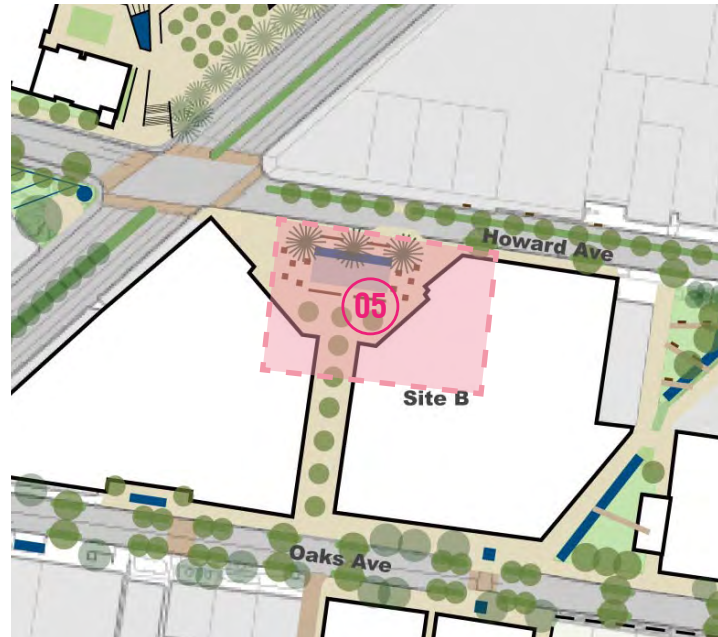


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

5.0 ACTIVATE VACANT SHOPS

The existing car-park and empty shops which currently occupy Site B (Multiplex site) lend themselves to various forms of 'pop-up' park or similar short term uses in the same fashion as the 'Site A' car-parks as previously discussed. Additionally, the empty shops provide an opportunity to explore a range of alternate uses which could be either community based educational activities, or low-cost lease agreements for artists or not for profit organisations.

By periodically adjusting the actual car-park perimeter, it could be possible to also change the outside edges of the car-park for pedestrian use allowing the introduction of expanded public walkways promoting a range of 'pop-up' markets and temporary landscape treatments to excite and attract larger volumes of pedestrians into the space.



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

6.0 HOWARD & OAKS AVENUE STREETScape ENHANCEMENT WORKS

In accordance with the overall Master Plan Streetscape initiatives as outlined elsewhere in this report, Oaks Avenue and Howard Avenue are in need of significant refurbishment. Much of the required new Streetscape work cannot be fully implemented until such time as existing construction sites are completed but in the meantime there are areas where a variety of improvement programs could be implemented.

Apart from pavement improvements and new street tree plantings there are opportunities for a range of 'pop-up' landscape interventions and in particular specific treatments which would greatly improve the current unsightly condition of empty buildings and hoardings along the boundaries of existing development sites.

These opportunities mainly relate to the north side of Oaks Avenue and the south side of Howard Avenue in the vicinity of the proposed Multiplex development Site B.

Proposed treatments could focus on these streetscape 'edges' through the introduction of a combination of monumental artistic interpretive elements such as high screen walls celebrating the history and culture of Dee Why while at the same time also acknowledging the importance of sustainability initiatives within the local community.

Such improvements could also include green walls, and green colonnades composed of low-maintenance short term structures with appropriate lighting which would embrace the concepts of sustainability and pedestrian priority, and emphasising the importance of active street frontages in the future evolution of the Dee Why Town Centre.

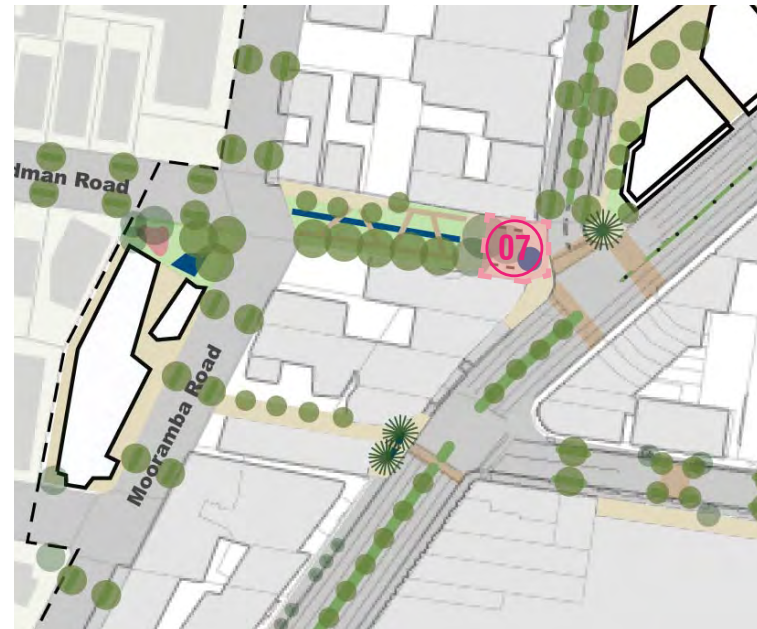


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

7.0 REDMAN AVENUE POP UP GARDEN / CAFE

The existing plaza area at western end of Redman Street could be used to provide Dee Why residents with a local 'pop-up' community garden suitable for promoting the benefits of sustainable living.

Ultimately this area forms part of the overall Redman Street closure but in the short term could be a highly active meeting place promoting social gathering and discussions with a community garden initiative being the core focus of activities.

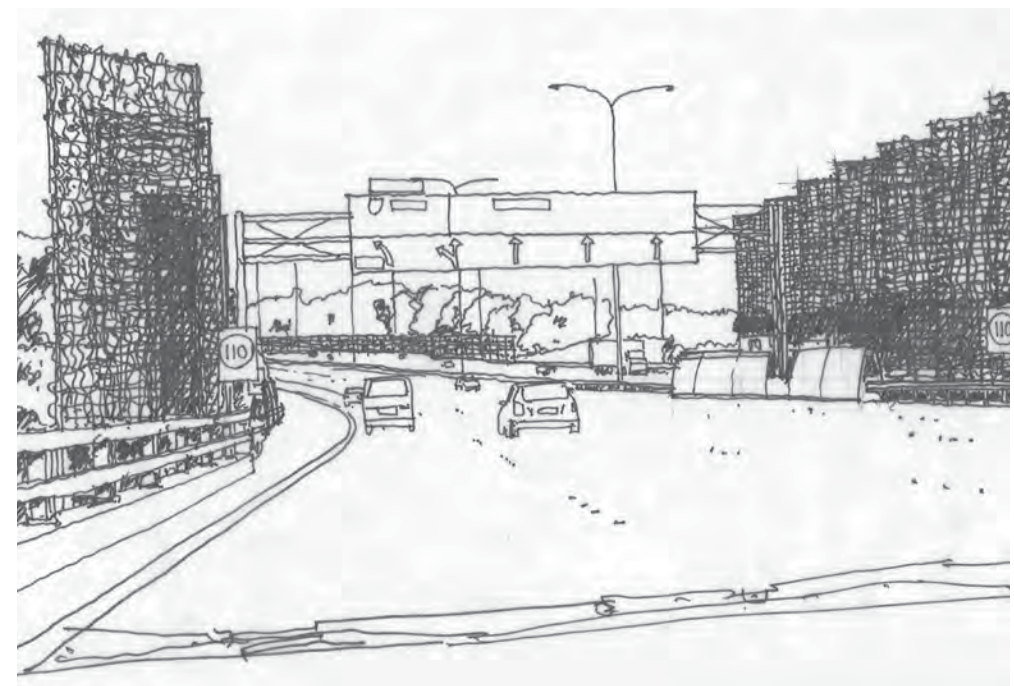


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

8.0 DEE WHY ARRIVAL STATEMENT

As already identified in the overall master plan initiatives there is an immediate opportunity to initiate the 're-branding' Dee Why as an exciting and forward thinking community by starting to introduce monumental urban art elements which start to provide the area with its own identity and specific character.

Given the extremely poor visual quality of approaches into the Town Centre along Pittwater Road, and in particular the southern Stoney Range Reserve area, the implementation of the southern approach arrival statement is recommended to act as an indicator of future improvements and a vastly improved urban environment for the benefit of residents and visitors to Dee Why.



06 APPENDICES

MASTER PLAN SCENARIOS

MASTER PLAN OPTIONS

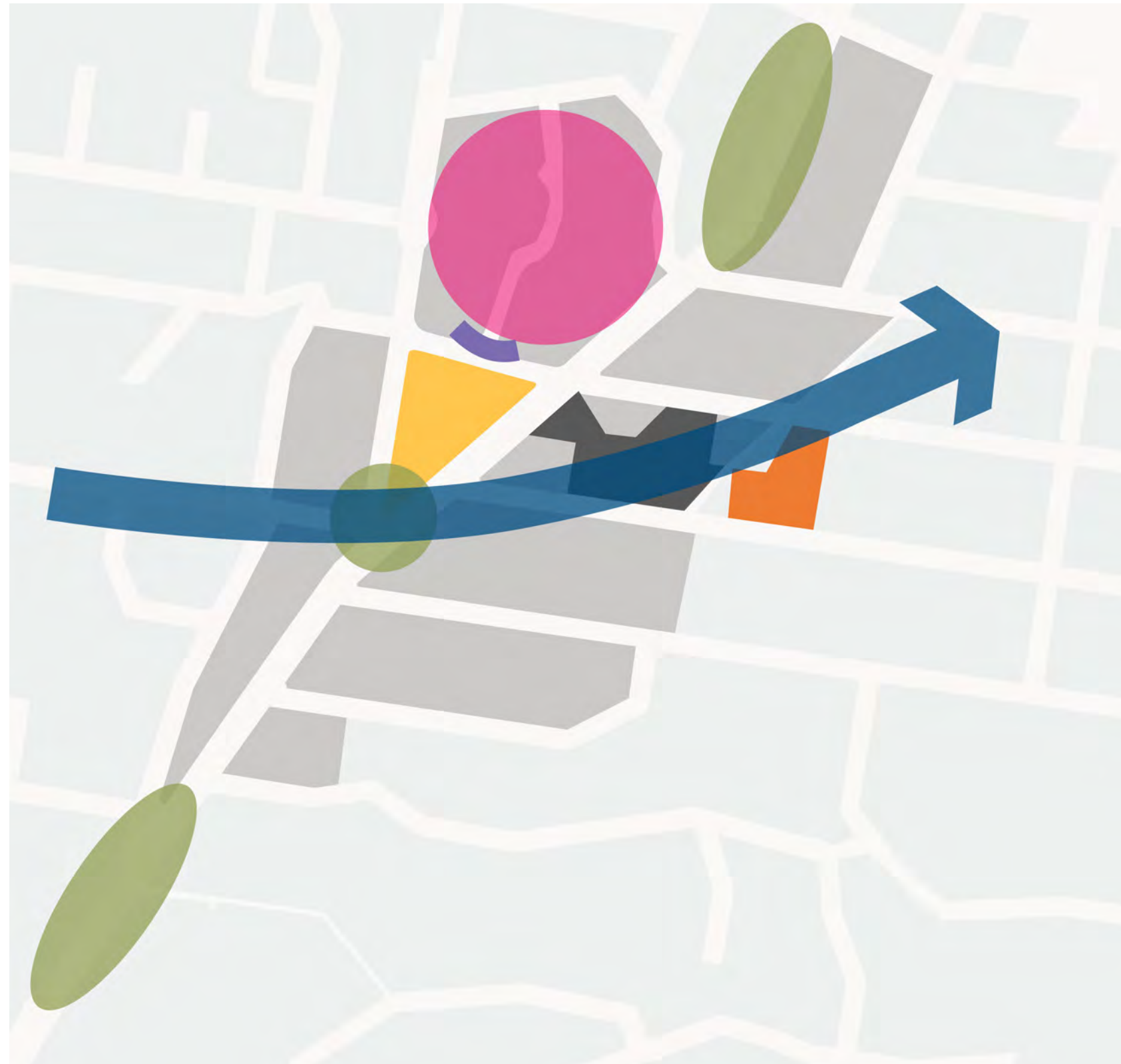
OPTION COMPARISONS

LANEWAY AND PODIUM STUDIES

COMMUNITY CONSULTATION:

WORKING PARTY CONSULTATION SUMMARY BY ELTON CONSULTING

MASTER PLAN SCENARIOS



OPTION 1

civic site

Option preserving landscape and heritage qualities of site

wsud

Fully integrated water sensitive urban design principles with functioning drainage systems as defining character feature of town centre

multiplex site

As per DA approved proposal designed by Hassell

Site A

Community facilities including Library, Early Childhood Centre and other community use

pedestrian bridge

Pedestrian access bridge structure linking Aged care development and the Civic site.

triangular block

Minor alterations to built form of triangular block with park connection.

gateways

Enhanced entry sequence experience for vehicular and pedestrian movement integrating elements of art, signage, lighting and planting.



OPTION 1

civic site

The redevelopment of this block intends to create opportunities for individual building sites that are interconnected via Civic Drive with new pedestrian pathways and civic plazas, located between buildings.

A key focus for this site will be the development of a civic plaza on the corner of Pittwater Road and St David Avenue that will provide opportunities for high quality landscape treatments, outdoor dining, shaded seating and water sensitive urban design features. This area is intended to interface directly with adjacent two to four level mixed use commercial buildings, entries and ground floor retail tenancies. Combined with articulated and landmark building elevations and facades, it's highly visible location will also create a gateway identity and identifiable public space at this key junction.

Building A will also incorporate a pedestrian footbridge and lift that will provide level access from the western end of St David's Terrace to the Pittwater Road intersection and civic plaza.

Internally within the site, existing mature trees will be retained where possible, maintaining the open space amenity for existing council uses and proposed residential developments. New residential buildings (C and D) up to an eight storey height, will similarly aim to retain existing trees where possible, creating value and identity for future residential developments. Two level basement parking is intended for all buildings in this precinct.

The mixed use nature of this precinct will be completed with the opportunity for a sports and recreation centre located on the corner of Kingsway and Fisher Roads. Building setbacks, landscape treatments and retention of existing vegetation will aim to ensure the amenity of proposed residential buildings adjacent.

wsud

Option One would take a holistic view of the Dee Why Town Centre water management, considering the wider catchment and hydrological systems. Surface flows for all rain events would be captured and treated with opportunities for re-use. Flood mitigation would be addressed as part of a catchment wide strategy.

WSUD applications would include:

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

Natural systems would be interpreted throughout the town centre for awareness of modification, contribution to sustainability and water quality and also to warn of dangers of flooding. Water as an element integral to the identity of Dee Why would be expressed in features, sculptures and for play elements.

multiplex site

This development will be as per the DA approved proposal designed by Hassell with public realm and detailed design to be developed further to relate to the overall Town Centre character and complement waster sensitive urban design strategies.

Site A

Interfacing with the proposed Multiplex development and new five and 6 storey developments along Howard Avenue, Site A will comprise residential building to a height of 10 storeys. A four storey podium height will mirror the adjacent new developments to the north, with six storey residential towers above. The ground level will

accommodate a library, opening onto a triangular park area, mirroring the existing park along Howard Avenue and creating a mid block link to retail and commercial to the north.

Landscape improvements to both streetscapes and the central drainage corridor will be aimed to create high quality public spaces that the adjacent building will open onto and overlook. This central green spine connection will be reinforced by the potential to connect with Walter Gors Park along Howard Avenue, creating an identifiable and high quality public parkland node that provides relief and open space amenity to the proposed scale and intensity of development proposed along Pittwater Road.

pedestrian bridge

An accessible bridge link between the Fisher Road Salvation Army site and the proposed built form in the civic site would provide lift access to the ground plane. Upgraded ground plane access would also be provided.

triangular block

This development option will provide the highest intensity of residential use proposed for this site, reinforcing the scale, mass and height of the proposed Multiplex development further north on Pittwater Road. It's prominent intersection location and twelve to fifteen storey building height will provide the opportunity for a landmark gateway development, reinforcing arrival to the Dee Why strip. High quality landscape and streetscape improvements are proposed at ground level, creating a continuity of small interconnected public spaces, extending across from the Redman Road and Pittwater intersection that will also interface with proposed ground

level retail tenancies. As well as providing identifiable and high quality building entries and improved pedestrian movement and comfort, these areas may also allow the opportunity for water sensitive design measures.

Behind this, three storey residential buildings will frame Fisher Road, creating a strong urban edge through continuity in height and building setbacks. Residential apartments will be proposed with upper level balconies that address the street and the internal laneway area. With appropriate CPTED design elements, this laneway in intended to provide improved pedestrian movement through a safe and high quality public space that connects to the northern civic site.

gateways

Sculptural pieces to be developed in conjunction with artist as part of overall art strategy for the town centre to reinforce character and identity through material and form and provide a sense of arrival and exit to/from the town centre.

Potential green wall structure to be mounted to exposed retaining wall edges at southern entry.

A consistent street tree planting strategy would be implemented including roadside planting at the northern gateway near the RSL and south of Sturdee Parade.

Median treatments would be upgraded to complement streetscape revitalisation.



MASTER PLAN SCENARIOS

OPTION 2



civic site

Alternative development with moderate built form intervention

wsud

water sensitive urban design principles integrated into drainage systems with some character impact.

multiplex site

Generally as per DA approved proposal designed by Hassell with improvements to the public realm

Site A

Council carpark sold for private residential development

pedestrian bridge

Not in this scheme. Priority to pedestrian and streetscape experience through at grade circulation

triangular block

Height control / built form option for triangular block

gateways

Enhanced entry sequence experience for vehicular and pedestrian movement integrating elements of art, signage, lighting and planting



OPTION 2

civic site

This option provides a similar amount of floor space within Building A to Option 1, but re-oriens the building form so that a much larger civic space is created on the St Davids Avenue and Pittwater intersection. Level changes are accommodated through a series of terraces that step downhill, providing the opportunity for semi-private spaces associated with adjacent building tenancies. This larger civic space provides open space relief from the high intensity of built form proposed on the opposite corner, within the proposed Multiplex development. It will also create opportunities for deep planting zones and landscape treatments that will provide amenity and character within the highly urbanised and congested Dee Why strip.

A potential Council extension is proposed along Pittwater Rd. This commercial building defines the precinct edge and reinforces the civic character by presenting Council in proximity to the public and provides a seamless open and transparent active ground floor.

Similarly to Option 1, existing mature trees will be retained where possible, maintaining the open space amenity for existing council uses and proposed residential developments. New residential buildings (C, D and E) up to an eight storey height, will also aim to retain existing trees around each building footprint, creating value, character and amenity for future residential dwellings. Two level basement parking is intended for all buildings in this precinct.

The mixed use nature of this precinct will be completed with the opportunity for a sports and recreation centre located on the corner of Kingsway and Fisher Roads. Building setbacks, landscape treatments and retention of existing vegetation will aim to ensure the amenity of proposed residential buildings adjacent.

wsud

Option Two would utilise WSUD as an integral element of the Dee Why Town Centre. Water management would address the hydrological systems of the Town Centre through:

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

Natural systems would be interpreted throughout the town centre for awareness of modification, contribution to sustainability and water quality and also to warn of inherent flood dangers. Water, and its treatment, is a visible element in the streetscapes and parks of Dee Why and provides connections to the wider landscape.

multiplex site

This development will be as per the DA approved proposal designed by Hassell with public realm and detailed design to be developed further to relate to the overall Town Centre character and complement waster sensitive urban design strategies.

Site A

Similar to Option 1, Site A will provide the opportunity for a mixed use building that interfaces with the proposed Multiplex development, new five and six storey developments along Howard Avenue, but at a six storey height and with less residential floor space. A four storey podium height will mirror the adjacent new developments to the north, with two levels of residential apartments above. The library and community centre

will be spread over 2 levels, opening and overlooking a triangular park area, mirroring the existing park along Howard Avenue and creating a mid block link to retail and commercial uses to the north.

Similar landscape improvements to both streetscapes and the central drainage corridor will be proposed to Option 1, including the extension of Walter Gors Park to the east.

triangular block

This development option provides a lower scale of residential development then proposed in Option 1, by limiting development to 6 storeys within this precinct.

The position and siting of Building H, addressing the Fisher Road and Pittwater Road intersection will provide the ability to create a six storey landmark development reinforcing arrival to the Dee Why strip.

Buildings G and F will provide a continuity of this urban form with a four storey podium height to the road and the upper two levels setback further. Ground floor retail tenancies will contribute to street activity, with residential apartments above.

Behind this, three storeys residential buildings will frame Fisher Road with the intention of building upon the existing tree lined street environment to create an attractive street environment. Internally, a mid block linkage between buildings J and G will link the Oaks Avenue and Pittwater Road pedestrian crossing to an internal laneway that connects further north to the civic site.

pedestrian bridge

Pedestrian access and amenity is to be enhanced through adjacent development and streetscape works.

gateways

Sculptural pieces to be developed in conjunction with artist as part of overall art strategy for the town centre to reinforce character and identity through material and form and provide a sense of arrival and exit to/from the town centre.

Retaining wall edges at southern entry are to receive an upgrade utilising local materials and planting to enhance visual amenity.

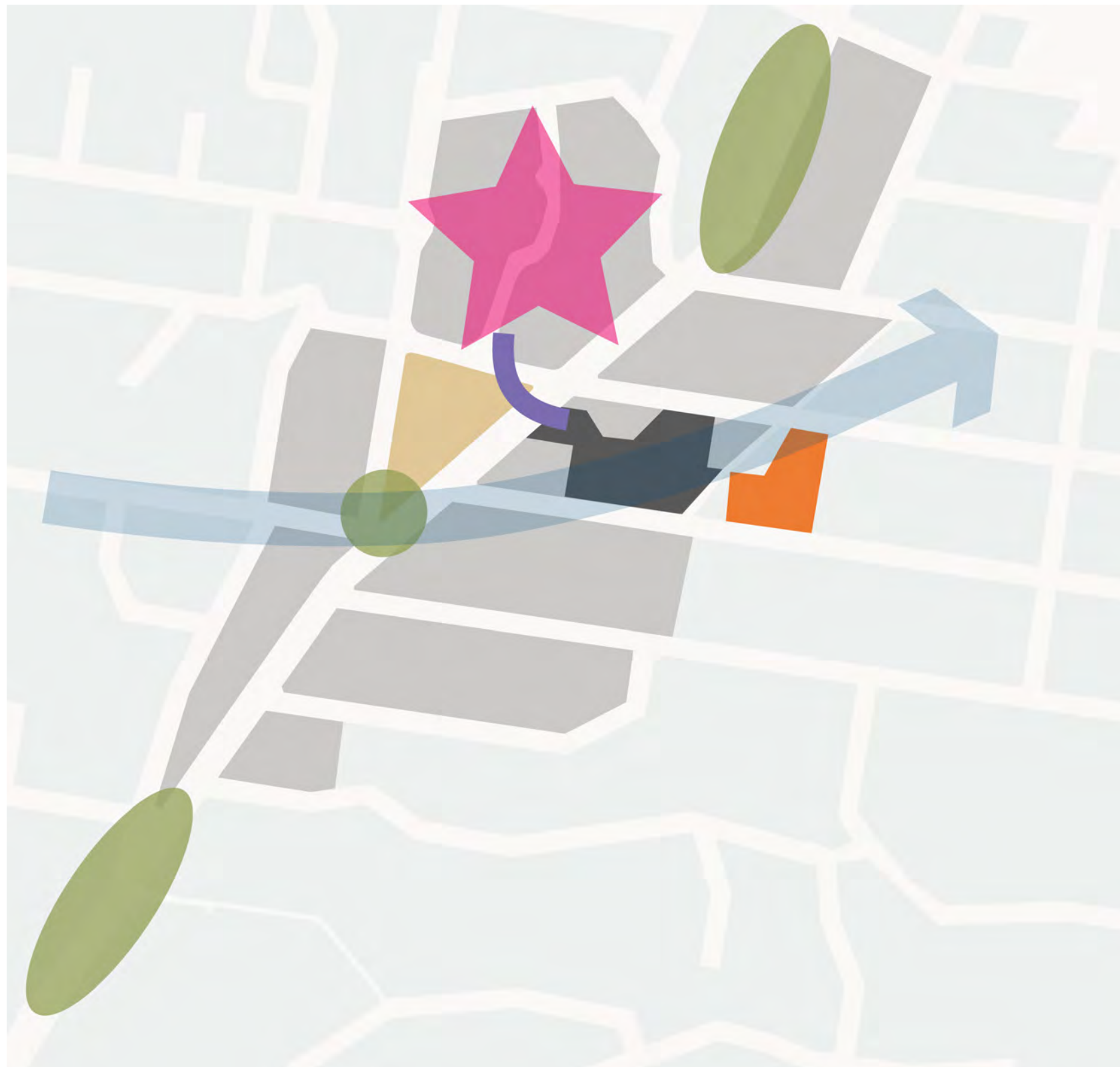
A consistent street tree planting strategy would be implemented including roadside planting at the northern gateway near the RSL and south of Sturdee Parade.

Median treatments would be upgraded to complement streetscape revitalisation.



MASTER PLAN SCENARIOS

OPTION 3



civic site

Alternative development with high level of built form intervention

wsud

Water sensitive urban design principles only integrated into streets with water recycling.

multiplex site

Generally as per DA approved proposal designed by Hassell with improvements to the public realm

Site A

New residential development above Library and community facilities

pedestrian bridge

Feature pedestrian bridge structure crossing of Pittwater Road linking Civic site and Multiplex development.

triangular block

Height control / built form option for triangular block to test building controls

gateways

Enhanced entry sequence experience for vehicular and pedestrian movement integrating elements of art, signage, lighting and planting



OPTION 3

civic site

As in Option 1 and 2, this option proposes a similar amount of floor space but reorients the building around an internal north facing courtyard that is framed by the south façade of the existing library. This result in a more defined pedestrian plaza and terraced stairway that links the St David's Avenue and Pittwater intersection to the library and council buildings further uphill. This connection is framed by four to five storey commercial buildings to the west and as in Option 2, a commercial building with retail ground floor tenancies and commercial plates above along Pittwater Road.

This option features a bridge linking the civic precinct with the proposed civic plaza across Pittwater Rd.

Existing mature trees will be retained where possible, maintaining the open space amenity for existing council uses and proposed residential developments. New residential buildings (C and D) up to an eight storey height will also aim to retain existing trees where possible, creating value and identity for future residential developments. This option replaces the sports and recreation centre to provide a much higher density or residential development.

wsud

In this option WSUD has been taken into consideration for all new developments and water management and efficiency is vastly improved from current but is not reaching its potential. The Town Centre would not be looking to promote itself through environmental credentials yet is making commonsense moves to integrate water management where possible.

- / Grassed or landscaped swales
- / Infiltration trenches and bio retention systems

- / Rainwater tanks – stormwater harvesting & reuse
- / Greywater harvesting & reuse
- / Rain gardens, rooftop greening, urban forests
- / Porous pavements

WSUD applications, while still providing some benefit, would be less inter-connected and therefore less effective.

There would be less interpretive features of natural systems and the water cycle throughout the town centre.

multiplex site

This development will be as per the DA approved proposal designed by Hassell with public realm and detailed design to be developed further to relate to the overall Town Centre character and complement waster sensitive urban design strategies.

Site A

This option proposes less than half the residential floor space as Options 2 and 3, by not building over the library building. Two residential towers, to a height of 10 storeys will be positioned to the north of the library building and be integrated into the adjacent civic plaza and courtyard areas that frame the library, as well as the adjacent parkland. The intent is to keep the Oaks Ave vistas open to St. Kevin's Church while building up to existing scale and bulk over Howard Ave.

pedestrian bridge

This option features a bridge linking the civic precinct with the proposed civic plaza across Pittwater Rd. The link would provide access from the proposed Aged Care Salvation Army site on Fisher Road to the Civic site via built form and across to the eastern side of Pittwater Road into the Multiplex complex via St David's Square.



triangular block

Similar to Option 2, the position and siting of buildings is further fragmented creating increased permeability through the block with more accessible mid block laneway connections to Pittwater and Fisher Roads. This option may provide the opportunity for more internalised ground level restaurant or café tenancies, opening onto the internal plaza areas, but still with visibility and exposure to passing traffic on Pittwater Road.

Along Fisher road three storeys residential buildings will frame Fisher Road with the intention of building upon the existing tree lined street environment to create an attractive street environment. Internally, a mid block linkage between buildings H and I will link to the internal laneway and plaza areas that connects further north to the civic site. This will also provide further ground level corner retail tenancies and a small plaza area along Fisher Road breaking up the urban form and providing an active and attractive street frontage.

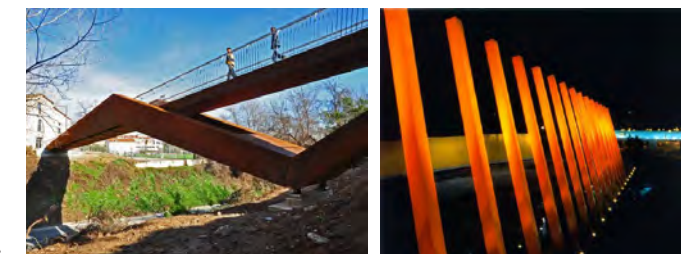
gateways

Landmark architect / artist designed bridge structure across Pittwater Road provides a visual cue of the town centre. Other sculptural pieces to be developed to complement bridge as part of overall art strategy for the town centre to reinforce character and identity through material and form.

Potential highway scale structure with lighting to be mounted to exposed retaining wall edges at southern entry.

A consistent street tree planting strategy would be implemented including roadside planting at the northern gateway near the RSL and south of Sturdee Parade.

Median treatments would be upgraded to complement streetscape revitalisation.



OPTION 1 MASTER PLAN



OPTION 1 - MASTER PLAN

OPTION 1 - MASTER PLAN



OPTION 1 PERSPECTIVE





OPTION 1 - KEY SITES

OPTION 1 - KEY SITE MASTER PLAN

LEGEND

01	Pittwater Road North Entry Sequence with street tree and median treatment	15	Drainage Channel Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk	27	Triangle Park North Riparian park typology corridor development with enhanced pedestrian connectivity and user amenity	38	Fisher Road Streetscape Street tree and median treatment with pedestrian improvements
02	Building A 8 Storey building for commercial use with approx 320 car spaces with pedestrian bridge access from Salvation Army	16	Drainage Easement Pedestrian linkage with exposed low flow water filtration function diverted from main drainage channel. Opportunities for interpretation / contact and storage of treated water. Seamless edge to Walter Gors Park	28	Howard Street East Upgraded pedestrian walkway experience to the beach ensure retained	39	Pittwater Road South Entry Sequence with street tree and median treatment
03	Building B Public Plaza at grade 6 storey commercial with parking below	17	Pittwater Road Median and streetscape work as per streetscape sections	29	Site B - Amalgamated Block Based on DA approved Multiplex proposal including wide pedestrian 24hr access way		
04	Building C Residential with parking below	18	Walter Gors Park Expanded park with facilities for all ages. Removal of existing Council cottages	30	Riparian Plaza Pedestrian plaza to support adjacent uses, enhance pedestrian connectivity and reinforce local character		
05	Building D Residential with parking below	19	St David Ave Pocket Park Redesigned to compliment adjacent development	31	Church Lane North-South one way traffic flow with shared cycle and pedestrian access		
06	Building E Sports and residential with carpark below	20	Proposed Multi Unit Residential As per current DA	32	Fisher Road Corner Block Pocket park with character and identity defining works as Town Centre marker. Physical linkage across Fisher Road to Redman Rd pocket plaza to west		
07	Building F Residential, small retail with carpark below	21	Building K Plaza Mixed use plaza space with pedestrian connectivity	33	Redman Pocket Plaza New plaza space utilising existing mature tree planting with integrated WSUD functions and features		
08	Building G Residential, small retail with carpark below	22	Building K (Council Carpark - Site A) Library and community facilities, residential and carpark below	34	Mooramba Pocket Park New park space with integrated WSUD functions and features		
09	Building H Residential, small retail with carpark below	23	Triangular Block Pedestrian access throughout the block explored as a test in scenarios	35	Oaks Ave Streetscape Streetscape upgrade to support one way system with widened footpaths and wsud integration		
10	Building I Residential, small retail with carpark below	24	Town Centre Crossing Upgraded pedestrian amenity and stronger visual linkage to Civic site	36	Woolworths Lane Proposed shared lane through site access with retail and restaurant activation and wsud swale to street edge		
11	Building J Residential, small retail with carpark below	25	Dee Why Town Square Based on DA approved Multiplex proposal with varying program for the public realm	37	Pacific Parade Streetscape Streetscape upgrade to support one way system with widened footpaths and wsud integration		
12	Warringah Council Building Heritage building conserved with associated public realm development	26	Howard Ave Street hierarchy amendments to offer pedestrian priority and connect with Town Square. One way				
13	Dee Why Library Building Heritage building conserved with future proposed use for discussion						
14	Civic Square Multi level plaza with water features and step access						

OPTION 2 MASTER PLAN



OPTION 2 - MASTER PLAN



OPTION 2 PERSPECTIVE





OPTION 2 - KEY SITES

OPTION 2 - KEY SITE MASTER PLAN

LEGEND

01	Pittwater Road North Entry Sequence with street tree and median treatment	15	Drainage Channel Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk	27	Triangle Park North Riparian park typology corridor development with enhanced pedestrian connectivity and user amenity	38	Fisher Road Streetscape Street tree and median treatment with pedestrian improvements
02	Building A 8 Storey building for commercial use with approx 320 car spaces with pedestrian bridge access from Salvation Army	16	Drainage Easement Pedestrian linkage with exposed low flow water filtration function diverted from main drainage channel. Opportunities for interpretation / contact and storage of treated water. Seamless edge to Walter Gors Park	28	Howard Street East Upgraded pedestrian walkway experience to the beach ensure retained with new bus / cycle lane. Tree planting to strong physical / visual link to the beach	39	Pittwater Road South Entry Sequence with street tree and median treatment
03	Building B Public Plaza at grade 6 storey commercial with parking below	17	Pittwater Road Median and streetscape work as per streetscape sections	29	Site B - Amalgamated Block Based on DA approved Multiplex proposal including wide pedestrian 24hr access way		
04	Building C Residential with parking below	18	Walter Gors Park Expanded park with facilities for all ages. Removal of existing Council cottages	30	Riparian Plaza Pedestrian plaza to support adjacent uses, enhance pedestrian connectivity and reinforce local character		
05	Building D Residential with parking below	19	St David Ave Pocket Park Redesigned to compliment adjacent development	31	Church Lane North-South one way traffic flow with shared cycle and pedestrian access		
06	Building E Sports and residential with carpark below	20	Proposed Multi Unit Residential As per current DA	32	Fisher Road Corner Block Pocket park with character and identity defining works as Town Centre marker. Physical linkage across Fisher Road to Redman Rd pocket plaza to west		
07	Building F Residential, small retail with carpark below	21	Building K Plaza Mixed use plaza space with pedestrian connectivity	33	Redman Pocket Plaza New plaza space utilising existing mature tree planting with integrated WSUD functions and features		
08	Building G Residential, small retail with carpark below	22	Building K (Council Carpark - Site A) Library and community facilities, residential and carpark below	34	Mooramba Pocket Park New park space with integrated WSUD functions and features		
09	Building H Residential, small retail with carpark below	23	Triangular Block Private land block. Potential built form and densities explored as a test in scenarios	35	Oaks Ave Streetscape Streetscape upgrade to support one way system with widened footpaths and wsud integration		
10	Building I Residential, small retail with carpark below	24	Town Centre Crossing Upgraded pedestrian amenity and stronger visual linkage to Civic site	36	Woolworths Lane Proposed shared lane through block access with retail and restaurant activation and wsud swale to street edge		
11	Building J Residential, small retail with carpark below	25	Dee Why Town Square Based on DA approved Multiplex proposal with varying program for the public realm	37	Pacific Parade Streetscape Streetscape upgrade to support one way system with		
12	Warringah Council Building Heritage building conserved with associated public realm development	26	Howard Ave Street hierarchy amendments to offer pedestrian				
13	Dee Why Library Building Heritage building conserved with future proposed use for discussion						
14	Civic Square Multi level plaza with water features, turf open space						