

Draft amendments

Warringah Development Control Plan

Part G1 & Part H

DEE WHY TOWN CENTRE

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1. INTRODUCTION

Applies to Land

This part provides specific controls for the development of the B4 Mixed Use Zone within the Dee Why Town Centre (Figure 1).

Note:

- For land zoned R3 Medium Density Residential within the Town Centre, refer to the specific R3 development controls contained within this Development Control Plan (DCP)
- Part B *Built Form Controls* does not apply to land zoned B4 Mixed Use within the Dee Why Town Centre. All other parts of the DCP apply to the land identified within the Dee Why Town Centre
- In the event of any conflict between this part and other parts of the DCP, the provisions of this part shall prevail in relation to the identified areas
- If there is an inconsistency between this DCP and the Warringah Local Environmental Plan 2011 (WLEP 2011), the WLEP 2011 prevails



Figure 1. Dee Why Town Centre study area

2. DESIRED FUTURE CHARACTER

The Dee Why Town Centre (combined with the Brookvale employment areas) has been identified in various NSW Government planning strategies as the Major Centre for the northern beaches.

Located between the ocean and the escarpment, it enjoys a close connection to Dee Why Beach and the Narrabeen Lagoon system. During the preparation of this DCP and the Dee Why Town Centre Master Plan 2013 (the Master Plan), the community expressed a wish for the centre to be revitalised as a vibrant, prosperous and high quality centre.

Council's Vision:

"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."



Figure 2. Pittwater Road Master Plan Vision

In August 2013, Council adopted the Master Plan which reviewed all previous plans and policies as well as documenting key constraints and opportunities for future development.

The Master Plan illustrates the desired character for Dee Why and recommends a number of initiatives to encourage development and improve the public domain to achieve revitalisation.

The desired character for the Dee Why Town Centre is to be defined by the following principles;

- A consolidated centre that is identifiable and inclusive of a defined core
- A system of new and improved connected public spaces
- Landscaped areas that utilise Water Sensitive Urban Design (WSUD) principles that reflects the location of the centre adjacent to the lake and the ocean
- The clustering of taller buildings around the proposed Town Square (Key Site B) with an appropriate transition of height down to the edges of the Dee Why Town Centre

- Tall and slim buildings which allow greater solar access and are less visually dominant to the streetscape
- An attractive, vibrant and safe centre that is accessible at all times by people with all level of abilities
- A sense of community and pride and inclusiveness achieved through place making and engagement
- A new revitalised civic and community hub that will house government services, provide a meeting place, public parking, community facilities and supporting retail
- Retention of significant views to landscape features such as the Lagoon, Long Reef headland, the coast line and Stony Range Reserve.

An illustrative example of the desired public domain is shown in Figures 3 and 4 below.



Figure 3. Redman Road Plaza (Character Area 7)



Figure 4. Civic Plaza View from Pittwater Road (Character Area 10)

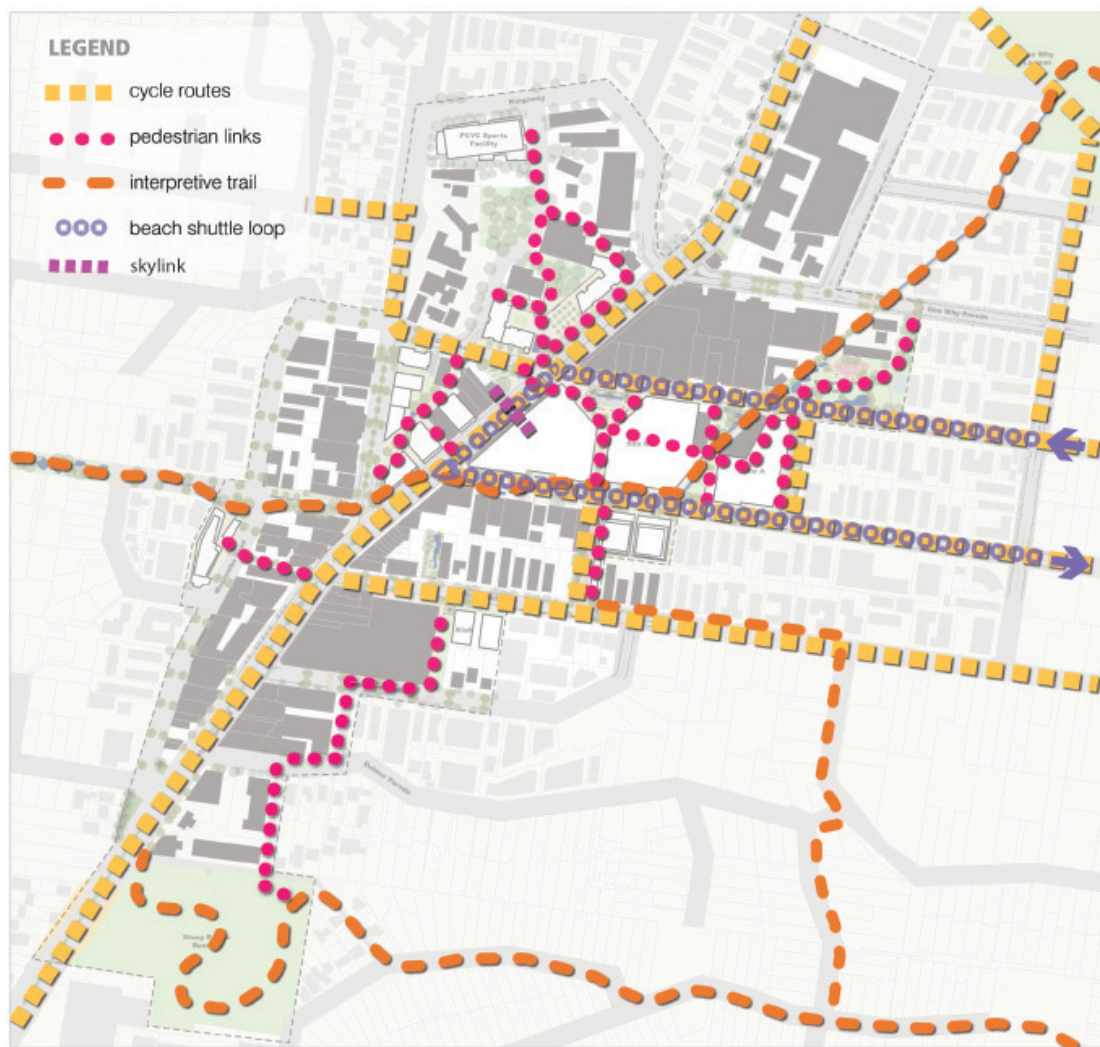


Figure 5. Dee Why Movement Map

Figure 5 illustrates the desired improvements to access and circulation. Separated cycle ways are proposed for Howard and Oaks Avenues providing a strong connection to the beach and linkages to the Warringah Bicycle Route Network.

3. GENERAL DEVELOPMENT CONTROLS

In addition to the General Development Controls contained in the previous sections of this DCP, this section contains specific controls that apply to the whole of the Dee Why Town Centre.

3.1 Key controls within Warringah LEP 2011

1. The maximum permissible height of buildings is identified on WLEP 2011 Height of Buildings Maps.
2. The maximum permissible Floor Space Ratio is identified on the WLEP 2011 Floor Space Ratio Map.
3. The Dee Why Town Centre boundary, key catalyst sites, priority road and through site link upgrades are illustrated in the Key Sites Map
4. Other key objectives and development controls that relate to built form, building setbacks, location of parking etc. are located within Part 7 of the WLEP 2011.

3.2 General controls

1. New development is to incorporate non-residential uses at ground level (as a minimum) which is designed to address street frontages. Single entry lobbies to residential uses are however permitted within the ground floor.
2. Buildings are to be designed with strong vertical proportions and facilitate the sharing of views and sunlight.
3. Buildings are to be highly articulated and modulated to reduce the apparent building mass.
4. The maximum building length above podiums is to be 45 metres measured across the frontage of the site and maximum above podiums building depth is to be 20 metres.
5. The residential component of new development is to comply with the *State Environmental Planning Policy 65 Residential Flat Design Code*. For buildings which incorporate podiums, it can be assumed the Code's building separation requirements apply to the building elements above the podium, with the roof of the podium considered as the ground level.
6. Minimum floor to ceiling heights seek to emphasise the ground floor of buildings (which incorporate non-residential uses), maximise the amenity of dwellings and facilitate flexibility of land uses. The floor to ceiling height requirements are as follows:
 - (a) Ground floor storey: 3.6 metres; and
 - (b) Upper storeys: 2.7 metres.
7. All Development Applications for new buildings are to be accompanied by a detailed traffic and parking impact assessment prepared by a suitably qualified traffic consultant. The analysis shall confirm any impacts upon the road network performance.
8. Site amalgamation is required to facilitate development with;
 - a. Appropriately proportioned buildings
 - b. Adequate separation to existing buildings and expected future development on adjoining sites
 - c. Basement car parking with an efficient internal configuration and safe vehicular and pedestrian access and egress.
9. The design and arrangement of buildings are to recognise and preserve significant views to the Long Reef landscape, the coastline and landscaped ridgeline.

3.3 Site Amalgamation

Objectives

- To encourage site amalgamation to ensure that the development potential of all sites within the Dee Why Town Centre is maximised
- To avoid the isolation of small sites which may result in poor built form outcomes and inability for such sites to be developed to their potential
- To provide for adequate site widths that allow design flexibility, desirable building proportions and where possible, at grade public and private open space

Requirements

1. Documentary evidence is to be submitted with development applications for works valued at over \$2 million to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. This is to include at least one recent independent valuation and a written offer to cover reasonable expenses likely to be incurred by the owner of the isolated site during the sale of the property.
2. Where amalgamation of an isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved.
3. Applicants will be required to detail an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the isolated site. The likely impacts developments will have on each other in terms of solar access, visual privacy, building separation and streetscape must also be addressed.

3.3 Building heights

Objectives

- To ensure buildings are developed within the principles established in the Master Plan, which is to cluster taller buildings around the proposed Town Square (Key Site B) with an appropriate transition of height down to the edges of the Dee Why Town Centre
- To consider taller, slimmer buildings which allow greater solar access to adjoining land and are less visually dominant to the streetscape
- To retain view lines of the Long Reef landscape, the coastline and landscaped ridgeline.

Requirements

1. The maximum permissible height of buildings is identified on the WLEP 2011 Height of Buildings Map.
2. Buildings may exceed the height stated on the WLEP 2011 Height of Buildings Map only if;
 - (i) That development provides for public benefits and is deemed to meet the criteria set out in WLEP 2011 draft Clause 7.16 and this DCP
 - (ii) The development is consistent with the principle of gradually decreasing building height from Key Site B down to the edges of the Dee Why Town Centre
 - (iii) The proposal does not significantly obscure district views of the Long Reef landscape, coastline and escarpment ridgeline
 - (iv) The development consists of a 'slim' tower built form with appropriate separation from adjoining buildings and setback from property boundaries.
3. The intent of Figure 6 *Height Principles Map* is to demonstrate that the tallest built form within the Dee Why Town Centre is to be located at 'Site B' (between Howard and Oaks Avenue) with a reduction in building height from that site, along the Pittwater Road spine down to the edges of the Dee Why Town Centre.

4. The heights expressed in Figure 6 are not to be considered as the building height control across the Dee Why Town Centre; however some development may be constructed within the indicated height range if the development accords with the Part 7 of WLEP 2011 and this DCP, particularly in terms of the objective to construct 'slim' tower forms and compliance with amenity considerations.

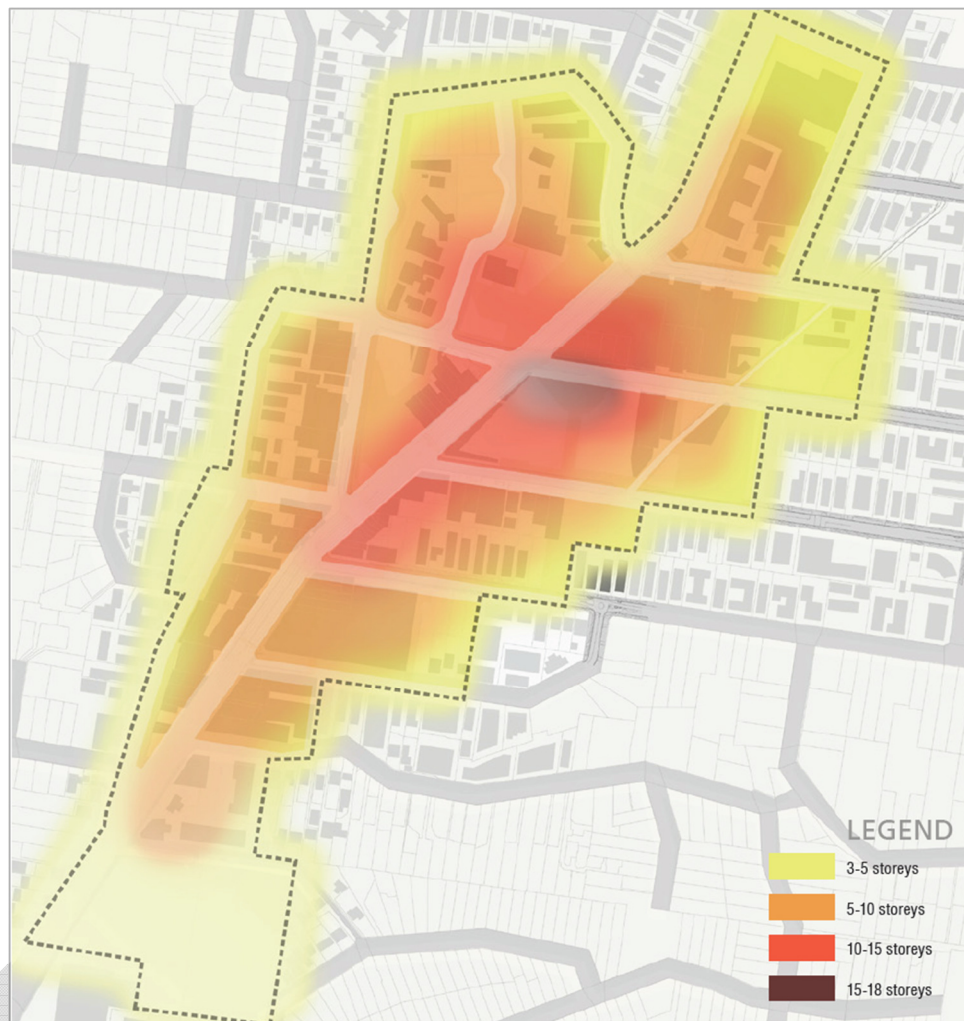


Figure 6. Height Principles map

3.4 Pedestrian connections

Objectives

- To enhance pedestrian access, activity and mobility throughout the Dee Why Town Centre
- To better integrate land uses supporting the centre's activities
- To improve the exposure and therefore viability of businesses

Requirements

1. Public open spaces and through site pedestrian/cycle path links are to be provided in accordance with Figure 5 and the WLEP 2011 Key Sites Map.
2. The provision of additional pedestrian links to those outlined in (1) above shall be considered for development that has two streets frontages or other attributes that allow extension of the pedestrian network.
3. Through site links shall be well lit and allow 24 hour access.
4. Through site links may be provided in the form of arcades.
5. Through site links shall be visually permeable and not incorporate acute turns or 'dog legs'.

3.5 Building Articulation and design

Objectives

- To create visual interest in building facades
- To minimise the appearance of building mass
- To ensure that building facades to help enhance the public domain.
- To ensure that building elements such as awnings, fenestration, roof structures and service elements are integrated into the overall building form.

Requirements

1. All buildings are to provide a modulated façade in order to reduce the appearance of scale and mass, provide visual interest, provide diversity, and provide a human scale.
2. Building form shall be balanced and enhanced through design modulation, a variety of finishes, use of varied building materials and varying setbacks.
3. All elements of the façade and roof areas shall be integrated into the architectural form and detail of the building, and present an appealing streetscape appearance.
4. Balconies and verandas may encroach upon the prescribed side and rear setbacks by up to 1 metre providing that the encroachment produces no adverse effect on the amenity (including privacy, solar access etc.).
5. For zero setback areas, balconies and over podium terraces may extend 1 metre into the setback area for the floors above the podium levels only. For all sites with front setbacks greater than 4 metres, the following building elements may project up to 1m into the minimum setback area at ground level and within the podium levels:
 - (a) Balconies or verandas that display a lightweight appearance
 - (b) Awnings and pergolas
 - (c) Stair or ramp access to ground floor dwellings or building lobbies.

3.6 Basement car parking

Objectives

- To reduce overall building bulk and scale (particularly within podiums) by locating parking underground
- To ensure consistent street frontage heights
- To maximise the availability of deep soil planting
- To minimise disruption to pedestrians and cyclists.

Requirements

1. Car parking and vehicle access points shall be designed to minimise the impact on the streetscape and amenity of pedestrians by incorporating the following design elements;
 - (a) Recessed car park entries from the main building facade alignment
 - (b) Avoidance of large voids in the facade by providing security doors or decorative grills to car park entry
 - (c) Returning the facade finishes into the car park entry recess for the extent visible from the street
 - (d) Design and build parking with conceal services, pipes and ducts.
2. Basement car parking is to be located to optimise deep soil planting.
3. Basement car parking is to be designed to encourage natural ventilation and designed to consider prevailing winds through the appropriate size and siting of air vents.
4. All driveways must be located a minimum of 6 metres from the perpendicular of any intersection of any two roads.
5. Basement car parking that protrudes above ground level must:

- (a) Include landscaped terraces or landscape screening (green walls) in front of any above ground basement car parking to reduce the overall visual impact.
 - (b) Be protected from inundation from 100-year ARI flood levels (or greater).
- 6. Whole levels of above ground parking levels are to be laminated or sleeved with another use for a minimum depth of 10 metres, e.g. building entry lobbies, retail tenancies, residential units etc.

3.7 Energy and Water Efficiency

Objectives

- To supplement controls contained within DCP Part D22 *Conservation of Energy and Water*
- To ensure substantial new developments incorporate the latest practice for energy and water efficiency
- To establish benchmarks for building rating scheme compliance.

Requirements

1. New commercial development should be designed to meet a minimum rating of 5 Green Star Office Design (or equivalent).
2. Any building refurbishment with a value greater than \$600,000 should result in a refurbished building with an estimate minimum 3.5 NABERS star rating (or equivalent).
3. 'BASIX affected buildings' must accord with the BASIX requirements stipulated within the *Environmental Planning and Assessment Regulation 2000*.

3.8 Landmark and corner sites

Objectives

- That development on corner sites adequately address both street frontages
- That development capitalises on site visibility and opportunities derived from building to street frontages such as availability to solar access and separation from buildings opposite the street
- That development is of high architectural quality.

1. Buildings which are located on corner sites must:
 - (a) Be designed to add variety and interest to the street and clarify the street hierarchy.
 - (b) Present each frontage of a corner building as a main street frontage.
 - (c) Combine architecture, materials and landscape design that define corners.

4. KEY SITES

Six Key Sites are identified on the WLEP 2011 Key Sites Map. These sites are considered to offer significant potential to revitalise the Dee Why Town Centre and are strategically located to provide on-site and localised public benefits including roads and public domain infrastructure.

Development of Key Sites is to be consistent with the requirements of this DCP and the specific Key Site provisions within the WLEP 2011.

4.1 Key Sites A & B – Town Square

The Warringah Local Environment Plan 2000 Amendment No.21 (November 2008) introduced amended development standards for the Howard & Oaks Avenue car park site known as Site A as well as the adjoining Site B. The detailed designs incorporate tall and slim tower buildings in exchange for the delivery of a Town Square, pedestrian thoroughfare, public car parking, a new road and other community facilities.

The desired outcomes are implemented through the specific development controls in part 7 of the WLEP 2011.



Figure 7. Key Sites A & B

4.2 Key Site C – Oaks Avenue

This site is identified as 33 Oaks Avenue Dee Why (Lot 1 DP 588603, Lot A & B DP 326907). The site contains a supermarket, support retail premises fronting Oaks Avenue and a pedestrian arcade linking Oaks Avenue to Pacific Parade.

Key Site C is located within Character Areas 3 and 4 of the Town Centre and is outlined in Figure 8.



Figure 8. Key Site C



Figure 9. Vision for Oaks Avenue

4.2.1 Proposed new road link

The Dee Why Town Centre Traffic Study 2007 by GTA identifies the need for a new road link mid-block link through this site connecting Oaks Avenue and Pacific Parade. Accordingly, the property is nominated as a Key Site where additional development above that reflected on the WLEP 2011 Height of Buildings and Floor Space Ratio maps may be considered in exchange for the dedication and construction of the new road and other significant public benefits.

The objectives of the proposed new shared roadway are:

- To improve the efficiency and volume capacity of the local road network
- To improve legibility and permeability of the Dee Why Town Centre
- To provide better servicing for residential and commercial uses
- To reduce conflict between pedestrian and vehicular movements
- To allow upgrades to drainage infrastructure.

This new road link would significantly improve traffic and pedestrian circulation around the Dee Why Town Centre Core and to the surrounding residential areas and beyond.

4.2.2 Key Site C specific WLEP 2011 clause

Development of Key Site C is to be consistent with the development standards contained in the WLEP 2011, including Clause 7.16 which states that:

“consent may be granted for development that exceeds the maximum building height and floor space ratio for land identified within Key Site C on the Key Sites Map only if:

- (a) The development application is for the entire area identified as Key Site C;*
- (b) The maximum building height of any buildings within Site C does not exceed 46 metres;*
- (c) The proposed development includes the construction and dedication to Council of a public road reserve not less than 12 metres wide that links Oaks Avenue and Pacific*

Parade identified as Proposed New Road on the Dee Why Town Centre and Key Sites Map...".

4.2.3 Site specific requirements for Key Site C

1. The required new roadway shall facilitate two-way vehicle movements with vibrant pedestrian areas linked seamlessly to public domain areas associated with the adjacent buildings.
2. The new roadway and pedestrian verges are to be provided in accordance with Figure 10 and 11 of this DCP Part and the WLEP 2011 Key Sites Map.
3. The required new roadway and pedestrian verges are to have direct sight lines between Oaks Avenue and Pacific Parade, be well lit and facilitate an environment for outdoor seating.
4. New development is required to address both the main street frontage and new roadway link for the purpose of activating and improve the safety and amenity of that connection.
5. Although the WLEP 2011 provides an additional building height incentive along the Oaks Avenue in exchange for the proposed new road, additional building height within the Area 4 component of Site C (southern portion) is not encouraged due to the proximity to residential development and the desired low scale character of Pacific Parade.

4.2.4 Indicative Development Options for Key Site C

- 1 Examples of concept Site C building envelopes are illustrated in Figures 10 and 11 within this part of the DCP. Alternative design solutions may be acceptable if it can be successfully demonstrated that the proposed design:
 - (a) Achieves a positive and cohesive relationship with adjacent buildings and surrounding public domain.
 - (b) Minimises the effects of overshadowing upon open space, or habitable rooms of adjoining development.
 - (c) Responds to the vision, objectives and requirements for the revitalisation of the Dee Why Town Centre.

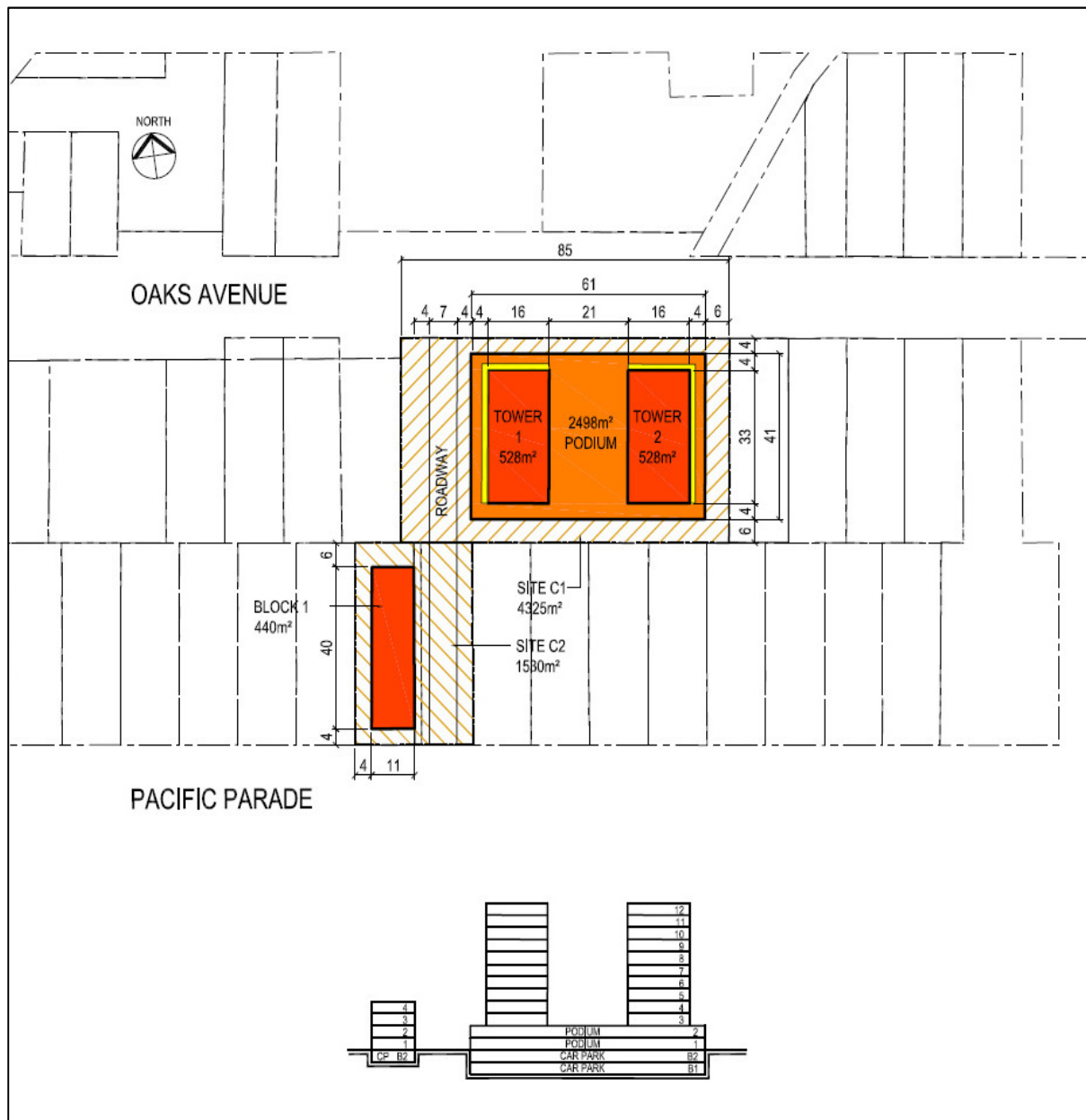


Figure 11. Key Site C - Option 2; Example building layout and form study

4.3 Key Site D – Corner Pacific Parade and Pittwater Road

Key Site D is located on the corner of Pacific Parade and Pittwater Road and is outlined in Figure 10. A portion of this land is required to facilitate a left hand turning lane for semi-articulated vehicles travelling from Pittwater Road and left into Pacific Parade. (Refer to Figure 13)

The upgrade will substantially improve traffic flow in that area, particularly by way of reducing the interruption of traffic flow on Pittwater Road.



Figure 12. Key Site D Corner of Pacific Parade and Pittwater Road

In order to facilitate the construction and dedication of land for the turning lane, the development of additional floor space may be considered to offset the cost of land dedication and associated road and footpath works.

4.3.1 Key Site D specific WLEP 2011 clause

Development of Key Site D shall to be consistent with the development standards contained in the WLEP 2011, including Clause 7.16 which states:

“consent may only be granted for development that exceeds the maximum building height and floor space ratio that applies to land identified as Key Site D on the Dee Why Town Centre and Key Sites Map only if;

- (a) The proposed development includes the dedication of 35 square metres of land to Council on the corner of Pacific Parade and Pittwater Road and the construction of a traffic turning lane from Pittwater Road into Pacific Parade, including a pedestrian path no less than 4 metres wide and road pavement in the area identified.*

(b) The gross floor area for development of the whole of Site D may exceed that permitted under the Floor Space Ratio Map by up to 240 square metres in exchange for the land dedication and associated road and pavement construction outlined in (a)...”.

4.3.2 Site Specific Requirements and Development Controls

1. Development of Key Site D is to display design excellence and be of a form and character to define and address this visually prominent corner.
2. Proposed road widening is to be carried out to facilitate a left hand turn for a semi-articulated vehicle generally in accordance with Figure 13.
3. Site amalgamation is promoted to ensure well-proportioned buildings and a safe and efficient basement car parking arrangement.

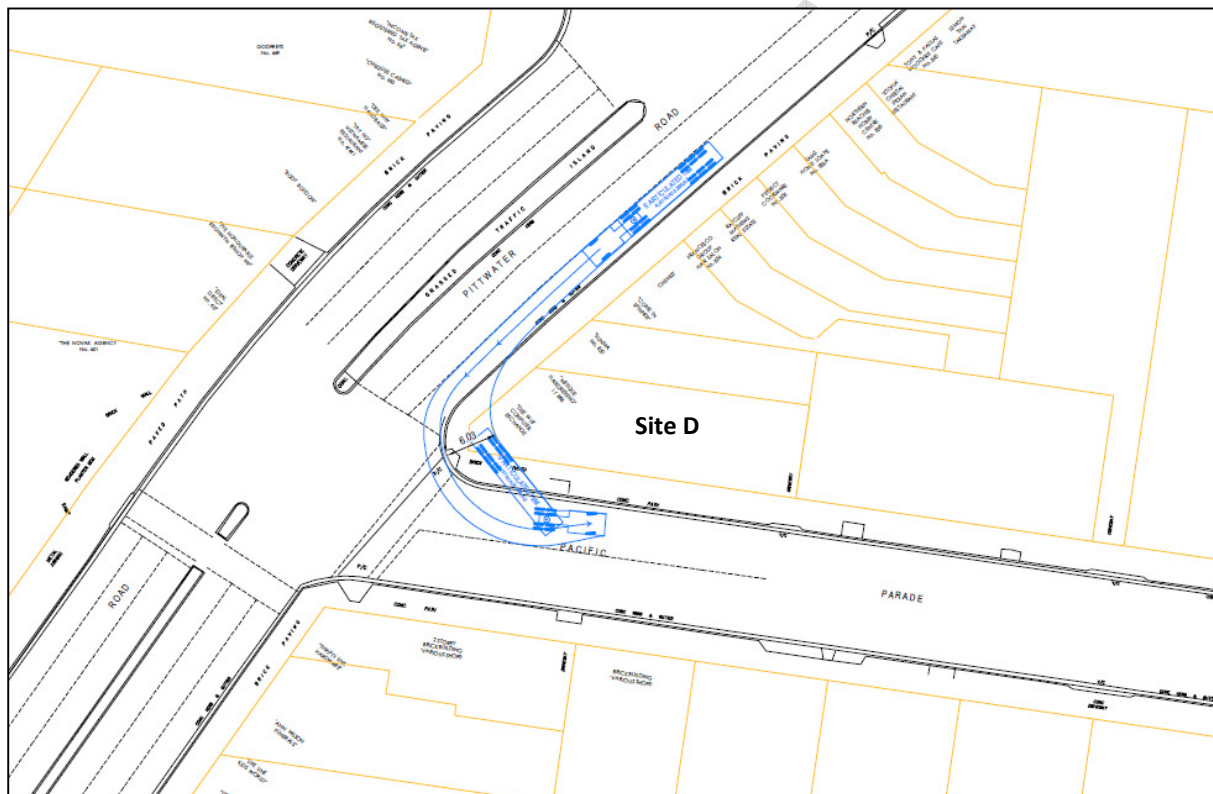


Figure 13. Proposed road widening plan Pacific Parade (not to scale)

4.4 Key Site E

Key Site E addresses Pittwater Road, St David Avenue and Fisher Road and is highlighted in Figure 14 below. The site is identified in the Master Plan as an important focal point within the Dee Why Town Centre and presents an opportunity to improve pedestrian links via a centrally landscaped shared access way (pedestrian and service vehicles) linking Fisher and Pittwater Roads to St David Avenue and the planned civic precinct to the north.

The proposed through site link contributes to the vision to improve the pedestrian environment and connectivity across the Dee Why Town Centre.



Figure 14. Key Site E



Figure 15. Key Site E vision from Fisher Road

4.4.1 Key Site E specific WLEP 2011 clause

The WLEP 2011 and this DCP promotes consolidation of a number of sites and the delivery of the through site links in exchange for development that may exceed the WLEP 2011 maximum building height and floor space ratio controls.

“consent may be granted for development that exceeds the maximum building height, and to a minor extent, the floor space ratio for land identified as Key Site E on the Key Sites Map if;

- (a) The proposal is for the development of the entire area identified as Key Site E; or*
- (b) The proposal is for part of the area identified as Key Site E and accompanied by a detailed precinct plan indicating suitable development and delivery of public domain outcomes for the entire Key Site;*
- (c) That the owners of all the sites of Key Site E have endorsed the detailed precinct plan outlined in (b) above;*
- (d) The maximum building height of any buildings within Site E on lots fronting Pittwater Road does not exceed 49 metres;*
- (e) The maximum building height of any buildings within Site E on lots fronting St David Avenue and/or Fisher Road does not exceed 20 metres;*
- (f) The proposed development includes the construction, landscaping and dedication to Council of a pedestrian and servicing through site link with a minimum width of 12 metres wide in the area generally identified as Pedestrian Connection on Key Site E on the Key Sites Map;*
- (g) The proposed development includes the construction of a pedestrian through building connection to Pittwater Road, open to the general public during normal commercial and retail opening hours, a minimum of 6 metres wide either open to the sky or by 6 metre high void generally in the area identified as New Pedestrian Connection on the Key Sites Map...”*

4.4.2 Site Specific Requirements and Development Standards

1. The new pedestrian links shall be provided and suitably landscaped between Fisher Road, St David Avenue. The provision for access by service and delivery vehicles should also be considered for the shared access way.
2. Buildings that address the street, public domain areas and through site pedestrian links are to be articulated with stepped facades.

4.4.3 Example development scenarios Site E

1. Figures 16 and 17 provide indicative development layouts. Alternative design solutions may be acceptable if it can be successfully demonstrated that the design:
 - (a) Achieves a positive and cohesive relationship with adjacent buildings, site context and surrounding public domain
 - (b) Achieves optimum solar access and minimised overshadowing does not affect functional open space, or habitable rooms of adjoining development
 - (c) Responds to the vision, objectives and requirements for the revitalisation of the Dee Why Town Centre.

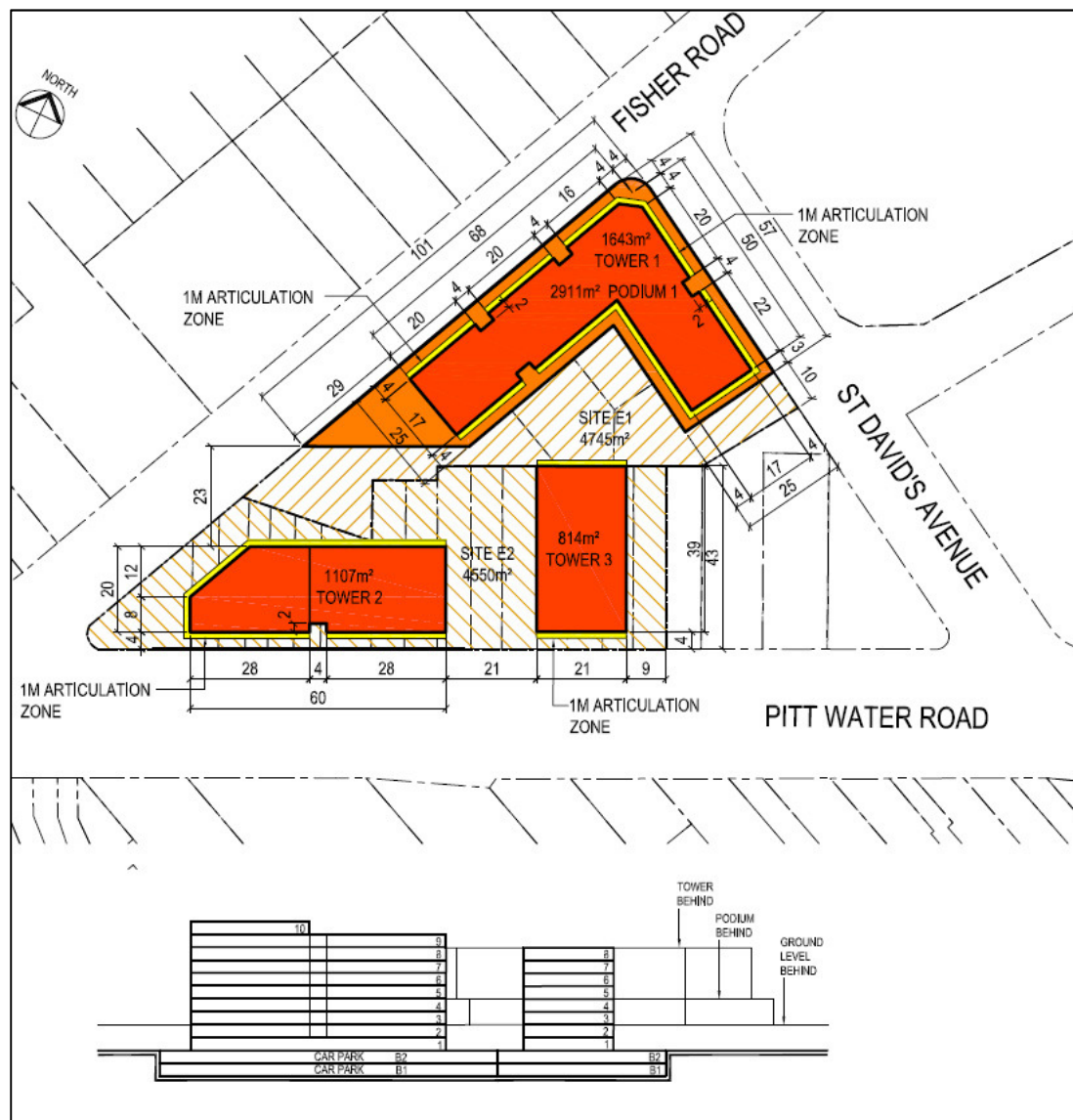


Figure 16. Site E Option 1 - Example building layout and form

Note: Option 1 demonstrates two tower forms (at 10 and 11 storeys) addressing Pittwater Road. The absence of podium levels allows for greater ground level circulation space and improved solar access to pedestrian areas.

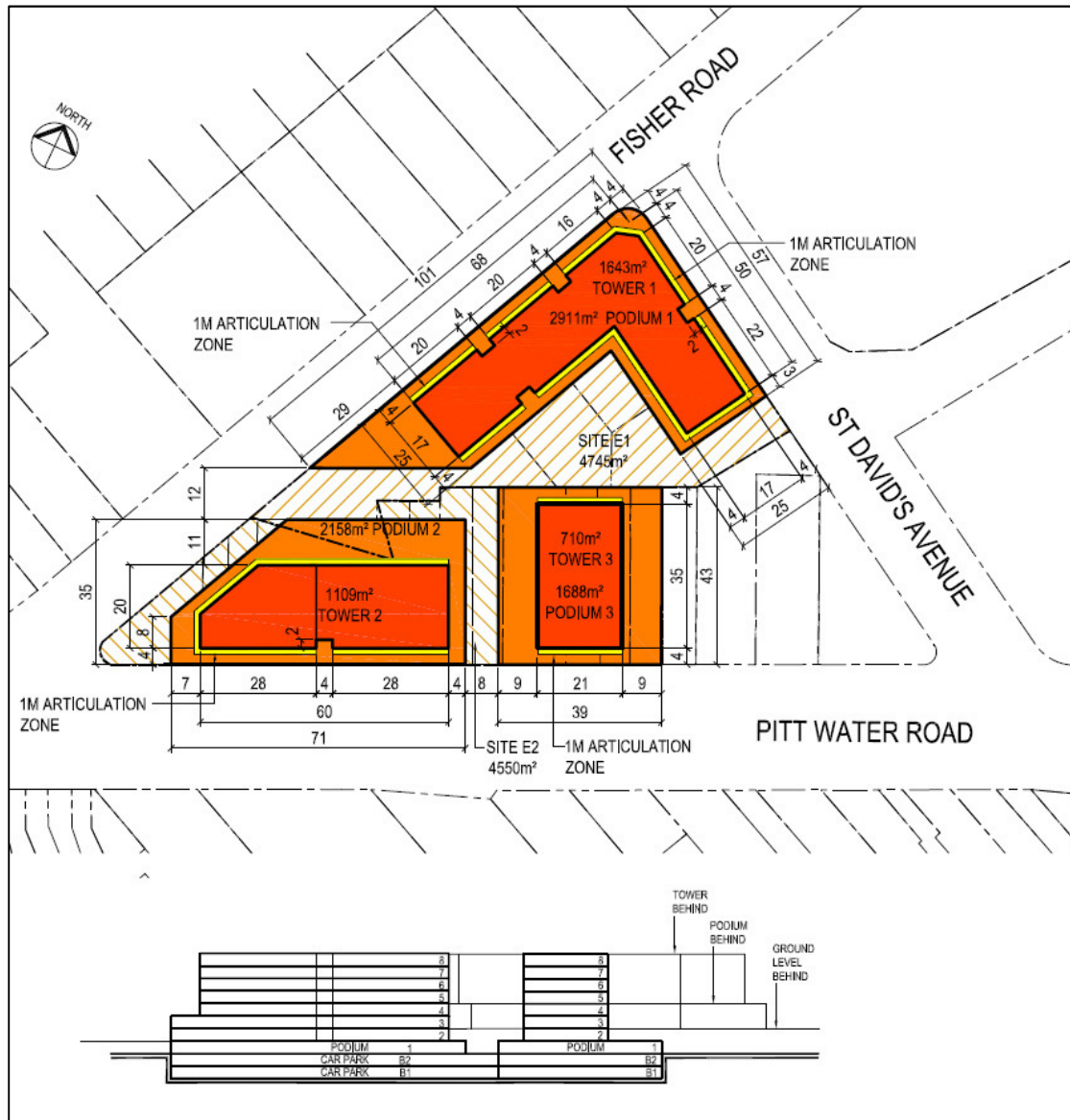


Figure 17. Site E Option 2- Example building layout and form

Note: Option 2 demonstrates three podium and tower forms (up to 8 storeys) whilst allowing adequate through site links.

4.5 Key Site F- Corner Pittwater Road and St David Avenue

Key Site F addresses the corner of Pittwater Road, St David Avenue and is adjacent to a public park.

The site is identified in the Master Plan as having the potential to facilitate public pedestrian access from St David Avenue to the proposed Pittwater Road pedestrian overpass. It is also desirable that the site incorporates a right of way allowing vehicular access from St David Avenue to the adjoining lots within Site E, which are otherwise constrained by access restrictions along Pittwater Road.



Figure 18. Key Site F (outlined in orange)

4.5.1 Specific WLEP Development standards for Key Site F

The WLEP 2011 and this DCP promotes consolidation of a number of sites and the delivery of the though site links in exchange for development that may exceed the WLEP 2011 maximum building height and floor space ratio controls.

“Consent may be granted for development that exceeds the maximum building height, and to a minor extent, the floor space ratio for land identified as Key Site F on the Key Sites Map if;

- (a) The proposal is for the development of the entire area identified as Key Site F,*
- (b) The maximum building height of any buildings fronting Pittwater Road does not exceed 49 metres;*
- (c) The proposed development includes a through site vehicular access way to adjoining properties within Key Site F;*
- (d) The development facilitates public pedestrian access from St David Avenue to the proposed Pittwater Road pedestrian overpass...”.*

4.5.2 Site Specific Requirements and Development Standards

1. Development shall integrate with the adjoining open space and consider opportunities to improve the amenity and functioning of the park.
2. Development of Key Site F is to display design excellence and be of a design and character to define and address this visually prominent corner.
3. The scale of development will be respectful of the heritage listed commercial building nearby.

5. TOWN CENTRE CHARACTER AREAS

The Dee Why Town Centre consists of a number of character areas which are illustrated in Figure 19 below.

Each character area has specific objectives for development, which is to be considered along with development controls provided within this DCP.



Figure 19. Town Centre Special Areas

AREA 1: DEE WHY PARADE (TOWN CENTRE EDGE NORTH)

5.1 Applies to Land

This part applies to the land shown as 'Area 1' on the Dee Why Town Centre DCP Map.



5.2 Objectives

- To provide a transition between the mixed use Dee Why Town Centre and adjacent residential areas
- To develop slender tower forms above two storey podiums which are set back from the street in order to maximise solar access to open spaces in front of buildings for café dining, soft landscaped areas and the like
- To ensure shops, pathways and dwellings enjoy good access to natural light
- To provide a component of a new public park fronting Dee Why Parade and adjacent to the existing drainage easement
- To ensure development does not dominate the residential areas opposite on Dee Why Parade.

6. AREA 2: HOWARD AVENUE (TOWN CENTRE CORE NORTH)

6.1 Applies to Land

This part applies to the land shown as 'Area 2' on the Dee Why Town Centre DCP Map.



Figure 20. Howard Avenue Streetscape vision

6.2 Objectives

- To ensure that Howard Avenue is a pedestrian friendly boulevard and an important focus of shopping and community activity
- To ensure development is designed to address the existing and proposed parks and access ways
- To encourage building design that will contribute to the vibrancy of area by helping to define the streets and public spaces
- To create an environment that is human in scale as well as comfortable, interesting and safe
- To ensure the ground level of buildings have an active street frontage
- To enable the provision of a road connection mid- block linking Howard Avenue and Oaks Avenue.

7. AREA 3: OAKS AVENUE (TOWN CENTRE CORE SOUTH)

7.1 Applies to land

This part applies to the land shown as 'Area 3' on the Dee Why Town Centre DCP Map.



Figure 21. Oaks Avenue Streetscape vision

7.2 Objectives

- To ensure that Oaks Avenue is the primary boulevard in the Dee Why Town Centre and the focus of shopping, recreation and business activity
- To ensure the transition of building height from Site B down towards the eastern edge of the Dee Why Town Centre
- To create a built environment that is attractive and smaller in scale than buildings in neighbouring Howard Avenue
- To ensure shops, dwellings and pedestrian circulation areas enjoy good access to natural light
- To enable the provision of a road connection mid-block linking Oaks Avenue and Pacific Parade during the consideration of development for Key Site C.



Figure 22. Component of Key Site C in Area 3



8. AREA 4: PACIFIC PARADE (TOWN CENTRE EDGE SOUTH)

8.1 Applies to Land

This part applies to the land shown as 'Area 4' on the Dee Why Town Centre DCP Map

8.2 Objectives

- To provide a high quality public interface between development and pedestrian areas
- To protect the amenity of residential properties along the southern side of Pacific Parade
- To create an environment that is human in scale as well as comfortable, interesting and safe
- To enable the provision of a road connection mid- block between Oaks Avenue and Pacific Parade during the consideration of development for Key Site C.



Figure 23. Component of Key Site C in Area 4

9. AREA 5: STURDEE PARADE (TOWN CENTRE EDGE SOUTH)



9.1 Applies to Land

This part applies to the land shown as 'Area 5' on the Dee Why Town Centre DCP Map.

9.2 Objectives

- To improve pedestrian and vehicular access between Pacific and Sturdee Parades
- To create an environment that is human in scale as well as comfortable, interesting and safe
- To ensure the transition of building height from Pittwater Road down towards the eastern edge of the Dee Why Town Centre
- The design and arrangement of buildings are to recognise and preserve existing significant public views (from parks, streets etc.) and significant views from private properties to landscape features such as the Lagoon, Long Reef headland, the coast line and Stony Range Reserve.

DRAFT

10.AREA 6: TOWN CENTRE (SOUTH)

10.1 Applies to Land

This part applies to the land shown as 'Area 6' on the Dee Why Town Centre DCP Map.



10.2 Objectives

- To ensure shops and dwellings enjoy good access to natural light
- To create an environment that is human in scale as well as comfortable, interesting and safe
- To ensure the transition of building height from Pittwater Road down towards the eastern edge of the Dee Why Town Centre
- To ensure the scale of residential development at the street frontage is consistent with existing development on either side of Delmar Parade and Sturdee Parade as viewed by pedestrians.

DRAFT

11.AREA 7: PITTWATER ROAD (TOWN CENTRE SPINE)

11.1 Applies to Land

This part applies to the land shown as 'Area 7' on the Dee Why Town Centre DCP Map.



Figure 24. Pittwater Road vision from corner of Pacific Parade

11.2 Objectives

- To reinforce the Dee Why Town Centre as the focus of regional activity for the Northern Beaches via the treatment of public spaces, the arrangement of land uses and the scale and intensity of development
- To ensure shops, dwellings and public footpaths have good access to natural light
- To appropriately manage priority pedestrian movements
- To ensure building height transitions from Key Site B along Pittwater Road and down to the northern and southern ends of the Dee Why Town Centre
- To set the character and provide an identity to the Dee Why Town Centre
- To promote high quality development that defines and announces the central spine of the Dee Why Town Centre.

12.AREA 8: MOORAMBA ROAD

12.1 Applies to Land

This part applies to the land shown as 'Area 8' on the Dee Why Town Centre DCP Map.



12.2 Objectives

- To establish a transition between the B4 Mixed Use zone and adjacent residential zones
- To ensure future development defines the streets and provides passive surveillance of adjoining public spaces
- To create an environment that is human in scale as well as comfortable, interesting and safe.

DRAFT

13.AREA 9: FISHER ROAD

13.1 Applies to Land

This part applies to the land shown as 'Area 9' on the Dee Why Town Centre DCP Map



13.2 Objectives

- To create an environment that is human in scale as well as comfortable, interesting and safe
- To ensure future development defines the streets and public spaces
- To ensure that buildings have an active street frontage
- To ensure the height of buildings provide an appropriate transition in scale between the B4 Mixed Use zone and surrounding zones.

DRAFT

14. AREA 10: CIVIC CENTRE

14.1 Applies to Land

Applies to the land shown as 'Area 10' on the Dee Why Town Centre DCP Map



Figure 25. Civic Centre vision view from corner of Pittwater road and St David Avenue

14.2 Objectives

- To ensure the Civic Site is developed as the main community meeting place and place of celebration
- To create a pedestrian environment that is comfortable, interesting and safe
- To ensure shops, dwellings pedestrian areas enjoy good access to natural light
- To develop a public area which will function as the focus of civic activity within Warringah and the premier community hub for the Northern Beaches
- Develop new buildings and public facilities along the Pittwater Road and St David road frontage.



Figure 26. Civic Centre Site vision

14.2.1 Specific Development standards

1. Development is to maintain a minimum front building setback. The minimum front setbacks will be 15 metres from Pittwater Road, zero metres from St. David Avenue and 6 metres from The Kingsway.
2. The first 4 storeys of the civic building must be set back a sufficient distance to enable the establishment of a double row of Norfolk Pines and the provision of a 4 metre footpath.
3. Built form above the fourth storey must be set back at least 4 metres from the parapet line of the fourth storey.
4. The minimum building setback to a property boundary shared with non-Council land is 4.5 metres.
5. Landscaping for the site shall include the planting of double row of Norfolk Island Pines along Pittwater Road.
6. Design and locate buildings to reduce noise nuisance from Pittwater Road to the proposed civic areas.
7. Defining the corner of St David Avenue and Pittwater Road as a point of interest and main pedestrian access to the site.
8. The sandstone outcrops and vegetation between the existing Council administration building, the existing library and along the western side of Civic Drive shall be retained.

DCP PART H Parking

Appendix 1 Car Parking Requirements

The proposed amendments to the parking schedule are highlighted in red text.

Note: As expressed within the requirements table below, specific parking rates may apply to certain uses within the Dee Why Town Centre. The boundaries of the Dee Why Town Centre are shown in Figure 1 of Part G1 Dee Why Town Centre.

Residential	
Use	Requirement
Multi-dwelling housing, Residential flat buildings, Serviced apartments (including holiday flats), Shop-top housing (residential component)	1 space per 1 bedroom dwelling 1.2 spaces per 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 1 visitor space per 5 units or part of dwellings Requirements within the Dee Why Town centre; 0.6 - 1 space per 1 bedroom dwelling 1 space per 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 1 visitor space per 5 units or part of dwellings
Office and Business	
Use	Requirement
Business premises	1 space per 40 m ² GFA excluding customer service/access areas, plus, for customer service/access areas 1 space per 16.4 m ² GFA. Requirements within the Dee Why Town Centre; 1 space per 40 - 60 m ² GFA
Office premises	1 space per 40 m ² GFA. Requirements within the Dee Why Town Centre; 1 space per 40 - 60 m ² GFA

Retail and Commercial	
Use	Requirement
Shop (includes retail / business component of shop top housing, retail premises and neighbourhood shop)	<p>1 space per 16.4 m² GLFA (6.1 spaces per 100 m² GLFA).</p> <p>The above rate may be varied in shopping centre complexes, such as shopping malls, where multi-purpose trips predominate, in accordance with the following:</p> <p>for 0-10,000 m² GLFA - 6.1 spaces per 100 m² GLFA</p> <p>for 10,000-20,000 m² GLFA - 5.6 spaces per 100m² GLFA</p> <p>for 20,000-30,000 m² GLFA - 4.3 spaces per 100 m² GLFA</p> <p>for more than 30,000 m² GLFA - 4.1 spaces per 100 m² GLFA</p> <p>Requirements within the Dee Why Town Centre;</p> <p>1 space per 20m² GLFA (5 spaces per 100 m2 GLFA)</p> <p>The above rate may be varied in shopping centre complexes, such as shopping malls, where multi-purpose trips predominate, in accordance with the following:</p> <p>for 0-10,000 m² GLFA – 4.8 spaces per 100 m² GLFA</p> <p>for 10,000-20,000 m² GLFA – 4.4 spaces per 100 m² GLFA</p> <p>for 20,000-30,000 m² GLFA – 3.4 spaces per 100 m² GLFA</p> <p>for more than 30,000 m² GLFA – 3.2 spaces per 100 m² GLFA</p>