

Proposed amendments to Warringah Development Control Plan (DCP) 2011

Parts G1 and H for the Dee Why Town Centre

January 2017

DRAFT

1. Introduction

Applies to Land

This part applies to land zoned B4 Mixed Use under Warringah Local Environmental Plan 2011 (WLEP 2011) and known as the Dee Why Town Centre, as shown in Figure 1.

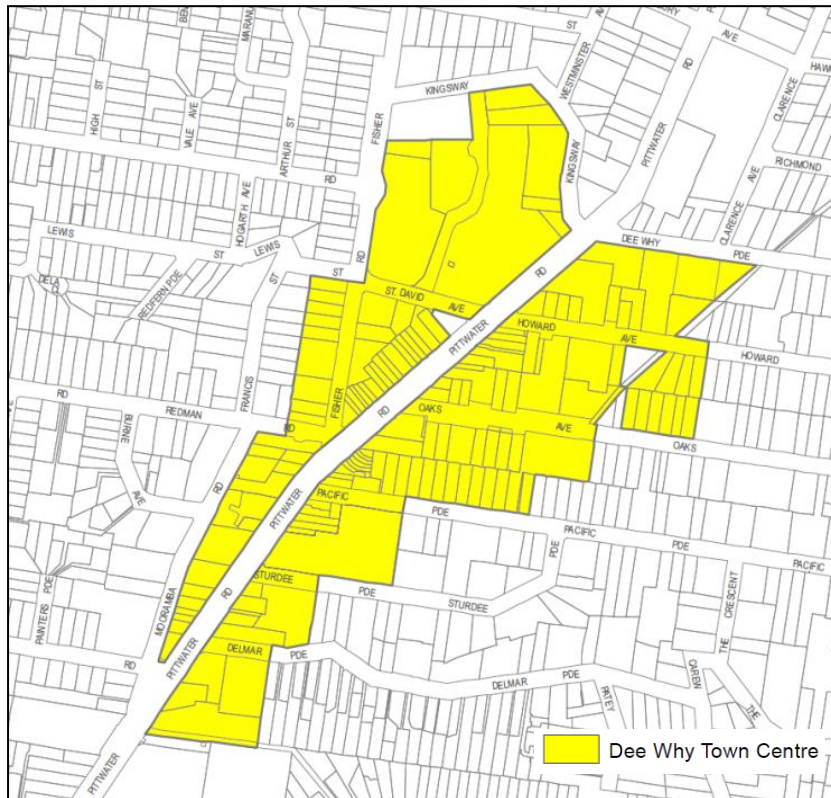


Figure 1: Dee Why Town Centre

Objectives

1. To deliver the Dee Why Town Centre Masterplan's (2013) aims and objectives.
2. To have development that is compatible with the desired character of the Dee Why Town Centre.
3. To deliver a sustainable and vibrant town centre, including the implementation of Water Sensitive Urban Design features.
4. To have specific guidelines for key sites within the Dee Why Town Centre.
5. To complement the provisions of WLEP 2011

Note:

- 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.
- Part G1 Dee Why Town Centre is to be read in conjunction with WLEP 2011.
- The General Development controls within Part G1 Dee Why Town Centre apply to all land zoned B4 Mixed Use under WLEP 2011 within the Dee Why Town Centre.
- In the event of any conflict between Part G1 Dee Why Town Centre and other parts of the DCP, the provisions of Part G1 shall prevail.
- If there is an inconsistency between WDCP 2011 and the WLEP 2011, the WLEP 2011 prevails.
- Council applies the design quality principles of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development and the Apartment Design

Guide (ADG). For buildings which incorporate podiums, it can be assumed the ADG's building separation requirements apply to the building elements above the podium, with the roof of the podium considered as the ground floor.

2. About the Dee Why Town Centre

The Dee Why Town Centre is located within the Brookvale-Dee Why District Centre in the North Subregion of Sydney. Brookvale-Dee Why is unique as a combined District Centre which stretches along Pittwater Road over two suburbs. The Dee Why Town Centre provides the main residential component, together with community, supporting retail, service and commercial functions.

In 2013, Council adopted the Dee Why Town Centre Masterplan to set out the vision, desired built form and public domain improvements required to rejuvenate the Dee Why Town Centre. The Dee Why Town Centre Masterplan incorporates findings from previous studies, detailed urban design analysis and the outcomes of a comprehensive community and industry group consultation.

The Dee Why Town Centre Masterplan provides the strategic planning framework and context for this section of the DCP.

3. Desired character for the Dee Why Town Centre

The Dee Why Town Centre is characterised by community, retail, commercial and residential uses. Retail and commercial uses are concentrated along Pittwater and Fisher Roads and Howard and Oaks Avenues. Community uses are primarily concentrated around the Civic Centre and Howard Avenue.

The desired character for the Dee Why Town Centre will be defined by the following principles:

- a. A consolidated centre that is identifiable and includes a defined core.
- b. A system of new and improved connected public spaces.
- c. All new developments to adopt a water sensitive urban design approach to protect the adjacent lagoon and coast.
- d. 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.
- e. Tall and slim buildings which allow greater solar access and are less visually dominant to the streetscape.
- f. An attractive, vibrant and safe centre that is accessible at all times by people with all level of abilities.
- g. A sense of community and pride and inclusiveness achieved through place making and engagement.
- h. A new revitalised civic and community hub that will house government services, provide a meeting place, public parking, community facilities and supporting retail.
- i. Retention of significant views to landscape features such as the Lagoon, Long Reef headland, the coast line and Stony Range Reserve.
- j. A sustainable town centre driven by innovative design and performance.

4. General development controls

Objectives

1. To provide active street frontages within the Dee Why Town Centre.
2. To provide opportunities for future employment in the centre
3. To ensure that the location and size of development does not exceed the traffic capacity of the existing road network.
4. To retain view lines of the Long Reef landscape, the coastline and landscaped ridgeline.

Requirements

1. New development is to provide at least 2 levels (including the ground floor) for non-residential purposes. This must be designed to address the street frontage. Single entry lobbies to residential uses are permitted within the ground floor.
2. The minimum floor to ceiling heights are as follows:
 - a. Ground floor – 4.0 metres
 - b. First floor – 3.3 metres
 - c. Upper floors – 2.7 metres
3. 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.
4. The design and arrangement of buildings are to recognise and preserve significant views to the Long Reef landscape, the coastline and landscaped ridgeline.

5. Building articulation and design

Objectives

1. To create visual interest in building facades.
2. To minimise the appearance of building mass.
3. To ensure that building facades help enhance the public domain.
4. 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, and varying setbacks and finishes, to reduce the appearance of scale and mass, provide visual interest, provide diversity, and provide a human scale.
2. The maximum unarticulated building length above podiums is 45 metres measured across the frontage of the site (refer to Figure 2).
3. The maximum unarticulated building depth above podiums is 20 metres (refer to Figure 2).
4. 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.
5. 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.).

6. 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:
- Balconies or verandas that display a lightweight appearance.
 - Awnings and pergolas.
 - Stair or ramp access to ground floor dwellings or building lobbies.

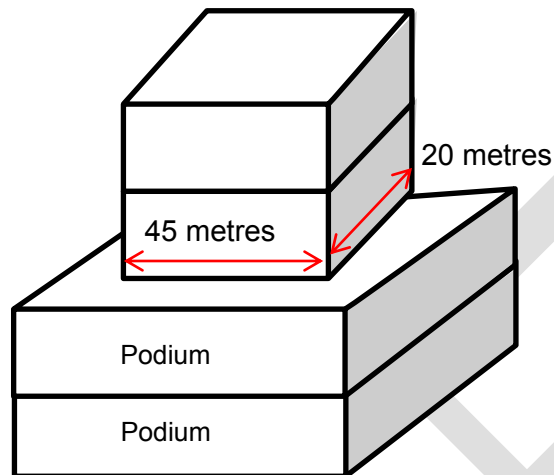


Figure 2: Explanation of building length and depth (Diagram not to Scale)

6. Car parking and vehicular access design

Objectives

- To minimise disruption to pedestrians and cyclists.
- To maximise the opportunities for water sensitive urban design features.
- To reduce overall building bulk and scale (particularly within podiums) by locating parking underground.
- To ensure consistent street frontage heights.

Requirements

- Car parking and vehicle access points shall incorporate the following design elements:
 - Recessed car park entries from the main building facade alignment
 - Avoidance of large voids in the facade by providing security doors or decorative grills to car park entry
 - Returning the facade finishes into the car park entry recess for the extent visible from the street
 - Concealing all services, pipes and ducts.
- All driveways must be located a minimum perpendicular distance of 6 metres away from any intersection.
- Basement car parking is to be located to optimise deep soil planting.
- 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.
- Basement car parking that protrudes above ground level must:

- a. Include water sensitive urban design features, such as landscaped terraces or landscape screening (green walls) in front of any above ground basement car parking to reduce the overall visual impact.
 - b. Have all potential water entry points set at or above the relevant Flood Planning Level.
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.

Note: Refer to Part H Appendices for specific car parking rates relating to the Dee Why Town Centre.

7. Car share

Objectives

1. To provide off-street parking opportunities for car share.
2. To reduce the reliance on private car ownership.
3. To reduce traffic impacts and pressure on street parking.
4. To support the reduction of car trips and encourage the use of sustainable transport.
5. To facilitate public use of car share vehicles.

Requirements

1. A minimum of one (1) car share space is to be provided for developments with 50 or more dwellings.
2. For developments which comprise 50 or more dwellings, Council may consider car share spaces in lieu of private parking. Any request for a reduced car parking provision is to be accompanied by a Traffic and Parking Impact Assessment Report to be submitted with the development application.
3. Development Applications proposing car share spaces must be accompanied by:
 - a. Clearly marked plans identifying the location of all car share parking spaces.
 - b. Written evidence demonstrating that offers of a car share space have been made to providers together with the outcome of the offers or a letter of commitment to the service. Letters of commitment must demonstrate the operator's intentions and method of management of the car share space(s).
4. All car share spaces are to be:
 - a. Publicly accessible 24 hours a day seven days a week
 - b. Located together
 - c. Located near and with access from a public road and integrated with the streetscape through appropriate landscaping where the space is external
 - d. Clearly designated by signs as being for car share scheme use
5. Car share spaces located on private land are to be retained as common property by the Owners Corporation of the site and not to be sold or leased to an individual owner or occupier at any time.

Note:

Car share – is a self-service car rental scheme for short periods of time, typically on an hourly basis. For the purposes of this DCP 'car share' refers to commercial car share operations.

Car share space – means a parking space dedicated for use by a commercial car share operator.

8. Site amalgamation

Objectives

1. To ensure that the development potential of all sites within the Dee Why Town Centre is maximised.
2. 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.

Requirements

1. Development should not result in the isolation of land adjacent to the development site, preventing the reasonable development of that land.
2. Development that would result in an isolated lot must be supported by documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated lot adjacent to the development site, based on a fair market value. This is to include at least one recent independent valuation by a licensed valuer and a written offer to cover reasonable expenses likely to be incurred by the owner of the isolated lot during the sale of the property.
3. Where amalgamation of an isolated lot adjacent to the development site is not feasible, applicants will be required to:
 - a. Demonstrate that an orderly and economic use and development of the separate sites can be achieved;
 - b. Provide a building envelope for the adjacent isolated lot, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the adjacent isolated lot; and
 - c. Detail the likely impacts of development on the adjacent isolated lot in terms of solar access, visual privacy, building separation, streetscape and vehicular access.

9. Corner site requirements

Objectives

1. To ensure development on corner sites adequately addresses both street frontages.
2. To ensure development is of high architectural quality.

Requirements

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

Note: Section 9 does not apply to the Civic Centre site, which is subject to detailed controls in Section 13.

10. Energy and water efficiency

Objectives

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

Requirements

1. New commercial development is to achieve a minimum 5 Star Green Star - Design rating in the Green Building Council of Australia rating system.
2. Any building refurbishment for commercial office buildings with a gross floor area greater than 1,000 square metres is to achieve a minimum 3.5 Star Energy Rating with NABERS.

Note:

- Green Star is a sustainability rating system by the Green Building Council of Australia. Green Star – Design, As Built, Interiors and Communities projects can achieve a Green star certification of 4 to 6 Star Green Star. The Green star rating system is:
 - 4 Green Star: Best Practice
 - 5 Green Star: Australian Excellence
 - 6 Green Star: World Leadership
- NABERS (National Australian Built Environment Rating Scheme) rates a building on the basis of its measured operational impacts on the environment based on energy, water, waste (office only) and indoor environment (office only). The NABERS Energy for offices rating measures building performance on a scale of zero to six stars. A zero-star rating means the building is performing well below average and has lots of scope for improvement. A six-star rating indicates a market leading performance, with half the greenhouse gas emissions or water use of a five-star building.

11. Water Sensitive Urban Design (WSUD)

Objectives

1. To integrate water sensitive urban design features in the built environment.
2. To improve stormwater quality.
3. To provide increased biodiversity, amenity and micro-climate benefits which can reduce the heat island effect.

Requirements

1. A Water Sensitive Urban Design Strategy shall be prepared for all new developments. The Strategy shall demonstrate compliance with WSUD objectives of this DCP and with Council's Water Management Policy (PL 850). The Strategy must be prepared by a Civil Engineer, who has membership to the Institution of Engineers Australia (NPER-3).
2. The Strategy shall include the following:
 - a. Proposed development – Describe the proposed development at the site, including site boundaries, proposed land uses,
 - b. Catchment analysis plan – Clearly showing the surface type (roof, road, landscape, forest etc) and the total areas. This must be consistent with the land use nodes within the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) Model.

- c. Water conservation – Demonstrate how the potable water conservation targets of the Water Management Policy will be met. For residential developments this may be in the form of a BASIX Certificate. Rainwater reuse is strongly recommended to be incorporated into the development which will also have a positive impact on water quality.
- d. Stormwater quality requirements – Demonstrate how Stormwater Quality Requirements of the Water Management Policy will be met, including the location, size and configuration of stormwater treatment measures proposed for the development.
- e. MUSIC model - Prepared in accordance with the draft NSW MUSIC Modelling Guidelines unless alternative modelling parameters are justified on the basis of local studies. Details of the modelling of those elements, parameters and assumptions used. All MUSIC data files must be provided to Council. Two models are required to be submitted – the existing site, and the proposed development. The modelling should demonstrate a neutral or beneficial effect over the existing scenario.
- f. Integration with the urban design – Identify how the treatment measures will integrate with the development layout and the surrounding area. Proprietary devices in isolation to WSUD features are unlikely to be approved.

12. Key Sites

Applies to Land

- Key Sites A & B – Town Square at Howard & Oaks Avenue
- Key Site C – 33 Oaks Avenue
- Key Site E – St David Avenue, Fisher and Pittwater Roads
- Key Site F – Corner of Pittwater Road and St David Avenue

Note: There are no development controls in Part G1 for Key Site D.

Objectives

1. To ensure that site layout considers existing characteristics, opportunities and constraints of the site and its surrounds.
2. To create safe, well utilised and high quality public spaces that provides amenity to the community.
3. To ensure that public open space is integrated with development.
4. To improve pedestrian and vehicular connections in the Dee Why Town Centre.
5. To restrict vehicular access from arterial roads to optimise traffic flow and pedestrian safety.
6. To ensure that the significance of nearby heritage items are identified and retained.

Requirements

Key Sites A & B – Town Square at Howard & Oaks Avenue

1. Development must generally comply with the site layout shown in Figure 3. Alternative site layouts may be acceptable if it can be demonstrated that that the design:
 - a. Provides a Town Square with frontage to Howard Avenue;
 - b. Provides for a north-south pedestrian thoroughfare from the town square at Howard Avenue to Oaks Avenue;
 - c. Provides public car parking;
 - d. Provides a new road east of Site A;
 - e. Provides community facilities; and
 - f. Respects the heritage significance of adjoining heritage items.

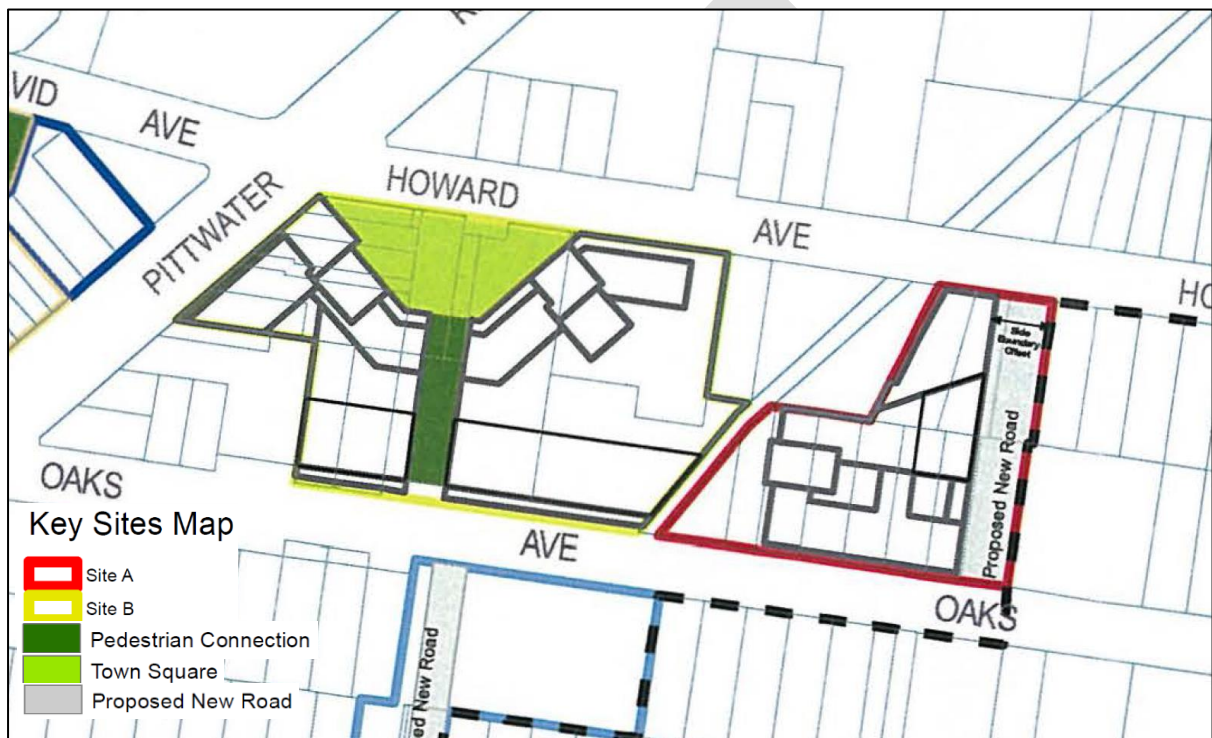


Figure 3: Key sites A & B

Key Site C – 33 Oaks Avenue (Lot 1 DP 588603, Lots A & B DP 326907)

1. Development must generally comply with one of the site layout options shown in Figures 4 and 5. Alternative site layouts may be acceptable if it can be demonstrated that the design:
 - a. Provides a new roadway to facilitate a north-south connection from Oaks Avenue to Pacific Parade;
 - b. Provides a new roadway which facilitates two-way vehicle movements;
 - c. Incorporates pedestrian verges in the roadway which have direct sight lines and are well lit;
 - d. Incorporates spaces for outdoor seating in the roadway;
 - e. Addresses both the main street frontage and new roadway;
 - f. Achieves a positive and cohesive relationship with adjacent buildings and surrounding public domain; and
 - g. Minimises the effects of overshadowing on open space or habitable rooms of adjoining development.

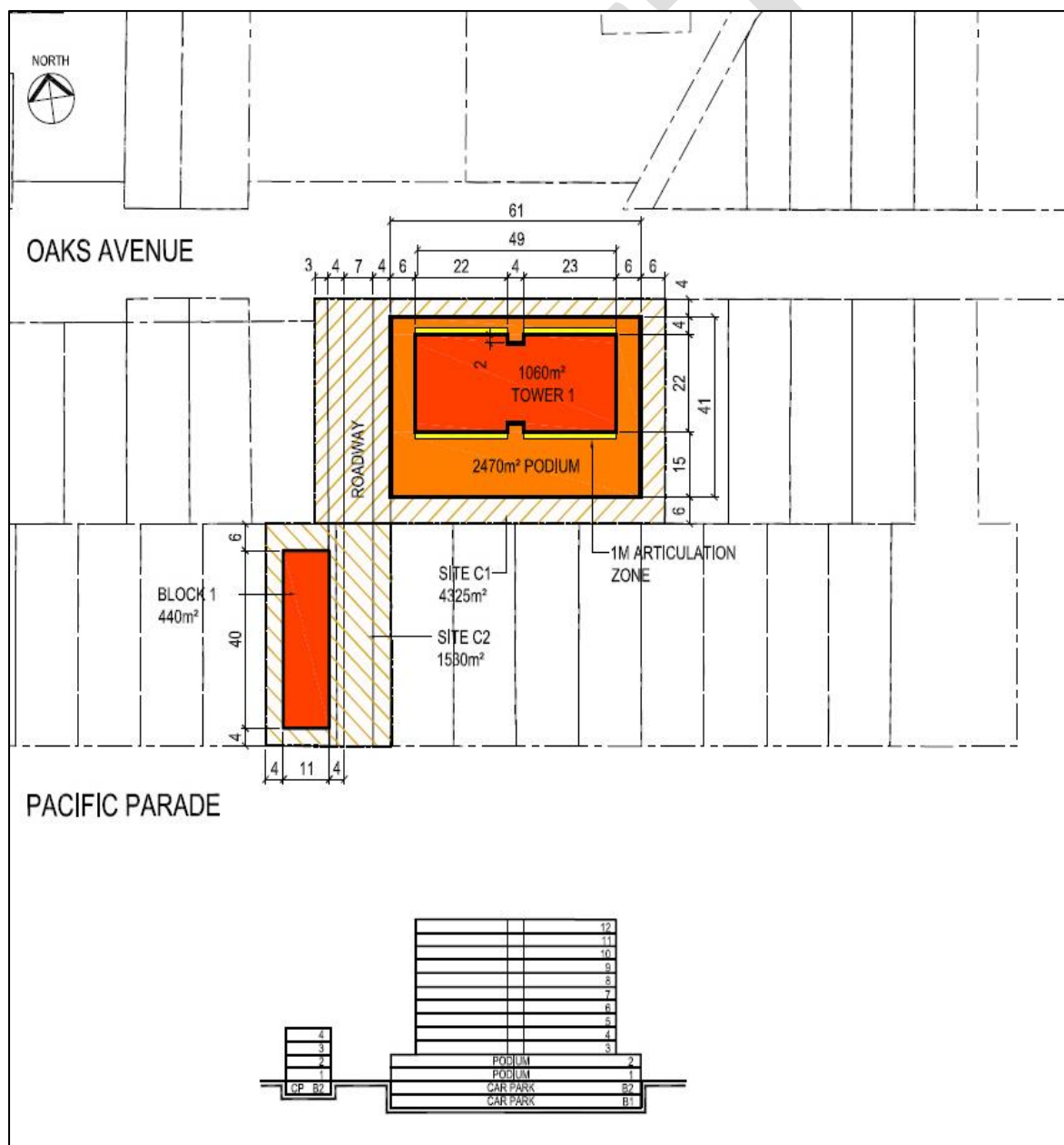


Figure 4: Key Site C – Option 1

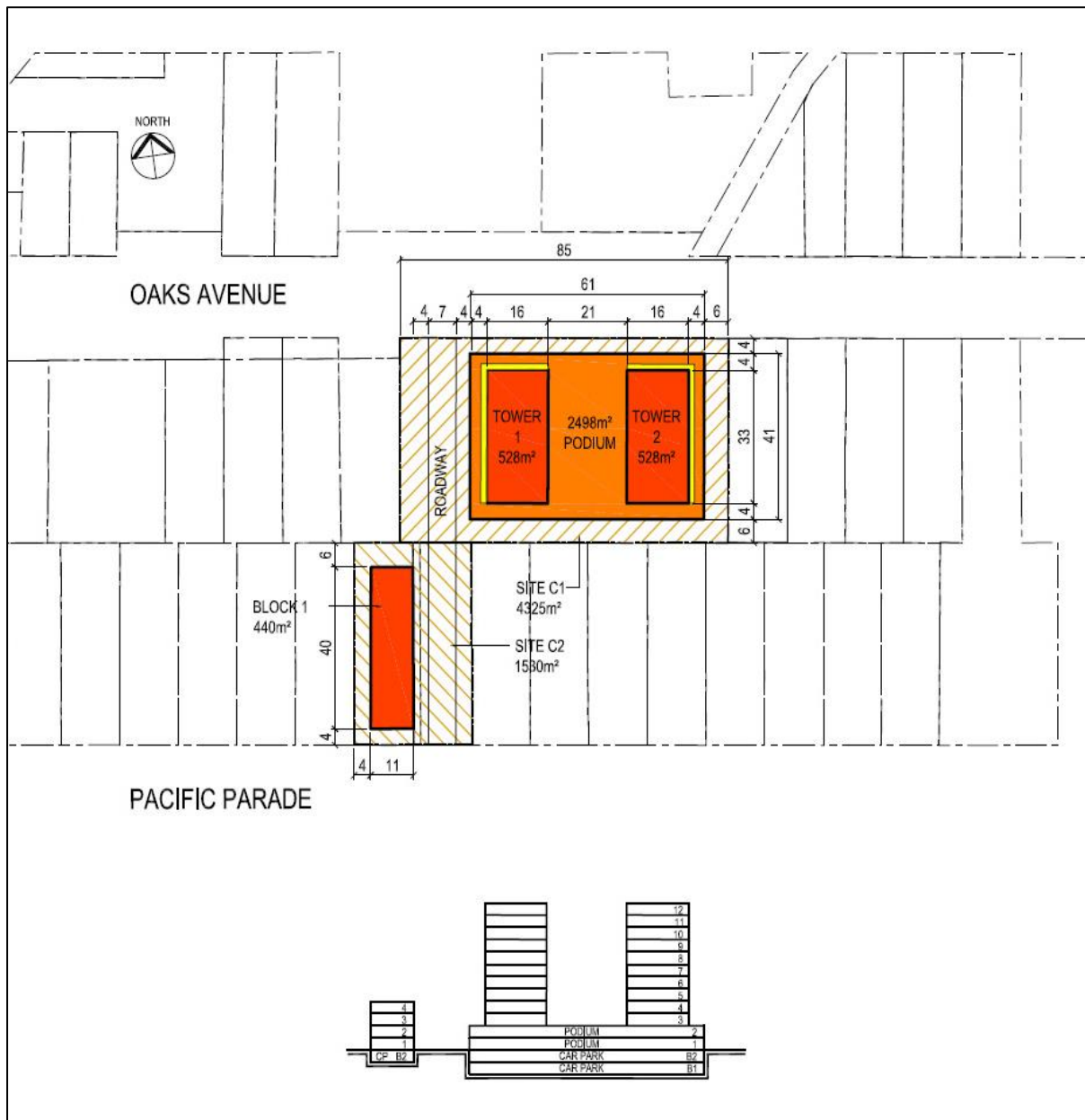


Figure 5: Key Site C - Option 2

Key Site E – St David Avenue, Fisher and Pittwater Roads

1. Development must generally comply with one of the site layout options shown in Figures 6 and 7. Alternative site layouts may be acceptable if it can be demonstrated that the design:
 - a. Incorporates a new pedestrian link between Fisher Road and St David Avenue, and from that link to Pittwater Road, which is to be suitably landscaped. The provision for access by service and delivery vehicles should also be considered.
 - b. Addresses the street and achieves a positive and cohesive relationship with adjacent buildings, site context and surrounding public domain.
 - c. Retains and respects the heritage significance of the heritage item known as 'Commonwealth Bank' at 691 Pittwater Rd, Dee Why.

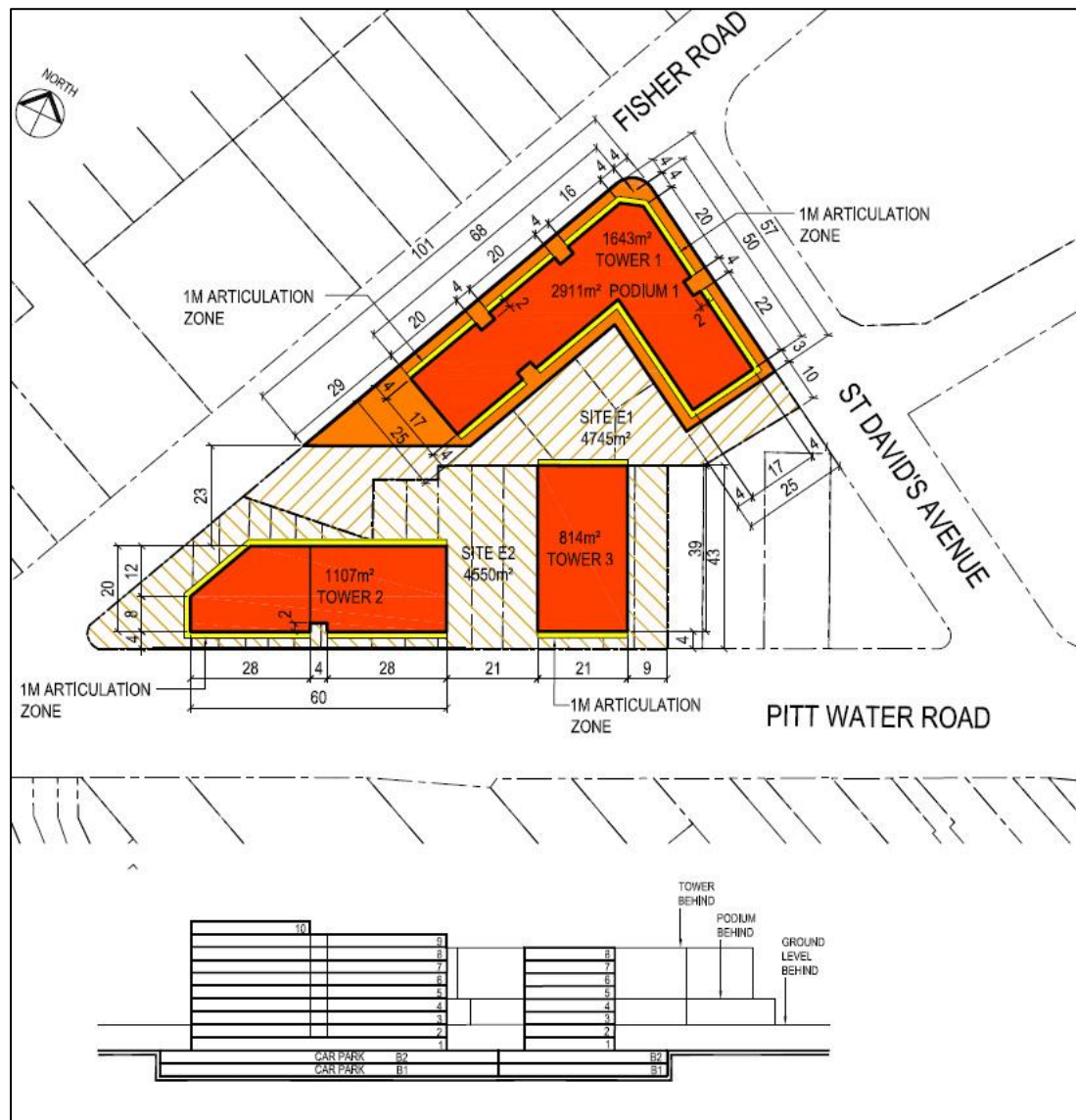


Figure 6: Site E Option 1 - Example building layout and form

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.

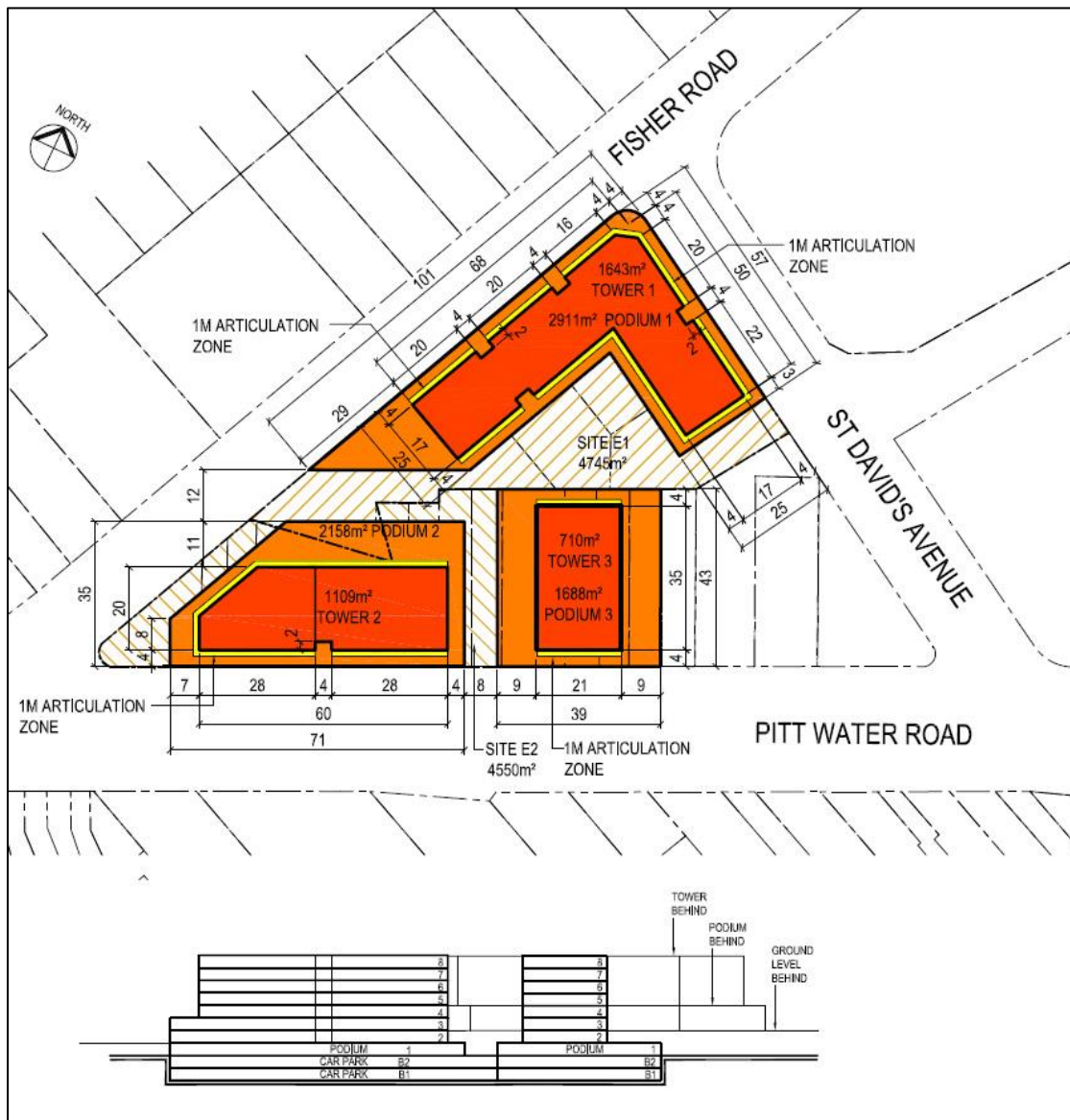


Figure 7: Site E Option 2- Example building layout and form

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

Key Site F – Corner of Pittwater Road and St David Avenue

Applies to Land

This section applies to Lot B DP 381816, Lot 4 DP 417528, Lot 1 DP 300967, Nos. 697-701 Pittwater Road, Dee Why, as set out in Figure 8.

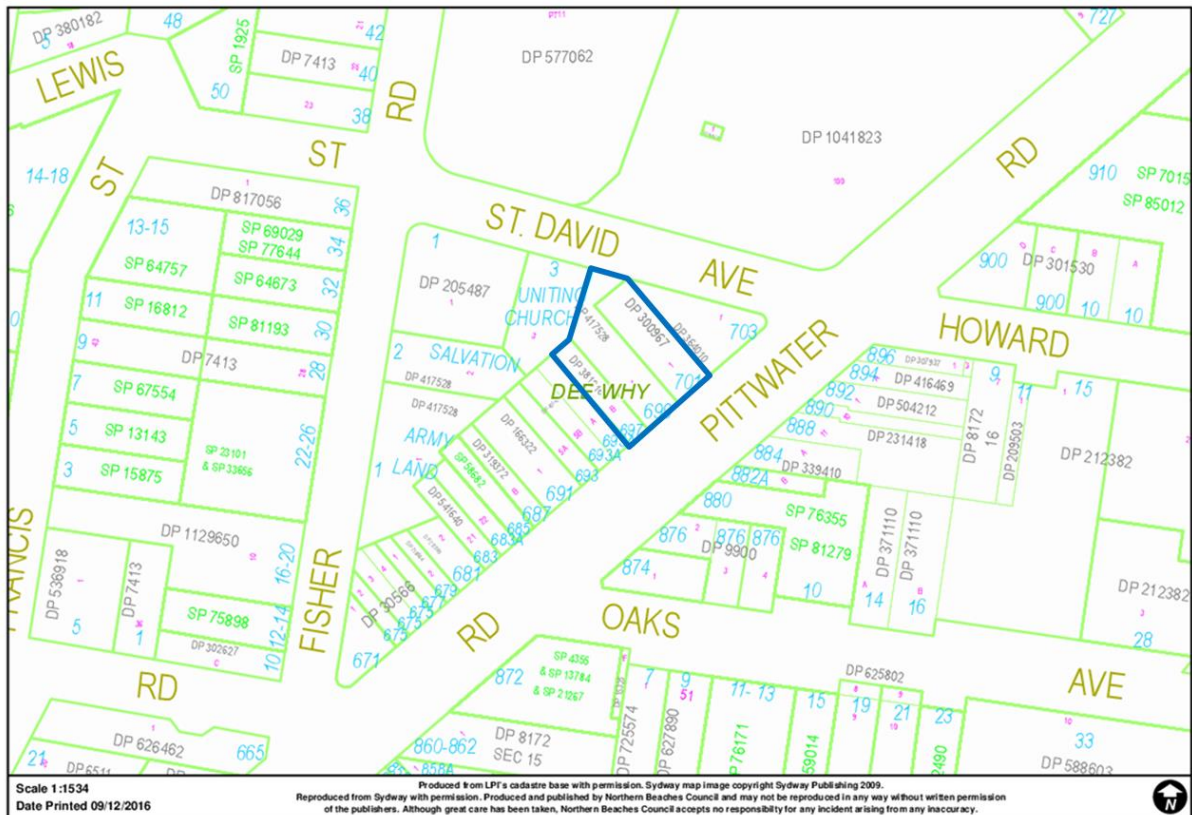


Figure 8: Key Site F

1. Vehicular access shall be from St David Avenue. Development should consider a right of way allowing vehicular access from St David Avenue to the adjoining lots within Site E.
2. Development shall integrate with the adjoining open space and consider opportunities to improve the amenity and functioning of the park.
3. The scale of development must be respectful of heritage items in the vicinity of the site.

13. Civic Centre Site

Applies to Land

This section applies to Lot 100, DP 1041823, 725 Pittwater Road, Dee Why, which is commonly referred to as 'Civic Centre', as set out in Figure 9.

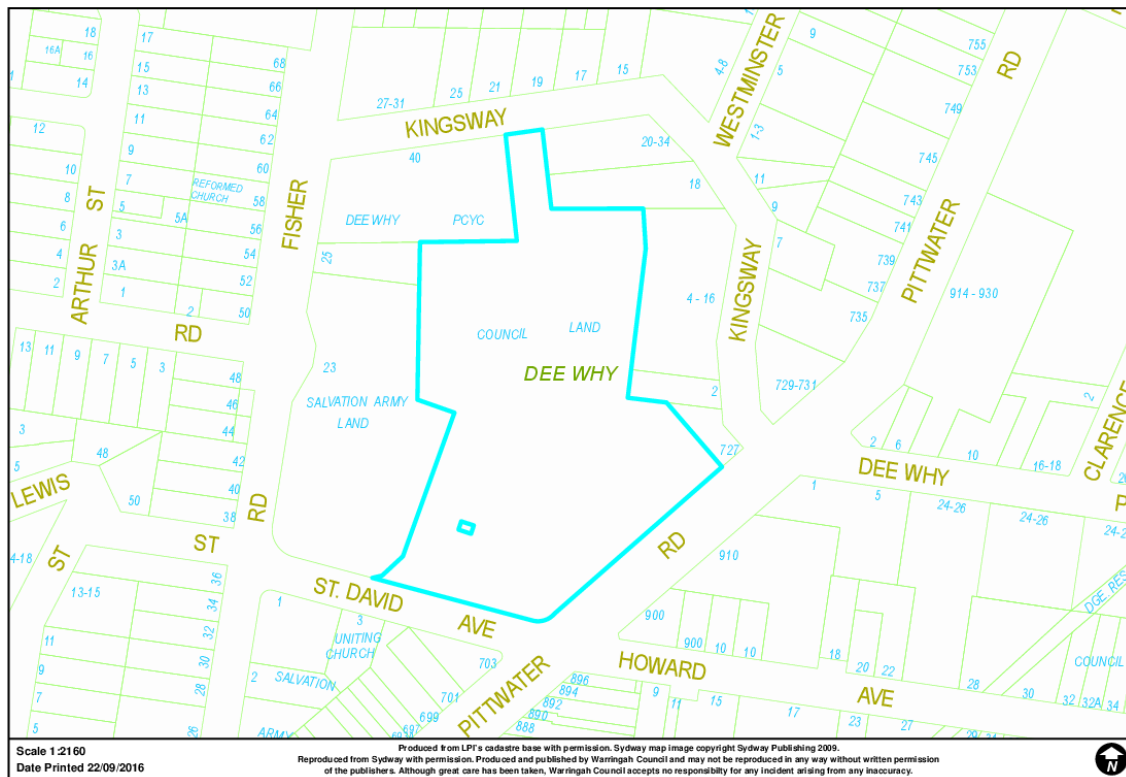


Figure 9: Civic Centre Site

Objectives

1. To ensure the Civic Centre Site is developed as the main community meeting place and place of celebration.
2. To create a pedestrian environment that is comfortable, interesting and safe.
3. To ensure shops, dwellings and pedestrian areas enjoy good access to natural light.
4. To develop a public area which will function as the focus for civic activity on the Northern Beaches.
5. To develop new buildings and public facilities along the Pittwater Road and St David Avenue frontage.

Requirements

1. Development must generally comply with the site layout option shown in Figure 10. Alternative site layouts may be acceptable if it can be demonstrated that the design:
 - a. Maintains a minimum front building setback consisting of:
 - i. 15 metres from Pittwater Road,
 - ii. Nil from St David Avenue; and
 - iii. 6 metres from Kingsway.
 - b. Ensures that the first 3 storeys of the civic building are set back a sufficient distance from Pittwater Road to retain and enhance the existing Norfolk Pine trees and the provision of a 4 metre pedestrian footpath.

- c. Ensures that the built form above the third storey is set back at least 4 metres from the parapet line of that storey.
- d. Maintains a minimum building setback to a property boundary shared with non-Council land of 4.5 metres.
- e. Locates buildings to reduce noise nuisance from Pittwater Road to the proposed civic areas.
- f. Defines the corner of St David Avenue and Pittwater Road as a point of interest and main pedestrian access to the site.
- g. Retains and respects the heritage significance of Dee Why Public Library and retains the view corridors to and from the Library.
- h. Retains and enhances the Civic Centre landscaping including sandstone outcrops and vegetation between the existing Council administration building, the existing library and along the western side of Civic Drive.



Figure 10: Civic Centre site layout

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 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)	General: 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 Within the Dee Why Town Centre: 0.6 spaces per 1 bedroom dwelling 0.9 space per 2 bedroom dwelling 1.4 spaces per 3 bedroom dwelling 1 visitor space per 5 units or part of dwellings 1 car share space for developments with 50 or more 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.
Office premises	1 space per 40 m ² GFA.

Retail and Commercial	
Use	Requirement
Shop (includes retail / business component of shop top housing, retail premises and neighbourhood shop)	<p>General:</p> <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>Within the Dee Why Town Centre:</p> <p>1 space per 23.8m² GLFA (4.2 spaces per 100 m² GLFA)</p>