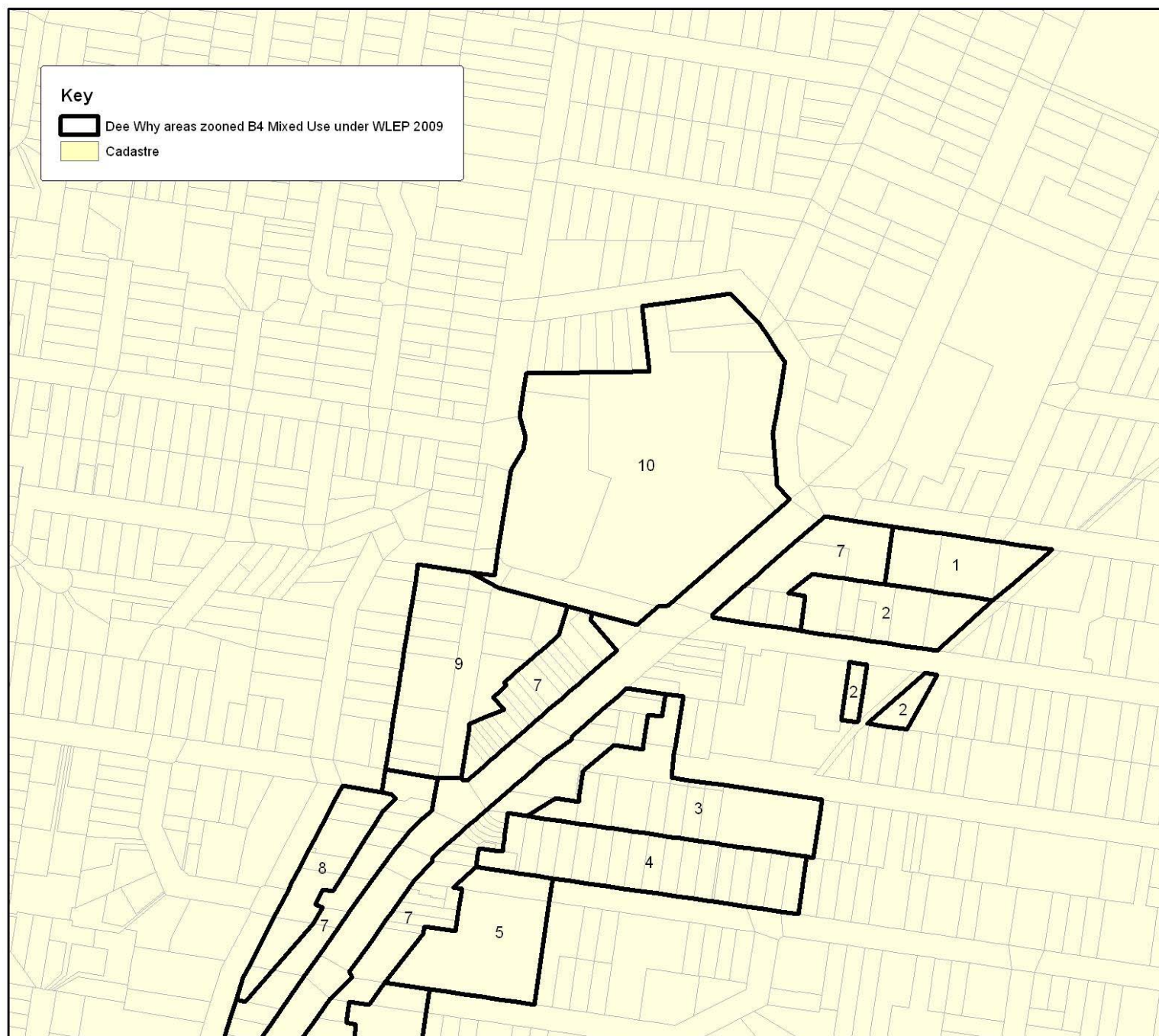
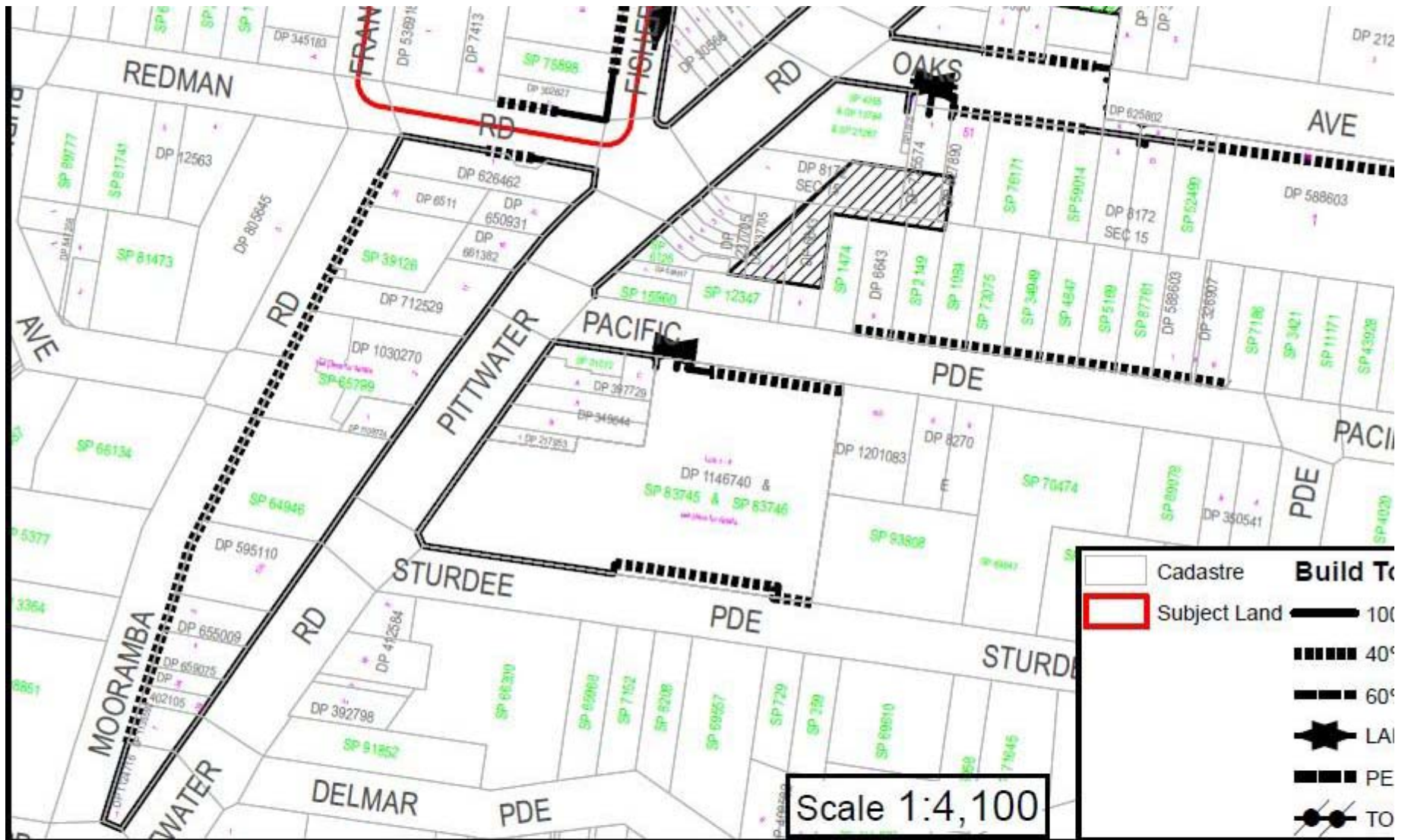


G1 Dee Why Mixed Use Area





**G1 BUILD TO LINES IN DEE WHY : BLOCK BOUNDED
BY FISHER ROAD, REDMAN ROAD, LEWIS STREET & FRANCIS STREET**



GDA 94 MGA Zone 56

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Area 1 Dee Why Parade

Applies to Land

Applies to the land shown as 'Area 1' on the map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP.

Objectives

- To encourage good design and innovative architecture.
- To create an environment that is human in scale as well as comfortable, interesting and safe.
- To provide a transition between the Town Centre and adjacent residential areas.
- To ensure shops and dwellings enjoy good access to natural light and buildings address the street.

Requirements

1. On Dee Why Parade the articulation of building facades will be broken into smaller elements with strong vertical proportions.
2. Future development on the southern side of Dee Why Parade is to be designed so that a 3 storey podium adjoins the sidewalk and establishes a coherent parapet line. Above the parapet line additional storeys will be set back from the front and the side boundaries so that the scale of development does not dominate Dee Why Parade. Spaces are to be created between buildings to add interest to the skyline, reduce the mass of development and facilitate the sharing of views and sunlight.
3. Minimum ceiling heights will be required to emphasise the ground floor of buildings (which incorporate uses other than housing), to maximise the amenity of dwellings and to facilitate their adaptation for other purposes.
4. Building layout and access are to be in accordance with the Build To Lines and Central Courts map of this section.
5. The maximum number of storeys permitted is 5.
6. The maximum area of the floorplate of the upper floors of buildings on the southern side of Dee Why Parade is to be as follows:
 - above the topmost storey (including plant and equipment rooms, lofts etc): 30% of the area of the ground floor floorplate;
 - topmost storey: 50% of the area of the ground floor floorplate; and
 - second topmost storey: 70% of the area of the ground floor floorplate
7. The minimum floor to ceiling heights are:
 - Ground floor storey (other than where used for housing): 3.6 metres; and
 - Upper storeys: 2.7 metres
8. On the southern side of Dee Why Parade the first 3 storeys of buildings must be setback at least 8 metres from the kerb. Storeys above the third storey must be setback at least 16 metres from the kerb.
9. Continuous footpath awnings must be provided over footpaths.
10. Carparking facilities must be provided below ground or behind buildings. Outdoor parking areas must be provided with trees that have a mature tree canopy cover of 70% over the area.

Note

Landscaped Open Space does not apply in this area

Area 2 Howard Avenue

Applies to Land

Applies to the land shown as 'Area 2' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To ensure that Howard Avenue is the primary boulevard in the Dee Why Town Centre and the focus of shopping and community activity.
- To encourage good design and innovative architecture.
- To encourage building design that will contribute to the life of public spaces 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 shops and dwellings enjoy good access to natural light.
- To ensure buildings have an active street frontage.

Requirements

1. Development is to have a 4 storey podium that adjoins the sidewalk and establishes a coherent parapet line along Howard Avenue. Above the parapet line additional storeys will be set back to maintain solar access to the sidewalks and ensure that the scale of buildings does not dominate public spaces.
2. Buildings are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions and spaces are created between buildings at the upper levels to add interest to the skyline, reduce the mass of the building and facilitate the sharing of views and sunlight.
3. The overall height of buildings is to be such that long distance views of Long Reef Headland, the top of the escarpment to the west of Pittwater Road and the Norfolk Island Pines next to Dee Why Beach are preserved.
4. Building layout and access are to be in accordance with the Build To Lines and Central Courts map (in this section) so that the spaces behind buildings combine to form central courts with limited vehicular access.
5. Site amalgamation will be encouraged to facilitate new development and enable all carparking to be provided below ground or behind buildings using shared driveways where possible.
6. A public square will be created at the eastern end of the locality.
7. The maximum number of storeys permitted is 6.
8. The maximum area of the floorplate of the upper floors of buildings is to be as follows:
 - above the topmost storey (including plant and equipment rooms, lofts etc): 30% of the area of the ground floor floorplate;
 - topmost storey: 50% of the area of the ground floor floorplate;
 - second topmost storey: 70% of the area of the ground floor floorplate
 The minimum floor to ceiling heights are as follows:
 - ground floor storey: 3.6 metres;
 - upper storeys: 2.7 metres
9. Build-to lines have been established to ensure future development considers the streets and public spaces (Build To Lines and Central Courts map).

For the first 4 storeys of buildings, build-to lines have been set at:

 - 4.5 metres from the kerb on the northern side of Howard Avenue;
 - 8 metres from the kerb on the southern side of Howard Avenue, except:
 - near the intersection of Howard Avenue and Pittwater Road as indicated on Map B, where the build-to line on either side of Howard Avenue is the front property boundary.

For storeys above the fourth storey, build-to lines have been set at:

 - 12.5 metres from the kerb on the northern side of Howard Avenue;
 - 16 metres from the kerb on the southern side of Howard Avenue, except:
 - near the intersection of Howard Avenue and Pittwater Road as indicated on the map, where the build-to line on either side of Howard Avenue is 8 metres
10. Future development is to observe the build-to lines (Build To Lines and Central Courts map in this section)as follows:

- Where a proposed building, or part of a proposed building, adjoins a 100% build-to line, the whole of the relevant building facades is to be built on this line. Variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades.
 - Where a proposed building, or part of a proposed building, adjoins a 60-~80% build-to line, between 60% and 80% of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades within the 60-80% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 60-80% component.
 - Where a proposed building, or part of a proposed building, adjoins a 40- ~60% build-to line, between 40-60% of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building faces within 40-60% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 40-60% component.
11. Light weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may penetrate the build-to lines.
 12. At ground floor level strict compliance with the build-to lines is not essential.
 13. Continuous footpath awnings must be provided over all footpaths.
 14. Where the Build To Lines and Central Courts map indicates a pedestrian link such a link is to be provided (or maintained). This map also indicates whether the link is to be an enclosed link (such as an arcade) or an open link.
 15. Car parking facilities must be provided below ground or behind buildings in shared parking areas (Build To Lines and Central Courts map).
 16. Ground level car parking facilities in the central courts must be provided with trees with a mature tree canopy cover of 70% over the area.

Area 3 Oaks Avenue

Applies to Land

Applies to the land shown as 'Area 3' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

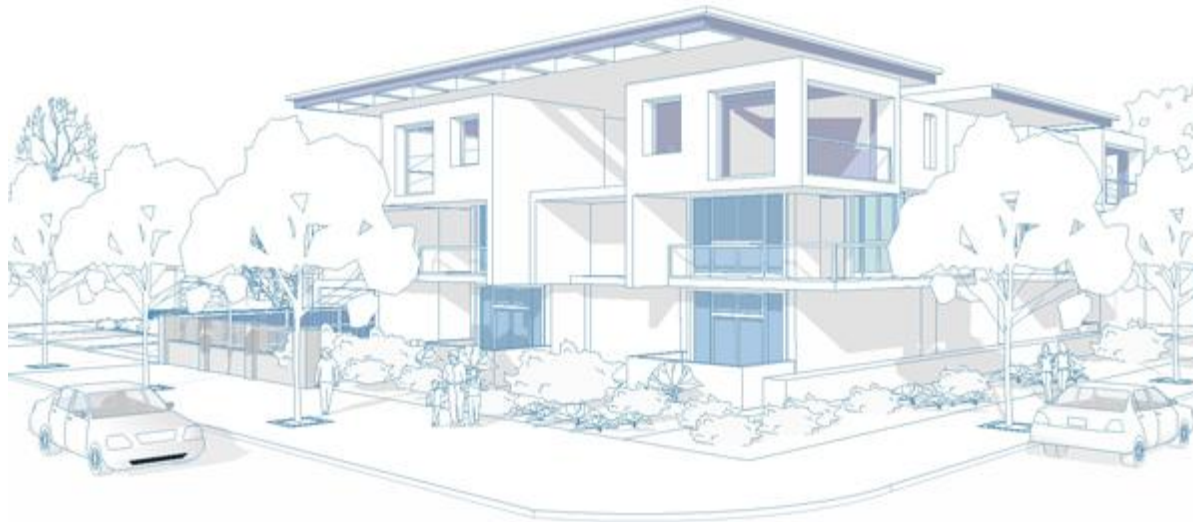
- To encourage good design and innovative architecture.
- To create an environment that is human in scale as well as comfortable, interesting, safe and smaller in scale than buildings in neighbouring Howard Avenue.
- To ensure shops and dwellings enjoy good access to natural light and buildings address the street.

Requirements

1. Future development will be designed so that a 3 storey podium adjoins the sidewalk and establishes a parapet line along Oaks Avenue. Above the parapet line additional storeys will be set back to maintain solar access to the sidewalks and ensure that the scale of buildings does not dominate public spaces. Buildings are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions and spaces are created between buildings at the upper levels to add interest to the skyline, reduce the mass of the building and facilitate the sharing of views and sunlight.

Avoid continuous use of wall planes

Continuous walls accentuate the bulk of any development.



2. The overall height of buildings is to be such that long distance views of Long Reef Headland, the top of the escarpment to the west of Pittwater Road and the Norfolk Island Pines next to Dee Why Beach are preserved.
3. Building layout and access are to be in accordance with the Build To Lines and Central Courts map.
4. The spaces behind buildings combine to form central courts with limited vehicle access to a restricted number of places.
5. Site amalgamation will be encouraged to facilitate new development and enable all carparking to be provided below ground or behind buildings using shared driveways where possible.
6. The maximum number of storeys permitted is 5.
7. The maximum area of the floorplate of the upper floors of buildings is to be as follows:
 - above the topmost storey (including plant and equipment rooms, lofts etc): 30% of the area of the ground floor floorplate;
 - topmost storey: 50% of the area of the ground floor floorplate;
 - second topmost storey: 70% of the area of the ground floor floorplate
8. The minimum floor to ceiling heights are:
 - Ground floor storey: 3.6 metres; and
 - Upper storeys: 2.7 metres.
9. Build-to lines have been established to ensure future development defines the streets and public spaces. Build to lines must be in accordance with the Build To Lines and Central Courts map.

For the first 3 storeys of buildings, build-to lines have been set at:

 - 4.5 metres from the kerb on the northern side of Oaks Avenue
 - 8 metres from the kerb on the southern side of Oaks Avenue, except:
 - near the intersection of Oaks Avenue and Pittwater Road as indicated on the Build To Lines and Central Courts map, where the build-to line on either side of Oaks Avenue is the front property boundary.

For storeys above the third storey, build-to lines have been set at:

- 12.5 metres from the kerb on the northern side of Oaks Avenue;
- 16 metres from the kerb on the southern side of Oaks Avenue, except:
- near the intersection of Oaks Avenue and Pittwater Road as indicated on the Build To Lines and Central map Courts, where the build-to line on either side of Oaks Avenue is 8 metres.

Future development is to observe the build-to lines as follows:

- Where a proposed building, or part of a proposed building, adjoins a 100% build-to line, the whole of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades;
- Where a proposed building, or part of a proposed building, adjoins a 60-80% build-to lines, between 60% and 80% of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades within the 60–80% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 60-80% component.
- Where a proposed building, or part of a proposed building, adjoins a 40–60% build-to line, between 40-60% of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades within 40-60% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 40-60% component.

10. Light weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may penetrate the build-to lines.
11. At ground floor level strict compliance with the build-to lines is not essential.
12. Continuous footpath awnings must be provided over all footpaths.
13. Where the map Build To Lines and Central Courts indicates a pedestrian link such a link is to be provided (or maintained) in any future development. The map also indicates whether the link is to be an enclosed link (such as an arcade) or an open link
14. Car parking facilities must be provided below ground or behind buildings in shared parking areas (see Build To Lines and Central Courts map showing the location of central courts for guidance).
15. Ground level parking areas must be provided with a mature tree canopy cover of 70% of the area.

Area 4 Pacific Parade

Applies to Land

Applies to the land shown as 'Area 4' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To encourage good design and innovative architecture.
- To create an environment that is human in scale as well as comfortable, interesting and safe.
- To ensure shops and dwellings enjoy good access to natural light.
- To ensure buildings have an active street frontage.

Requirements

1. A pedestrian link shall be maintained between Oaks Avenue and Pacific Parade in the vicinity of Lot 1 DP 588603, Lot A DP 326907 and Lot B DP 326907, i.e. the Woolworths Arcade.

2. The scale of development will be consistent with the scale of existing development on the northern side of Pacific Parade. New development will address the street by locating car parking below ground and maximising the number of premises with pedestrian entrances directly from Pacific Parade. Shared driveway accesses will be used where possible.
3. Building layout and access are to be in accordance with Build To Lines and Central Courts map. Spaces behind buildings combine to form central courts with vehicle access limited to a restricted number of places generally in the locations shown on the map.
4. The maximum number of storeys permitted is 3.
5. The minimum floor to ceiling height is 2.7 metres.
6. Development is to maintain a minimum front building setback. The minimum front building setback is 4 metres.
7. The minimum rear building setback is 6 metres. The rear building setback area is to be landscaped and free of any above or below ground structures. The rear building setback does not apply to corner allotments.
8. Buildings must be sited within an envelope determined by projecting planes at 45 degrees from a height of 5 metres above natural ground level at the side boundaries.
9. The minimum setback from a building to a side boundary is 4.5 metres.
10. Above and below ground structures and private open space including basement carparking, vehicle access ramps, balconies, terraces and the like shall not encroach beyond the side boundary envelope or side setback except:
 - light fittings, electricity or gas meters, or other services infrastructure and structures not more than 1 metre above natural ground level including steps, landings, pedestrian ramps and stormwater structures may encroach beyond the required setback to within a minimum of 2 metres of a side boundary, and
 - entrance and stair lobbies at ground floor level may encroach beyond the required setback to within a minimum of 2 metres of a side boundary.
11. The minimum area of landscaped open space is 40 per cent of the site area.

Note

On corner allotments the side boundaries are taken to be the boundaries that do not have frontage to a public street. Fascias, gutters, downpipes, eaves, masonry chimneys, flues, pipes, or other services infrastructure may encroach beyond the side boundary envelope.

To measure areas of landscaped open space:

impervious surfaces such as driveways, paved areas, roofed areas, tennis courts, car parking and stormwater structures, decks and the like and any areas with a width or length of less than 2 metres are excluded from the landscaped open space area;

the water surface of swimming pools and impervious surfaces which occur naturally such as rock outcrops are included in the landscaped open space area;

landscaped open space must be at ground level; and

the minimum soil depth of land that may be landscaped open space is 1 metre.

Area 5 Sturdee Parade

Applies to Land

Applies to the land shown as 'Area 5' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To encourage good design and innovative architecture.
- To ensure shops and dwellings enjoy good access to natural light.
- To improve pedestrian and vehicular access between Pacific and Sturdee Parades.
- To ensure buildings have an active street frontage.
- To create an environment that is human in scale as well as comfortable, interesting and safe.

Requirements

1. The scale of residential development at the street frontage is not to be overbearing and is to be consistent with the scale of existing development when viewed by pedestrians on either side of Pacific or Sturdee Parades. Within the block, the height of the buildings may be greater.
2. 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. Buildings are to be highly articulated and modulated to reduce the apparent building mass and reflect the existing pattern of development in the street.
3. The streetscape and public domain shall incorporate consistent building setbacks being free of any structures, vehicle parking areas or site facilities other than driveways, letterboxes and fences. Future development will address public streets, create visual interest and enable the establishment of substantial landscaping in the spaces between buildings.
4. Site amalgamation will be encouraged to facilitate new development and carparking is to be provided below ground using shared driveways where possible. The upgrading of existing buildings will be encouraged to give them a more contemporary and attractive appearance
5. Floor to ceiling heights must be a minimum of 2.7 metres
6. All buildings are to be setback 8 metres from the kerb
7. Build-to lines have been established to ensure future development defines the streets and public spaces in of this section
8. Future development is to observe the build-to lines on the Build To Lines and Central Courts map as follows:
 - Where a proposed building, or part of a proposed building, adjoins a 100% build-to line the whole of the relevant building facade is to be built on this line. Variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades.
 - Where a proposed building, or part of a proposed building, adjoins a 40- 60% build-to line, between 40-60% of the relevant building facade is to be built on this line. Variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades within the 40-60% component of the building.
9. Light weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may also penetrate the build-to line.
10. Outside the 40%-60% component of the building, buildings are to be set back at least 9 metres. The 100% build-to line is 5 metres from the kerb. The 40-60% build-to line is 8 metres from the kerb.

Building height is to fall within an envelope defined by a sight line taken from 1.5 metres above ground level at the street edge of the footpath on the opposite side of the street intersecting with the maximum street frontage height and on to where that line intersects with the maximum allowable height.

11. Pedestrian and vehicular access between Pacific and Sturdee Parades will be improved by the incorporation of additional linkages through the block.
12. Pedestrian and vehicular access between Pacific and Sturdee Parades will be improved by the incorporation of additional linkages through the block
13. Development shall provide a practical pedestrian/ cycle circulation system through the central portions of the site/s, as well as to and from the surrounding streets and the Dee Why Hotel

Note

To measure street frontage height:

- *the maximum height in metres is the distance measured vertically between the top most point of the building (including any plant or equipment) and natural ground below;*
- *a storey is the space between two floors but does not include rooms that are located in the roof space and do not add to the visual bulk of the building below; and*
- *foundation spaces, garages, workshops, store rooms and the like which do not project above natural ground level (at any point) and lofts on top floor apartments are not counted as storeys*

Exceptions

Minor variations to this setback will be considered to allow buildings to be articulated with strong vertical and horizontal elements to reduce building mass and add visual interest

Area 6 Town Centre South

Applies to Land

Applies to the land shown as 'Area 6' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011 .

Objectives

- To encourage good design and innovative architecture.
- To ensure shops and dwellings enjoy good access to natural light.
- To ensure buildings have an active street frontage.
- To create an environment that is human in scale as well as comfortable, interesting and safe.

Requirements

1. Future development is to help to define the street and public spaces and create environments that are appropriate to the human scale as well as comfortable, interesting and safe. Building facades are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions and land uses are to be arranged at ground level to create activity and add life to the streets.
2. The overall height of buildings is to be such that long distance views of Long Reef Headland, the top of the escarpment to the west of Pittwater Road and the Norfolk Island Pines next to Dee Why Beach are preserved and future development does not detract from the commercial core of the Pittwater Road and Howard Avenue corridors.
3. Carparking is to be provided below ground or behind buildings using shared driveway entrances where possible.
4. The maximum number of storeys permissible is 3.
5. The minimum floor to ceiling heights are as follows:
 - ground floor storey: 3.6 metres
 - upper storeys: 2.7 metres
6. Development is to maintain a minimum front building setback. The minimum front building setback is 4 metres from the kerb.
7. Continuous footpath awnings must be provided over all footpaths.
8. Carparking facilities must be provided below ground or behind buildings. Ground level parking must be provided with trees with a mature canopy cover of 70% over the area.

Area 7 Pittwater Road

Applies to Land

Applies to the land shown as 'Area 7' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- Development will reinforce the Dee Why Town Centre as the focus of regional activity and will be reflected in the treatment of public spaces, the arrangement of land uses and the scale and intensity of development.
- To encourage good design and innovative architecture.
- To ensure shops and dwellings enjoy good access to natural light.
- To ensure that buildings have an active street frontage.
- To create an environment that is human in scale as well as comfortable, interesting and safe.

Requirements

1. Entry to the area will be marked by a building at the southern corner of the intersection of Dee Why Parade and Pittwater Road. The scale and architectural treatment of this building will distinguish it from other buildings and define the edge of the town centre.
2. Buildings are to define the streets and public spaces and create environments that are appropriate to the human scale as well as comfortable, interesting and safe. In particular, future development is to ensure that a 4 storey podium adjoins the sidewalk and establishes a coherent parapet line along Pittwater Road. Above the parapet line additional storeys will be set back to maintain solar access to the sidewalks and ensure that the scale of buildings does not dominate public spaces. Building facades are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions and spaces created between buildings at the upper levels to add interest to the skyline, reduce the mass of the building and facilitate the sharing of views and sunlight.
3. The overall height of buildings is to be such that long distance views of Long Reef Headland, the top of the escarpment to the west of Pittwater Road and the Norfolk Island Pines next to Dee Why Beach are preserved.
4. Site amalgamation will be encouraged to facilitate new development and enable all carparking to be provided below ground or behind buildings using shared driveways where possible.
5. Building layout and access are to be in accordance with the Build To Lines and Central Courts map. Shared laneways are to be established to ensure there is no vehicle access directly from Pittwater Road. The spaces behind buildings combine to form central courts with vehicle access limited to a restricted number of places.
6. Buildings are not to exceed 6 storeys north of the intersections of Fisher Road and Pacific Parade with Pittwater Road, and are not to exceed 5 storeys south of these intersections.
7. The maximum area of the floorplate of the upper floors of buildings is to be in accordance with the Build To Lines and Central Courts map as follows:
 - above the topmost storey (including plant and equipment rooms, lofts etc): 30% of the area of the ground floor floorplate;
 - topmost storey: 50% of the area of the ground floor floorplate; and
 - second topmost storey: 70% of the area of the ground floor floorplate
8. Minimum floor to ceiling heights have been established
The minimum floor to ceiling height are as follows:
 - ground floor storey: 3.6 metres
 - upper storeys: 2.7 metres
9. Build-to lines have been established to ensure future development defines the streets and public spaces.

For the first 4 storeys of buildings, build-to lines have been set at:

- 5 metres from the kerb for the first 4 storeys; and
- 9 metres from the kerb for storeys above the fourth storey, except:
- At the southern end of the intersection of Sturdee Parade and Pittwater Road as indicated on the Build To Lines and Central Courts map as follows, where the build-to line is the front property boundary for the first four storeys and 5 metres from the kerb for storeys above the fourth storey.

10. Car parking facilities must be provided below ground or behind buildings in shared parking areas. Ground level parking must be provided with trees that will have a mature canopy coverage of 70% over the area.

Exceptions

Consent may be granted for a building at the corner of Dee Why Parade and Pittwater Road above 6 storeys provided the massing of any additional storeys above the sixth storey is substantially reduced (i.e. they occupy a smaller floorplate compared to lower storeys). Any building that directly adjoins St. David Avenue is to present as a 3 storey, for that part of the building to complement the existing scale of development along St. David Avenue.

Future development is to observe the build-to lines as follows:

- The relevant building facades are to be built on these lines. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades.
- Light weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may penetrate the build-to lines.
- At ground floor level strict compliance with the build-to lines is not essential

Area 8 Mooramba Road

Applies to Land

Applies to the land shown as 'Area 8' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To establish a transition between the Mixed Use and adjacent residential zones.
- To encourage good design and innovative architecture.
- To ensure shops and dwellings enjoy good access to natural light.
- To ensure buildings have an active street frontage.
- To ensure future development defines the streets and public spaces.
- To create an environment that is human in scale as well as comfortable, interesting and safe.

Requirements

1. The height of buildings in this area will be less than in the adjacent Area 7 and will establish a transition between the B4 Mixed Use zone and surrounding zones.
2. Buildings are to help define the streets and public spaces and create environments that are appropriate to the human scale as well as comfortable, interesting and safe. In particular, buildings are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions.
3. Site amalgamation will be encouraged to facilitate new development and enable car parking to be provided below ground or behind buildings using shared driveways where possible.

4. The maximum number of storeys permissible is 3.
5. Minimum floor to ceiling heights have been established and are as follows:
 - ground floor storey: 3.6 metres
 - upper storeys: 2.7 metres
6. The build-to line has been set at 3.7 metres from the kerb.
7. 7. Where a proposed building, or part of a proposed building, adjoins a 100% build-to line, the whole of the relevant building facades is to be built on this line.
8. Where a proposed building, or part of a proposed building, adjoins a 60-80% build-to lines on the Build To Lines and Central Courts map, between 60% and 80% of the relevant building facades is to be built on this line.
9. Where a proposed building, or part of a proposed building, adjoins a 40-60% build-to line on the Build To Lines and Central Courts map, between 40-60% of the relevant building facades is to be built on this line.
10. Continuous footpath awnings must be provided over all footpaths.
11. Car parking facilities must be provided below ground or behind buildings. Ground level parking must be provided with trees that will have a 70% mature canopy coverage over the area.

Exceptions

Where a proposed building, or part of a proposed building, adjoins a 100% build-to line on the Build To Lines and Central Courts map, variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades.

Where a proposed building, or part of a proposed building, adjoins a 60-80% build-to lines variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades within the 60 –80% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 60-80% component.

Where a proposed building, or part of a proposed building, adjoins a 40-60% build-to line (see Build To Lines and Central Courts map) variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades within 40-60% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 40-60% component.

Light-weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may penetrate the build-to lines.

Area 9 Fisher Road

Applies to Land

Applies to the land shown as 'Area 9' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To encourage good design and innovative architecture.
- 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.

Requirements

1. Building design will contribute to the life of public spaces by helping to define the streets and public spaces and create environments that are appropriate to the human scale as well as comfortable, interesting and safe.
 2. The scale of buildings is to be less than that of buildings in the adjacent Area 7 and buildings are to be articulated in such a way that they are broken into smaller elements with strong vertical proportions. Spaces are to be created between buildings at the upper levels to add interest to the skyline and facilitate the sharing of views.
 3. Site amalgamation will be encouraged to facilitate new development and enable all carparking to be provided below ground or behind buildings using shared driveways where possible.
 4. Minimum floor to ceiling heights have been established to ensure shops and dwellings enjoy good access to natural light and that buildings address the street.
 5. The maximum number of storeys permissible is 3.
- The minimum floor to ceiling heights are as follows:

- ground floor storey: 3.6 metres
- upper storeys: 2.7 metres

6. Build-to lines have been established to ensure future development defines the streets and public spaces. The build-to line has been set at 4 metres from the kerb.
7. Where a proposed building, or part of a proposed building, adjoins a 100% build-to line (Build To Lines and Central Courts map), the whole of the relevant building facades is to be built on this line. Variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades.
8. Where a proposed building, or part of a proposed building, adjoins a 60%-80% build-to line (Build To Lines and Central Courts map), between 60% and 80% of the relevant building facades is to be built on this line. Variations of up to 300 mm may be permitted to add visual interest and allow articulation of building facades within the 60 –80% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 60-80% component.
9. Where a proposed building, or part of a proposed building, adjoins a 40%-60% build-to line (Build To Lines and Central Courts map), between 40-60% of the relevant building facades is to be built on this line.
10. Continuous footpath awnings must be provided over all footpaths to provide shelter for pedestrians.
11. Car parking facilities must be provided below ground or behind buildings. Ground level parking areas must be provided with trees that will have a 70% mature canopy cover over the area.

Exceptions

Variations of up to 300mm may be permitted to add visual interest and allow articulation of building facades within the 40-60% component of the building. Variations of as much as 3 metres (back) and 300 mm (forward) will be permitted outside the 40-60% component.

Light-weight structures that do not add to the visual mass of the building, such as pergolas and balconies, may penetrate the build-to lines.

At ground floor level strict compliance with the build-to lines is not essential.

Area 10 Civic Centre

Applies to Land

Applies to the land shown as 'Area 10' on DCP Map Dee Why areas zoned B4 Mixed Use (excluding Dee Why Town Centre) under WLEP 2011.

Objectives

- To encourage good design and innovative architecture.
- To create a pedestrian environment that is comfortable, interesting and safe.
- The northern side of this locality adjacent to the Kingsway will be redeveloped for dwellings in landscaped settings and be of similar scale housing in the adjacent area.
- To ensure shops and dwellings enjoy good access to natural light and buildings address the street.
- The sandstone outcrops and vegetation between the existing Council Chambers and the existing library, and west of the main entrance to the existing Council Chambers, will be retained.

Requirements

1. This area will remain the focus of Civic activity within Warringah with this role enhanced by the development of a new Civic Building on Pittwater Road. The building will be enhanced by the use of colonnades to distinguish it from other buildings in the locality and the planting of double row of Norfolk Island Pines at the front of the building along Pittwater Road. The corner of Pittwater Road and St. David Avenue will be strongly defined as a major pedestrian access to the site.
2. The minimum floor to ceiling heights are as follows:
 - ground floor storey (other than where used for housing): 3.6 metres
 - ground floor storey (where used for housing): 2.7 metres
 - upper storeys: 2.7 metres
3. 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.
4. 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 level 4 metre sidewalk. Storeys above the fourth storey must be set back at least 4 metres from the parapet line of the fourth storey.
5. The minimum rear building setback is 6 metres.
6. Development must be sited within an envelope determined by projecting planes at 45 degrees from a height of 5 metres above natural ground level at the side boundaries.
7. The minimum setback from a building to a side boundary is 4.5 metres.
8. On corner allotments the side boundaries are taken to be the boundaries that do not have frontage to a public street. Fascias, gutters, downpipes, eaves, masonry chimneys, flues, pipes, or other services infrastructure may encroach beyond the side envelope.
9. the minimum area of landscaped open space is 40 per cent of the site area.
10. Carparking facilities must be provided below ground or behind buildings in shared parking areas Ground level parking must be provided with trees that will achieve 70% mature canopy coverage over the area.