

6 April 2018

Northern Beaches Council
725 Pittwater Road
PO Box 1336
Dee Why NSW 2099

Attn: Adonna See
Principal Planner

RE: Submission to Dee Why Town Centre Masterplan – 15-23 Fisher Road, Dee Why

1. Introduction

Mecone congratulates Northern Beaches Council on its continued work to date leading to the planning proposal and associated masterplan and draft DCP for the Dee Why Town Centre ('draft Plan'). We have prepared this submission in response to the draft Plan's exhibition, on behalf of Rose Group, who has control over 23 Fisher Road, Dee Why ('the site').

This submission offers in-principle support to the Council's draft DCP and LEP amendments, including the proposed height, FSR, built form, and environmental outcomes.

It also suggests that the centre-wide application of non-residential use requirements for the ground and first floor only be applied to a portion of the subject site, given its topography and location as a transitional site between the town centre and existing adjacent residential precinct.

Instead, we suggest that a combination of non-residential land uses along St David Ave, as well as additional public domain upgrades such as footpath widening, is a more appropriate activation solution for the subject site given two of its frontages directly face residential uses.

2. Initial Comments

Mecone supports the urban renewal planning benefits that the proposed planning controls for the Dee Why Town Centre will enable, consistent with the Greater Sydney Regional Plan 'A Metropolis of 3 Cities' and the North District Plan. Council's chosen location for revised planning controls will support a 30-minute city and provide new local employment opportunities and housing diversity and supply in an accessible and desirable location, consistent with the wider strategic planning priorities of the Regional and District plans.

Mecone broadly supports the proposed densities and built form for the centre; enabling growth without compromising the character or desirability of the area. The proposed amendments to height and FSR controls across the precinct generally provide an appropriate transition in scale that respond to the surrounding residential area.

3. The Site

Prior to the release of the Dee Why Town Centre Master Plan, a Stage 1 DA for demolition works and construction of residential flat buildings with associated car parking, landscaping and site works was approved for the site on 15 February 2012 by the JRPP (DA2011/1274). A subsequent Stage 2 DA has also been granted consent and activated.





Figure 2 Proposed Dee Why Town Centre area
Source: Dee Why Town Centre Master Plan adapted by Mecone

4. Testing of the Controls

In the interest of developing the site under future amended controls, Rose Architectural Design has been testing a number of development options for the site that are consistent with the proposed controls.

Mecone has reviewed these preliminary options and is of the view that the future controls will enable a scheme on the site that is capable of achieving the broader strategic objectives of the Dee Why Town Centre. Further discussion regarding key strategic planning priorities is provided below.

5. Land Uses and Public Domain Benefits

We strongly support the importance placed on creating an activated and pedestrian friendly domain within the Town Centre, and believe that the draft controls around ground floor and first floor non-residential uses will be effective in ensuring this is achieved.

However, given the location of the site on the boundary of the Town Centre; the surrounding residential orientation along two frontages; and the elevated nature of the site, we do not consider ground and first floor non-residential uses to be appropriate for the site other than for St David Ave, and a portion of Civic Parade, which are facing towards other non-residential town centre uses.

As shown in Figure 3 below, the subject site is a transitional site, facing existing residential uses to the north and west (Fisher Road and Kingsway), and non-residential to the south and east (St David Ave and Civic Pde). Accordingly, we consider that the most appropriate area for non-residential uses for the ground and first floor is along St David Ave and Civic Pde.

This could include:

- Active commercial and retail uses; and/or
- Local infrastructure and public domain improvements such as footpath widening along St David Ave and a potential local feature at the corner of Civic Parade and St David Ave



Figure 3 Proposed Dee Why Town Centre land use context
Source: Dee Why Town Centre Master Plan adapted by Mecone

We consider that the public domain upgrades identified above, will particularly support the activation and walkability of the Town Centre. As shown in Figure 4 below, St David Avenue at the southern boundary of the site, is currently a poor quality pathway and hazard for pedestrians. Mecone and the Rose Group are eager to discuss the opportunity to provide an extended pathway along St David Avenue with some retail activity and open space fronting the street.



Figure 4 St David Ave facing east
Source: Mecone

6. Design Excellence and Architectural Roof Features

Mecone supports the Planning Proposal's focus on design excellence for new development within the Dee Why Town Centre. In accordance with this focus on design quality and excellence, we suggest that the Standard Instrument model clause relating to 'architectural roof features' be incorporated into the Town Centre LEP controls in order to enable innovative and high quality design solutions relating to shielding plant and equipment.

Inclusion of this provision could support the existing Clause 7.10 (Allowance for external ancillary plan and roof access) to enable a range of high-quality roof design solutions.

7. Parking and traffic

Mecone is supportive of the proposed changes to car parking requirements within the Town Centre, and a future proposed development under these controls will be able to provide a compliant scheme in regards to parking.

Mecone notes that the Rose Group's traffic consultant is currently also exploring optimal vehicular access points for the site, which could include Fisher Road and Civic Parade and requests that these access points be considered as part of the final DCP controls.

8. Recommendations

Mecone and Rose Group reiterate their support for the Dee Why Town Centre Masterplan, drafted DCP controls and LEP amendments, and commend Council for the work that has gone into their progression.

In addition, we suggest that the following modifications to the controls could improve the wider development and infrastructure outcomes for the precinct:

- That the requirements for non-residential land uses at ground and first floor be restricted to St David Ave and the southern portion of Civic Parade;
- That the proposed building envelopes be flexibly applied so as not to prevent innovative or creative building solutions if they can achieve the required amenity and infrastructure outcomes. This could include potentially redistributing some of the mass from certain buildings towards others to achieve improved amenity outcomes like solar access or streetscape views;
- That the Standard Instrument model clause 'Architectural roof features' be included in the Town Centre LEP controls to support the existing Clause 7.10 (Allowance for external ancillary plant and roof access);
- Consideration be given to traffic management in the Town Centre to ensure that appropriate and achievable outcomes are possible, including multiple vehicular access points for each site; and
- That opportunities for public domain benefits should be considered for the site and it's redevelopment contribution to the Town Centre.

9. Conclusion

We are eager to continue to work with Council to successfully deliver a well-designed and activated Dee Why Town Centre.

Please do not hesitate to contact me on 8667 8668 or kbartlett@mecone.au with any comments or queries and we would be happy to meet with you and discuss our submission in greater detail.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bartlett', with a stylized flourish at the end.

Kate Bartlett
Director

Dee Why Town Centre Planning Control – Planning Proposal and Development Control Plan - 36 Fisher Road, Dee Why

March, 2018



Suite 14 / Level 3 / 22-36 Mountain Street
Ultimo NSW 2007

T 02 9281 6177 / F 02 9281 0177
bdai.com.au

ABN 18 608 654 615
ACN 117 141 376

Introduction

BD Architecture + Interiors have been engaged by the owners of 36 Fisher Road, Dee Why to prepare a submission to Northern Beaches Council in response to the proposed amendments to the Dee Why Town Centre Planning Control (DWTCPC) as outlined in the letter dated 22 February, 2018.

Our proposal seeks to address a zoning anomaly which has existed in the Warringah LEP 2011.

The other amendments proposed in the DWTCPC are acceptable to the owners.

Context

The subject site is currently one title known as DP 817056.

The site currently occupies a KFC restaurant and associated car parking which retains valid Development approvals most recently DA2016/1180 for refurbishments and additions to the existing building.



The site is currently divided by the zoning into part R3, and part R4 as indicated above.

The zonings permit the following –

Zone B4 Mixed Use

- 2 Permitted without consent

Home-based child care; Home occupations

3 Permitted with consent

Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; **Shop top housing**; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Environmental facilities; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Rural industries; Service stations; Sex services premises; Storage premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Waste or resource management facilities; Water recreation structures; Wharf or boating facilities; Wholesale supplies

Zone R3 Medium Density Residential

2 Permitted without consent

Home-based child care; Home occupations

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental protection works; Exhibition homes; Group homes; Home businesses; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Secondary dwellings; Seniors housing; Veterinary hospitals

4 Prohibited

Any development not specified in item 2 or 3

This is highly unusual for a single titled property to retain two zonings.

Proposed Zoning

The future proposal for the site is to redevelop the site to provide residential above the current KFC Restaurant.

Whilst the B4 zoning permits Shop Top Housing above the ground floor retail, this would be a Prohibited use in the part R3 zoning, and would therefore require the submission of a Clause 4.6 with an Existing Use Right justification, adding unnecessary complication to application.

We therefore request the entire site known as 39 Fisher Rod, Dee Why be zoned **B4** to facilitate the future redevelopment of the site.

Regards

A handwritten signature in black ink, appearing to be 'MB' or similar, written in a stylized, cursive manner.

Maurice Beraldo

BD Architecture + Interiors

28 Tasman Street, DEE WHY, 2099
22nd March 2018

**NORTHERN BEACHES COUNCIL,
Civic Centre,
Dee Why, 2099**

Attention: Manager, Strategic and Place Planning

SUBMISSION: Re Proposed amendments to the Warringah Local Environmental Plan 2011 (WLEP 2011) and the Warringah Development Control Plan 2011 (WDCP 2011) for amendment and inclusions to the Dee Why Town Centre Master Plan 2013.

In reference to the above proposal by Council acting as the Delegate of the NSW Minister for Planning and Environment, The Hon Anthony Roberts, MLA whose Office I have been in contact with.

Clearly the proposed amendments and inclusions related to Key Sites C, D, E and F are in accord with recommendations made by the Dee Why Town Centre Precinct Advisory Committee, which met over several months to give community input from business leaders and leading members of the community and which also included an Architect. I support these proposals.

However, as I will be informing the Minister via this Submission, one of that Committee's major recommendations related to the proposed use by Council of its Site "A" - the current at-grade public carpark within the Precinct.

Neither the current Minister nor recently elected councillors may be fully aware of the history of this Site; particularly its genesis, its original zoning; the reasons required under State Planning laws for its reclassification in 2005 and finally, the clear recommendation of the Chairman of the Inquiry which is outlined below.

My SUBMISSSION to Council and to Minister Roberts, supported by the overwhelming evidence below, is that, the proposed amendments to WLEP 2011 and WDCP 2011 should now include:

In regard to Site "A" specifically; either,

- a) Restoration back to its original classification of "Community Land"; or.**
- b) In accord with ICAC's guidelines over Councils developing their own land, a completely new Independent Review established by the Minister for Planning and Environment into the newly elected amalgamated Council's proposed development over Site A, including the relative merits to the alternative Open Space development as proposed and heavily supported by the community in 2006 as is outlined below.**

MY GROUNDS:

Zoning:

Site A, was initially constituted in the late 1960's by Warringah Shire Council (WSC) as a car park utilising its own land and a sizeable area used by St. Kevin's Catholic Parish as its Church carpark, and owned by the Sydney Diocese of the Catholic Church.

Under threat of resumption, a formal Agreement was entered into between Cardinal Gilroy, Archbishop of Sydney and WSC, subject to a Legal Covenant that the portion of the land purchased from the Church would remain in perpetuity as a carpark for the continuing benefit of the Church and its activities. To satisfy this Covenant the entire site was zoned "Community" land (making it incapable of development).

Following his initial appointment as Administrator of WSC in 2004, Mr Richard Persson on his own initiative as "The Council" decided that the land could be better used to establish necessary new community facilities. These being a necessary Legislative corollary to reclassify Site A (the entire carpark) from Community to Operational land.

The Administrator's proposed community facilities were:

- a) New 2,700sq/m Branch Library (more accessible to residents than the existing Library which is very difficult to access by the elderly and impossible for the disabled; and
- b) New Library Square; and
- c) New 400 sq/m community facility.

On these benefit grounds, Mr Persson was able, under legislative protection, to unilaterally extinguish the Covenant without reference to the Church.

The Administrator's other objective for this Site "A" included a large-scale Development Approval incorporating retail, commercial and residential development rising in stepped fashion to 9-storeys along a western boundary beside a proposed new link new road (between Oaks/Howard Avenues) and then fronting west along Oaks Avenue.

In addition to the above new facilities, Mr. Persson's development proposal – in conjunction with the Roads and Traffic Department - so as to meet the proposed new traffic arrangements for the new Town Centre, inserted a new 4-lane road running beside St. Kevin's (Heritage Listed) Church between Oaks and Howard Avenue's, and included a few at-grade (street level) parking spaces and **underground car parking**, supposedly increasing from its current 210 spaces to 310.

However, a precondition of any such reclassification and building over Council's own land required a Formal Inquiry to be held under the provisions of Section 29 of the LGA Act 1993 and Section 68 of the Environmental Planning Act 1979. The Inquiry was held in 2005 under the Chairmanship of Mr. Peter Walsh.

The reaction of the community was ferrel. Some 3000 signatures were gathered on a Petition over one weekend from people who were using the carpark for shopping and commercial purposes, coming from as far as Collaroy Plateau, objecting to the proposal.

ALTERNATIVE COMMUNITY APPROVED PROPOSAL (Design Appendix 1)

Subsequently at a large community meeting, a Resolution which gained over 99% support, agreed to put forward a basic amended design proposal:

THAT: the development include an increased open space feature comprising a 15m wide new tree planted green grass strip right down from both streets to join up opposite Walter Gor's Park, remembering that the Church is Heritage Listed and a distinct local architectural landmark.

The Administrator support re-configuring the new link road westward to reduce pedestrian and schoolchildren danger; allow wider and safer large vehicular access between Oaks and Howard and to provide ingress and egress to a **new extensive three-level below and limited one-level above-ground Carpark, incorporating a tower rising up to 12-storeys** (rather than Council's 9-storeys) above the carpark running East/West with our proposed Tower to incorporate within, all of the above new community facilities, opening onto a sound-proofed sun-drenched promenade deck over the above-ground carpark level, with coffee and café shops, tables/sunshades and casual seating etc.

All retail, commercial and Residential development would be within the 12-storey Tower from Oaks Avenue ground level up.

Whilst Administrator Persson commented that the water table would present no construction constraints or additional costs, he **rejected our community preferred proposal on the grounds that it was "too high". It is now rather incongruous that Administrator later approved a new Town Centre complex next door to Site A rising to 17-storeys.**

Even more incongruous; Warringah (and now as the new Northern Beaches) Council, is still marketing Site A in its entirety for any Developer, its 9-storey development proposal which **EXCLUDES** all and every one of its proposed new Community Facilities, and which is to incorporate underground parking for between 49 and 200 car spaces, all of which directly contradicts the commitments placed before the Inquiry for reclassification.

Given that a developer will need to provide parking for retail, commercial and residential residents (large Commercial and 2-bedroom+ Units will require 2 spaces), it is incomprehensible to expect a developer to fund, provide and guarantee in perpetuity 200 additional car spaces for public use.

Moreover, Council has since published new plans for a Community Development Hub on its Civic Centre/Library site, including retail, commercial and residential development, which was recommended by the Town Centre Advisory Committee

IT IS SUBMITTED THAT BOTH COUNCIL AND THE MINISTER BE ADVISED:

1. **That as has been shown, the grounds for the reclassification of Site "A" no longer exist.**
2. **That the devastating qualification below proffered by the Inquiry Chairman, Mr. Peter Walsh in his Report, should these very circumstances ultimately prevail, must now be considered:
"Report to Warringah Council – Proposed Land Reclassification – Howard/Oaks Avenue Carpark, Dee Why" June 2005 (page 18):**

"It is "reasonable, in my view, to put in place contingency arrangements such that if achievement of outcomes become unlikely, or impossible, the land remain or revert back to community land status."
3. **Wherever these new community facilities (if any) might end up in the Dee Why Town Centre Precinct, the fact remains that they were used, both as the reason to extinguish a legally binding Covenant and to reclassify Site "A" from Community – an extremely valuable open space community resource in the very centre of the Town to Operational land open for development approval and sale.**

That being the case, it is unconscionable given the changed circumstances outlined, and given the most dramatic increase in corporate development, traffic and people, that Council's own development proposal should remain as part of both WLEP 2011, and WDCP 2011 and in any other Northern Beaches Planning instrument.
4. **This request has even more strength given that the older and tired residential areas of Dee Why must surely be increased to a minimum of 6-storeys to encourage new investment, increased building setbacks, adequate underground parking and greater open space which will generate even greater population density and the need for more greenery. I dare not mention a similar situation in Brookvale's Industrial area.**

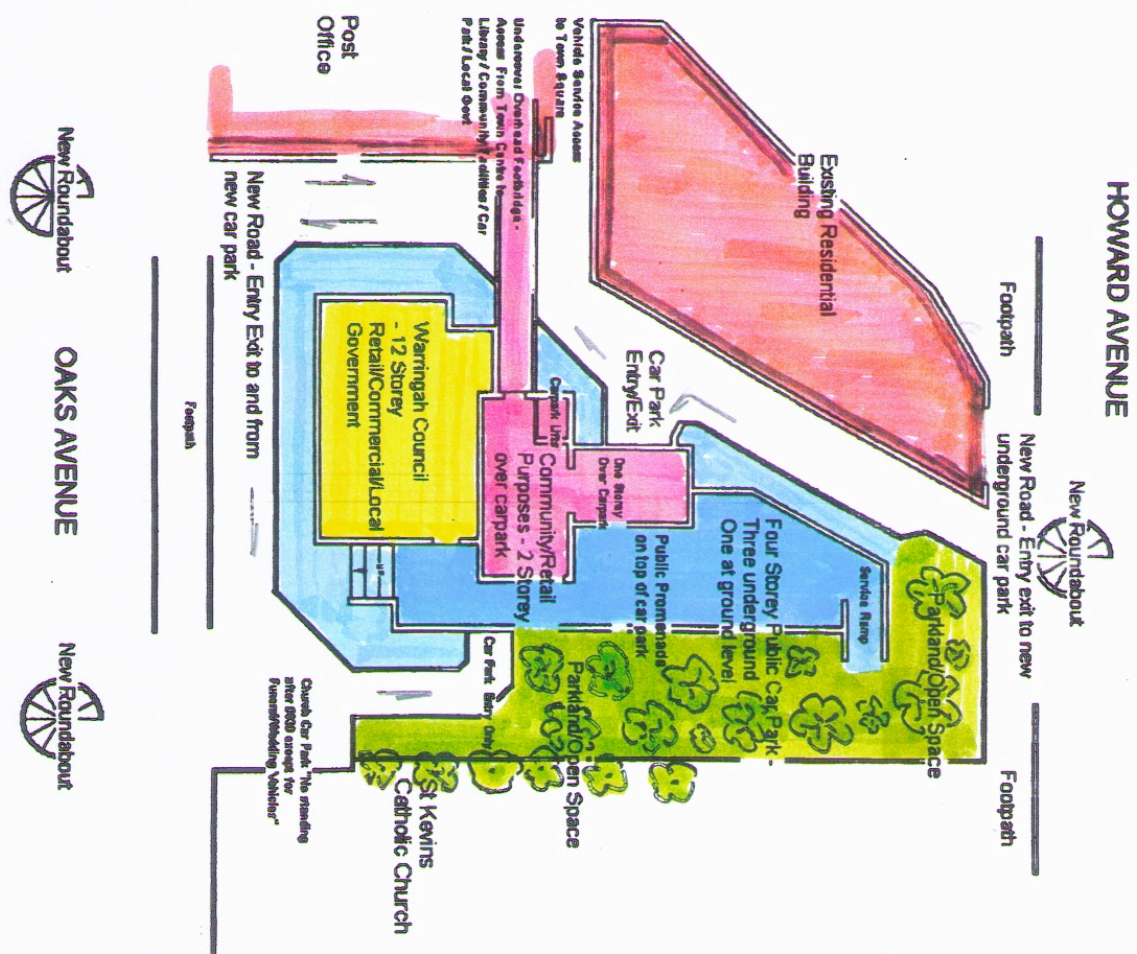
I repeat my specific Site "A" Options - a) and b) above. This is a big Council, and we must have more modern ideas than those perceived back in 2004.

MINISTER FOR PLANNING AND ENVIRONMENT

It is also my intention to place these matters before Minister Roberts and all our local Members and to make my requests regarding Site "A" specifically, as stated above, prior to any Amendment to WLEP2011 and WDCP 2011.

Kevin Begaud

Resident since 1939, Former Councillor (15 years) and Shire President



From: Carlo Bongarzoni
Sent: 25/02/2018 6:12:53 PM
To: YourSay at Northern Beaches
Subject: RE: Community Engagement Update - Projects Open for Comment - 22 February 2018

Thank you for your personal invite to contribute to specified planned or being considered projects. Most are outside our area so I would have little to offer. However – in the matter of the Dee Why Town Centre development or the Meriton Site matter – I would suggest that probably the majority of non Dee-Why residents are certainly not enamoured of most aspects of the development of the central Dee-Why area. They would rate most of the design crass, unaesthetic, over-crowded, over-build density and traffic-congesting and so forth. No other suburb in the Northern Beaches area would be proud of the ugliness that has become the Dee-Why centre. As a case study in how not to do town planning Dee-Why centre would be up there with the worst. Regards carlo

Carlo Bongarzoni

Carlo Bongarzoni Associates P/L
9 Russell Street
Clontarf NSW 2093

T/F 9948 8975; 0410 335 523
bongarzoni@optusnet.com.au

From: YourSay at Northern Beaches [mailto:YourSay@northernbeaches.nsw.gov.au]
Sent: Friday, 23 February 2018 5:07 PM
To: bongarzoni@optusnet.com.au
Subject: Community Engagement Update - Projects Open for Comment - 22 February 2018

 388118976.png@01D306E4.06783E10

Dear Carlo

Thank you for signing up to Council's community engagement email list. We welcome your involvement in the following community engagement opportunities.

New Council projects open for comment – since our last email – 8 February 2018.



northern
beaches
council

*NORTH SYDNEY
CITY BEACH*

- 1 MAR 2018 February 2018

20__ / 2184 003

FM

Mary Hill & Jane Munro Notman
4/45 Howard Avenue
DEE WHY NSW 2099

*TO COUNCIL WAR
37 COUNCIL*

- RAISE STREET TO LEVEL
- MAYS ROAD TO LISMORE RD
- ONE STOREY HIGH BRIDGE
- METAL BRIDGE HIGH
- WALKWAY & SHOP ENTRANCE
- PARKING & DELIVERY VEHICLES ON GROUND.
- SAME IN CROWS NEST

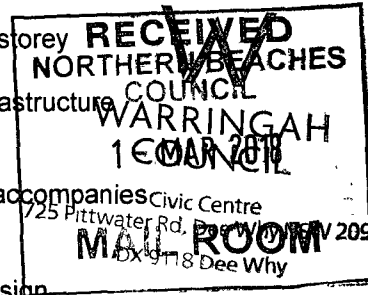
Our Ref: 2018/124498

Dear Sir/Madam

Re: Dee Why Town Centre Planning Controls - Planning Proposal and Development Control Plan

Council is seeking community feedback on a Planning Proposal for Dee Why Town Centre in accordance with a Gateway Determination issued by the Department of Planning and Environment. The intended outcome is to amend the Warringah Local Environmental Plan 2011 (WLEP2011) to implement the recommendations of the Dee Why Town Centre Masterplan (2013), including:

- Planning controls for a wider area of the Town Centre
- "Floor space ratio" standards to monitor and restrict development
- A 3m increase in overall height limits (one storey) in exchange for a one storey reduction in podium height limits.
- Special provisions for four new Key Sites in exchange for community infrastructure (e.g. a new road through the Woolworths site)



An amendment to the Warringah Development Control Plan 2011 (WDCP 2011) accompanies the Planning Proposal, proposing amendments to language and structure, and:

- Design criteria for Key Sites
- Measures for energy and water efficiency and Water Sensitive Urban Design
- Reduced car parking rates for new development
- Car share spaces for larger developments

Written submissions should be marked 'Dee Why Planning Controls (PEX2018/0002)' and can be made online at yoursay.northernbeaches.nsw.gov.au, by email council@northernbeaches.nsw.gov.au or by post to Northern Beaches Council, Strategic and Place Planning, 725 Pittwater Rd, Dee Why.

If you have further questions regarding the proposal please contact one of Council's Principal Planners Suzy Lawrence (until 15th March) and Adonna See (from 16th March) on 9942 2111 or council@northernbeaches.nsw.gov.au.

Yours sincerely

Nel Cocks

Neil Cocks
Manager, Strategic and Place Planning

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N.S.W WITH
ELECTION
NSW STATE*

*R.T.S.
WITH 5 PAGES ATTCH. HAND WRITE
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Key Facts – Proposal

Property details: All land in Dee Why zoned B4 Mixed Use within under WLEP 2011.
Delegated Authority: Minister for Planning and Environment

Summary of proposed changes: Amendments to the Warringah Local Environmental Plan 2011 (WLEP 2011) and Warringah Development Control Plan 2011 (WDGP 2011) to implement the Dee Why Town Centre Masterplan (2013).

Will these changes result in an increase in density? No significant increase in density is proposed within the Town Centre in recognition of existing traffic and transport network constraints. Up to 100 additional dwellings could be constructed on proposed key sites C, D and F in exchange for public open space at the ground level (e.g. new roads). Rather than increase density in the centre, the Planning Proposal and Council's renewal works aim to stimulate existing development capacity in the centre.

What is a Key Site? A Key Site is a property or number of properties within Dee Why which the Masterplan has identified as having strategic importance. The redevelopment of Key Sites provides an opportunity to construct important public infrastructure that will contribute to the renewal of the Town Centre. The Planning Proposal and WDGP 2011 Amendments include site specific planning controls for Key Sites C to F.

What is Council doing about infrastructure? In addition to works already completed or underway (e.g. Walter Gors Park, Redman Road Plaza, Oaks Avenue drainage and streetscape works), Council aims to progress public infrastructure improvements subject to the making of this Planning Proposal and receipt of adequate developer contributions. Public infrastructure will include stormwater infrastructure, traffic infrastructure and community infrastructure subject to the development of Key Sites.

What about impacts on Traffic? Council is commencing a program of traffic improvement works over the next few years in conjunction with a number of streetscape and public open space upgrades identified through the Dee Why Town Centre Masterplan. This Planning Proposal integrates the findings of updated traffic studies, recognising the proposed two-way traffic scheme and enabling bonus development controls having regard to sensitivity analysis testing by Council's Traffic Consultants.

Key Facts – Exhibition

Public Exhibition: Saturday 24 February to Sunday 25 March 2018
Website: yoursay.northernbeaches.nsw.gov.au/dee-why-town-centre-planning-controls
Physical Displays: Manly, Dee Why, Mona Vale Customer Service Centres or Dee Why Library

Can I speak with someone? To speak with Council staff, drop-in anytime to one of the following information sessions at the Dee Why Civic Centre:

- Saturday 3 March 2018 from 10am-12pm
- Thursday 8 March 2018 from 5pm-7pm

Alternatively contact one of Council's Principal Planner's as described in the letter above.

What happens if I make a submission? Your submission will be formally acknowledged and may be made publicly available on Council's website as per the Government Information (Public Access) Act 2009 (GIPA) and associated Regulation 2009 (GIPA Regulation). This will include any personal information contained in your submission unless you specifically indicate otherwise in writing to Council. You are not required by law to supply Council with your name and address but you should note that without these details, officers might not be able to access the accuracy of any issues you raise or acknowledge your submission.

Any person who makes a relevant public submission is required to disclose reportable political donations and gifts (if any) made by the person making the submission or any associate of that person within the period commencing 2 years before the submission is made and ending when the application is determined. Please visit Council's website www.northernbeaches.nsw.gov.au or Council's Customer Service Centres at Dee Why, Manly and Mona Vale for further details about the Political Donations Act 2008 and for Declaration Forms.

Any matters you raise in your submission will be considered as part of Council's assessment of the Planning Proposal. A report will be considered by Council regarding the proposal at a future date that is yet to be determined.

How will my personal information in my submission be used? Your information is collected by Council to help provide services to the community. It is used by Northern Beaches Council staff only. Supply of personal information in your submission is voluntary. If you wish to access or correct your personal information, you may do so by an informal GIPA application, available on Council's website.

PAGE ①

DEMOLISH ALL 1960'S BUILDINGS
SOUTH SIDE OF HOWARD — RAISE
3 STOREY CAR PARKING WITH
RAMPS (FM ^{N.} 37 TO 55 HOWARD) "COUNCIL
RULE 3 STOREYS ONLY. CARPARK $\frac{1}{2}$
STRATA PERMANENT (SIM TO AIRPORT
SYDNEY) — PARKING FOR CBD, DY
& THE PACIFIC OCEAN ENTERTAINMENT

② RAISE ALL SHOP ENTRANCES 4 METRES
4 $\frac{1}{2}$ METRES HIGH. B1. BUSES
DRIVE INTO AND ON TO PENRITH
ALONG PARRAMATTA ROAD VIA
ALL BUS DEPOTS. STAFF
CHANGING TIMES. A CONDUCTOR
ON BOARD DRIVER SHOULD HAVE
COMPANY + ATAZER (NECESSARY)

③ TRY NEW HEIGHT FROM MAY'S
ROAD TO LISMORE ROAD 4 $\frac{1}{2}$
METRE HIGH, GAS, WATER, ELECTRICITY
ALREADY ESTABLISHED
THE NEW HIGHRISE SHOPPING
CENTRES DY, BROOKIE, MONA
VALE

PAGE (2) -

MANLY, MOSMAN, CROWS NEST
OLD RENEWED - OR ^{NTH SYDNEY} BREACHES

NEW 22ND CENTURY at
SOUTH OF WOLLONGONG ACT,
BORDER - 100 METRE ^{HI} BUILDINGS
WATER KANGAROO VALLEY
3 AIR PORTS MAROUBA,
BATEMAN'S BAY ETC. ETC.
YOU HAVE MAPS FOR SOUTHWEST

DRAINAGE LARGE ENOUGH
TO WITHSTAND A BOMB OR
EARTH QUAKES PLANNOW!!

1960's BUILDINGS CLAY PIPES
HAVE HAD IT PLASTIC WILL
RENEW ALL OLD. LIFE SPAN
15 YEARS TOPS OR SOME OTHER
WAY OF LIVING x

LAND TITLES OFF LISTING -3 \$ 160,000.00 CASH 449

SELL 1960'S BUILDING PRICE

a) PURCHASE FOR 1995 - A

2 BDRoom UNIT - 160H₆ NO.

GST GIVE MONEY TO OWNER
WHO HAS LIVED THERE SINCE
1995 - NO AGENTS COMMISSION
TENANT GETS THEIR BOND
BACK, TRY IT FOR AN OWNER
IN MULTILIVING PREMISES
THAT WAY PRICES WOULD
COME DOWN IN ALL SORTS
OF WAYS POLITICALLY TOO

DEVELOPER FELLS & CLEANS
UP LAND & OWNER GETS
MONEY FOR CHEAP LAND
TO RAISE A HIGHRISE BUILD.

DEVELOPER "OBEYS" COUNCIL'S
ORDERS TO BUILD.

CARPARKING IS LIGHTER
WEIGHT ON THE LAND
HOUSING MULTI STOREY IS TOO
HEAVY.

No 37 to ~~about~~ 55 HOWARD
CARPARKING ALONG SOUTH
SIDE OF HOWARD. DOWN TO
NO 55 HOWARD.

3 STOREYS HIGH ONLY PARKING
FOR CBD & BEACH @ DX.
PERHAPS NEW BUILDINGS &
SWIMMING BATHS & SHOWERS

ALLOW SURF CLUBS TO BECOME
OUR "NIPPERS LEARNING TO
BECOME OUR NE NAVAL CADETS"
& "POLICE CADETS" IN THE DIFFERENT
STATES

ACCOMMODATION & FOOD CATERING
IN SURF CLUBS & TRAINING

FOOD SERVICE COOKS & WAITERS
ETC. CENTRELINK WOULD

BE USED ON BEHALF OF
AUSTRALIAN WATERS RIVER
OCEAN & LAND USE. FED

AGREEMENT AUSTRALIAN
REPUBLIC & AUSSIE CITIZENS

- 5 -

IF A BABY IS BORN IN
AN AUSTRALIAN HOSPITAL
~~MICRO CHIPPED D.O.B.~~
BLOOD GROUPING & FINGER
PRINTED, AT & TAX NO.
TOO.

THANK YOU MICH

HELP N.S.W.

COUNCILS LOCALLY

SHOPS RISE ONE STOREY HIGH
ENTRANCES FOR ALL PARKING
DELIVERIES 4M AND A HALF
HIGH RISE

ON ROOF ENTRANCES TO SHOPS
ONE STOREY HIGH $4\frac{1}{2}$ METRES RAMP
FOR CARS ONLY & FOOT TRAFFIC
RAMPS ONLY TO WALK ON
PAVEMENTS GAS, WATER, ELEC
ON GROUND ALREADY TRY IT?!

MONTHLY UPDATE – DEE WHY MARCH 2018



DEE WHY CONSTRUCTION UPDATE

WHAT'S HAPPENING AT DEE WHY?

In March, road works are scheduled to commence along Pittwater Road including median reconstruction, pavement work, drainage, and utility work.

In the coming months work will include road widening, lane realignment, and changes to existing turning lanes.

A new bus bay will be constructed in the southbound direction to accommodate buses.

Work is expected to continue until late 2018. A program update will be distributed to the community next month with more detail around the improvements planned for Dee Why.

TRAFFIC AND PARKING CHANGES

Temporary fencing, traffic control, and signs will be in place for the safety of motorists and pedestrians. Please be careful around sites and follow the direction of traffic controls and temporary signs.

CONSTRUCTION ACTIVITIES

Upcoming work will include:

- roadworks on Pittwater Road
- utility and service investigation and relocation work
- pavement investigation
- footpath and kerb construction
- electrical relocation work
- traffic signal work
- stormwater drainage construction
- median construction

"A"
PAGES
1-5
HAD WRITTEN
NOTES

4m 1/2

HIGH
SAME HEIGHT
A B1 BUSES

SHOP ENTRANCES ONE
STOREY HIGH CARS & WALK
ON ONLY RAMP FOOTWAY UPX

SEE NOTES

ALL
FOR COUNCILS

DAY WORK

Work will occur at the sites located on the map during standard construction hours:

- 7am to 6pm, Monday to Friday
- 8am to 1pm on Saturday

NIGHTWORK

Work is carried out at night for the safety of workers, pedestrians and road users and to minimise traffic impacts.

During March we are planning to work for up to two nights between the following dates

- **Monday 5 March to Tuesday 6 March**
- **Wednesday 14 March to Thursday 15 March**
- **Sunday 25 March to Monday 26 March**

Site set up activities will start from 7pm. Construction work is scheduled from 9pm and will continue to 6am, and will occur for up to two nights a week unless otherwise notified.

Dates are weather dependent and subject to change.

Please check the B-Line website for more information about night work: b-line.transport.nsw.gov.au.

MINIMISING COMMUNITY IMPACT

Some of the work will be noisy and we try to reduce the noise when we can. Some ways we do this include:

- using barriers and sound blankets to reduce the noise
- the use of squawkers rather than beepers on vehicles
- only using noisy machinery when we absolutely have to
- doing noisy work early in the evening when possible
- directing the noise and lights away from residents when we can
- talking to residents before the work starts, to let them know what to expect

CONTACT US

Phone: 1800 048 751

(Available 24/7 for project enquiries and complaints)

Email: projects@transport.nsw.gov.au

For the latest traffic updates

Phone: 132 701

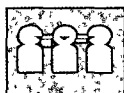
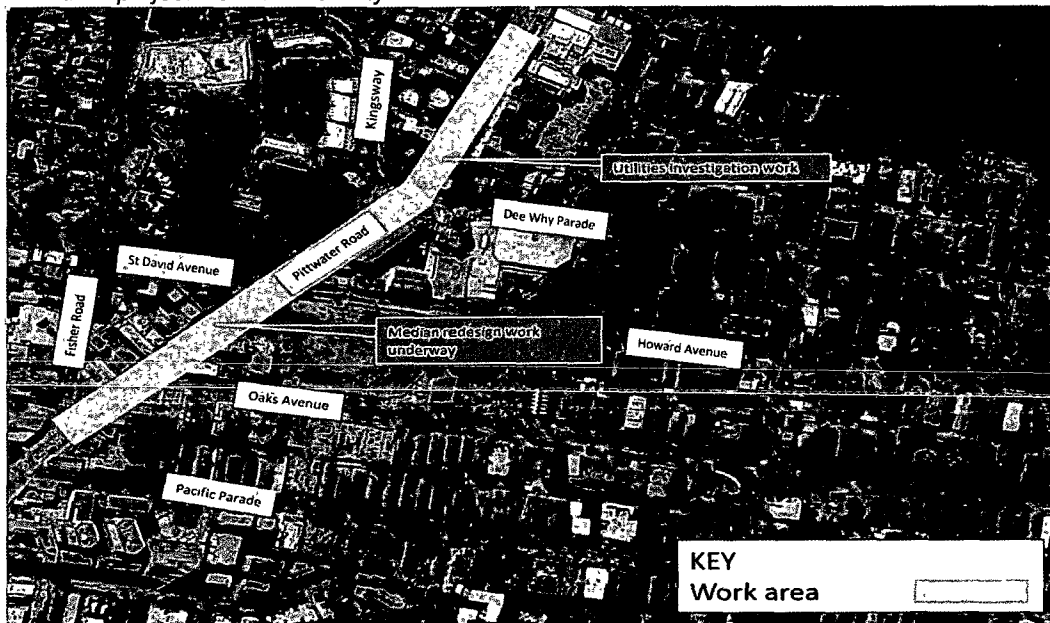
Visit: livetraffic.com

Download: Live Traffic NSW App

For more information about the B-Line project,

visit: b-line.transport.nsw.gov.au

Figure 1 – B-Line project work in Dee Why



This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport for NSW on (02)9200 0200. The interpreter will then assist you with translation.



23 March 2018

Northern Beaches Council
725 Pittwater Road
Dee Why NSW 2099

Via email: council@northernbeaches.nsw.gov.au

Re: Dee Why Town Centre Planning Controls
Submission to Exhibition of Planning Proposal and Development Control Plan
Proposed Key Site C | 27-33 Oaks Avenue, Dee Why

Dear sir,

We write in our capacity as Architects, Town Planners and Urban Designers on behalf of the owners of 27-33 Oaks Avenue, Dee Why in relation to the Planning Proposal and associated Draft LEP and DCP for Dee Why Town Centre. We wish to raise concern with the suite of site specific development controls for Key Site C.

We also write to request a meeting with the relevant Council officers to further discuss the Planning Proposal and its implications for future development on the subject site given its multiple and complex issues.

1. Executive Summary

This submission focuses on the following points relating to nominated **Key Site C** under the Planning Proposal for Dee Why Town Centre:

1. The desired community infrastructure in the form of a new road is supported
2. Restricting building height at Pacific Parade is appropriate
3. There are errors and mis-matches in the draft controls
4. The existing culvert and site attributes need to be taken into consideration
5. The incentive for the new road is insufficient
6. The complex issues arising on the site require a detailed urban design analysis

Dickson Rothschild

D.R. Design (NSW) Pty Limited
65-69 Kent Street
Millers Point, NSW 2000 Australia

ABN 35 134 237 540

www.dicksonrothschild.com.au

+61 2 8540 8720

Nominated Architects: Robert Nigel Dickson (5364)

Fergus William Cumming (7233)

2. The Site

The subject site, designated **Key Site C** is located in a strategic location within the Dee Why Town Centre directly south of Key Sites A and B. Refer to the Figure below.

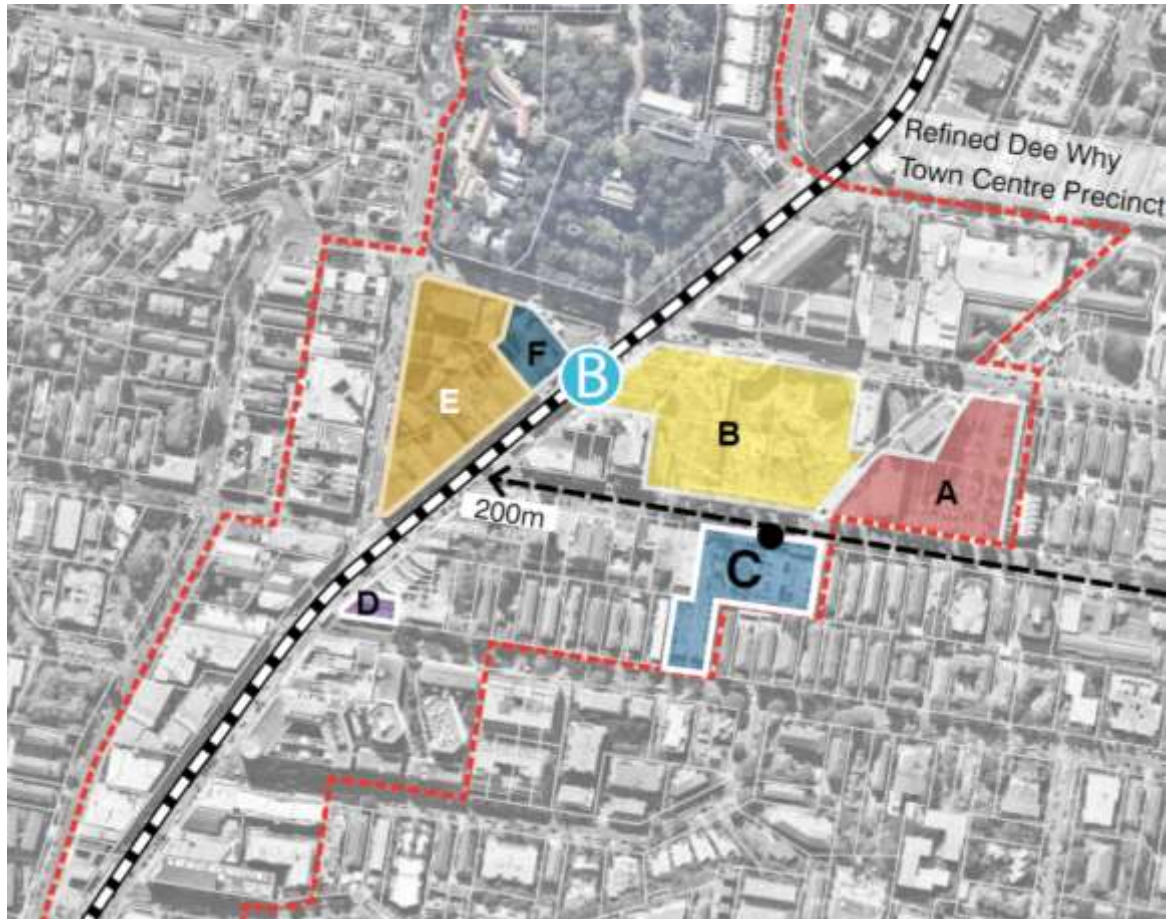


Figure 1: Site Location

The site is characterised by:

- Its irregular shape with two street frontages
- Flooding and overland flow issues on the adjoining allotments
- Its interface with the residential zone to the south and east and the business zone to the west and north.
- The existing stormwater culvert through the site, which is a Council asset
- Existing drainage easements
- The presence of an endangered ecological community within the culvert

In our opinion, these factors are major considerations in the future of the site and have not been sufficiently put forward in the formulation of Council's draft LEP and DCP for the site.

Refer to Figure 2.

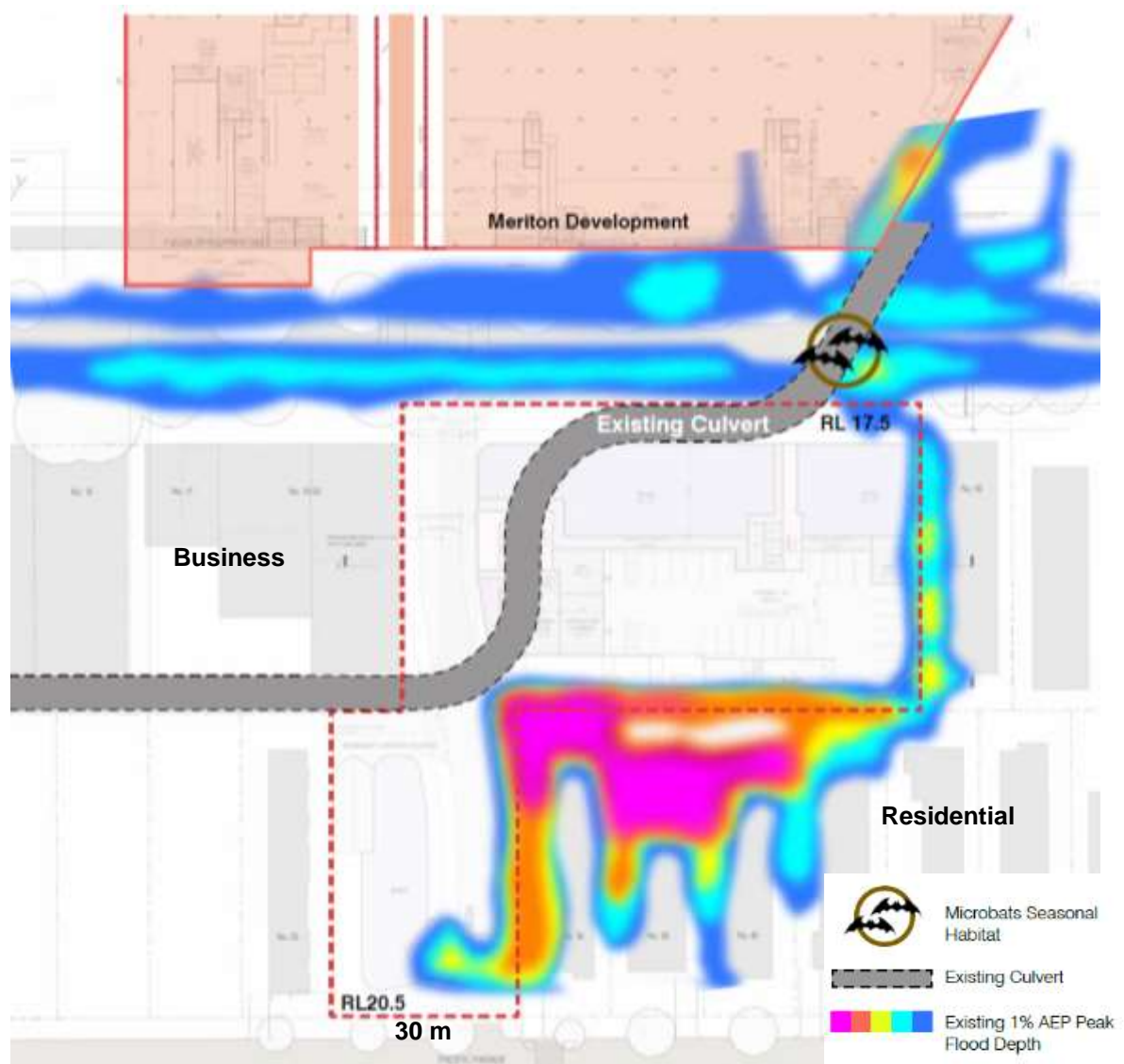


Figure 2: Site Characteristics and Constraints Diagram

3. Draft LEP

3.1 The Particulars of the Site

The bonus provisions of the draft LEP allow an increase in FSR from a split FSR of 3.4:1 for land fronting Oaks Avenue and 1.8:1 for land fronting Pacific Parade to an FSR of 3.6:1 for the entire site. The bonus provision is subject to the site providing a new road from Oaks Avenue to Pacific Parade. This together with the need to manage the existing culvert and stormwater easements, which is not considered in the Planning Proposal, means that significant portions of the site will be constrained in terms of locating floor space. The existing culvert on the site meanders through the northern part of the site and shall impact not only on the cost of construction but also the locating of ground floor uses, access ramps and basement car parking. This invariably means that the podium levels will incorporate less floor space than what might be contemplated in a generic building envelope diagram such as those diagrams set out in the draft DCP.

The draft controls have not taken into account the key site factors that are critical to achieving a reasonable development and an orderly and economic outcome.

Council's Planning Proposal proposes an FSR of 3.4:1 and a Height of 24 m applies to the allotments fronting Oaks Avenue and an FSR of 1.8:1 and a Height of 16 m applied to the allotments fronting Pacific Parade. An FSR of 3.6:1 and a height of 46 m apply to the whole site if a new road is built (provision of community infrastructure). The road will take up an area of approximately 1,665 m² (28.5% of site area) and will effectively render a large portion of the site unbuildable.

It is noted that Site B, the Meriton Site development has a consented FSR of approximately 3.8:1. Site D is permitted an FSR of 4:1 with a further exceedance of 240 m² allowed. Site E is permitted an FSR of 2.4:1-4:1 and Site F is permitted an FSR of 5.86:1. The proposed FSR for the subject site is thus one of the lower FSRs permitted on the Key Sites in the town centre.

The Planning Proposal seeks a significant provision of infrastructure to gain an additional FSR on the site of approximately 0.62:1 when compared to the base FSR of 3.4:1/1.8:1. This is not commercially viable. The future ownership of the road is also unclear.

3.2 Building Height

The community infrastructure provisions of the draft LEP allow the base height of 24 m for lots fronting Oaks Avenue and 16 m for land fronting Pacific Parade to be raised to a maximum height of 46 m across the entire site. The draft height control does not take into consideration the implications of the existing and desired infrastructure on the site, the reality of how floor space, infrastructure and car parking will be distributed on the site in a future development application, or the significant influence of the under construction development on Key Site B (known as the 'Meriton Site').

The Maximum Height set out in the Draft LEP should be consistent with Key Site B adjacent.

3.2.1 Pacific Parade

The Height in the DCP is supported, but flexibility is required for height on Oaks Avenue to offset the reduced building envelop at Pacific Parade.

The lot fronting Pacific Parade is not suitable for a building height of 46 m. This lot is 30.48 m wide and within a street which has an existing scale of 3-4 storeys. Further, the Planning Proposal indicates the desired new road to be 15 m wide on the Pacific Parade site. The residual portion of the site is therefore too narrow to accommodate built form of more than about 4 storeys as set out in the DCP's recommended building envelopes. Indeed, maintaining a height limit of 16 m (4 storeys) is generally appropriate for the Pacific Parade site. However, the draft LEP simply permits a blanket height of 46 m and a blanket FSR of 3.6:1 across the whole of the site.

As such the draft controls have not had sufficient regard to the height needed at Oaks Avenue to transfer floor space from the Pacific Parade site to the Oaks Avenue site. The draft LEP and DCP are therefore inconsistent with each other.

3.2.2 Oaks Avenue

The site is directly south of Key Site A and Key Site B. Key Site B, the 'Meriton' site has a 4-storey podium and a maximum height of 18 storeys and the LEP height map permitting a maximum RL of 78 which equates to approximately 62 m. The subject site has a strong connection to Key Site B. The subject site is at the terminating point of the plaza and pedestrian connection at Key Site B. Thus, there is an opportunity to create a landmark corner treatment to draw pedestrians along the north south link and maintain the emphasis and legibility of built form that is established at Key Site B through the provision of point towers on key corners.

Given the particular aspects of the site as well as its future built form context, the LEP height limit should facilitate a sensible built form outcome with building separation and articulation, a good quality streetscape and public domain, the desired and necessary infrastructure works and a reasonable amount of floor space that unlocks the possibility of undertaking the desired infrastructure and public domain works that are consistent with Council's vision for the Town Centre.

The draft controls do not adequately reflect how built form should be distributed across the site.

4. The Draft DCP

4.1 Building Envelopes, FSR and Height

The building envelopes which form the basis of the Key Site C DCP controls are misaligned and inconsistent with the LEP. The following section demonstrates that the non-alignment of both the draft LEP Height/FSR and the DCP Built Form Controls.

Option 1 sets the following:

- New north south road width of 15-18 m.
- Two storey podium at Oaks Avenue with envelop footprint of 2,470 m²
- 1 x 10 storey tower above with envelop footprint of 1,060 m².
- 4-storey building to Pacific Parade with envelop footprint of 440 m².
- Building site cover at Ground Level of 50%

Option 2 sets out the following:

- New north south road width of 15-18 m.
- Two storey podium at Oaks Avenue with envelop footprint of 2,498 m²
- 2 x 10 storey towers above with envelop footprint of 528 m² each.
- 4-storey building to Pacific Parade with envelop footprint of 440 m².
- Building site cover at Ground Level of 50%

The building envelopes in the DCP assume that 100% of the building envelop will attract Gross Floor Area (GFA) and only a narrow zone is indicated outside only a portion of proposed towers as an articulation zone. The envelops do not make provision for sufficient building articulation or elements within the building envelop as required in the ADG. These would not attract GFA such as external walls, balconies, vertical circulation and plant rooms. A simple calculation is provided below in Table 1 and 2 using the Apartment Design Guide's (ADG) recommendations for determining Gross Floor Area from Building Envelopes. The ADG states:

- *The allowable gross floor area should only 'fill' approximately 70% of the building envelope (ADG, pg. 32)*
- *Commercial and retail generally fill 80-85% of their envelope. (ADG, pg. 33)*

Using this guide, the envelops set out in both DCP options results in an FSR which is 40% under the proposed incentive FSR of 3.6:1.

Refer to Table 1 and 2.

TABLE 1:

Option 1 1 Tower

	Envelop Area	No Storeys	ADG Envelop Factor	GFA
Oaks Ave				
Site Area	4,309			
Podium	2,470	2	0.8	3,952
Tower	1,060	10	0.7	7,420
GFA Subtotal				11,372
FSR (n:1)				2.6
Pacific Parade				
Site Area	1,533			
Retail/Commercial	440	1	0.8	352
Residential	440	3	0.7	924
GFA Subtotal				1,276
FSR (n:1)				0.8
Total GFA				12,648
Total FSR				2.17

TABLE 2:

Option 2 2 Towers

	Envelop Area	No storeys	ADG Envelop Factor	GFA
Oaks Ave				
Site Area	4,309			
Podium	2,498	2	0.8	3,997
Tower	1,056	10	0.7	7,392
GFA Subtotal				11,389
FSR (n:1)				2.6
Pacific Parade				
Site Area	1,533			
Retail/Commercial	440	1	0.8	352
Residential	440	3	0.7	924
GFA Subtotal				1,276
FSR (n:1)				0.8
Total GFA				12,665
Total FSR				2.17

If the envelop factor is relaxed to 80% to take into consideration the partial articulation zones indicated on the DCP envelop diagrams, the resulting FSR is 2.28:1.

The FSR proposed of 3.6:1 is generally appropriate for the site given its Town Centre location, its proximity to other key sites, the existing site constraints arising from the culvert and other drainage easements and Council's desire for a new road to be constructed through the site.

However, the proposed envelopes are inconsistent with the LEP. They do not take into consideration key elements needed to achieve design excellence. They do not provide scope to take up the bonus provisions for community infrastructure.

4.2 Car Parking

The calculations set out under the building height discussion above also assume that all car parking will be in the basement. Given the location of the existing culvert on the site and the high water table, it may be reasonable to contemplate above ground car parking on the site.

Further, the building envelop anticipates car parking under the 11-m wide building at Pacific Parade. Refer to the excerpt from the draft DCP in the Figure 3.

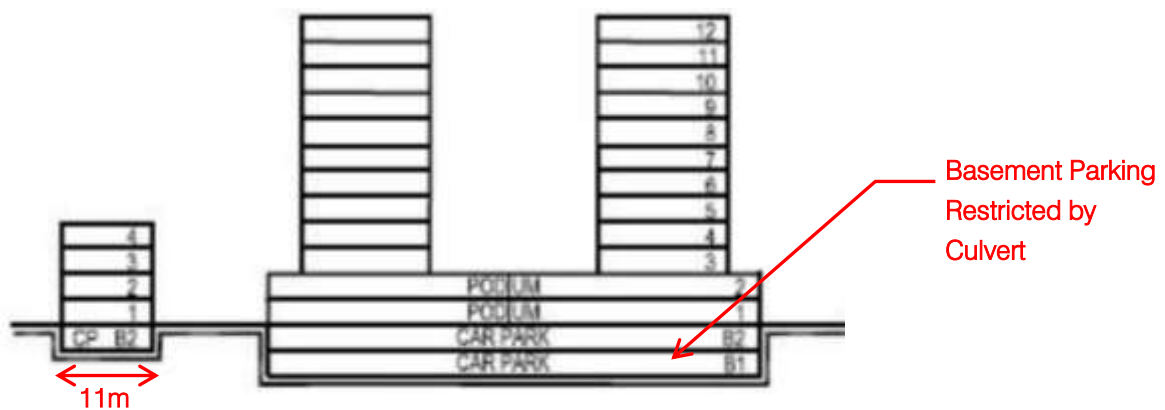


Figure 3: Excerpt Draft DCP pg. 12, Pacific Parade, Key Site C - Option 2 with annotations

The Pacific Parade site is too narrow for basement car parking and there is not a suitable location for an access ramp to the basement. Therefore, car parking requirements for any built form on the site fronting Pacific Parade will need to be accommodated at the Oaks Avenue site. This will further add to the demands for space within the Oaks Avenue building envelop.

4.3 Podium Design

4.3.1 Podium Height

The Planning Proposal sets out a range of allowed Podium Heights on different key site. Key Sites A and B, directly north of the subject site are permitted Podium Heights of 3 and 4 storeys. The subject site is only permitted a podium height of 2 storeys. There is no reason the subject site should not be permitted a podium height of 3-4 storeys given the subject site will have a strong streetscape relationship with the Site A and B built forms at Oaks Avenue. The Meriton development (Key Site B)

establishes a four-storey podium to Oaks Avenue. The maximum podium height for the subject site should be flexible and based on a contextual analysis rather than simply limiting it to two storeys. Given the multiple interfaces the site must consider, a site-specific approach that looks at each interface in relation to its future context and considers a range of scaling devices is appropriate in this case.

4.3.2 Podium Setbacks

The DCP diagrams set out very large setbacks to the podium levels which may be unnecessary. The Podium is indicated setback 6 m to the east and south. This limits opportunities for achieving high quality and attractive retail and servicing of the site. The 6 m setback is excessive and inappropriate in this circumstance and it further limits the achievable floor space on the site. Transitions to the adjoining sites should be considered through detailed analysis.

4.3.3 Podium Use

The Planning Proposal envisages that the podium levels will be filled with retail and commercial uses, even above ground level. This intent is strengthened by proposed Car Parking Requirement No. 6 which states that above ground car parking must be sleeved by another use. This can be unfeasible at Level 1 where the viability of retail uses would be questionable and where other potential design solutions could still ensure a high-quality streetscape outcome. The sleeving is appropriate at ground level where built form interfaces with the public domain and active frontages are important. A more appropriate wording for car parking standard no. 6 is as follows:

6. Whole levels of at ground parking are to be laminated or sleeved with another use for a minimum depth of 10 metres, e.g. building entry lobbies, retail tenancies, where they front the public domain. For whole parking levels above ground floor level, parking is to be laminated or sleeved with another use or a suitable façade treatment is to be provided to ensure the podium level does not adversely impact on the streetscape.

4.4 New Road (Community Infrastructure Provision)

The DCP sets out a wide two-way road solution which reflects a traffic engineering outcome but has little regard to the potential impacts on pedestrians and the quality of the public domain. It is recommended that the DCP provide flexibility in road's form and function to allow for a tailored solution that:

- Ensures a pedestrian priority outcome
- Calms traffic
- Promotes pedestrian connections to the public plaza which is the keystone of Key Site B.
- Facilitates active frontages
- Avoids the road connection functioning as a "traffic sewer"
- Has regard to the existing culvert

5. Conclusion

The way that the draft controls have been formulated sterilises the site and thwarts the provision of desired community infrastructure. The Draft LEP and DCP controls are mismatched and will not enable a superior redevelopment of the site to achieve Council's goals and vision. The controls do not encourage a high quality urban design outcome for the site and Dee Why Town Centre. They do not promote orderly and economic development in their current form.

Key Site C is particularly complex with a range of issues which must be considered in detail. At the same time, the site is strategically important and should contribute significantly to the character, quality and function of the Town Centre. This includes the provision of key infrastructure, an expanded public domain, a high quality architectural and landscape expression and a range of uses that activate the street. A detailed site specific urban design analysis that also considers feasibility around existing and proposed infrastructure is appropriate in this circumstance.

Given the complex matters arising, we are in the process of preparing an analysis and concept design which meets the objectives of the draft LEP and DCP and provides for community infrastructure and request a meeting with Council as soon as possible to ensure a superior redevelopment of the site can indeed be realised.

We look forward to meeting you to discuss unique quality of the site and how a superior outcome could be achieved.

Please do not hesitate to contact me on 0419 228 204.

Yours faithfully

Dickson Rothschild

A handwritten signature in blue ink, appearing to read 'Nigel Dickson', with a long horizontal flourish extending to the right.

Nigel Dickson

Managing Director

Comments on PLANNING PROPOSAL, Dee Why Town Centre Masterplan

Key Site E

This has grown from just encompassing the south west extremity of the land bounded by Pittwater Road, St Davids Avenue and Fisher Road - as identified in the 2013 Dee Why CBD Masterplan - to all of the land. There is now no rationale for a Site F (however also see Key Site F below). The existence of Site F is remnant proof that Site E was originally far more confined.

I have a concern that the planning proposal for Site E is vague and/or confusing for the Fisher Road frontage. In the *Proposed amendments to Warringah Development Control Plan (DCP) 2011 Parts G1 and H for the Dee Why Town Centre January 2017* document, Figures 6 and 7 show a tower development (Tower 1) on the Fisher Road/St Davids Avenue corner, running down both Fisher Road and St Davids Avenue, with no apparent change in height. This lack of change is confirmed in the Pittwater Road elevations included in these two figures, where the "tower behind" and "podium behind" are indicated with horizontal lines. However the "land behind" is also shown as horizontal.

The reality is that there is a very significant height change in the ground level along both the Fisher Road and St Davids Avenue frontages. If the building is at 20 metres height at the top corner of this site then it will be well above 20 metres further down the two streets involved. This outcome should not be allowed.

I also note that the 2013 Masterplan recognised the topography issue. It had the buildings dropping in height as you progressed up Fisher Road from Pittwater Road.

Key Site F

One of the September 2016 Gateway conditions was that Council should *Justify and explain the inclusion of Key Site F*. No justification appears to have been given so the proposal is apparently not in compliance.

It is surely sheer bloody-mindedness on the part of staff to propose for this site the very same set of planning controls that were so vigorously opposed by residents in DA2013/1168, then rejected by the local independent planning panel, the regional panel and, ultimately, the Land and Environment Court. The current owner of the site also apparently agrees that the proposed controls are inappropriate (and unnecessary from a profitability perspective) for they are actively building at nine storeys under the original DA.

What possible justification can staff give for proposing an FSR of 5.86 on this site as opposed to 4.1 on the rest of the Pittwater Road frontage. It can surely be no coincidence that the number exactly matches the one in the rejected DA2013/1168.

Pride should be swallowed and this site simply be incorporated into Site E, with its Pittwater Road frontage controls applying (height of 49 metres and FSR of 4.1 max.).

Prohibiting variation of development standards on key sites

I support the proposed extension of a prohibition on exceptions to height limits to all key sites. However I strongly recommend that this prohibition be extended to the other main control, the maximum FSR limits, or the benefit will be lost.

Applying existing provisions promoting retail activity on Key Sites A and B to all new Key Sites

I support the proposal that the existing local provision that restricts residential development on the ground and first floors of Key Sites A and B be extended to all Key Sites, to reinforce the capacity for business and employment functions and support the renewal of the Town Centre. However I feel that the heading, which implies that the main or only desired outcome being sought is retail activity, is misleading and potentially counterproductive. It should include commercial.

Perceived and/or actual conflict of interest

One apparent beneficiary of these proposals is the owner of the site on the corner of Fisher Road and St Davids Avenue. The height limit on this site will increase significantly, greatly adding to its value. This outcome is not unique to this site but the Council appears to have some business arrangement with that particular owner, the NSW Police.

Below I have reproduced part of a staff report that went to Warringah Council on 24 March 2015.

In discussions with the Local Area Command, while the Dee Why Community Hub was identified as a desirable location for the Dee Why Police, it has been agreed that Site A would also be highly suitable. Further, as the timeframe for the development of Site A is likely to be shorter, Site A presents as a better option for the NSW Police due to their pressing need to improve their facilities.

Given these factors and the desire for Council to derive the maximum benefit for the community from the sale of the site, it is proposed to sell Council's parcels of land that are known as Site A – being 36-44 Oaks Avenue and 31-35 Howard Avenue, Dee Why (Lots 17-19 and Lots 44-46 Section 16 DP 8172, Lot 43 DP 341020 and Lot 2 DP 526306) as seen in Attachment 1 – in an open market process.

During this sale it is proposed that a condition of the sale, which will impact the sale return Council receives, is that the required commercial gross floor area in the finished development on the site is returned to Council for the purposes of leasing as the Dee Why Police Local Area Command as part of the sale transaction. This will reduce the gross sale price, but will generate an ongoing income stream for Council and the community through the market lease return generated.

The proposal described was agreed to by Councillors and I understand that it is still in place. I am no expert in these matters but there would seem to be a conflict of interest in Council putting forward a planning proposal that benefits a party with whom they apparently have some form of commercial understanding.

Richard Michell
11 Vale Avenue
Dee Why 2099

Our Ref: 18S960

23 March 2018

Northern Beaches Council, Strategic and Planning
725 Pittwater Road
DEE WHY NSW 2099

Attention: Mr. Neil Cocks

Dear Neil,

**RE: Feedback on the Proposed Amendments to Warringah Development Control Plan (DCP)
2011 – PeopleTrans Submission**

We refer to your letter dated 22/02/18 (Attached) seeking feedback to amendments proposed to the Warringah DCP 2011 related to specific sites within the Dee Why Town Centre and provide the following comments for your consideration.

Although the amendments relate to multiple areas of the Warringah DCP 2011, PeopleTrans is particularly interested in the car parking requirements component of the proposed amendments due to our extensive work in parking policy, planning and design across both Local and State Government sectors in New South Wales (NSW).

We would also like to take the opportunity to commend Northern Beaches Council for recognising the need for more flexible controls around mixed-use development within close proximity of mass transit (in this case B-Line) where reliance on private car ownership and use can be constrained.

This development type (often referred to as Transit Oriented Development) is becoming more prominent across the Sydney Metropolitan Area in response to housing affordability and space pressures and recognising that urban sprawl is not an efficient way to develop our cities.

We are also encouraged by the requirement to introduce of car share spaces within new developments and look forward to seeing how the administration of these schemes can be effectively managed and operated within the strata type residential structure.

We note particularly the proposal to reduce the current parking rates for residential dwellings within the Dee Why Town Centre to reduce reliance on private car use and to encourage further use of sustainable transport and although we recognise this as a positive step we believe that these rates could be constrained further.

The high frequency Pittwater Road bus corridor (including B-Line) in combination with the emergence of car share options like Go-Get, Flexicar and Car Next Door and considering residential car parking rates applied in other LGA's with high levels of public transport accessibility appears to point towards a case for considering a further reduction in the car parking requirements for the Dee Why areas in question.

The car parking rates sourced from a selection of surrounding LGA's is indicated in Table 1.

Table 1: Parking Rates for Surrounding LGA's

Dwelling Size	Potts Point – Woolloomooloo Area ⁴	Parking Rate for Willoughby Council (Within Railway Precinct) ⁵	Parking Rate Ku-ring-gai Council (Within 400m of Railway Station) ⁶	Parking Rate for Hornsby Council (< 800m from Railway Station) ⁷	Proposed for Dee Why (DCP Part H Parking)
Per 1-bedroom dwelling	0.4 spaces	1 space	0.6 spaces	0.75 spaces	0.6 spaces
Per 2-bedroom dwelling	0.8 spaces	1 space	1.0 space	1.0 space	0.9 spaces
Per 3-bedroom or more dwelling	1.1 spaces	1.25 spaces	1.4 spaces	1.5 spaces	1.4 spaces (Adjust to 1.1-1.25)

Although Table 1 indicates similar parking rates to some of the immediately surrounding LGA's the emergence of car share and its recent availability in suburban areas means that in a large majority of cases there is no or very little need to provide apartments with 2 car parking spaces.

A rate of 1.4 spaces per 3-bedroom apartment as proposed, in summary, means that for every five x 3-bedroom apartments two would be allocated 2x car spaces with the other three allocated 1 x car space. This essentially means that 40% of all 3-bedroom apartments would be allocated 2 car spaces which in our opinion is excessive in areas like Dee Why with easy access to mass transit and with the availability of car share.

Using car parking rates like those applied in Woolloomooloo/City of Sydney or Willoughby City Council where between 10%-20% of all 3-bedroom apartments would be allocated 2 car parking spaces in our opinion would be more in line with what is required in Dee Why for these sites.

⁴ <https://www.legislation.nsw.gov.au/#/view/EPI/2012/628/part7/div1>, accessed on 21/03/18

⁵ https://eplanning.willoughby.nsw.gov.au/pages/plan/book.aspx?exhibit=wcdp_2016&hid=1060&s=parking%20rate, accessed 22/03/18

⁶ http://www.kmc.nsw.gov.au/Plans_regulations/Building_and_development/Town_Planning_Documents/Ku-ring-gai_Development_Control_Plan, accessed on 21/03/18

⁷ http://hscenquiry.hornsby.nsw.gov.au/temp/001_003X_011M0OVN7JP_EQRTURMZ.PDF, accessed 21/03/18

Should Northern Beaches Council choose not to reduce the parking rates for 3-bedroom apartments as per our recommendations then we would recommend that these car parking rates be applied as maximum rates to at least provide boundaries or caps on the maximum number of car parking spaces provided by developers. It is often the case that the number of car parking spaces is dictated by the marketability or saleability of the proposed development and this should not be the key driver for setting car parking policy.

We hope that the above information is useful in finalising the Development Control Plan for Dee Why Town Centre and look forward to reviewing the final versions.

Should we be able to assist further, please contact us on (02) 8226 8760.

Yours sincerely

PeopleTrans



Alan Stewart
Director

encl.

1. *Dee Why Town Centre Planning Controls – Planning Proposal & Development Control Plan – Notification Letter – 22/02/18*
2. *DCP Part H Parking – Appendix 1 Car Parking Requirements*

25 March 2018

Northern Beaches Council
Strategic & Place Planning
725 Pittwater Rd, Dee Why

Dee Why Planning Controls (PEX2018/0002)

CIVIC CENTRE SITE

Existing character and function

- The Civic Centre site is located on a hill situated above the main area of activity within the DYTC. The Civic Centre provides an important Civic function and the existing library complements that function.
- The natural features of the site include rock outcrops, remnant bushland and trees that provide scenic relief and a welcome contrast to the built up areas of DYTC.
- The Civic Centre precinct provides a welcome refuge from the busy commercial and retail areas of Dee Why.

Heritage building

Pacific Lodge, the salvation army building on the ridge is an historic icon in Dee Why. The heritage building and trees on the ridge should remain a prominent landmark. It is preferable that new buildings do not obstruct the view of the ridge.

Library and Civic Centre buildings

The Library and Civic Centre buildings have architectural significance and should remain visible when viewed from Pittwater Road.

Existing Car Park

The at-grade car park next to the library provides a handy location for parking, particularly if using the library or attending the Civic Centre. An underground car parking facility will not be so convenient.

New development

The planning proposal includes commercial and residential development on the Civic Centre site. These new buildings would occupy a significant area within the Civic site and potentially reduce the land available for community and civic functions or open space.

New commercial and residential development dominating the precinct would compromise its future civic and community function.

Traffic

The new development for commercial, residential and commuter car park would generate increased traffic that would impact on the Civic site and surrounding roads.

Open Space

I support the protection of the open space areas between and east of the Civic Centre and the existing library. This nearby rock outcrops and vegetation provide an important natural amenity within the Civic Centre site and should be protected.

Loss of Trees

The planning proposal for new buildings would mean the removal of many trees from the car parking areas near the existing library and Kingsway. These trees provide a valued landscape amenity in a highly urbanised urbanised environment.

Civic Plaza

Trees and landscaping should be provided in the plaza, not just pavement. The plaza should provide a child friendly environment in which parents can relax. The close proximity of the community hub to a major intersection in Pittwater Road is a concern.

The entrance to the Civic Plaza is a grand stairway leading up from a busy intersection at the corner of St Davids Avenue and Pittwater Road. The proposed promenade parallel to Pittwater Road is not far from the roadway, which has the added stress of traffic noise. Pedestrian precincts / community hubs are best located away from busy roads.

KEY SITE E and F (TRIANGLE SITE)

Island

The triangle site is an island with busy roads on three sides. Vehicle access to properties is proposed via a lane way from St David's Avenue. This includes vehicular access to the approved building in Pittwater Road adjacent to the Park.

Pedestrian corridor

A pedestrian corridor at the rear of buildings would provide an alternative route to footpaths alongside busy roads. Open space, if available, would also provide an oasis. It is preferable that vehicle access is segregated from a pedestrian corridor, to improve pedestrian amenity.

Churches

An existing use of the triangle site is associated with church organisations, including the Salvation Army in Fisher Road and the Uniting Church in St Davids Avenue. These churches have an historical association with Dee Why and contribute to its social, spiritual and community life. As such, they are well located in the DYTC. Hopefully, the church land and function can be integrated into the triangle site.

Increased height or land values could mean that non-profit organisations such as churches sell up and this would be a loss to the DYTC. What incentives can be provided for the churches to remain?

Commonwealth Bank Building

The height of adjoining buildings should not dwarf the Commonwealth Bank building, which is heritage listed.

Approved building adjacent to Park (Site F)

In WLEP2011 the setback control for upper storeys is intended to reduce the visual impact of the building and maintain a consistent podium height. Unfortunately, this development control was not adhered to for this corner building.

LINK ROAD: St KEVINS CAR PARK

Howard Avenue to Oaks Avenue

The road link will mean a thoroughfare for traffic immediately adjacent to St Kevins Church. The road link will not improve pedestrian amenity in the DYTC.

LINK ROAD: WOOLWORTHS ARCADE

Oaks Avenue to Pacific Parade

The Woolworths arcade is a well used pedestrian link between Oaks Avenue and Pacific Parade that provides retail uses and a popular cafe. The pedestrian corridor attracts customers and is a convenient short cut that is used by many residents. This lively arcade is one of the existing pedestrian hubs in Dee Why.

Unfortunately, the planning proposal would replace the corridor with a road. Where is the report that demonstrates that a road link is really necessary? If the plan is genuinely focussed on creating a pedestrian precinct, why is preference given to a road link?

EXCAVATION

The high water table in DYTC makes it unsuitable for extensive excavation for car parking. Previously car parks have been limited to levels at grade or above ground.

Excavation for underground parking has apparently caused some subsidence. Such problems should be investigated and if necessary, planning controls amended to limit the extent of excavation.

The issue of sea level rise and potential flooding of Dee Why Lagoon could be further constraints for excavation in low lying areas within the DYTC.

WATER SENSITIVE URBAN DESIGN (WSUD)

I support the inclusion of WSUD features in the masterplan.

A further suggestion is to replace the concrete culvert between DYTC and Lagoon with a more natural waterway with in-stream rock features. This will improve amenity of the watercourse and water quality entering the DY Lagoon.

PEDESTRIAN LINKS

I support the E-W link that provides a green corridor from the waterway in Redman Road to Dee Why Lagoon.

A North to South Link between the Woolworths Arcade and Stony Range is not shown. This is a missing link. A pedestrian link is required that avoids, but is parallel to, Pittwater Road. The impact of heavy traffic, noise and fumes is very unpleasant for pedestrians. A missing section is a pedestrian link between Sturdee Parade and Delmar Parade.

CORE of DYTC

The core of DYTC would be appropriately located at the intersection of the East to West and North to South pedestrian corridor or within the 'social heart', where community and civic connections overlap.

These two potential core sites effectively coincide and are jointly located in the vicinity of Site A, which is a Council owned site. This reinforces the proposal that Site A has a role to play in providing community facilities in the heart of the DYTC.

SITE A: COMMUNITY LAND

A community hub does not need to be wholly concentrated in one area, such as the Civic Centre site, as facilities can be distributed. Given the high usage of areas within the DYTC on the Eastern side of Pittwater Road, it makes sense that some community facilities should continue to be provided there.

Even if a community hub is located on the Civic Centre site, the opportunity to provide community facilities on the Eastern side of Pittwater Road should not be abandoned. Site A should be retained to provide this option.

Site A has the advantage of being opposite Walter Gors Park and on a north to south pedestrian route. Site A is the only remaining public land that is available for community uses.

FOLLOW UP ISSUES

In the DYTC further attention could be paid to:

- The spatial distribution of community and recreation facilities.
- The provision of open space.
- Pedestrian and cycling links and precincts.
- Local transport and shuttle bus service
- Environmental constraints e.g. high water table.

Yours sincerely

Ann Sharp



**TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000**

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ABN 50 105 256 228

22 March 2018

Mr Mark Ferguson
Chief Executive Officer
Northern Beaches Council
VIA EMAIL: Council@northernbeaches.com.au

Dear Mark,

SUBMISSION TO DEE WHY TOWN CENTRE PLANNING PROPOSAL (DRAFT WLEP 2011) AND AMENDED WARRINGAH DCP

This submission has been made on behalf of Dee Why RSL Club ('Club'), a key stakeholder and large landholder in Dee Why. The Club has its foundation in the Dee Why Sub-Branch of the RSL and remains a core function of the Club. The facility has grown into a larger entertainment facility providing services to approximately 50,000 members, primarily from the local area. This submission seeks the consideration of the broader Club landholding to remain as forming part of the northern extension of the Dee Why Town Centre.

The Club landholding ('Club block') entails:

- The land is legally described as Lot 1 and 2 in DP 706230, Lot A and B in DP 307103, Lot 1 in DP 1136948 and the primary Club street address is known as No. 932 Pittwater Road, Dee Why.
- The landholding comprises the Club building (Registered Club, AMF Bowling, decked car parking), Oceangrove seniors housing, Dee Why Kindergarten, the former chemist site and small residential cottage that fronts Dee Why Parade/Pittwater Road.
- The landholding is irregular in shape and has an area of approximately 2.27 hectares.
- The landholding consists of almost all of a street block, with the exception of two residential flat buildings and has frontage to four streets of Hawkesbury Avenue to the north, Pittwater Road to the west, Clarence Avenue to the east and Dee Why Parade to the south.

The Club is an essential part of the community's social and economic fabric. The Club has a long standing tradition of providing community support and in 2017, the Club assisted more than 115 high needs charities, social welfare organisations, sporting and social clubs with more than \$1.92 million in cash and in-kind support. The Club also delivers a support program that reaches and assists such a broad scope of our local community, who in turn support the Northern Beaches region. The Club also houses and operates the Veteran's Centre Sydney Northern Beaches.

A recent development approval was granted for a refurbishment to the Club primarily to increase the food and beverage and car parking on site.

The landholding is illustrated in the Figure below.

Figure 1 – Club landholding



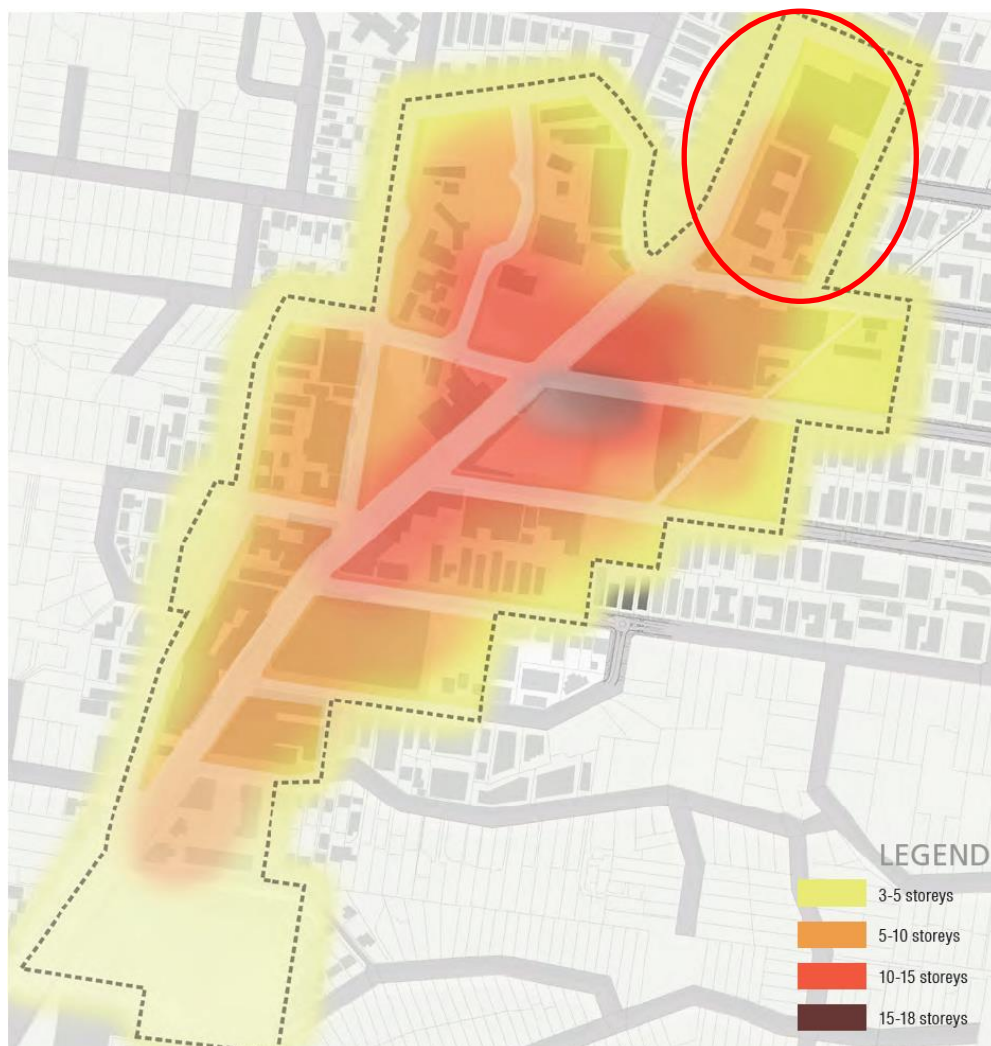
Given this significant presence within Dee Why, the Club has a long history of participation and engagement in land use planning matters that affect its property and business interests.

Consultation with senior planning officers as well as former and current Council Executives have occurred on a potential hotel development over the Club site and seniors living expansion on the chemist site. Both of these concepts resulted in additional height and yield. The proposed Town Centre Planning proposal is an excellent opportunity to provide the required LEP changes.

The Club detailed the need for Seniors Living in the Dee Why area and how the current zoning did not make it viable due to the lower yield and higher cost of developing seniors living. Seniors Living requires communal area, larger apartments and larger parking spaces which would all be feasible with the additional 5 storeys as indicated on the Town Centre study heat map.

In summary, the Club supports the progression of the Planning Proposal especially given the foundation of the Proposal is anchored in the 2013 Master plan (and formerly 2004 Master plan). The Planning Proposal supports the broad principle of aligning metropolitan growth around a network of centres connected by existing and planned public transport infrastructure is sound planning logic.

Figure 3 – Building Height Principles Diagram (Note: Club block indicated in red)



Source: 2013 Master Plan

1.2. CLUB SITE SPECIFIC MASTERPLAN

Under the previous Warringah Local Environmental Plan 2000, the Dee Why RSL site required a site specific Masterplan. A site specific Masterplan was approved by Council on 17 July 2001 and contained the future development plans of the Club over a number of stages. The originally adopted Masterplan made provision for a five stage upgrade of the Club to broadly include:

- Refurbishment and additions to the Club building;

- A bowling alley at the lower level of the Club;
- A multi-level car park consisting 539 spaces (comprising 277 in the basement, 200 at level 1, 61 at level 1M (mezzanine);
- Enhanced landscaping; and
- 130 room tourist accommodation component with associated car parking.

The Club has progressively implemented the approved stages of work and modifications to the Masterplan have occurred over time.

The final stage of development, Stage 5, for 'tourist and visitor accommodation' was prohibited with the introduction of Warringah LEP 2011 on 9 December 2011. As such Warringah DCP 2011 clarified the Masterplan by stating that the fifth stage of development is for 'Club expansion space.' Part G8 of the Warringah DCP draws reference to the previous site Masterplan.

2. SUBMISSION ON THE DRAFT PLANNING PROPOSAL

The Club has reviewed the Planning Proposal documentation and raises the following key points and recommendations:

The Club Block is integral to the Dee Why Town Centre

Under the draft WLEP 2011 Planning Proposal, the Club block is no longer identified as forming part of the Dee Why Town Centre boundary.

Town Centres are complex places that serve a wide range of people and purposes. Town Centres could be thought of as evolving spaces where retail alone may not be the only (or dominant) factor affecting their performance as attractive places in which to live, work, play, visit and shop. Particularly with the inclusion of residential accommodation, the principles of place making is important. Entertainment and recreation land uses are an integral component in a successful town centre with the Club contributing to the broad mix. The previous alignment of the Club block within the Town Centre boundary was recognition of this fact.

The Club land holding is significant in size occupying the whole street block with the exception of two allotments. This large, unrestrained site is worthy of being recognised for its role in the centre and ideally should remain within the boundaries of the Dee Why Town centre. Given the Club does not have any future development plans and are undefined and unknown at this stage, the Club would like the opportunity in the future to be considered as a potential landholding having its own site specific controls, following after further investigation work.

The Club block has always been within the 'Study Area' for the town centre, and whilst it has never been an identified key site worthy of a significant uplift, the Club site and especially the southern portion of the Club block incorporating the chemist site and adjoining land, should benefit from an increase of an additional 4-5 storeys or a building height of 27/30m aligning with the Building Height Principles diagram in the Master plan (and illustrated in **Figure 3**). Under the Planning Proposal, an additional storey (or 3m in height) is also proposed throughout the Dee Why Town Centre boundary area (with the exception of the key sites, which have their own site specific provisions).

Reaffirm the historical intention of a mixed use site

As evident in Section 1.2, the Club land had a historical site master plan which contemplated a broader suite of uses including tourist and visitor accommodation.

This reduction in the range of permissible land uses (with the introduction of Warringah LEP 2011) was not the Club's prerogative and whilst there are no immediate intentions, the inclusion of additional land uses such as hotel or tourist accommodation remains on the Club's agenda in the future.

The synergy of a Club and hotel accommodation is obvious and is still under broad consideration by the Club in the future.

Ensure renewal of all sites in the Dee Why Town Centre

The Chemist site on the corner of Dee Why Parade and Pittwater Road as well as the adjoining residential cottage are somewhat isolated land parcels and are overdue for a refurbishment. To ensure the renewal of the entire 'study area' of the Town Centre (of which the Club block has always been included), the development potential of this land should be investigated further. This forms part of the northern gateway to the Centre and on a key transport route. Further as Council would be aware, the Club met with Council in 2015 to discuss plans to develop the site for an alternate land use and sought to increase additional building height.

Alignment with the Greater Sydney Region Plan 2017 and North District Plan

A review of the Greater Sydney Region Plan and the North District Plan (both now adopted) was undertaken to review the role of the Dee Why Town Centre. Dee Why-Brookvale is identified as a Strategic Centre which enable access to a wide range of goods, services and jobs. As stated in both Plans, Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve and they will become increasingly important parts of the region's structure.

The North District Plan notes, "*Centres are not just for economic exchange. They are places where communities gather, and where recreational, cultural and educational pursuits are found. They are important to how people participate in community life*".

The Club offers this diversity of entertainment, cultural and recreational facilities and services and is integral to the Dee Why Town Centre. The Dee Why Town Centre aligns with the principles of place-based planning, reflective of the "themes" of the 3 cities in the Plans allowing centres and places grow and evolve.

3. RECOMMENDATION

The Club recommends:

- Consideration by Council of:
 - the Club block being included on the WLEP 2011 Centres Map
 - site specific planning controls on the Club block to ensure the renewal of the whole Town Centre. These controls would be informed by a future urban design study including massing and yield, as well as traffic and other impact considerations. The Club has an intention in the future to submit a Planning Proposal applicable to their land holding.
 - a mixed use zoning or additional land uses (that aligned with the Club's historical intention for the land) as well as additional height aligning with the various Dee Why Town Centre urban design studies / masterplans in both 2004 and 2013

Regarding the Lot A and B in DP 307103:

- As part of the draft WLEP 2011, currently on exhibition, we recommend additional height should be afforded to Lot A and B in DP 307103, being the chemist lot and adjoining lot, commensurate with the remainder of the Dee Why Town Centre and as articulated in the Building Height Principles diagram.
- Height is also needed to make it viable to develop seniors living which no traditional developer would provide due to the lower yield and higher cost of seniors living accommodation.
- This reasonable proposal would assist in instigating a renewal of this tired portion of land which sits at the northern gateway of the Town Centre and help provide well connected and serviced seniors living in the Dee Why area

4. CONCLUSION

Thank you for the opportunity to provide comments on the Planning Proposal, draft WLEP 2011 maps and draft DCP relevant to the Dee Why Town Centre. Overall we would welcome on ongoing dialogue between Council and the Club to facilitate future development on the Club block and achieve a development outcome that aligns with the site's position and role in the Dee Why Town Centre.

We confirm on behalf of the Club that the Club has not made a Political Donation or Gift to Northern Beaches Council.

Yours sincerely,

A handwritten signature in blue ink, reading "Naomi Daley".

Naomi Daley
Associate Director - Planning

From: YAHAO LI
Sent: 26/02/2018 10:16:16 PM
To: Council Mailbox
Subject: Dee Why Planning Controls(PEX2018/0002)

I'm YA HAO LI,Live in 38 Delmar Pde Dee Why NSE 2099
I'm not happy with a 3m increase in overall height of the building,because it will block the view.

From: Ellen Robertshaw
Sent: 8/04/2018 9:36:07 PM
To: Adonna See; Council Mailbox
Subject: Submission in relation to PEX2018/0002 - Planning Proposal for Dee Why town centre

Attention: Adonna See

Good evening Adonna

I apologise for not submitting this to you by COB Friday. My colleague, who had been working on this project unfortunately had a personal emergency that prevented her from finalising this submission on Friday. It would be appreciated if the submission as outlined in the email below could be taken into consideration by Council as part of its assessment following the public exhibition of the Planning Proposal for the Dee Why Town Centre.

DFP has reviewed the exhibition material that is available on Council's website in relation to the Dee Why Town Centre Planning Proposal, including the draft amendments to Parts G1 and H for the Dee Why Town Centre of Warringah DCP, and make the following comments:

1. Reduced Car Parking Rates

We note that there is the potential for the car parking provision for shopping centre complexes, such as shopping malls, to be reduced (DCP PART H Parking Appendix 1 Car Parking Requirements refers).

The rationale for the reduction in car parking appears based on the opportunity for multi-purpose trips.

Whilst we support the acknowledgement of Council to reduce on site car parking requirements where there is the potential for multi-purpose trips to occur, we submit that the reduction potential should not be limited to shopping centre complexes.

There are numerous examples of mixed use developments that also have the potential for multi-purpose trips to occur.

Previous investigations regarding traffic and parking within the Dee Why Town Centre also recognised that there is an opportunity for car parking to be used for multiple activities and facilities based on the differences in peak demand for various activities and developments. The October 2007 report by GTA Consultants titled *Dee Why Town Centre Traffic Study Draft Final Traffic, Transport and Parking Report* notes the following on page 21 of that report:

The above figures are considered to be conservative in determining future parking demand for the Dee Why Town Centre based on future levels of retail and commercial development. Care should be taken so that the DCP parking rates are not simply applied across the board to all development as this could result in an oversupply of parking within the Town Centre.

This method of calculating parking demand does not take account of the temporal differences in land uses where the parking demand of different land uses peak at different times. This is very important in a town centre because a significant proportion of land use is social/recreational which will peak outside of regular business hours.

Furthermore, the Dee Why Town Centre Planning Proposal report, January 2018 consistently identifies the one of the major objectives of the Planning Proposal is to *reduce car-based transport and that the accompanying draft DCP Amendments propose a reduction in parking rates to accommodate emerging transport technologies and reduce congestion.*

Therefore, whilst we agree with the proposed reduction in car parking rates as noted in the draft amendments to the DCP, we recommend that this control be further amended to allow for a reduction in car parking provision for all mixed use developments where it can be demonstrated, through a traffic and parking assessment, that the potential for multi-purpose trips exists and/or where it can be demonstrated by quantifiable data that particular development(s) has/have heavy reliance on patronage within a walkable catchment.

2. Public Car Parking Provision

The Dee Why Town Centre Master Plan, July 2013 by Place Design Group noted the following in relation to public car parking provision and usage within the Dee Why Town Centre:

Car parking the report included an inventory of publicly available on-street and off-street car parking spaces in the centre. Total of 1,129 on-street parking spaces, 916 public off-street parking spaces were identified. Public car parking demand in the Study Area is not considered to be high, with peak demand equal to an occupancy rate of 77.3% (264 vacancies) on a weekday and 66.1% (694 vacancies) on a weekend.

Comparisons indicate that public car parking demand associated with the Town Centre in the Study Area was higher on a weekday but lower on a weekend, with peak parking demand equal to an occupancy rate of 81.1% (266 vacancies) on a weekday and 61.8% (539 vacancies) on a weekend.

We note that the Dee Why Town Centre Planning Proposal report, January 2018, identifies that 560 Council public car park spaces are a key feature of the Dee Why Town Centre master plan, however it is not clear if these are spaces additional to the existing public car parking spaces.

Notwithstanding that the inventory suggested that existing public car parking within the Dee Why Town Centre was at times under-utilised, any proposal for the Town Centre that would reduce the quantum of public car parking within the Town Centre should, in our opinion, be resisted and we would encourage the Council to consider providing additional public car parking to support development and investment within the Town Centre. This additional public car parking could be funded through developer contributions through Section 7.11 (formerly Section 94) of the *Environmental Planning and Assessment Act 1979*.

3. S94A Contributions Plan

We note that the exhibition material did not include any updates or amendments to the Northern Beaches Council Section 94A Plan 2017.

The current S94A Plan identifies a number of improvements in terms of new traffic facilities and streetscape upgrades within the Dee Why Town Centre, however the Plan does not identify that any contributions will be used to provide additional public car parking within the Town Centre. Whilst the planned improvements are supported, if additional public car parking is to be provided (and we would recommend that this occur), the contributions plan will also need to be amended.

We appreciate the opportunity to be involved in this important and exciting phase of planning for the Dee Why Town Centre and look forward to your advice as to when the outcomes of the public exhibition are reported to Council.

Regards

Ellen Robertshaw | Partner

d : 02 9473 4903 | m : 0408 023 202



DFP Planning Pty Ltd

11 Dartford Rd,
Thornleigh NSW 2120

Suite 207, 506 Miller St
Cammeray NSW 2062

PO Box 230
Pennant Hills NSW 1715

t: 02 9980 6933
e: dfp@dfpplanning.com.au

www.dfpplanning.com.au

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