



PLACE
PLANNING
DESIGN
ENVIRONMENT

DEE WHY TOWN CENTRE

MASTER PLAN JULY 2013

prepared by **PLACE DESIGN GROUP**

DEE WHY TOWN CENTRE MASTER PLAN

DEE WHY TOWN CENTRE

JULY 2013

prepared for:



CIVIC CENTRE
725 PITTWATER ROAD
DEE WHY NSW 2099

prepared by:



PLACE DESIGN GROUP PTY LTD
LEVEL 1 / 81 YORK STREET
SYDNEY NSW 2000
PH: 9290 3300 FAX: 9262 6108
WWW.PLACEDESIGNGROUP.COM

prepared with:

ELTON CONSULTING
JONES LANG LA SALLE
GODDEN MCKAY LOGAN



Dee Why Lagoon

TABLE OF CONTENTS

INTRODUCTION	01	P6
--------------	----	----

CONTEXT	02	P8
---------	----	----

REGIONAL CONTEXT	P9
LOCAL CONTEXT	P10
STUDY AREA	P11
PREVIOUS STUDIES	P12
TOPOGRAPHY & LANDFORMS	P16
HYDROLOGY & DRAINAGE	P17
LANDSCAPE CHARACTER	P18
URBAN PATTERN	P19
LANDUSES	P20
STREET HIERARCHY	P21
VIEWS & VISTAS	P22
PEDESTRIAN CIRCULATION	P23
WALKABILITY	P24
VEHICULAR CIRCULATION	P25
STREETSCAPE POSITIVES	P26
STREETSCAPE NEGATIVES	P28
CONSTRAINTS	P30
OPPORTUNITIES	P32
SITES OF INTEREST	P34

VISION	03	P36
--------	----	-----

APPROACH	P37
KEY ISSUES	P38
KEY PRINCIPLES	P40
PRECEDENTS	P42
IDENTITY	P45
WATER SENSITIVE URBAN DESIGN (WSUD)	P46

FRAMEWORK	04	P48
-----------	----	-----

PLANNING BACKGROUND	P49
DEE WHY TOWN CENTRE VISION	P49
LEP (AMENDMENT NO. 21)	P49
DEVELOPMENT APPLICATION No. 2007/1249	P50
PLANNING FOR DEE WHY CENTRES FUTURE	P50
DEE WHY TOWN CENTRE TRAFFIC STUDY	P51
PLANNING POLICIES & CONTROLS	P52
DEE WHY TOWN CENTRE (PART 7)	P62
WARRINGAH DEVELOPMENT CONTROL PLAN	P64
OTHER RELEVANT STRATEGIES & POLICES	P65
WARRINGAH LEP & DCP AMENDMENTS	P66
OPERATIONAL MAP & BUILDING HEIGHT DIAGRAM	P68

MASTER PLAN	05	P70
-------------	----	-----

PODIUM STUDY	P72
APPROACH	P73
WORKING GROUP PROCESS	P74
WORKING GROUP MASTER PLAN RECOMMENDATIONS	P77
MASTER PLAN SCENARIO	P78
PREFERRED SCENARIO	P79
MASTER PLAN	P80
ARTIST'S IMPRESSIONS	P80
LANDSCAPE & PUBLIC DOMAIN STRATEGY	P92
KEY LANDSCAPE CONCEPTS	P96
MASTER PLAN DIAGRAMS	P98
STREETSCAPES	P100
MASTER PLAN IMPLEMENTATION & SHORT TERM	
PUBLIC DOMAIN TREATMENTS	P108

APPENDICES	06	P120
------------	----	------

MASTER PLAN SCENARIOS	P122
OPTION SCENARIOS	P128
LANEWAY STUDY	P153
PODIUM STUDY	P154
COMMUNITY CONSULTATION	P162

01 INTRODUCTION

INTRODUCTION

The urban renewal process for Dee Why is well under way. Warringah Council has commissioned several studies to date, to explore and identify the best possible ways forward to achieve feasible and sustainable outcomes for the Dee Why Town Centre.

Our commission has the following core priorities:

- A Identification and presentation of all the changes, constraints, strengths, weaknesses, opportunities and threats as part of the Master Plan Review.
- B Preparation of a Revised Master Plan for Dee Why Town Centre
- C Preparation of Draft Planning Instruments to rezone and reclassify land and to deliver the outcomes identified in the Revised Master Plan
- D Community Engagement for the Revised Master Plan, Feasibility Study and Concept Plans

Our team is aware of all relevant previous work undertaken by Council in relation to development options of the Town Centre by various other professional teams. Anticipating the risk of “fatigue” with this review, we are focused to provide this iteration with a fresh approach, new perspectives and alternative thinking.



Above: Typical streetscape view within Dee Why Town Centre



Dee Why Lagoon and Beach. image source: Panoramio

Our design philosophy and approach has guided our work by distilling the ideology and principles underpinning the Master Plan review process leading to a systematic and effective delivery of feasible ideas.

master plan review report structure

This report has been organised in 4 main chapters.

These are:

- / Context
- / Vision
- / Framework
- / Revised Master Plan

The Context chapter presents an extensive study aimed to identify the centre's strengths, weaknesses, opportunities and constraints within its geographic location, and its contextual urban and natural qualities. This chapter also importantly focuses on analysing the centre's existing conditions, assets and characteristics which largely define Dee Why as it is today. The chapter also includes a brief summary of past master planning and review work as produced by the Government Architect Office issued in September, 2004.

The next chapter encapsulates our approach and proposed Vision for the centre. This vision derives from our design team and was inspired on our findings and previous viable project work undertaken by others for the Centre. The vision has been constructed through our design philosophy, deployed to detect critical issues and formulate overall guiding principles based on local, national and international best practice Town Centre design.

Core to our vision is the imperative revitalisation of the centre's identity, a genuine and site specific application of place making strategies, and a sustainable, meaningful, identifiable and feasible Water Sensitive Urban Design approach to the centre's public realm.

The next chapter is the Master Plan Framework. The framework describes the existing planning controls and context, and also revisits and summarises background studies informing the planning process to date. In conjunction with the Vision, the findings from these studies has further informed and guided the formulation of an appropriate Master Plan.

The last chapter of this report focuses on the additional processes involved with the finalisation of a Master Plan. These processes include the initial options investigations as well as the Working Party process which tested, informed, and guided the consolidation of worthwhile ideas into a final Master Plan for Dee Why Town Centre.



Above: Current entry signage near Dee Why Lagoon is understated and not representative of the future Town Centre.

The Master Plan is illustrated herein through simple diagrams, plans and sketches depicting the atmosphere, character and sense of place desired for Dee Why with prosperity and viability of the town centre as primary objectives.

The Appendices provide additional background information, processes and schedules summarising development options and scenarios and include character references; laneway studies; podium studies; and a detailed overall summary of outcomes and recommendations from the Working Party process as prepared by independant facilitator Elton Consulting.

02 CONTEXT

REGIONAL CONTEXT

The Northern Beaches is an informal term used to describe the northern coastal suburbs of Sydney, in the state of New South Wales, Australia, located near the coast of the Pacific Ocean. The subregion covers an area of 255km² with a coastline extending south to the entrance of Port Jackson (Sydney Harbour), west to Middle Harbour and north to the Barrenjoey Headland.

The North East Subregion is made up of the three local government areas (LGAs) of Manly, Warringah and Pittwater. Warringah is the largest local government area on the Northern Beaches of Sydney.

The NSW Government Metro Strategy states:

“The north east subregion has retained its natural features while becoming home to approximately 234,600 people in 2004 (TPDC 2005).”

“The subregion is predominantly made up of urban residential areas and national parks. Significant proportions of both Ku-ring-gai Chase, Garigal and Sydney Harbour National Parks are located in the north east. Fifty one per cent of the subregion is zoned as open space, forming the largest land use category. The subregion also has small areas of commercial and industrial land.

Historically, population growth in the subregion has been closely associated with the coastal areas, which is a trend that continues today. People move to the north east, attracted by the subregion's various lifestyle assets and natural setting including Sydney Harbour, ocean foreshores, beaches and national parks. The subregion is also a major destination for local, national and international visitors. Its diversity of natural landscapes, bushland, national parks, ocean beaches and headlands, coastal lagoons, estuaries and wetlands are some of the most spectacular in Sydney.

The north east has a high proportion of skilled residents. Incomes are well above the average for the wider Sydney region and unemployment is low. It is a population that predominantly both lives and works within the subregion.”

(Source - NSW Metropolitan Strategy - North East Subregion - Draft Subregional Strategy, prepared by the NSW Government - July 2007)



LOCAL CONTEXT

Dee Why is a suburb of northern Sydney located 18 kilometres north-east of the Sydney central business district and is the administrative centre of the local government area of Warringah Council. In conjunction with neighbouring Brookvale it is considered to be the main centre of the Northern Beaches region.

“There were 139,626 people living in Warringah at June 2005 (ABS Estimated Resident Population, preliminary figure)” - Source: Warringah Council Social Plan - Part 3 - Population Characteristics And Emerging Trends

Dee Why - Brookvale has been identified in the NSW Metropolitan Strategy as a 'Major Centre'.

“The area supports a variety of businesses and light industries, including the shopping centre at Warringah mall and the Brookvale industrial area. There is a broad range of residential development, from low to high density housing as well as large open properties; however, the majority of housing stock consists of low density detached dwellings.

Surrounding bushland offers a distinctive and stunning natural environment which strengthens the area's appeal and character for residents. Cultural and heritage features add to the area's diversity.”

(Source - NSW Metropolitan Strategy - North East Subregion - Draft Subregional Strategy, prepared by the NSW Government - July 2007)



STUDY AREA

The study area is approximately 36ha in size and includes Pittwater Road from Stony Range Flora Reserve in the south to the Dee Why RSL Club and Hawkesbury Ave in the North.

The Civic Centre, bordered by the Kingsway, Fisher Road and St David's Ave is included to the west of Pittwater Road.

This Master plan review focuses primarily on work prepared for the Town Centre site bounded by Pittwater Road, Avon Road, Dee Why Parade and Pacific Parade.

The primary focus of previous Master plan work was the creation of a new Town Centre in the block bounded by Pittwater Road, Oaks Avenue and Howard Avenue and its impact on the surrounding residential, commercial, civic and cultural functions in the broader study area.

There is currently heightened development interest within the study area in response to Dee Why - Brookvale being identified in the NSW Government Metro Strategy as a 'Major Centre'.

The Metro Strategy states:

"Dee Why contains the majority of civic, cultural and social amenities, whilst Brookvale contains the major regional shopping mall, some medical and community services as well as the regional TAFE.

Dee Why will provide additional high density housing, retail and some commercial space in a mixed use development as proposed in the current Town Centre master plan."

Consideration has also been given to connections with surrounding areas and landscape features such as Dee Why Lagoon, Stony Range Reserve, the Beach and the surrounding water catchments.



PREVIOUS STUDIES

Government Architects Office Master Plan Review

issued September 2004

This review acknowledges that the brief, scope and site boundaries for the Government Architects Office (GA) Master Plan do not match those guiding our current study.



Above: Study Area diagram for the GA Master Plan

Based on a thorough site analysis, the Government Architect's Master Plan put forward a number of principles to guide the centre's future interventions and highlighted opportunities to be consolidated into transforming initiatives. These include the creation and improvement of public spaces, enhanced access and mobility throughout the centre, upgrading the public domain to improve pedestrian amenity and also the better integration of land uses supporting the centre's activities.



Above: GA Master Plan drawing focuses strongly around development of the block between Howard and Oaks Avenue where the new town square is proposed.

The design principles and elements underpinning the Government Architect's Master Plan focus around the following areas:

- / invigorating the centre's life by general upgrading of the public domain of the centre;
- / the creation of a new focal town square with strong civic character and identity, incorporating a 'library square', new 5,000m² library and community centre adjacent to the approved Brookfield Multiplex approved retail/commercial development site which included a town square of 2,100 m²;
- / identification of a site for a possible future community theatre fronting Oaks Avenue;
- / the provision of a network of parks and urban open spaces essentially all on the eastern side of Pittwater

Road, with an expanded Walter Gors Park on Howard Avenue;

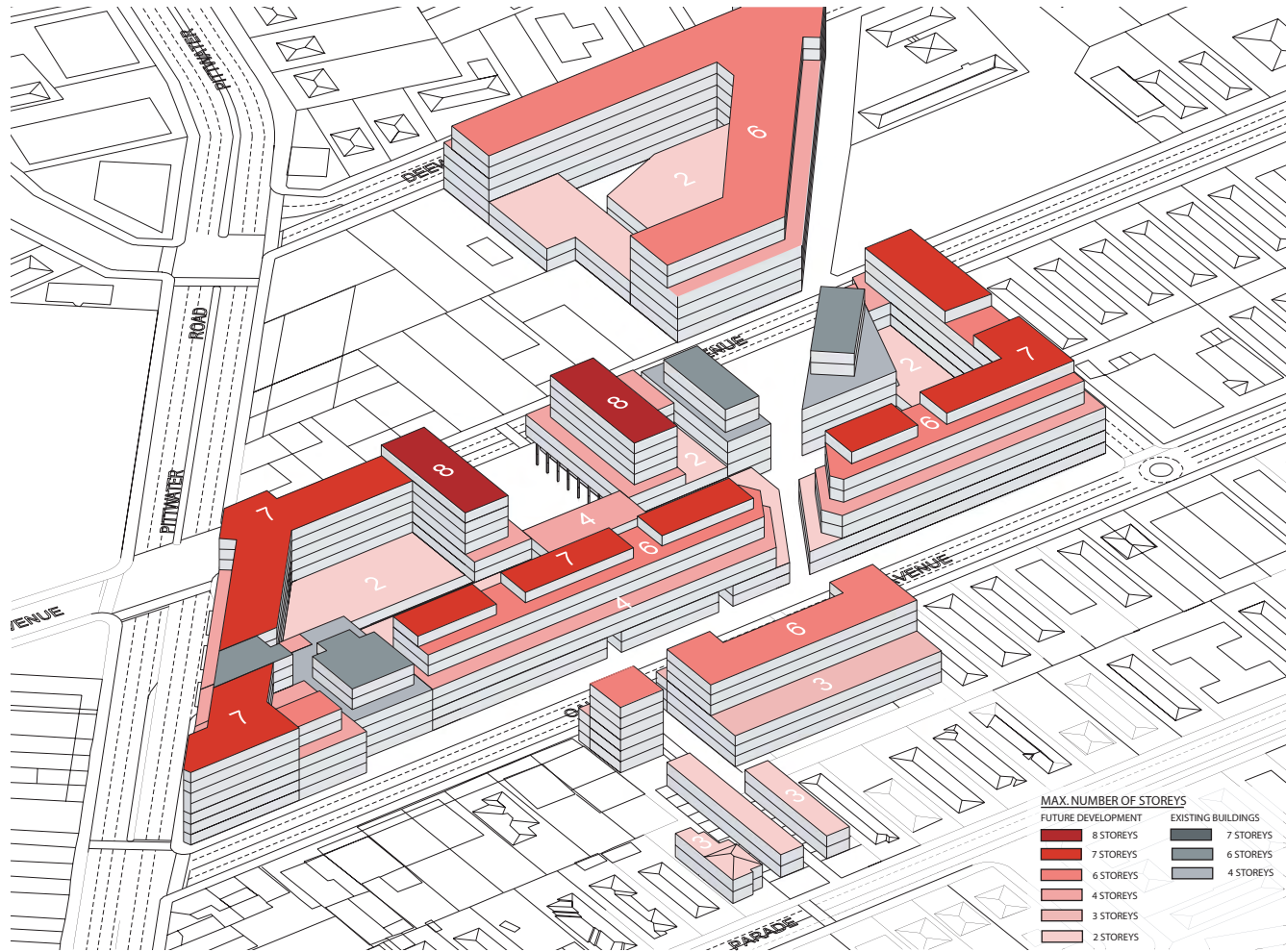
- / additional street and median planting;
- / additional mid block vehicular connections on the eastern side of Pittwater road;
- / upgraded bus exchange facilities with improved accessibility and connections to the proposed centre improvements;
- / refurbishment of streetscapes;
- / integration of sustainability measures in future developments within the centre; and
- / provision of substantial additional underground parking (approx 1572 cars).

The aim was to facilitate the creation of a central core that has many and varied activities, providing vibrancy and pulse to the centre.

The civic functions were interfaced with retail and residential activities providing an active environment which is safe and accessible at all hours.

The Master Plan identifies and builds on the existing natural and man-made assets of the centre, such as local topography, trees and other vegetation, drainage channels and parks and open spaces to enhance the quality of the experiences of the centre.

Built form massing and detailed architectural expression is strongly featured throughout the master plan, exploration of architectural elements such as colonnades, awnings, podia, setbacks and recesses, identifying skylines and street enclosure ratios are provided to illustrate the overall desired configuration and sense of place for the centre.



Above: Built form diagrams display low heights with little development at other Council owned sites

With the benefit of time and hindsight since the Master Plan release, subsequent studies undertaken on the site and also based on our own observations and experience, we believe there are areas in this Master Plan that should be revisited and expanded on in the current Master Plan Review Study.

The focus of actual design proposals seems to be centred primarily around the block bounded by Pittwater Rd and Oaks and Howard Avenues and 2 sites north and south of these roads.

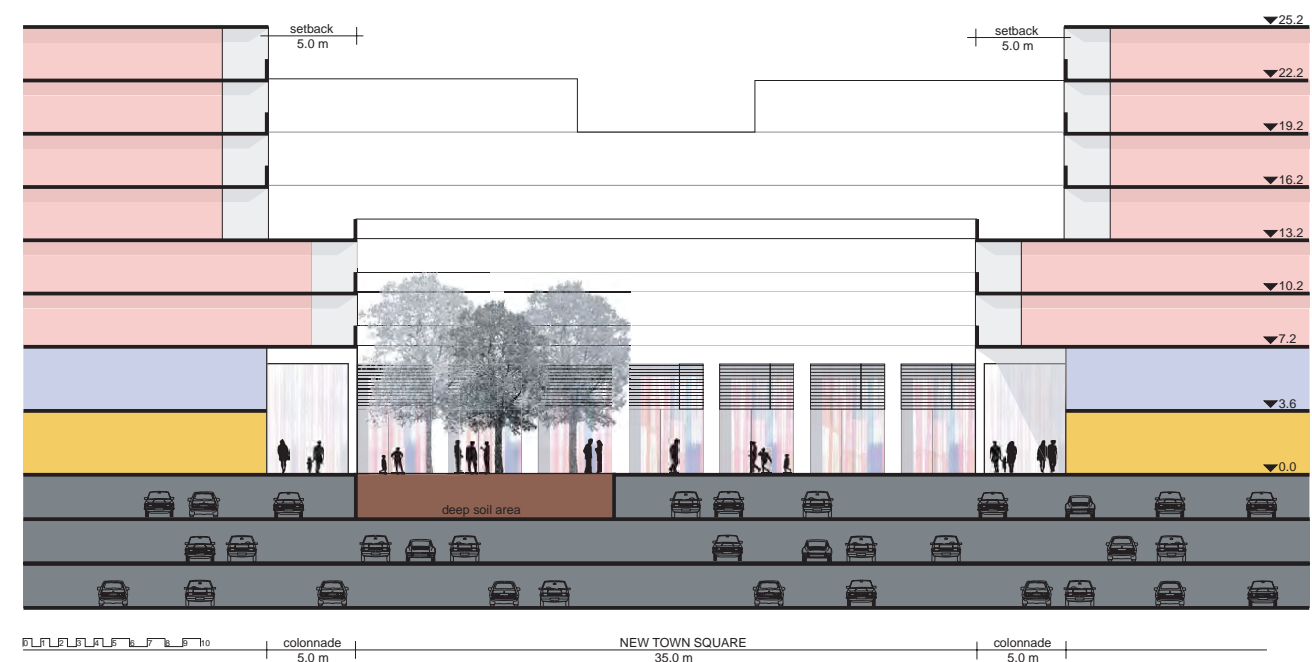
However comprehensive in the conceptual ideas put forward, the Master Plan does not propose initiatives beyond these blocks, with the civic centre on the western side of Pittwater Rd remaining disengaged and other Council owned land parcels also not included.

We understand this may well be as a result of a specific brief at the time of the formulation of the Master Plan by the Government Architects Office.

The master plan promotes a vision for the centre which relies mostly on strong architectural interventions, rather than being place-making or sense of place driven. The future form and character of the centre is perceived to contain formal public spaces and built forms with an architectural rigor and expression characteristic of highly dense urbanised areas rather than a suburban centre in a relaxed coastal setting.

The Master Plan Street sections define required building and street profiles, their solar access and sense of enclosure and scale. However further investigation of built form controls could have produced a refined range of setbacks or separation between buildings in order to break up what seems at first sight a monolithic approach to development. Potentially these openings in the massing would enhance natural ventilation and illumination also allowing for strategic views and vistas connecting the site with its natural assets.

Below: Section through the proposed town square



Above: Perspective view included in the GA Master Plan that is highly urban and lacks coastal character and 'sense of place' characteristics.

PREVIOUS STUDIES



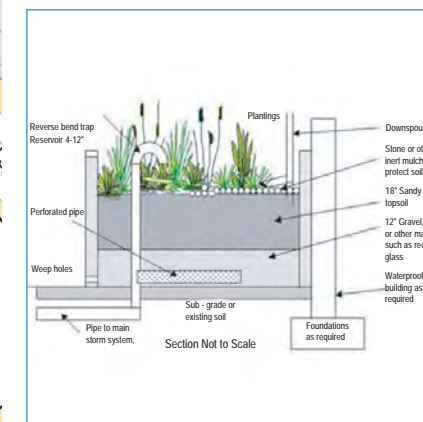
Above: Public and civic parks and plazas considered through the GA Master Plan report: Town Square, Triangle Park and Walter Gors Park

In summary, we believe the Master Plan as proposed by the Government Architect strongly relies on the built form controls to achieve change.

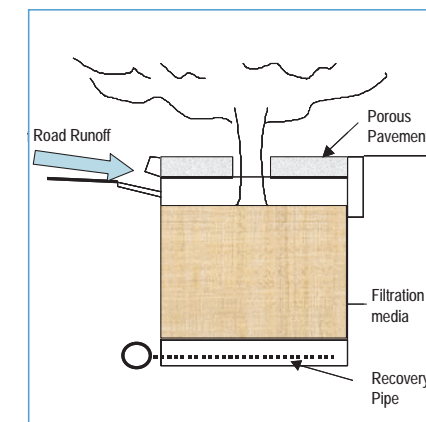
While the Master Plan offers good ideas on the linking and integration of public open spaces and the application of best practice sustainability and WSUD principles, we believe the master plan could have reached out further in its footprint and intent in these areas. Again this may have not been within the master plan scope.

In our Master Plan Review Study we explore the potential to provide detailed WSUD treatments through connected park systems from the catchment west of Pittwater Road all the way to the Lagoon, including all the existing park and drainage connections.

Below: WSUD strategy diagrams that were considered within the GA Master Plan report



Reclaimed waste water concept.



Street planter box concept



Street planter boxes - to be installed into footpaths and incorporated into the street design.



Above: GA Perspective image prepared which illustrates the typical style and character of the architecture and the street life revitalisation to be promoted



Above: GA Perspective image prepared which illustrates the expansion of Walter Gors Park and the linear park above the drainage easement with the proposed development of private land holdings

Finally, the Master Plan addresses general environmental, social and economic sustainability and also provides a breakdown of required total GFA at the time for different uses, based on the opinion of an independent commercial consultant. As a few years have passed since the release of this Master Plan, the impact of subsequent events such as the global financial crisis, infrastructure limitations together with Council's current views on floor space limits for the centre, further testing of the demand and centre capacity would need to be undertaken to test the current viability of this Master Plan.

LEP AMENDMENT NO.21 (November 2008)

On Friday 28 November 2008, Warringah Local Environmental Plan 2000 (Amendment No.21) was gazetted. This LEP amendment put into legislation Council's current and future visions for Dee Why Town Centre partly realising Council's commitment to the Subregional Plan. The Amendment rezoned Council's Howard/Oaks Avenue car park and adjoining sites (collectively known as Site A) and the land known then as the Multiplex/Vumbaca Joint Venture Site (Site B). The Amendment was based on extensive background research and analysis of constraints, opportunities and options (including Dee Why Urban Form Study, Urban Design Review and Traffic Study) and an Independent Review and Assessment Panel process. Given the current approved legislative framework in place regarding these sites no further detailed review of Site B including associated submissions or studies has been implemented within the context or scope of this Master Plan review process (refer also 'Framework' Chapter 04 herein).



Above: Indicative sketch image as submitted by the applicant in relation to LEP Amendment No.21 looking south into the proposed new Town Square site from intersection with Pittwater Road and Howard Avenue.



Above: Indicative sketch images as submitted by the Applicant in relation to LEP Amendment 21 with views from Pittwater Road looking north (top) and south (bottom).

TOPOGRAPHY & LANDFORM

Dee Why is located on the southern side of a basin with the Pacific Ocean to the east.

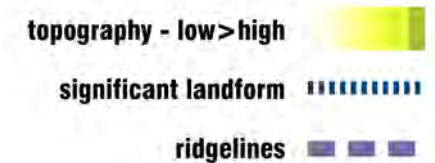
The landscape character of the centre of Dee Why is dominated by the rocky outcrop and vegetated hill within the Civic Centre.

The Civic Centre site rises to RL45 (on the adjacent Salvation Army site). There is an escarpment that edges the centre to the south and the west while the retail area has a gentle slope down to the northeast from RL25 at Sturdee Parade to RL12 along Dee Why Parade.

The Town Centre's layout responds to its topography by following natural contours, assisting stormwater drainage. The higher points on natural outcrops provide commanding views and vistas to the ocean. Pittwater Road dissects the centre through a natural gully.

Pittwater Road cuts into the southern ridge landform at what is known as Stony Range Reserve.

The landform within the centre includes environmentally sensitive landscapes that constrain certain land uses.



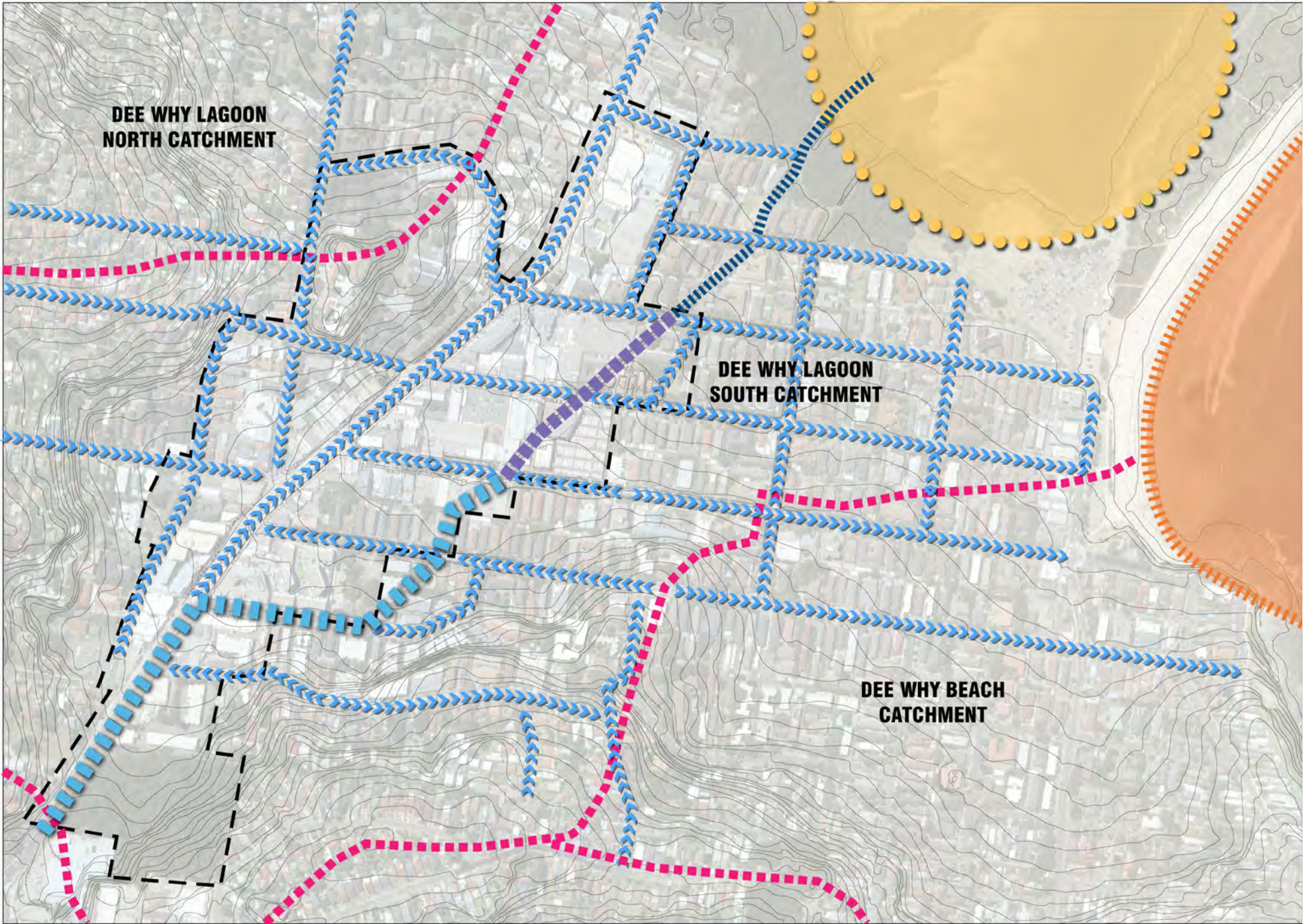
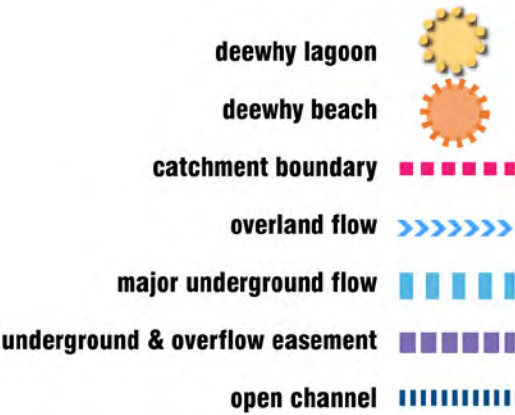
HYDROLOGY & DRAINAGE

As identified in the 'Options Report for Dee Why Town Centre Drainage Design' (Prepared by SMEC - Dec 2011)

"Dee Why Town Centre is situated at the confluence of three drainage lines, with a relatively large upstream catchment. Dee Why has developed from low density residential in the 1940's to a planned commercial and retail hub, potentially including high rise residential development in the future. As the upstream catchments have become more developed, the additional impervious area has increased the peak flows experienced at the drainage confluence in Dee Why."

The core retail area of Dee Why is located within a valley of an old creek system. Stony Range Flora Reserve was once linked to Dee Why Lagoon via a creek. This is now contained within an enclosed culvert that runs for 400m beneath the CBD between Pittwater Road and Dee Why Parade at which point it becomes an open channel to the Lagoon.

The local piped drainage system follows the road network as overland flow. A number of new developments incorporate piped or covered channels to convey flood flows underground but are without designated overland flow paths which has decreased the tolerance for flooding in Dee Why.



LANDSCAPE CHARACTER

Dee Why derives much of its landscape character from its wider setting. Pronounced landform patterns and proximity to Dee Why Lagoon and Dee Why Beach respectively provide a natural landscape edge to the urban settlement pattern.

The Dee Why Urban Form Study (Hassell 2007) also identifies that:

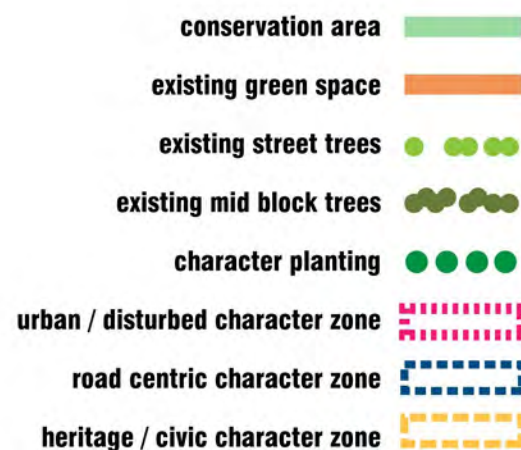
“The transition from control escarpment to control plan and basin, the indigenous vegetation on the skyline and massive rock outcrops, cultural plantings along primary streets, drainage swales, the lagoon, hinterland and beach all contribute to the landscape character and sense of place of Dee Why which is quite unique in Sydney. This sense of place must be protected and permeate the redeveloped Dee Why Centre.”

The Pittwater Road spine currently has a distinct character that reflects the highly modified urban highway, vehicle centric, transient experience with signage and advertising dominance and an inhospitable pedestrian environment with minimal landscape interventions.

Other areas through out the Town Centre display character typical of a highly urbanised environment. There are tree plantings of cultural relevance which should be retained and emphasised while some streets offer valuable greening through street tree planting. Oaks Avenue and Pacific and Dee Why Parade are marked by regular street planting primarily in the residential areas surrounding the Town Centre. In areas adjacent to recent development this is not mature and sections of Howard Ave and Pacific and Sturdee Parade are noticeably devoid of trees and shade, especially near Pittwater Road.

The valuable landscape heritage of the Civic Centre site consists of steeply sloping ground, massive rock outcrops, native bushland and ‘sculptured’ free-standing buildings of architectural merit. The eastern edge of the civic site is marked by mature plantings of Norfolk Island Pines which, due to their size and consistency, contribute to local character and the Northern Beaches coastal feel. Dee Why Beach is similarly marked by mature plantings of Norfolk Island Pines within extensive grassed areas and this association should be accentuated.

The natural drainage line that once connected Stony Range Reserve with Dee Why Lagoon is an element that offers a distinctive character to the landscape and urban fabric of the Town Centre. Although the drainage line is buried for most of its length, the above ground easement is a significant open space element and provides a mid block pedestrian link between Dee Why Parade and Oaks Avenue.



URBAN PATTERN

The Centre’s urban pattern features a combination of geometrical patterns for the city blocks, due in part to the existing landform and its relation to the coast.

These include rectilinear and curved roads, the first group typically located east of Pittwater Rd. on the flatter and lower ground providing access and views to the beach and those west of Pittwater Road responding to the existing elevated irregular topography following the changes of levels.

These different patterns produce a rich and varied built form result, providing in the case of straight east west roads typical regular and repetitive north/south orientations while the topography driven pattern features diverse and site specific orientations. Both patterns contribute to build up Dee Why’s sense of place, one providing legible streets and the other providing visual interest and land marking features.

Shape and size of blocks east of Pittwater Rd. are consistent in widths and variable in length. Some blocks are extremely long, up to 700m and require breaks to increase the north south accessibility.

On the western side of Pittwater Rd. size and shape of blocks are varied, providing different configurations for blocks and lots, resulting in a formally less consistent environments.

Generally the centre features variable building heights, diverse bulk and age, producing incoherence in terms of its legibility and uniformity.

Uses and activity locations also vary, however typically at street level retail dominates, while in some cases commercial uses are evident. Most of the built form above ground floor features residential uses.

As evident in the graphic provided, it can be seen that some buildings have a dominating footprint, these generally are shopping or entertainment centres, while the remaining buildings are smaller, responding to a corresponding tenure pattern. Built to boundary is typical while some open space is available in the core of the blocks, potentially facilitating servicing and connectivity thought the centre



LAND USES

Dee Why Town Centre contains a wide variety of land uses:

- / Retail uses concentrated along Pittwater and Fisher Roads, and Howard and Oaks Avenues, with main new complex, the Dee Why Grand containing a Coles supermarket and specialty shops
- / Office and commercial uses around the main retail core
- / Pittwater Road providing a variety of service orientated business such as banking, property and professional offices
- / Community uses dispersed throughout the Town Centre around the Civic Centre and in Howard Avenue and Pacific Parade
- / Surrounded by residential uses all within an easy walk

The Centre currently is under performing and:

- / Is characterised by a lack of land use cohesion and connection between the Council owned Civic Precinct and the 'centre proper' across the major barrier of Pittwater Road;
- / Lacks visible civic and cultural facilities to act as landmarks or attractors to help define the centre;
- / Lacks any clustering of complementary land uses to foster comparison shopping or social activity;
- / Contains large areas of at grade car parks which further separate the various activities in the centre;
- / Contains number of unoccupied tenancies and underutilised buildings present a negative image, particularly along Pittwater Road, which is also characterized by long stretches of inactive commercial street frontages;
- / Suffers from the recent emergence of discount shops and short term tenancies also impact on the character and perceived viability of the centre;
- / Is characterised by many existing buildings which are lacking in maintenance, inconsistent and random building forms, fragmented ownership and subdivision pattern and many loading docks fronting streets that undermine the centre's legibility, amenity and character coherence; and
- / Currently presents as struggling and over the years has been impacted by the strength of Warringah Mall. The challenge now is to foster a strong point of difference for Dee Why and for it not to try to directly compete with the Mall but rather to offer the 'open air experience', cultural diversity, accessibility etc.

Warringah Council has significant landholdings within the Study Area:

- / The Civic Centre hilltop site and associated carparks;
- / The Howard / Oaks Avenue carpark site;
- / Walter Gors Park and community buildings on Howard Avenue;
- / The Kiah Site; and
- / The Mooramba Road Carpark

civic / community use	
mixed use / retail / commercial	
heritage / conservation	
residential	
open space	



STREET HIERARCHY

On the low-lying areas between Dee Why Beach and the Town Centre, an orthogonal street pattern has developed with an emphasis on east-west and north-south streets. This grid system is adjusted to the topographic pattern on the higher slopes toward the southern ridgeline, where streets follow the contour lines.

The street pattern in the Town Centre is characterised by:

- / Street widths of approximately 20 metres with the exception of the main arterial road, Pittwater Road, which is approximately 35 metres wide.
- / The street blocks are up to 700 metres long in east-west direction and 90 metres wide in north-south direction.

A key issue resulting from the existing street pattern is the long block length in the area bounded by Pittwater Road and Avon Road. The impact of these long blocks is as follows:

- / The development of cross-block arcades on private property in the Town Centre
- / The use of the drainage easement as a cross-block pedestrian linkage in the north-south direction.
- / The use of the Council's carpark in the block between Howard Avenue and Oaks Avenue as a shortcut for pedestrians and vehicles.

Pittwater Road is a major arterial road and a thoroughfare catering for bus movement and most of the traffic from the entire Pittwater Peninsula. The road is six lanes wide with regular 3.6 metres wide footpaths and some inconsistently planted medians. It is the main gateway from which the majority of visitors first experience Dee Why.

Currently Oaks Avenue serves as a collector road providing the main vehicular access to the beach from Pittwater Road.

Howard Avenue is also a collector street but currently does not have right hand vehicular turn from Pittwater Road. Howard Avenue also offers the direct link between the Town Centre and the Dee Why Beach and it serves as the 'main street' of Dee Why with major entrances to retail, civic and community functions along its length.

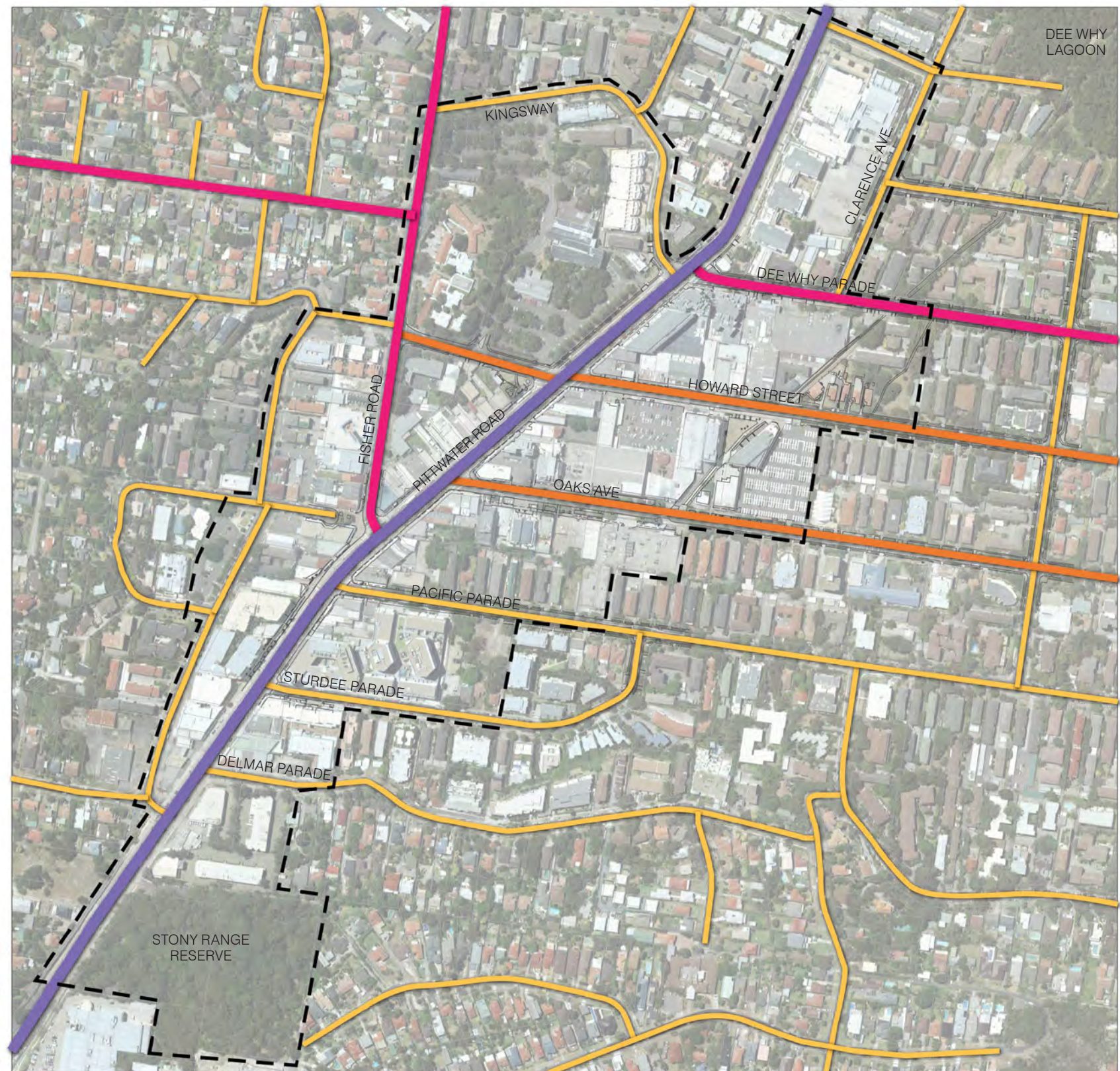
Pacific and Sturdee Parades are primarily residential in character and are the interface between the Town Centre and the residential areas to the south.

Dee Why Parade is a major collector road, and is marked by retail and residential activity. It is the interface between the Town Centre and the residential areas to the north.

Mooramba Road forms the interface between the Town Centre and the residential areas to the west.

Source - Government Architects Office - Dee Why Town Centre Master plan 2004

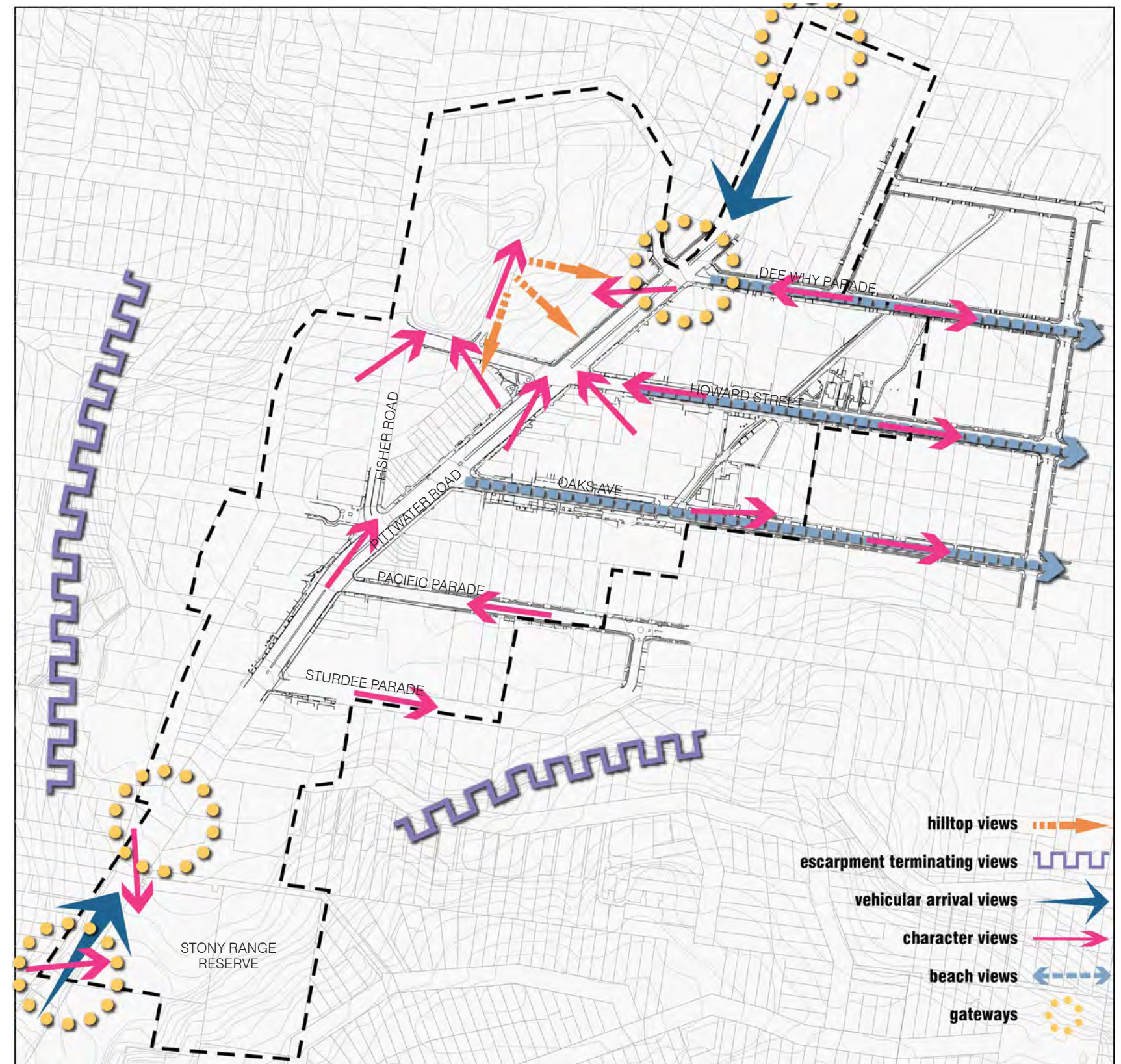
- major arterial route** ———
- major collector route** ———
- minor collector route** ———
- local streets** ———



VIEWS & VISTAS

Key visual links which contribute to character and sense of place in the Dee Why Town Centre include:

- / Views from the raised aspect of the Council's Office and Dee Why Library to Dee Why Beach (currently obscured by planting) and back towards the future town centre site and Howard Ave through carpark planting.
- / Dee Why Parade views to Dee Why beach in the east and to the west towards character plantings of Norfolk Pines and beyond to Council's building on the hill.
- / There are significant views into the Civic Precinct from Pittwater Road, the western end of Howard Ave and the proposed town centre site, which should be reinforced.
- / Views east from Pacific Parade which terminate with the tree lined ridges of the western escarpment.
- / Built form terminates direct views aligned with the direction of travel along Pittwater Road at three significant sites. The north eastern corner at Dee Why Parade (south travel), the southern corner of the block at Mooramba Road and the southern corner of the block at Fisher Road (north travel).
- / Howard and Oaks Avenues and Dee Why Parade provide significant vistas east to the ocean and the beach along their length.
- / Southern entry visual gateway with views from Pittwater Road into Stony Range Reserve (both directions).
- / Close range low visual amenity views of the constructed and rock walls on either side of Pittwater Road at Stony Range Reserve.
- / Northern entry visual gateway views into Civic Precinct.
- / Character views of exposed rock outcrops at the Civic site.
- / Landform changes expressed through elevated built form and vegetation visible from Sturdee Parade



PEDESTRIAN CIRCULATION

The major generators of pedestrian movement in Dee Why are the bus stops located in Pittwater Road, the Dee Why Library and Council offices on the hill in the Civic Centre, the service-orientated businesses located on Pittwater Road, Howard and Oaks Avenue, the new Dee Why Grand shopping and commercial block. There is only some residual foot traffic from Dee Why Beachfront area as it is considerable walking distance and predominately accessed by vehicle.

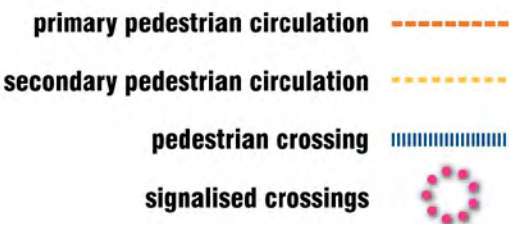
Generally, pedestrian activity within Dee Why Town Centre is constrained by narrow footpaths and the dominance of vehicular traffic. Streets are busy and wide and there are many conflicts between pedestrians and automobiles, especially due to the many surface level carparks, loading docks, service entries and driveway crossings.

Pedestrian movement is further disadvantaged by long east-west blocks to the east of Pittwater Road. While a number of paths to move through the centre are available, pedestrian experience of this network has low amenity at the centre's core. Illegible, and sometimes open to the weather, these links meander through back of house environments affecting privacy and orientation.

Several retail arcades also provide cross block pedestrian links between Dee Why Parade and Pacific Parade but they are disjointed and function only during business hours.

Steep topography on the Civic precinct weakens accessibility for pedestrians while changes in the city blocks and roads geometrical patterns makes orientation challenging when landmarks are not readily visible.

The elongated nature of Pittwater Road foot print along the centre creates a long, linear divide between the east and west centre precincts. The lack of a real core area disperses pedestrians which makes the area feel underpopulated and lacking in vitality.






WALKABILITY

The Dee Why Town Centre can be reached from a multitude of directions by foot with the only restrictions coming from the Lagoon and from negotiating some of the steeper topography to the west.

Walkability within Dee Why however is affected detrimentally by:

- / Lack of accessibility due to the urban pattern and lack of north-south connections
- / Varied topography makes pedestrian and cycle accessibility to and from the town centre quite challenging in some instances
- / Elongated Town Centre spread along Pittwater Road means there is no real concentration of density with key land uses not co-located
- / Lack of signage and wayfinding
- / Lack of stimulating and attractive routes to encourage repeated use
- / Small variety of path types (eg. lanes, arcades, shareways, promenades...) which detracts from urban experience and legibility
- / Lack of safety with unclear sightlines and poor passive surveillance



- perceived town centre footprint 
- 400m walking catchment 
- 800m walking catchment 

VEHICULAR CIRCULATION

Vehicle circulation is as identified in the Government Architects Master plan:

“The major approach roads to the Dee Why Town Centre are Warringah Road (west) and Pittwater Road (north and south). Pittwater Road provides the major access to the Warringah Peninsula and is classified as a State Road and the arterial route linking the Northern Beaches with the Spit Bridge crossing Middle Harbour.

There are a number of significant collector roads providing major vehicular links with the State road network. They are Dee Why Parade, The Strand and Griffin Road, regional roads and major collector routes between Dee Why and Queenscliff. McIntosh Road is a regional road and a major collector route linking between Fisher and Willandra Road.

The local intersections with Pittwater Road are generally in the form of ‘T’ intersections, with the only right turn into the main Town Centre at the intersection of Oaks Avenue.”

Due to the number of signalised intersections on Pittwater Road, travel through the centre can suffer congestion during peak times. These signals provide opportunities for pedestrian crossings. Other streets within the centre are dominated by vehicles with little consideration for pedestrians. Conflicts occur between existing supermarket loading areas and pedestrian movements especially along Dee Why Parade, Oaks Avenue and Pacific Parade. There are many surface level carparks within the Dee Why Town Centre. These attract a concentration of vehicle use causing major traffic congestion and vehicle / pedestrian conflicts.

The provision of carparking is considered important for the local economy to adequately service the needs of visitors. Carparks in future development need to be designed and located to avoid conflicts between vehicle and pedestrian movement and to not detract from the creation of attractive shopping and living experiences.

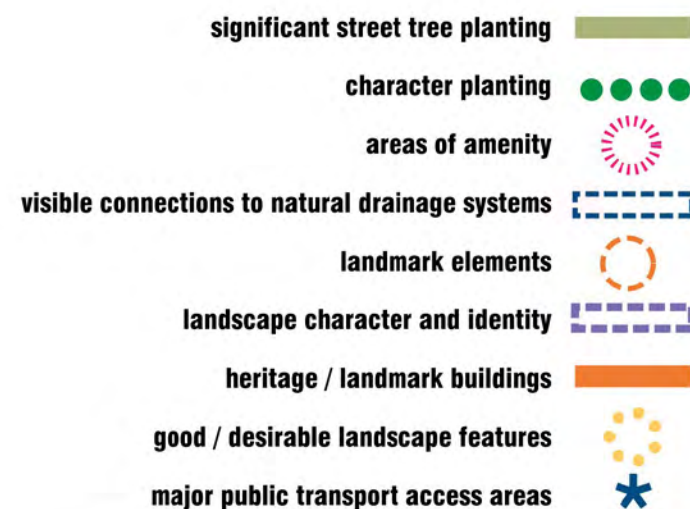
- council/public carpark
- dee why grand carpark
- coles carpark
- spotlight carpark
- woolworths carpark
- carpark entry / exit
- primary vehicular routes
- secondary vehicular routes
- signalised intersections
- number of parking spaces 177



STREETSCAPE POSITIVES

A number of positive attributes and potentials have been identified throughout the Dee Why Town Centre streetscapes:

- / Significant street tree plantings of reasonable consistency and size
- / Heritage tree specimens that contribute to local character and identity
- / Natural elements including rocky outcrops and native bushland planting visible from the street
- / Heritage buildings that contribute to local character and identity
- / Landmark buildings
- / Accessible bus pick up / drop off areas
- / Connections with stormwater drainage routes which reflect topography and natural water movements
- / Street awnings are generally provided over the footpaths where there are associated retail uses. These provide shade and shelter amenity
- / Views to landscape features such as the Lagoon, Beach and Stony Range Reserve
- / Areas of consistent setback and generous sidewalk widths





Significant heritage buildings such as Pacific Lodge contribute to character and tell a story of the past uses



St Kevin's Church is a distinctive landmark building which is unique to Dee Why



Commonwealth Bank building of heritage significance on Pittwater Road



The Council Chambers (designed by Colin Madigan) are a distinctive and recognisable element within the area



Tree lined streets perpendicular to the beach draw the eye toward water views



Some activation to paved areas where generous building setbacks allow good pedestrian amenity



Mature tree planting provides some amenity to pocket plaza



Norfolk Island Pines create a soft edge to Pittwater Road adjacent Civic Centre and provide identity / character



Pedestrian only through-site linkages have potential for additional way-finding reinforcement and legibility



Stony Range Reserve planting offers natural character for motorists and pedestrians



Some activation of footpaths for street side dining with awning protection

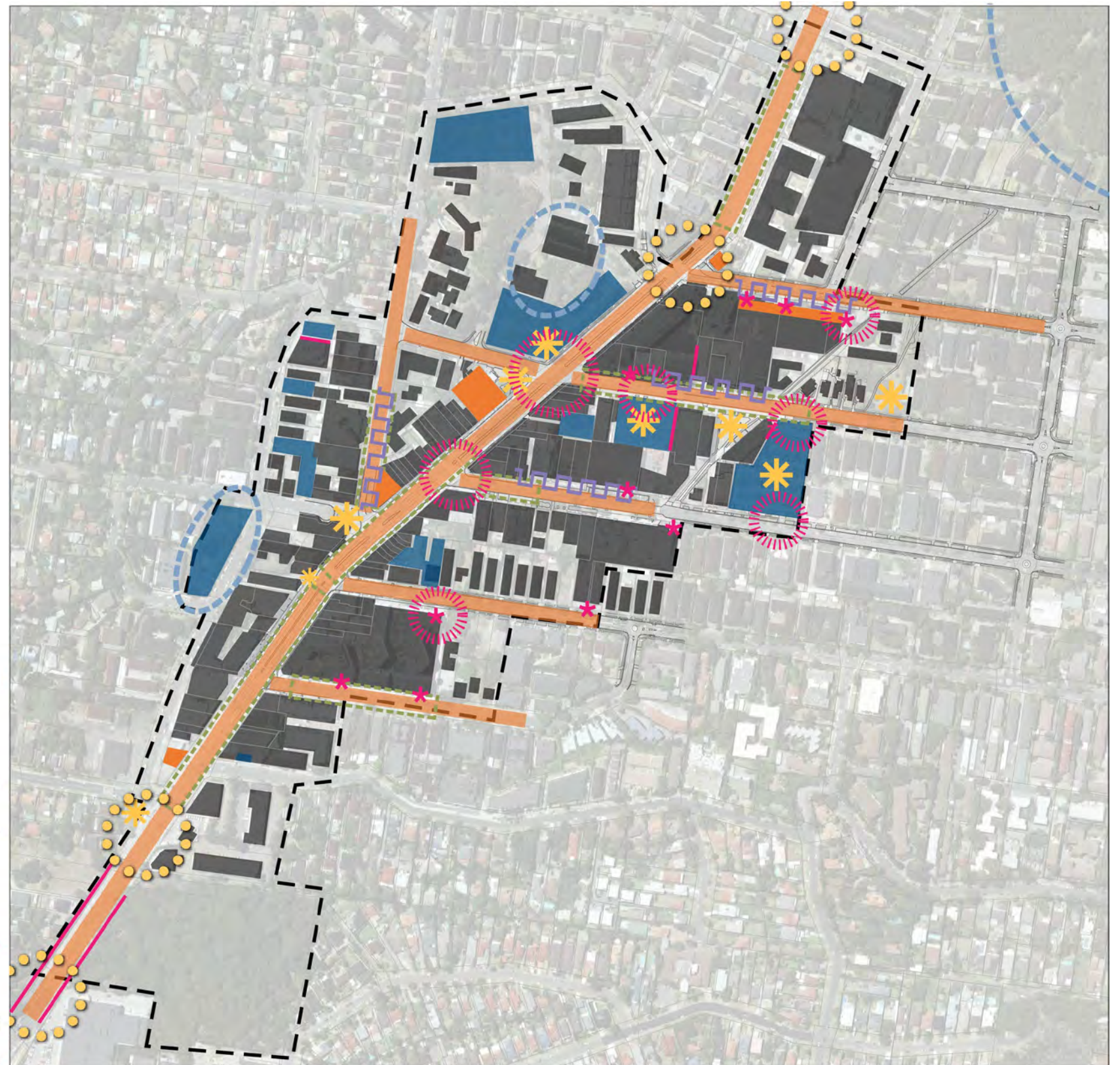


Streets with mature trees provide green respite from the harshness of Pittwater Road

STREETSCAPE NEGATIVES

A number of factors have also been identified as contributing to negative streetscape amenity through aesthetics and / or use:

- / Streets are dominated by vehicular use with little amenity for pedestrians
- / Low quality and inconsistent surface finishes, lighting and furniture
- / No sense of arrival to the Town Centre
- / Numerous carpark and building service entries break the urban form and present a hazard to pedestrians
- / Lack of identity and character with little sense of place
- / Lack of streetscape definition
- / No clear street hierarchy
- / Poor legibility and pedestrian wayfinding with a lack of north-south access and circulation, especially outside of business hours
- / Lack of passive surveillance and night time activation with implications for safety
- / Lack of green space and urban vegetation offering shade and microclimatic benefits
- / Vast surface level carparks and expansive areas of paving contribute to heat island effect
- / Blank walls and facades, empty tenancies and dilapidated buildings detract from streetscape aesthetics
- / Dated and low quality window displays and an abundance of advertising signage have a collective negative impact on character and impression of quality
- / Poor activation of public space





Poor quality materials and lack of consistency detract from streetscape experience



Dated and low quality shop fronts and window displays



Carparking and advertising signage are the only unifying elements through town centre



Open spaces are small, infrequent, poorly designed and under utilised



Green spaces lack purpose, serve no function and attract few users



Large areas of paving contribute to the heat island effect and detract from overall character



Gaps in urban built form expose users to back of house views of very low amenity



Expansive surface level carparks are located at key locations



Pedestrian linkages to Town Centre offer little amenity and safety



Carparking and building entries erode the streetscape



No sense of arrival / departure for commuters along Pittwater Road

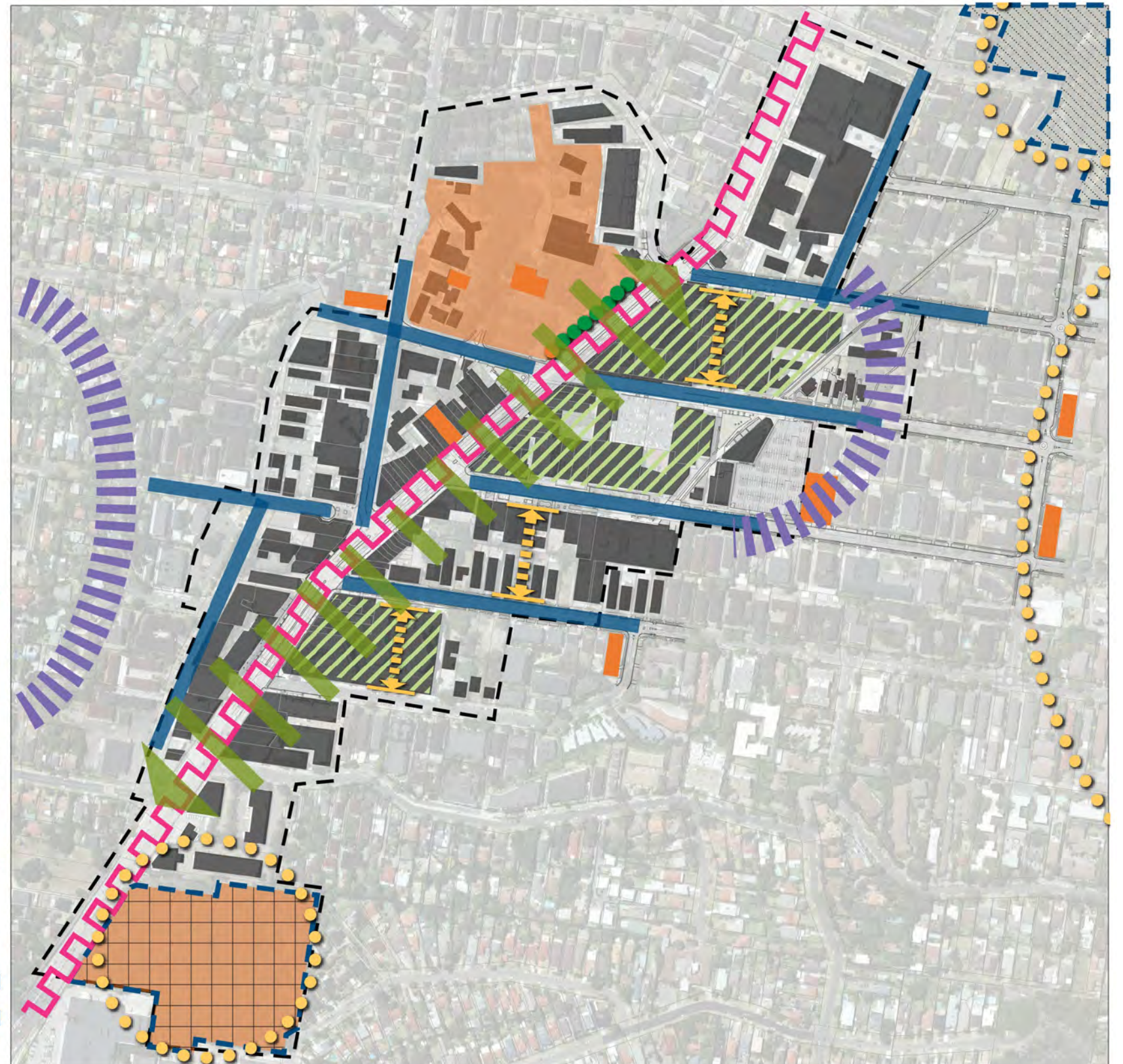


Poorly defined entry sequence with no relation to sense of place / local character

CONSTRAINTS

Constraints to be considered in relation to future development include:

- / Pittwater Road as a physical and visual barrier
- / Heritage buildings and conservation areas containing built form that contributes to Dee Why sense of place and character
- / Natural landform and mature tree plantings that contribute to local character and identity
- / The linear layout of the Town Centre along Pittwater Road makes circulation difficult for pedestrians
- / Lack of overland flow drainage with flood hazard during high rainfall events
- / Drainage pipes, channels and easements
- / Lack of north - south pedestrian links
- / Views to be retained of natural features
- / Some pockets of bushfire prone land
- / Street / block layouts that respond to landform and geography
- / Varied topography with challenges for access and usability
- / Existing built form of various age, quality, ownership and use





Pittwater Road dissects the Town Centre and restricts both pedestrian and vehicular movement



Established character plantings restrict development to edge of Civic Centre site



Steep level changes create challenges for public realm and accessibility



Views to water from vantage points around the Town Centre to be respected



Vehicular access and circulation are likely to become a larger issue as local population increases



Drainage easements and flooding issues need to be considered



A high water table throughout the town centre means parking is typically at surface level and not below ground which is detrimental to pedestrian amenity



Rocky outcrops and native vegetation define local character



Natural landforms contribute to sense of place



A selection of existing buildings, including the Council Chambers, have heritage protection



Views of distinctive landform and planting should be respected by future adjacent developments

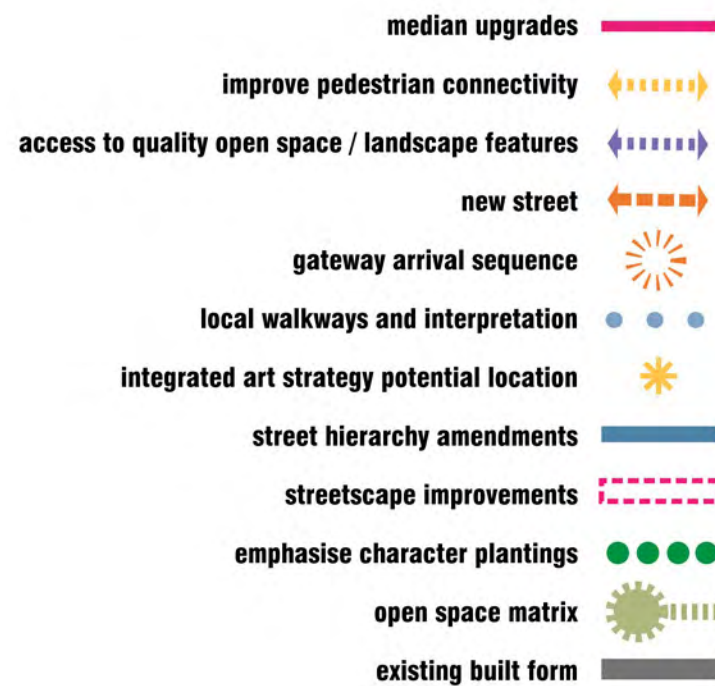


New building developments may not reflect desirable urban principles

OPPORTUNITIES

Opportunities to be explored through the master plan scenario options have been identified as:

- / Street hierarchy and streetscape design amendments to enhance legibility and amenity for Town Centre users
- / Acknowledge and reinforce the differences in streetscape and urban character within the town centre
- / Draw on the character of existing built form and planting
- / Improve pedestrian connectivity by creating or reinforcing mid block links
- / Improve pedestrian access to / from the Civic Centre and provide a new address to the public realm
- / Reclaim under utilised spaces throughout the Town Centre to create an open space matrix that provides residents and visitors with attractive, usable and connected open space
- / Key sites have been identified as possible locations for public art as part of an integrated art strategy (to be developed)
- / Arrival sequence to emphasise the visual and physical gateways
- / Connect quality open space and landscape features through an interpretive walkway that celebrates local character and culture
- / Use building heights to articulate street edges, give accentuation to building corners and to allow breaks in the street edge to define urban places
- / Relocate existing large at grade parking areas into basement or above ground parking wherever possible





New retail typologies offer an improved shopping experience and contribute to streetscape vitality



Laneways and arcades have potential to improve pedestrian connectivity and offer varied uses



Street hierarchy adjustments can provide better non-vehicle user experience and circulation



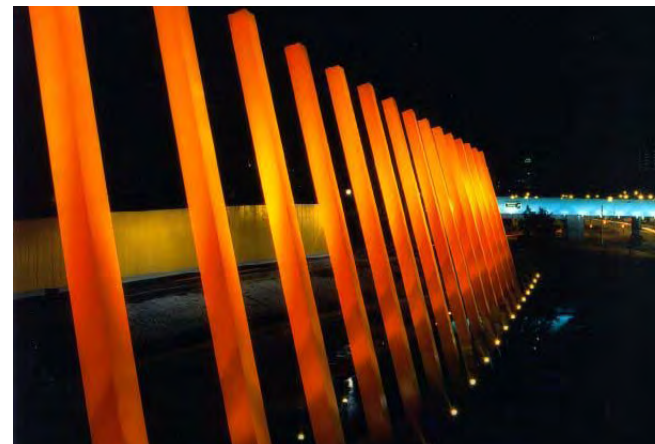
Places need to be designed for people and consider what the spaces will be used for



High quality, adaptable open spaces provide a platform for community use and social interaction



Highway experience can be enhanced for motorists and pedestrians



Gateway entrance sequence elements provide a sense of arrival and character



Cultural heritage interpretation can be utilised to reinforce sense of place for residents and visitors alike



Linkages to Coastal walk and other areas of natural quality



Connections to Stony Range Reserve and other parks create a highly accessible open space network



Accentuate connections to places such as the Lagoon that are distinctive of the area



Reinforce physical, visual and character to linkages to the beach

SITES OF INTEREST



LEGEND

- 01 Northern Gateway
Visual marker to announce arrival
- 02 Pittwater Road 1
Entry Sequence with street tree and arrival treatment
- 03 North West Civic Carpark
Potential built form development
- 04 Landscape Conservation Area
- 05 North East Civic Land
Potential built form development
- 06 Clarence Ave
Beach access from north with Town Centre bypass - street hierarchy amendments
- 07 Drainage Channel
Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk
- 08 Dee Why Parade Corner
Potential Town Centre arrival marker site and pocket park on visual axis from Pittwater Road north
- 09 Drainage Channel
Boardwalk situation over current open channel creates pedestrian link to / from Lagoon walk
- 10 Warringah Council Building / Civic Centre
Existing Civic Centre building to be conserved
- 11 Dee Why Library Building
Heritage building to be conserved
- 12 Civic Centre Carpark East
Opportunity for built form and public realm development
- 13 Civic Centre Carpark South West
Opportunity for built form and public realm development
- 14 Civic Centre Carpark South East
Opportunity for built form and public realm development

15	Pittwater Road 2 Median and streetscape works with potential bus interchange relocation	28	Howard Avenue East Enhance streetscape and offer pedestrian and cyclist amenity to provide strong physical / visual link to the beach	41	Pedestrian Link Explore potential for north - south pedestrian / cycle link to enhance access and circulation
16	Drainage Easement Pedestrian linkage expressing water flow with interpretation / contact. Connects with Walter Gors Park	29	Site B - Amalgamated Block Based on DA approved proposal	42	Dee Why Interpretation Track Walkway with wayfinding and interpretive elements linking Stony Range Reserve, Dee Why Beach, Dee Why Lagoon, Mooramba / Redman Road, Civic Centre and Town Centre
17	Walter Gors Park Expanded park with facilities for all ages. Potential integration of WSUD and interpretation elements	30	Triangle Park South Pedestrian plaza/park to compliment Triangle Park North and to support adjacent uses, enhance pedestrian connectivity and reinforce local character	43	Service Station Corner Improve streetscape amenity and reinforce effect of southern entry feature
18	Existing Police Building Located within case study amalgamation zone	31	Council Carpark (Site A) Council owned land	44	Southern Entry Feature Mark entry to Dee Why from South with landmark feature
19	St David Ave Pocket Park Redesign to complement adjacent development	32	Church Lane New shared zone opportunity	45	Pittwater Road 5 Treatment of roadside to enhance natural features and provide entry sequence from south
20	Proposed Multi Unit Residential As per current Approved DA	33	Fisher Road Corner Block Part of case study amalgamated block - opportunity to explore character and identity defining works as Town Centre nodal point	46	Stony Range Reserve Provide walkway links and signage from Town Centre and from Queenscliff to Palm Beach Coastal Walk
21	Pittwater Road North Bus Exchange Potential relocation to be explored	34	Redman Road Pocket Plaza Enhance amenity and integrate WSUD features	47	Woolworths Lane Opportunity for shared lane through site access with retail and restaurant activation
22	Pittwater Road 3 Retain median planting and enhance streetscape	35	Oaks Ave Streetscape Create vibrant streetscape capable of supporting various uses with focus on alfresco dining		
23	Triangular Block Private land block - case study amalgamation area	36	Mooramba Carpark Council owned carpark		
24	Town Centre Crossing Pedestrian circulation options explored	37	Pittwater Road 4 Median and streetscape works		
25	Dee Why Town Square Based on DA approved proposal with varying program for the public realm	38	Kiah Community Site Council owned site		
26	Howard Ave Streetscape refurbishment to offer pedestrian priority and connect with Civic Centre, Town Square and beachfront area	39	Through Site Link Enhance north-south connection for increased pedestrian safety and amenity		
27	Triangle Park North Potential riparian corridor development with enhanced pedestrian connectivity	40	Sturdee Parade Streetscape improvement works		

03 VISION

APPROACH



INNOVATION
IMAGINATION
INSPIRATION
INTELLIGENCE
INTEGRITY
IMPROVEMENT
IMPLEMENTATION
INTEGRATION
INTERFACE
INSIGHT
IDENTITY

initial ideas and alignment:

Innovation

The master plan review will bring innovative thinking and best practice to the centre future development.

Imagination

Creative and imaginative approaches to design process will deliver a distinct and memorable place, capturing the imagination of prospective residents, business and investors

Inspiration

The centre design features will become an attractive focus to investment, inspiring confidence and commercial reliability

Intelligence

The master plan review will distil the best ideas to set the basis for a smart, cleverly structured competitive place

Integrity

Design rigour will assure that the Dee Why town centre will welcome its people and the place has a true, non-transferable, unique and defining identity.

Improvement

The master plan review will propose great improvements in the public and private realms directed to enhance urban qualities, motivating and generating investment opportunities and an overall change for better.

Implementation

The master plan review will consider implementable, realistic scenarios for delivery of feasible, predictable, commercially sound results

Integration

The success of good and competitive places resides in the practical and effective integration of its service assets, urban qualities and, its physical accessibility and functionality with the ability to deliver its community needs and aspirations.

Interfaces

A vibrant place results of appropriate mix of activities and their interfacing. Accessible and safe places rely on open and naturally self-policing spaces; these require well designed interfaces underpinning positive perceptions

Insight

Formulating a cohesive vision for the future utilising a wide variety of knowledge and best practice precedents to ensure Dee Why Town Centre is successful in the long term.

Identity

As discussed above identity will be a driving factor in Dee Why success to generate civic pride, community ownership and attract investment.

our commitment to this project:

- Delivery of a high quality Master Plan that is capable of being translated into tangible land use, built form, iconic places and open spaces with design guidelines that will form part of Dee Why's planning instruments.

- Ensure the above eleven guiding principles are reflected in all outcomes.

- To develop, refine and incorporate into the Master Plan, visions, options and concepts that will emerge from the team's stimuli, design process and client's feedback.

- Present innovative design ideas, concepts and options in an effective, visual manner that will facilitate constructive comment, debate and review.

- To collaborate with the group to receive maximum input to guide the design process and achieve high quality outcomes.

- To make recommendations on the development form and open space on both the site study area as well as adjoining areas.

- An ability to 'think collectively and consistently' and graphically illustrate concepts to explore suggested ideas.

- Assist in the integration of potential divergent views within the stakeholder's group's representative.

- Provide professional expertise and inspired creativity to attain design excellence in the Master Plan and its outcomes.

KEY ISSUES



town centre dissected

Pittwater Road is a visual and physical barrier that causes major issues in terms of access and circulation



poor stormwater and drainage

An increase in impervious areas throughout the catchment and lack of overland flow paths decreases the Town Centre's ability to tolerate stormwater events.



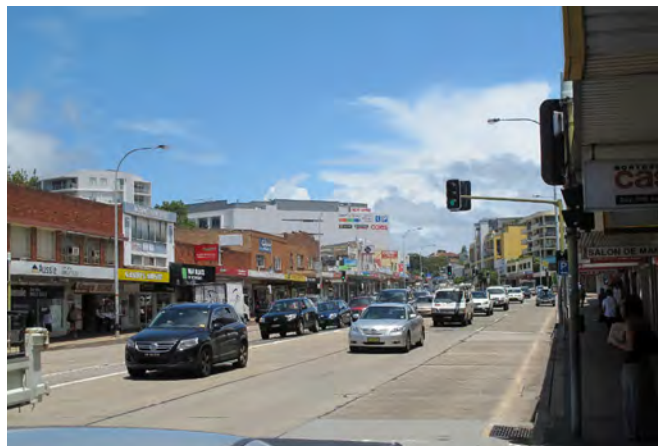
limited pedestrian connectivity and priority

Vehicle dominated streets and a lack of well defined and safe through block links creates a situation of poor pedestrian amenity.



lack of character and identity

Built form and open space does not convey a cohesive sense of place or represent the culture and creativity of local residents.





lack of access to open space and insufficient greening

Public spaces and streets are under utilised and inhospitable. They are not well connected and are devoid of vegetation in some instances.



inconsistent building typologies and fragmentation

Building heights, forms, uses and urban character varies dramatically across the town centre as development proceeds without a structural vision in place.



poor amenity and streetscape definition

Built form does not currently articulate urban open space well. There is little to no large urban open space with high amenity. Significant open areas in the centre are dedicated to car parking.



lack of retail and commercial demand

Built form currently defines fragmented retail activity while public transport deficiencies affect commercial confidence in the Town Centre.



KEY PRINCIPLES



consolidate and reinforce the sense of centre core

The master plan will consolidate the centre in to a unified and identifiable place with a defined core and consistent surroundings.



reconnect with natural systems

The master plan will integrate the centre with its natural assets, reinforcing its coastal location characteristics.



ensure a well connected town centre

The centre will enjoy a variety of movement networks allowing good quality and safe accessibility to all areas at all times.



foster a sense of community and pride of place

The centre will provide services, features and places that are reflective of its community values and aspirations and create civic pride and creativity.





enhance open space to service the town centre and future growth

Open spaces will be of easy access and of great quality, their location will connect the centre core with its most significant landscape features.



consolidate built form looking to the future

High quality, integrated built form will accommodate all functions and population for the centre in alignment with the regional and metropolitan vision for the city.



provide a safe and enjoyable public realm

Streets and parks will create an attractive, vibrant and safe place, accessible at all times by people with all level of abilities, enjoying all the centre has to offer.



ensure an attractive, vibrant, sought after town centre that generates investment

The integration of visionary planning controls and best practice public realm design and delivery will create the demand for investment in a place with unique offers and opportunities.



PRECEDENTS

There are many excellent local and international precedents that are applicable for reference for Dee Why Town Centre. These local, national and international precedents and principles are indicative of some of the possibilities and potential that can be emulated or built upon in future development of the Town Centre.

For further guiding principles refer to the Draft Centre Design Guidelines prepared by the NSW Government Planning Department.

VARIOUS LOCATIONS



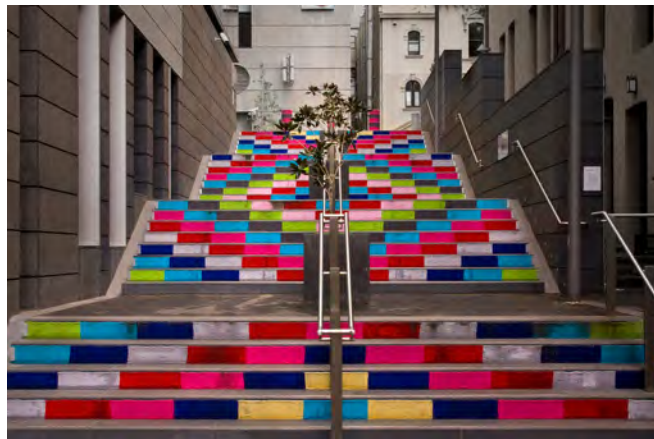
Carparks at street level should activate the streetscape and may consider sleeving with complementary uses.



Building forms should be varied while offering human scale elements at streetscape level for amenity to pedestrian users.



Microclimatic benefits appropriate to location, orientation and use should be incorporated through design.



Community engagement through art initiatives help contribute to a place's 'Cultural Capital' and sense of place.



Adaptable public spaces that provide a stage for daily life as well as special events.



Green roofs and walls improve environmental conditions with benefits for water and energy efficiency. Providing access to roofs can add to public open space.



Community pride through celebrating identity.



Distinctive parks should connect surrounding areas.



Streetscapes should have water sensitive urban design principles in place to enable total water cycle management throughout the town centre.



Open space can provide for passive recreation while performing ecological functions such as stormwater detention / filtration and habitat creation.



Integrate a mix of uses with good connections to surrounding streets with active street frontages and extended hour uses around public spaces.



Child friendly environments can contribute to the wellbeing of children. Centres should be safe and accessible with places to visit, engage and participate in community life.

FEDERATION SQUARE, MELBOURNE

At Docklands in Melbourne, public spaces are varied and adaptable. They offer a variety of places to sit and interact with other users on a number of levels.



Considered solar access and shade is important to attract people. High quality finishes and public art are other important factors.

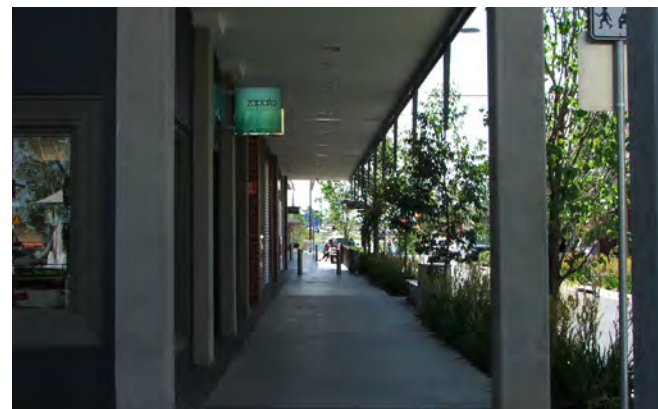
ROUSE HILL TOWN CENTRE, NSW



Provide generous footpaths to cater for pedestrian traffic and other uses.



Reduce kerb radii at intersections to give pedestrians priority and improve safety. Surface material changes further define crossing points.



Pedestrian areas adjacent to streets are well defined for safety and amenity.



Defined pedestrian circulation with protection from the elements.



Passive solar design with shade provided by screens, canopies and tree planting.



Create a transition between the shopping centre, the street and the surrounding neighbourhood. Well designed spaces should include ample seating.



Streets defined by cohesive built form and awnings. The scale and proportions of buildings should be relative to the local context and desired built character.



More intensive and extended hour uses should be located towards the street where natural surveillance helps keep these places safe.



Design of public space should be inclusive and cater for all ages and abilities. Elements within should respond to community identity and local environmental conditions.

PORTLAND, USA

Use of materials reflects the rich site histories. Parks provide ecological value and engage people with natural systems, contributing to sense of place.



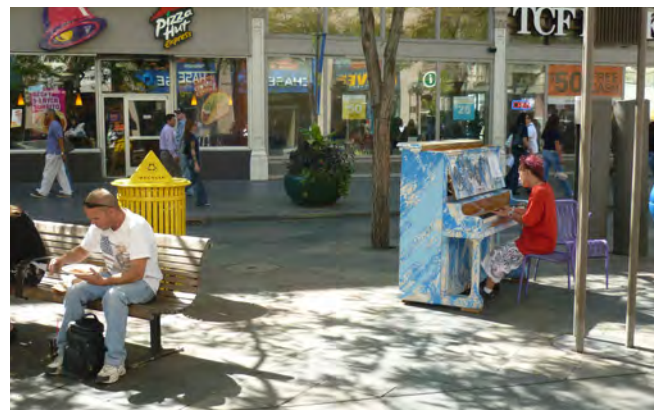
Pedestrian based streets enhance livability for residents while promoting healthy lifestyle.



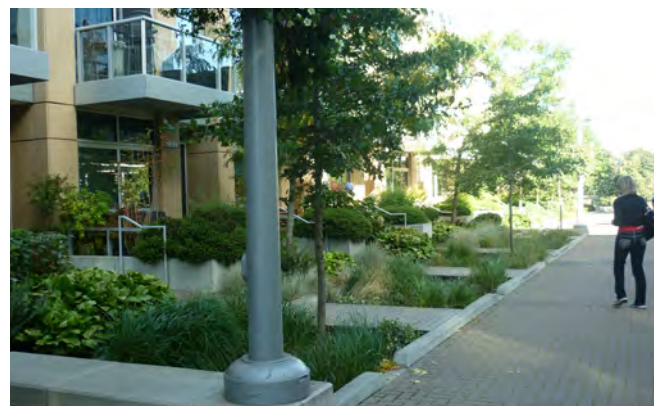
Public/private transition typology allows for visual surveillance enhancing laneway security.



Pedestrians and cyclists prioritised within the Centre with sufficient green cover to improve environmental conditions.



Places to sit and things to do create places people want to visit and gives a place vitality.



Stormwater is managed on site before being released into waterways while improving the appearance of the public realm through Water Sensitive Urban Design.

KELVIN GROVE, QLD



Well considered streetscapes with cycleways, character planting, built form cohesion and landmark sculpture.



Integrated large format uses retain streetscape amenity.



Outdoor retail experience is functional and has high amenity for users.

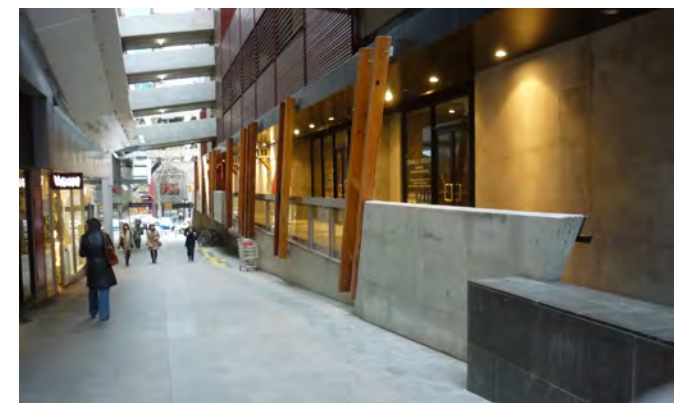
MELBOURNE, VIC



Public realm provides amenity for all users.



Laneway activation with a mix of retail and restaurant / cafe use that provides nightlife. Consistent signage and lighting elements.



Simple and robust surfaces complement a range of building styles, materials and details.

IDENTITY

Strong identity has positive impacts and creates the preconditions for establishing civic pride, community spirit, and the necessary caring for the urban environment.

defining character

“Dee Why will be home to a thriving cosmopolitan community who cherish their past, celebrate its unique and engaging vibe and embrace its bold commitment to urban sustainability. It will be a place of both energy and refuge, a city at the beach, with a distinctive modern urban identity.”



Above:
Celebration of Tongan culture. Dee Why has historical and on going ties to the Tongan community.

cultural heritage

Cultural heritage and contemporary expressions of it have provided a worldwide focus for urban renewal. In the midst of economic development we find inspiration in the buildings, artefacts, traditions, values and skills of the past.

Culture helps us to adapt to change by anchoring our sense of being. It shows where we come from and the story of that place. It can provide us with confidence and security to face the future. Cultural heritage is more than buildings – it is the display of cultural resources that demonstrate that a place is unique and distinctive.



Above:
Tank tracks remain in Dee Why Lagoon which tell a story about Dee Why's role during war time.

In an increasingly multi-cultural world, finding innovative ways of bridging cultural divides will become an increasing priority for cities that want to be successful.

local identity

It is important that the identity of Dee Why attracts the right people for the future success of the Town Centre.

Urbanist and Author Charles Landry believes that: “People resources have supplanted natural resources as the main source of competitiveness. Human talent, skills, and creativity are replacing location, natural resources, undifferentiated pools of labour and market access as the central urban resources. The inventiveness and innovations of those who live in, work in and run cities determine their future success.

(The Creative City, 2008)

The people of Dee Why are its real asset and they form the ‘Social Capital’. Making the specific symbols of Dee Why and its neighbourhoods and people visible can celebrate local distinctiveness.

Considerations should be given to all heritage links, such as (but not restricted to):

- / Traditional / pre European habitation and use
- / Salvation Army historical links
- / WWII activity
- / En Plein Air (post impressionist) painting in the area
- / Italian community and market gardening use
- / Historical festivals and celebrations held by community groups such as the Dee Why Improvement League

PLACEMAKING

The key to great public spaces is people. Great public spaces are where social and economic exchanges take place, friends run into each other and cultures mix.

The city centre potentially represents a place for commonality, where some form of common identity and spirit of place can be created, where people of different ages, social classes, ethnic and racial groups and lifestyles can mix and mingle in informal and unplanned ways.

Project for Public Spaces (PPS) have identified four key qualities to public space:

- / They are accessible
- / People are engaged in activities there
- / The space is comfortable and has a good image
- / It is a sociable place

Initiatives identified in research findings by others that assist in contributing to great places include:

- / Physical elements to make people comfortable
- / Night time lighting for after dark use

- / Moveable furniture for freedom of use
- / Water features for sound and aesthetics
- / Incidental seating on walls and ledges in addition to furniture
- / Activity zones to bring strangers together
- / Overhead shelter / canopy
- / Observation points for people watching
- / Outlets for community spirit and cooperation (eg. community gardens)



Above:
Dee Why beach front attracts locals and visitors

Left:
Table (sourced from Project for Public Spaces website) outlining what makes a great place. Key attributes are in orange, intangibles in green and measurements are in blue.



What Makes a Great Place?

key attributes
intangibles
measurements

PPS
PROJECT for
PUBLIC SPACES

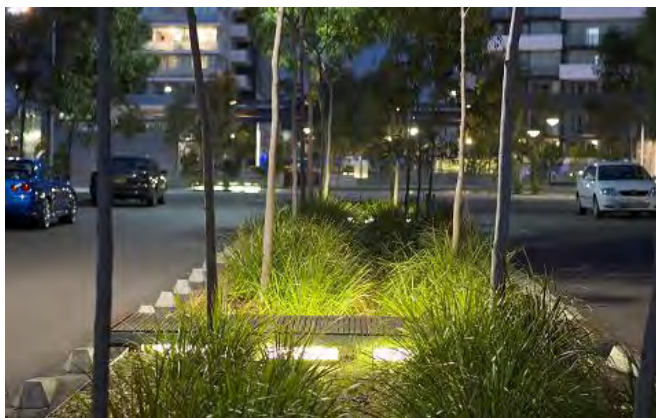
WSUD

A best practice approach to urban stormwater management – water sensitive urban design (WSUD) - provides for the sustainable management and improvement of water quality entering waterways from urban regions; opportunities for stormwater and greywater harvesting and reuse; and innovative reductions in potable water demand.

WSUD contributes to urban sustainability and provides the conditions for attractive, human-scale living environments through integration of urban planning and design with the management, protection and conservation of the whole water cycle.

WSUD is centred on integration at a number of levels:

- / The integrated management of the three urban water streams of potable water, wastewater and stormwater
- / The integration of the scale of urban water management from individual allotments and buildings, to precincts and regions
- / The integration of sustainable urban water management into the built form, incorporating building architecture, landscape architecture and public art
- / The integration of structural and non-structural sustainable urban water management initiatives.



Above: A Biofilter is integrated into a carpark providing amenity and soft landscape for the otherwise hard surfaces in the immediate area (Victoria Park, Sydney)



Above: A constructed wetland is juxtaposed with a deck for viewing and enjoyment. (Alexandria, Sydney).

key principles of WSUD

Consistent with the Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO 1999),

The key principles of WSUD from a stormwater management and planning perspective are:

- / Protect natural systems – protect and enhance natural water systems (creeks, rivers, wetlands) within urban developments
- / Protect water quality – improve the quality of water draining from urban developments into creeks, rivers and bay environments
- / Integrate stormwater treatment into the landscape – use stormwater treatment systems in the landscape by incorporating multiple uses that will provide multiple benefits, such as water quality treatment, wildlife habitat, public open space, recreational and visual amenity for the community
- / Reduce runoff and peak flows – reduce peak flows from urban development by on site temporary storage measures (with potential for reuse) and minimise impervious areas
- / Add value while minimising development costs – minimise the drainage infrastructure cost of development
- / Reduce potable water demand – use stormwater as a resource through capture and reuse for non-potable purposes (e.g. toilet flushing, garden irrigation, laundry).

WSUD applications

WSUD applications can provide water based or natural vegetated features that add community value, while performing a treatment function through filtering of stormwater runoff. These applications include (not limited to):

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



Above: Urban forests filter air, water, sunlight, provide shelter to animals and recreational areas for people

Below: Constructed wetlands function to improve water quality while contributing to ecological character and providing educational benefits through interpretation and art (Docklands, Melbourne)



dee why WSUD objectives

Dee Why Master plan Water Sensitive Urban Design Objectives include:

- / New development should demonstrate current best practice environmental sustainability
- / Use landscape design as a filtering mechanism for low flows
- / Adopt a precinct-wide total water management strategy and treat stormwater in a visible way that is integrated within the public domain.
- / Reduce degradation of water bodies such as Dee Why Lagoon and Dee Why Beach by limiting the discharge of nutrient, sediment and gross pollutant loads
- / Reduce future pressure on water resources
- / Respond to findings of Council's stormwater and flood management studies and integrate any mitigating suggestions as appropriate
- / Restore stream-groundwater interactions
- / Raise awareness of sustainable initiatives in place
- / Encourage interaction and understanding of the urban water cycle
- / Provide access to water (including to Lagoon and Beach)

dee why WSUD strategies

Through collaborative efforts WSUD is being incorporated into urban developments and road designs. Strategies applicable for Dee Why include:

- / Water harvesting and reuse. Blackwater, greywater, and stormwater can be treated, stored and reused through residential and commercial buildings for toilet flushing, air-conditioning, cooling etc.
- / Collect and treat rainwater to be stored and reused in buildings and landscapes.
- / Retrofit existing downpipes to divert to treatment and storage locations.
- / Rooftop gardens and green walls - improve insulation and outlook of buildings.
- / Permeable paving – incorporate permeable paving systems where appropriate.
- / Street tree planting – kerb inlets can be connected to tree pits to slow initial flows and provide irrigation.
- / Sediment control programs during construction
- / Integrate stormwater management WSUD design in new infrastructure
- / On-site stormwater detention
- / Upper catchment stormwater detention



Above: Drainage grates and segmented kerbs create visual associations with stormwater, the urban water cycle and sustainable initiatives.



Above: Permeable pavements minimise impervious areas and allow for stormwater infiltration.

Above left: Constructed stormwater basin with weirs and planting.

Left: Boardwalks and platforms enable interaction and experience with functioning ecosystems.

Below: wetland stormwater treatment techniques in Tenterfield, NSW

04 FRAMEWORK

PLANNING BACKGROUND

Review of Background Reports and Studies

The following provides a summary of key issues from background documents provided by Council for the Dee Why Town Centre Review:

- / Dee Why Town Centre Vision Report (April 2010)
- / Warringah LEP (Amendment No.21)
- / Dee Why Town Centre Traffic Study (October 2007)

1. DEE WHY TOWN CENTRE VISION REPORT (27 April 2010)

The report provided the outcomes of Councillor and technical staff workshops taking into account professional studies commissioned by Council. In summary:

- / The Concept Plan for Dee Why Town Centre is to improve the quality of the built form and enliven the public streets resulting in new and updated 'place-making' policies such as the Public Domain Plan, Civic Improvement Program, Infrastructure Manual, Outdoor Dining Policies and Façade Upgrade Program.
- / Dee Why Town Centre is to accommodate high density residential and mixed use developments.
- / Since 1996 Council has sought solutions to the current state of Dee Why Town Centre and to address development outcomes under WLEP 1985 and WLEP 2000. The report acknowledged that the Centre had little to offer in terms of amenities, facilities, services, public enjoyment and the general hostile nature of the urban environment.
- / The document reported general agreement that the 2004 Government Architects Dee Why Town Centre Master Plan was not going to deliver the urban design, amenity, traffic, infrastructure and open space outcomes needed for a modern town centre.
- / Dee Why and Brookvale together were designated as a 'Major Centre' and as a 'major shopping and business centre serving the immediate subregional residential population' in the Sydney Metropolitan Strategy 2005. Strategy sets new jobs and housing targets for the Northern Beaches for the next 30 years (2005 to 2035).
- / The Draft North East Subregional Plan 2007 (Manly, Warringah and Pittwater) targeted Warringah LGA to accommodate 12,500 new jobs and 10,300 new dwellings by 2031.
- / The Draft Sub Regional Plan also identified the Brookvale – Dee Why Centre as a 'Major Centre' which is to provide for: 'major shopping and business centre serving immediate subregional residential

population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8000 jobs'.

- / Brookfield/Multiplex approached Council in 2005 to develop the town square concept first mentioned in the Government Architects Master Plan. A Design Competition was held by the developers and a winning concept emerged. The Concept proposed trade-off of building height for open space. A Maximum height of 20 storeys was initially discussed. Government Architect Scheme was superseded and new Town Square concept with underground parking and tower elements over podium was proposed.

2. LEP (AMENDMENT NO.21)

On Friday 28 November 2008, Warringah Local Environmental Plan 2000 (Amendment No.21) was gazetted. This LEP amendment put into legislation Council's current and future visions for Dee Why Town Centre partly realising Councils commitment to the Subregional Plan. The Amendment rezoned Councils Howard/Oaks Avenue car park and adjoining sites (collectively known as Site A) and the land known as the Multiplex/Vumbaca Joint Venture Site (Site B). The Amendment was based on extensive background research and analysis of constraints, opportunities and options (including Dee Why Urban Form Study, Urban Design Review and Traffic Study) and an Independent Review and Assessment Panel process.

Visionary' elements of E21 Locality Statement:

The LEP Amendment also adjusted the boundaries of the Town Centre localities E5 Howard Avenue, E6 Oaks Avenue and E9 Pittwater Road and formed a new locality, E21 Dee Why Town Centre which encompassed Sites A & B. The main elements of the vision for this new precinct in the LEP are:

1. A new 2,250m2 Town Square, located on Site B. This is envisaged to be the main open space area within E21 Locality that will deliver significant public benefit, being partly paved/partly tree lined space for markets, entertainment, community events and a meeting place for the community (alfresco dining, casual seating and recreation) with water features, public art etc.
2. A new 850m2/14m wide North-South Pedestrian Link, to be an 'open to the air' pedestrian connection between the Town Square and Oaks Avenue as the major pedestrian artery feeding to and from the square, accessible 24 hours and weather protected.
3. A 1,075m2 Triangle Park adjacent to Site A, fronting

Oaks Avenue, also providing public benefit in terms of seating, landscaping, water features, paving, public art etc

- 4. A New North/South Link Road connecting Oaks Avenue with Howard Avenue (adjacent to St Kevin's Church) with an anti-clockwise one-way traffic flow to facilitate effective traffic management and allow Site A and B to be developed without creating traffic issues and allow future development beyond the E21 Locality.
- 5. A Mix of Uses, with ground floor levels to comprise an array of shops, cafes and restaurants to create a vibrant, lively and active ambience. First and second floors are to be retail and commercial uses to ensure employment opportunities are realised.
- 6. Streetscape and architectural quality Improvements, with street frontages to be tree lined, buildings (including Town Square) to have continuous colonnades and awnings to create shade, shelter and safety for users and articulated built forms to create visual relief, interest and a sense of quality in the Centre.
- 7. Co-ordinated Signage is required, is to be innovative in design and integrated with building design and provide high quality aesthetic whilst giving reasonable business exposure and creating a sense of vibrancy, liveliness and activity.

3. DEVELOPMENT APPLICATION NO.2007/1249

On 26 Feb 2009 development consent was granted for the Stage 1 Concept Mixed Use Development on the 14,500m2 of land (amalgamation of 13 allotments), known as Site B comprising:

- / 25,000sqm residential (approx 300 units) and 38,000sqm commercial/retail
- / Two residential tower buildings (one part 15/part 18 storeys and one part 14/part 17 storeys)
- / 3 storey street-front buildings on Oaks Avenue and part Howard Avenue
- / 8 storey commercial office building fronting Pittwater Road
- / 7 storey mid-rise residential buildings
- / Publicly accessible 'Town Square' and 'North-South Pedestrian Link'
- / 1,500 car parking spaces over 5 levels (4 basement levels and 1 above ground)
- / Indented bus bay on Pittwater Road
- / Portal vehicular access in Howard and Oaks Avenues

Site B Voluntary Planning Agreement (VPA)

The Developers for Site B entered into a Voluntary Planning Agreement with Council to make the following community benefit contributions:

- 1. Town Square Works (paving, drainage, lighting, landscaping, street trees, seating, water features and public art). The developer agreed to grant a right of way and other rights to facilitate public access to the town square for a minimum of 30 days per year for community events.
- 2. Pedestrian Connection Work (paving, lighting, landscaping, street trees). The developer agreed to grant a right of way and other rights to facilitate public access to the pedestrian connection area.
- 3. A minimum \$3M monetary contribution for the provision of the Town Square and Pedestrian Connection

- 4. Bus setback work along Pittwater Road frontage
- 5. Monetary contribution for new link road (Church Lane)

4. PLANNING FOR DEE WHY CENTRE'S FUTURE

This report documented the outcomes of a series of workshops conducted with Councillors and technical staff. The main issues identified in the workshops related to:

- / Economic (urban design and built form; retail; hotel and club; marketing)
- / Community (access and mobility; cultural; social; recreation; housing and health)
- / Environment (physical infrastructure; public domain; heritage)

It was intended that this report guide the sustainable growth and future planning of the Centre as follows:

- / The Concept Plan is to demonstrate (through a series of design principles and actions) how to rebuild and improve the future community, future economy and future environment.
- / The driving force for the proposed future uses for Centre derives from its coastal context.
- / The challenge for the concept plan is to address contextual issues in a way that strengthens the natural and economic attributes of the location and create a new town precinct that enhances the local and regional economy and culture of Sydney's coastline.
- / The Concept Plan is to identify staged changes to Council policies, to fine tune controls over time as change occurs. Recommendations for actions are to be staged in consideration of the need for new and additional infrastructure and funding through Section 94 Contributions or through other sources available to Council.

5. DEE WHY TOWN CENTRE TRAFFIC STUDY

(Refer also Option 2A-2 as shown on P98)

This Traffic Study, prepared in 2007 by GTA Consultants, assessed the capability of the existing road network to accommodate the joint venture proposals (Multiplex / Vumbaca) for the site bounded by Pittwater Road, Oaks Avenue, Howard Avenue and Council car park. It also assessed Dee Why Town Centre as a whole and provided guidance on the capacity limits on development based on traffic impacts. The Study was undertaken in consultation with key transport stakeholders. The key findings of that Study were as follows:

- / Traffic issues within Dee Why Town Centre were at the time of the Study of a minor nature with queuing on the local side roads (Fisher Road in particular) and some overspill of traffic from the right turn bays on Pittwater Road causing isolated delays during peak periods.
- / Future development proposed would change situation substantially with need to make infrastructure changes on road network to accommodate this.
- / Three development scenarios were assessed:
 - Council approved DA sites (including the Dee Why Hotel site)
 - Council pending DA sites (including Multiplex site & future adjoining Council site)
 - Future potential Council sites (including all other developable sites within the Town Centre as identified in Councils LEP)
- / Traffic assessment of the development scenarios included requirement for modest infrastructure changes even at approved DA stage but at the pending stage would be necessary to introduce fairly major changes to the current road network, with introduction of one way working arrangement within the Town Centre being the most favourable outcomes from a traffic perspective.
- / Traffic circulation options were explored, with a one way anti-clockwise circulation proving to be marginally better in traffic operational terms, primarily as a consequence of the limited number of additional signals phases required on Pittwater Road.
- / The report noted that short to medium term public transport improvements will be focussed on buses

Observations on current traffic and transport conditions

The report advised that the road hierarchy in Dee Why consists of:

- Main arterial road – Pittwater Road
- Collector roads – Dee Why Parade, Howard Avenue and Oaks Avenue on the eastern side of Pittwater Road and Fisher Road on the western side
- All other roads are classified as local roads.
- There are 9 signalised intersections and 7 intersections controlled by roundabouts
- All other intersections within the study area are either give way or stop controlled
- / Road and intersection performance within Dee Why Town Centre:
 - Queues and delays were starting to develop on the side roads during the PM weekday and Saturday peak periods, in particular on Fisher Road and Howard Avenue.
 - Queues were extending beyond the right turn bay capacity on Pittwater Road at Oaks Avenue and Sturdee Parade.
- / Buses - The Study advised that three strategic regional bus corridors were proposed to operate from/to or through Dee Why (Route 15: Chatswood – Dee Why/Brookvale; Route 16: Mona Vale – City; Route 17: Brookvale – City (via Roseville)). They advised further that dedicated kerbside bus lanes, southbound in AM Peak and northbound in PM Peak

could be expected on Routes 15, 16 and 17 at some stage in the future.

- / Taxis – the Dee why taxi rank is currently located on the south side of Howard Avenue adjacent to an existing at-grade car park. Observations show that this taxi rank is used frequently for a retail and end of destination trips. There are also some issues of safety in relation to u-turn movements and queuing which can often block the access to the existing car park.
- / Pedestrians - details of pedestrian crossings were provided and it was noted that Pittwater Road creates a barrier to pedestrian movements from the east to west and visa versa through Dee Why, despite the provision of signalised pedestrian crossings as wait times are often lengthy.
- / Bicycles – advised that the main regional bicycle route is along Pittwater Road, which currently has inadequate bicycle facilities. Other routes in vicinity of the study area identified included McIntosh Road, Pitt Road, The Strand and the Dee Why Lagoon off-road path.
- / 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.

Summary Key Existing Traffic and Transport Issues

- / Closeness of intersections of Fisher Road/Pittwater Road and Pacific Parade/Pittwater Road and the associated signal operation resulted in limited

queuing capacity on Pittwater Road between these intersections which resulted in subsequent traffic queuing issues on Fisher Road and Pittwater Road.

- / Shortness of right turn bay on Pittwater Road at Oaks Avenue resulted in overspill traffic into the adjacent lane on Pittwater Road. When this occurred in combination with parked cars on the western side of Pittwater Road, Pittwater Roads is reduced to only one through lane resulting in significant congestion and queuing. Particularly relevant during PM peak period.
- / Right turn from Howard Avenue into Pittwater Road in combination with left turn held at the pedestrian crossing phase resulted in obstruction of through traffic flow on Howard Avenue.
- / Travel routes between the various retail areas on the eastern side of Pittwater Road were circuitous which results in the existing car park between Howard and Oaks Avenue operating as a through road to overcome this.

Key Consultation Outcomes

- / The RTA provided strong indication that future proposals for southbound and northbound AM and PM bus lanes on Pittwater Road should be included in any traffic assessments undertaken
- / The STA provided strong indications that a one way clockwise traffic operation would result in increases in travel distance and time to services L60 and 136. The STA provided statistics on bus patronage which indicated a weekday growth over 2005/06 and 2007/08 of 10.5% on Pittwater Road.
- / The Ministry of Transport was not supportive of the options developed to date indicating the scope of the study was too narrow and did not cater for all sustainable transport users, in particular pedestrians and cyclists. Called for an integrated land use strategy for the Warringah LGA taking into account wider transport implications.
- / Taxi Council indicated that the rank would need to be designed to accommodate future demand associated with the future scale of the proposed development.

Indicated that taxi rank should be located close to the main bus interchange as possible, particularly the northbound bus stop on Pittwater Road. Also consideration should be given to locating the taxi rank in Oaks Avenue if congestion on Howard Avenue results in delays to the external road networks for taxis.

- / Urban Design Consultants did not view the one way system favourably on the basis of shopper inconvenience and general accessibility changes.

PLANNING POLICIES AND CONTROLS

A review of the state and local government strategies, environmental planning instruments and planning policies relevant the Dee Why Town Centre review project is provided in this Section:

Warringah Council Policy and Planning:

- / Warringah Local Environmental Plan 2011
- / Warringah Development Control Plan

State Government Policy and Planning:

- / Metropolitan Plan for Sydney 2036 (Metropolitan Strategy)
- / Draft Sydney North East Subregional Strategy
- / State Environmental Planning Policies
- / S.117 Ministerial Directions
- / Sydney Metro Transport Plan – Connecting the City of Cities (released February 2010)
- / NSW State Infrastructure Strategy 2008 – 2018
- / Centres document
- / Other State Government Guidelines

Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 was released in 2010 and identified a number of challenges for Sydney including:

- / A growing population: Sydney's population is growing faster than previously expected. Revised NSW forecasts show Sydney's population is expected to grow by 1.7 million people between 2006 and 2035 to 6 million – an average annual rise of 56,650 people.

- / A changing population: the composition of the population is changing due to increasing life expectancy. By 2036 the number of people aged 65 and above will more than double to just over one million, requiring new, more varied housing, social infrastructure and community services.
- / More suitable and affordable accommodation: while Sydney's population is growing, the average household size is falling, creating demand for more – but smaller, more affordable – homes. As a result, Sydney will need 770,000 additional homes by 2036 – a 46% increase on the city's current 1.68 million homes. The location, size and type of new housing must reflect the population's changing needs.
- / More jobs, closer to home: Sydney's growth will require 760,000 more jobs, with half planned for Western Sydney with a focus on cities and centres where the greatest population growth will occur.
- / More efficient transport: the location of new homes and jobs to match transport capacity will determine how effectively Sydney develops as a compact and connected city and how it manages congestion and its related issues – economic efficiency, social costs, equity, air quality and climate change.
- / More efficient infrastructure delivery: long-term land use and infrastructure planning and delivery must be better integrated to improve certainty for government agencies, the private sector and the community. This will improve investment decision-making and ensure more efficient use of public and private resources to support continued economic growth.
- / A more sustainable Sydney: Sydney's central challenge is to grow sustainably – improve economic and social outcomes while protecting our natural environment and containing its urban footprint.
- / Tackling climate change: Sydney's planning system and transport network must help address the long-term impacts of climate change by ensuring lower greenhouse gas emissions and adapting to more extreme weather patterns and effects.
- / Maintaining our global competitiveness as Australia's leading global city, Sydney carries a

major responsibility to remain strong, efficient and internationally competitive.

Draft Sydney North East Subregional Strategy

The draft Sydney North East Subregional Strategy is the key planning tool to implement the NSW Government's Metropolitan Plan for Sydney 2036 and NSW State Plan at the local level. The draft Strategy covers the areas of Manly, Pittwater and Warringah and provides a broad framework for the long-term development of the area, guiding government investment and linking local and state planning issues. The aims of Subregional Planning are:

- / To provide a forum for councils to allocate the local distribution of housing and employment capacity targets based on the principles of the Metropolitan Strategy, and to work together on complementary future directions.
- / To provide for balanced growth among LGAs to build upon regional strengths and bolster opportunities.
- / To identify the future role of Strategic Centres and Corridors, as well as Towns, Villages and Neighbourhood Centres in relation to the overall structure of the metropolitan area.
- / To focus coordinated State agency involvement and assess management with respect to Strategic Centres and corridors including providing a basis for the prioritisation of investment.
- / To ensure sufficient investment in regional facilities, within and between subregions.

The 2031 Vision for the Sydney North East is as a subregion which retains its high quality environmental and lifestyle attributes and continues to allow residents to live and work within the subregion. A sustainable, prosperous and liveable future will be one where:

- / Ecologically and culturally significant landscapes and places are valued and protected;

- / There are diverse employment opportunities, and access to quality infrastructure and services, including education and health; and
- / Residents and visitors benefit from a choice of high quality living environments and cultural, recreational and employment opportunities.

The Brookvale – Dee Why town centre areas have been identified as a major centre in the Metropolitan Strategy and draft Strategy with a potential enterprise corridor linking the town centres along Pittwater Road. This area currently provides much of the civic, cultural and economic requirements for the subregion, split between the two centres. The draft Strategy maintains the combined centre of Brookvale – Dee Why as the Major Centre for the subregion, however suggests that over the life of the strategy that roles of these places will be further refined. Dee Why will develop as a highly liveable town centre and remain the focus of civic and cultural activities.

A Key Direction relating to Centres and Corridors in the draft Strategy is to 'promote Brookvale – Dee Why as the subregion's Major Centre'. A Major Centre is defined as a strategic centre which is a 'major shopping and business centre serving immediate subregional residential population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8000 jobs. The Brookvale – Dee Why centre has an area of approximately 6km² and a total number of jobs (in 2001) of 13,000.

Dee Why is described in the draft Strategy as having a vibrant main street retail centre extending along Pittwater Road, flowing into the side streets, mainly to the east towards Dee Why Beach. Residential development is predominantly medium density. To the west of Pittwater Road there is active street frontage with a retail strip receding into detached suburban dwellings. Dee Why is well served by a number of Strategic Bus Corridors. It is expected that Dee Why will continue to develop as a vibrant Town Centre and will continue to provide civic and cultural requirements of the subregion. The draft Strategy notes that a new town square will provide a definable and recognisable heart of Dee Why

allowing for social interaction, the enjoyment of new public spaces and a mixed use office and residential development. Office space proposed in Dee Why will provide new opportunities for small to medium businesses to establish lifestyle-based offices in the North East to service local businesses and residents. Such office space has been in short supply in this subregion.

The draft Strategy also notes that housing growth in the subregion will be accommodated primarily within centres well serviced by public transport. Dee Why will be the location for higher density housing in a mixed use development. Housing growth will need to be planned so it does not undermine the identified employment needs.

It is also intended that Pittwater Road, between Brookvale and Dee Why will consolidate its role as an Enterprise Corridor and to provide a strong connection between the two centres which form the Major Centre of the subregion.

The Metropolitan Strategy outlines some key aspects of successful centres as being:

- / Accessible and pedestrian friendly
- / Providing good public transport options
- / Containing good jobs, learning opportunities and cultural activities
- / Have good, safe public domain spaces.

Employment Targets

The current Dee Why Centre Master plan suggests additional commercial capacity for approximately 1500 jobs within a mixed use development that also creates a town square. This number of jobs and the commercial space options should be a major focus of structure planning work on the combined Brookvale – Dee Why Major Centre to ensure the broader planning objectives for the two parts of the centre are achieved, and that commercial space provided would be appropriate for the market.

Housing Targets

The Metropolitan Strategy housing target for the North East Subregion is 17300 new dwellings by 2031, of which Warringah is estimated to provide 10300. The updated target for the North East Subregion is 29,000 dwellings. Warringah's share of this target will be established during the review of the draft North East Subregional Strategy. Over the next 25 years significant ageing of the resident population is forecast. Population projects indicate that in the North East the population over 65 years of age is likely to grow from 33,170 (14.3% of total population) to 50,510 (19.6% of total population) from 2001 to 2031. Enabling residents to 'age in place' is an issue for the subregion. As the population ages it is likely that the average number of people per household will continue to decrease. The ageing population is likely to contribute to the need for greater housing choice and generate demand for higher density housing with good access to services and public transport.

Council has resolved to limit the maximum floorspace in the centre to that achievable under the current LEP, pending the provision of additional funding from the State Government for essential infrastructure upgrades.

Travel

Travel in the North East Subregion: on an average weekday the residents of the North East Subregion make almost one million trips, at a rate of 4.2 trips per day per person, the highest rate of any subregion. Over 70% of these trips start and finish within the North East Subregion. On an average weekday, 72% of trips by North East residents are made by private vehicle, 9.5% by public transport and 16.5% by walking or cycling. The North East Subregion has one of the highest proportion of car use of any subregion. North East residents spend the most time travelling (average 90 minutes per person per day) and the most time driving (average of 44 minutes per person per day) of all the subregions. While travel time is higher, the average distance travelled of 35.7km per person per day and an average 20.8 VKT per person per day is similar to Sydney averages. Almost 80% of jobs in the North East Subregion are

taken by residents, half of all workers live and work within the subregion. The three road routes into and out of the North East Subregion experience congestion in the morning and afternoon peaks during the week as well as weekend congestion as a result of Saturday school and club sports. One of the biggest pressures is on the Pittwater Road corridor from Mona Vale towards the Sydney CBD, handling a total daily traffic of 2.7 million passenger kilometres. Travel from Brookvale – Dee Why along Warringah Road towards Chatswood handles a total daily traffic of 1.1 million passenger kilometres.

The capacity of the bus network in the North East can be increased through a package of measures including improved physical and electronic bus priority measures, operational strategies such as increased use of articulated buses, increased frequency and off-board ticket sales.

Sufficient capacity at well-located bus depots in the North East Subregion will be required to support additional buses and higher capacity vehicles in the North East. The Government is committed to redeveloping the bus depot at Brookvale to achieve additional storage and administration facilities.

There is increasing demand in the North East Subregion to travel to areas west of the subregion, such as Chatswood, Macquarie Park and Parramatta, particularly for the journey to work. At present, the majority of this travel is undertaken by car. The planned North West Rail Link part of the Metropolitan Rail Expansion Program, in conjunction with the Chatswood-Dee Why and Mona Vale – Macquarie Park Strategic Bus Corridors, will improve access between the North East Subregion and the North West of Sydney. The proposed Strategic Bus Corridors, will provide fast, frequent, direct and convenient bus services between Sydney's Major Centres. The Strategic Bus Corridors services will target a 25km/h average bus speed and will be supported by new integrated bus networks linking into the strategic corridors. The following Strategic Bus Corridors will improve access to and from the subregion:

- / Chatswood – Brookvale – Dee Why (Corridor 15)

- / Brookvale – Dee Why – Sydney CBD via Roseville (Corridor 17)
- / Mona Vale – Sydney CBD via Military Road (Corridor 16)
- / Mona Vale – Macquarie via Mona Vale Road (Corridor 36)

Physical bus priority measures will target key 'pinch points' or sections of strategic corridors that do not currently achieve average bus speeds of 25km/h. Measures may include:

- / Dedicated red bus lanes on approaches to congested intersections
- / Dedicated bus bypass lanes (such as 'Left Turn Only, Buses Excepted')
- / Pre-emptive bus signals ('B' Signals)
- / Conversion of unrestricted lanes to 'Transit' and 'No Stopping' lanes.

With better facilities and a better alignment of the local walking and cycling networks with public transport routes there is potential to increase encourage more sustainable travel as many short trips currently made by car could also be made by walking or cycling. A better network and facilities will improve local accessibility, neighbourhood amenity and community health. Local and regional walking and cycling infrastructure will be improved through the implementation of the Planning Guidelines for Walking and Cycling. The State Government and local government are to work together to align local walking and cycling networks with public transport routes to improve accessibility to public transport.

Department of Planning, in consultation with transport agencies and other stakeholders, is developing a metropolitan-wide parking policy. The parking policy will guide the supply and management of parking to support the use of sustainable transport to Strategic Centres, including Brookvale – Dee Why. The policy will also support the management of parking on corridors, such as the Strategic Bus Corridors to improve the efficiency of bus services. North East councils must consider the guidelines when developing local parking policies and should ensure planning instruments are consistent with

the Metropolitan Parking Policy when finalised.

Culture and Heritage

The natural and cultural setting has significant ecosystem, economic and social values. Growing sustainably means containing the urban footprint, reducing consumption of natural resources and reducing the environmental impacts of development. The environmental and heritage challenges for the North East focus on maintaining the impacts of urban development and tourism on the local environment and heritage assets, particularly the beaches, significant cultural heritage items, waterways and national parks. One of the main pressures on cultural heritage is redevelopment of urban areas. The key challenge is to allow for increased densities while protecting significant cultural heritage.

Accommodating the expanding city puts pressure on cultural and natural heritage and a consistent approach is needed to balance growth and change while conserving places, streetscapes and areas that local communities value. Appropriately sited and well designed new development can contribute to and reinforce local character and quality. Local councils to refer to Design in Context: Guidelines for Infill Development in the Historic Environment (2005) in preparing development control plans to ensure compatibility of development with conservation areas and existing heritage items. The Heritage Council is to develop guidance on the adaptive reuse of heritage items to provide for high quality urban renewal and to investigate additional incentive programs to leverage private investment in the conservation of Sydney's heritage.

In planning for future growth of centres councils to consider the need for civic space. Council should identify opportunities to enhance existing civic space and provide new civic spaces. Urban civic space, such as town squares, widened footpaths and boulevards, and other pedestrianised areas, is an important part of the urban environment. In planning for future growth of strategic and larger local centres there are opportunities

to enhance existing civic space and identify new civic space. High quality and appropriately located civic space can create more vibrant and interesting centres.

Stormwater

Stormwater runoff from urban areas impact on downstream receiving environments. Of particular concern are the coastal lagoons of Manly, Curl Curl, Dee Why and Narrabeen which are particularly susceptible to runoff from urban areas. High probability of occurrence of acid sulfate soils materials within the soil profile has been mapped in Manly, Warringah and Pittwater. The impacts of climate change, including sea level rise. The draft Strategy addresses environmental and cultural heritage challenges through actions to improve the health of waterways, coasts and estuaries, protect the loss of diversity, conserve and manage Aboriginal and other cultural heritage, protect air quality, manage with less water, move towards cleaner energy, protect and remaining viable resource lands and respond to the risk of climate change and sea level rise.

Groundwater

Groundwater in the North East occurs in two main settings: unconsolidated sediments (coastal sand beds) and porous rocks (sandstones). These settings have different environmental attributes and influences on groundwater behaviour. If groundwater discharges are modified by urban development there will be potential impacts on the four coastal lagoons. Councils to continue to promote water sensitive urban design guidance on how to protect regionally significant riparian corridors through planning controls will be provided through (proposed) Section 117 Direction. North East councils to prepare Principal LEPs which have regard to State Environmental Planning Policy No.71 – Coastal Protection.

Noise

'Best Practise Guidelines for Planning along Transport Corridors'. Traffic movement along major roads in the subregion, including Pittwater Road, create significant noise impacts. Planning for future residential development, particularly within centres and adjacent to road corridors, should avoid noise conflicts through appropriate planning mechanisms.

Flooding

Councils are to plan for land affected by flooding in accordance with the Government's Flood Prone Land Policy and Floodplain Development Manual. Floodplain risk management assessment needs to be undertaken strategically through the development of floodplain risk management studies and plans, which consider the flooding implications for existing and proposed development. Refer also Section 117 Direction No.15 Flood Prone Land and the Floodplain Development Manual.

Parks and Public Places

In addition to parks and sports grounds, public places also comprise other aspects of the public domain such as urban civic space including town squares, widening footpaths and boulevards and other pedestrianised areas. Currently Dee Why's major civic space is located along the beachfront. Warringah Council is also planning for additional civic space in Dee Why town centre. Opportunities to improve existing urban public space and provide additional civic spaces should be identified in planning for centres where increased commercial and residential development is proposed.

The level of provision of local open space in the North East Subregion has been identified as lower than that across the Sydney Region. This is offset to some extent by access to bushland open space in close proximity to urban areas. However, there is an ongoing need to improve and expand local open space particularly where future urban growth is planned. The Department

of Planning is updating the Outdoor Recreation and Open Space Planning Guidelines for Local Government which will assist councils in planning for local open space. The draft Strategy also highlights the importance of improved access to waterways and links between bushland, parks and centres.

Entertainment and Nightlife

Sydney's entertainment and nightlife clusters contribute to the cultural life of the city as well as forming an important part of its economy. These areas comprise restaurants, cafes, bars, hotels, theatres and cinemas. There is a need to ensure that incompatible uses such as residential development do not impact on the ongoing viability of such clusters. This can be achieved through appropriate separation between uses or other suitable design measures. Development of entertainment and nightlife clusters will enhance the vibrancy and liveability of centres. Appropriately located and well designed night-time activity can improve public safety through passive surveillance. Providing opportunities to access entertainment and nightlife within the subregion will also contribute to self-containment and reduce transport pressures. Night economy areas should have taxi ranks and public transport nearby and restaurant/café clusters should be supported by appropriate street amenity. When planning for urban growth of the larger local centres there are opportunities to enhance and encourage small clusters of restaurants, cafes and bars. Such areas may require some parking provisions in locations lacking frequent evening public transport. (Action:) in planning for Brookvale – Dee Why as the Major Centre, Warringah Council should recognise and enhance the existing nightlife and entertainment cluster on the waterfront.

In summary, the draft Strategy is designed to work at two levels: Key Directions and Key Actions. Those relevant to the Dee Why Town Centre are:

Key Directions	Key Actions
<p>Plan for employment growth: the North East Subregion has maintained a high level of employment self-containment. Generally, larger industrial employers have not been attracted to locate in the North East as a result of transport constraints in and out of the subregion. Consequently, there is a higher proportion of very small businesses, including businesses operated from home, than in other subregions.</p> <p>The draft Strategy aims to ensure that an adequate supply of employment land is identified within centres to maintain the subregion’s high level of employment self-containment.</p>	<p>North East councils to prepare Principal LEPs to provide sufficient zoned commercial and employment land to meet employment capacity targets.</p> <p>The employment capacity target for the North East Subregion is 19,500 new jobs between 2001 and 2031, 12,500 of these are to be located in Warringah LGA.</p> <p>Employment capacity target of an additional 4000 jobs for the Brookvale – Dee Why Major Centre to 2031 by planning for sufficient commercial, retail and industrial zoned land and floor space in the LEP.</p> <p>Increase integration of employment and housing markets by land zoning.</p> <p>Encourage the creation of emerging businesses through identifying low rental premises for start-up and small firms. There may be opportunities to provide low-rental premises in centres with under-utilised shop tops.</p>
<p>Better access to a variety of housing choice and create liveable and sustainable communities: facilitating an adequate supply and mix of housing through the local planning process. Planning for higher density housing in centres will achieve a greater mix of housing and make it easier for existing residents to ‘age in place’ and new residents to enter the market.</p> <p>Encouraging future residential development within and around centres will create liveable and sustainable communities. This will be achieved by supporting diversity through a variety of housing forms and ensuring future housing growth is located close to existing public transport and co-locating dwellings with jobs and services. Future development of the subregion will provide a high quality urban form and implement principles of sustainability.</p>	<p>Councils to plan for sufficient zoned land to accommodate their local government area housing targets through their Principal LEPs.</p> <p>The Metropolitan Strategy housing target for the North East Subregion is 17300 new dwellings by 2031, of which Warringah is estimated to provide 10300.</p> <p>Across the Greater Metropolitan Region a target of 60-70% of new housing will be accommodated in existing urban areas, focused around centres. This will take advantage of existing services such as shops and public transport and reduce development pressures in other parts of Sydney.</p> <p>In preparing Principal LEPs council will need to demonstrate that they have sufficient zoned capacity to meet the 10 year dwelling targets and contribute to achieving the longer-term 2031 housing needs of the subregion.</p> <p>Dee Why is identified as a location for additional housing. To strengthen its role as a liveable centre opportunities for greater housing densities, compatible with the achievement of employment capacity target for the centre, should be explored.</p>

Key Directions	Key Actions
between Dee Why and Brookvale centres. Dee Why contains the majority of civic, cultural and social amenities, whilst Brookvale contains the major regional shopping mall, some medical and community services and well as the regional TAFE. Dee Why will provide additional high density housing, retail and some commercial space in a mixed use development as proposed in the current Town Centre Masterplan. Maintaining and strengthening the link between Dee Why and Brookvale remains a significant planning challenge.	and infrastructure planning and controls in the Principal LEPs. Councils to implement the employment capacity target of 4000 additional jobs for the Brookvale-Dee Why Major Centre. Council to consider planning for housing growth in centres, in particular those well serviced by public transport. The Department of Planning and local government to investigate the role of Pittwater Road as an Enterprise Corridor particularly between Brookvale and Dee Why.
Better access to, from and within the North East Subregion: the subregion has a dispersed community structure with higher than average car use. The implementation of Strategic Bus Corridors will provide better links to and from surrounding strategic centres.	The Ministry of Transport to implement the integrated network of Strategic Bus Corridors and improve the integration of bus and ferry services to support centres in the North East. The Roads and Traffic Authority to continue to manage traffic on Sydney's major road network and provide additional road capacity at places which experience high levels of congestion including 'pinch point' network improvements at Pittwater Road.
Protection of the environment and lifestyle of the region: the North East is a high value environmental area, with numerous beaches, sheltered waterways, national parks and reserves, Aboriginal cultural heritage items. These assets need to be protected for their inherent values and also as an intrinsic part of the lifestyle and economy of the subregion. A key challenge for the subregion is to continue to grow sustainably, managing the environmental impact of development and reducing consumption of natural resources, as well as safeguarding assets from natural hazards.	The Draft strategy comments: The environmental and heritage challenges for the North East focus on managing the impacts of urban development and tourism on the local environment and heritage assets, particularly the beaches, significant cultural heritage items, waterways and national parks. One of the main pressures on cultural heritage is redevelopment of urban areas. The key challenge is to allow for increased densities while protecting significant cultural heritage.

Sydney Metro Transport Plan
– Connecting the City of Cities
(released February 2010)

Pittwater road is identified in this Strategy as a key Regional Transport Corridor. This and other corridors are described as follows in the Strategy:

“These corridors have been assessed as critical over the longer term to ensure a connected city with efficient travel options and will guide the location of capacity enhancements to ensure a compact and accessible city.”

It is important that and the Master Plan Review seek to support and enhance the transport role played by this major artery, while seeking to improve its relationship with the Dee Why Centre.

NSW State Infrastructure Strategy
2008 – 2018

The State Infrastructure Strategy, prepared by the NSW Treasury is a rolling 10–year plan for infrastructure projects to support service delivery. First published in 2006, it is updated every two years. No specific major infrastructure projects in Dee Why are mentioned in the Strategy.

State Environmental Planning
Policies

The following State Environmental Planning Policies are relevant to planning in the Dee Why Town Centre:

SEPP (Exempt and Complying Development Codes)
2008: streamlines assessment processes for development that complies with specified development

standards. The policy provides exempt and complying development codes that have State-wide application, identifying types of development that are of minimal environmental impact that may be carried out without the need for development consent; and types of complying development that may be carried out in accordance with a complying development certificate.

SEPP (Infrastructure) 2007: provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency. The requirements for development in or adjacent to road corridors and road reservations and traffic generating development are also included in the SEPP.

SEPP (Temporary Structures) 2007: provides for the erection of temporary structures and the use of places of public entertainment while protecting public safety and local amenity.

SEPP (Housing for Seniors or People with a Disability) 2004: encourages the development of high quality accommodation for our ageing population and for people who have disabilities – housing that is in keeping with the local neighbourhood.

SEPP No.71 (Coastal Protection): ensures that development in the NSW coastal zone is appropriate and suitably located, to ensure that there is a consistent and strategic approach to coastal planning and management and to ensure there is a clear development assessment framework for the coastal zone. Dee Why Lagoon is identified in Schedule 1 as a coastal lake.

SEPP 65 (Design Quality of Residential Flat Development): raises the design quality of residential

flat development through the application of a series of design principles. It provides for the establishment of Design Review Panels to provide independent expert advice to councils on the merit of residential flat development. The accompanying regulation requires the involvement of a qualified designer throughout the design, approval and construction stages.

SEPP 64 (Advertising and Signage): aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is a high quality design and finish.

SEPP 55 (Remediation of Land): introduces State-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals.

SEPP 44 (Koala Habitat Protection): encourages the conservation and management of natural vegetation areas that provide habitat for koalas to ensure permanent free-living populations will be maintained over their present range. Local councils cannot approve development in an area affected by this policy without an investigation of core koala habitat.

SEPP 22 (Shops and Commercial Premises): permits within a business zone, a change of use from one kind of shop to another or one kind of commercial premises to another, even if the change of use is prohibited under an environmental planning instrument. Development consent must be obtained and the consent authority satisfied that the change of use will have no, or only minor, environmental effect.

SEPP 19 (Bushland in Urban Areas): protects and preserves bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. The policy is designed to protect bushland in public open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.

SEPP 4 (Development without Consent and Miscellaneous Complying Development): applies to the site other than clause 6 (subdivision) and Part 3 (complying development). The SEPP permits development which is of minor environmental significance eg change of use.

SEPP (Affordable Rental Housing) 2009: establishes a consistent planning regime for the provision of affordable rental housing. The policy provides incentives for new affordable rental housing, facilitate the retention of existing affordable rentals, and expands the role of not-for-profit providers. It also aims to support local centres by providing housing for workers close to places of work, and facilitate development of housing for the homeless and other disadvantaged people.

S117 Directions

The Minister for Planning, under section 117(2) of the Environmental Planning and Assessment Act 1979 issues directions that council must follow when preparing planning proposals for new LEPs (i.e. LEP amendments). The directions cover the following broad categories: employment and resources; environment and heritage; housing, infrastructure and urban development; hazard and risk; regional planning; and local plan making.

The Directions relevant to the preparation of any future amendment to the Warringah LEP 2011 in relation to the Dee Why Town Centre are:

- / Direction 1.1 Business and Industrial Zones: which requires, in summary, that areas and locations of existing business must be reduced and the total potential floor space area must not be reduced.
- / Direction 2.3 Heritage Conservation: requires provisions for heritage conservation to be included in LEPs.
- / Direction 3.1 Residential Zones: the direction applies when a planning proposal affects residential land and zone boundaries and requires that a variety and choice in housing types is provided and development provides for an efficient use of existing infrastructure and services.
- / Direction 3.4 Integrating Land Use and Transport: ensures that urban structures, building forms, land use locations, development designs and street layouts improve access to housing, jobs and services by walking, cycling and public transport, reduce dependence on cars and support public transport usage.
- / Direction 4.1 Acid Sulfate Soils: objective is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. A portion of the Dee Why Town Centre located in top north eastern corner of the study area (in the vicinity of the Dee Why RSL Club) is identified in the Warringah LEP 2011 as Acid Sulfate Soils (Class 5).
- / Direction 4.3 Flood Prone Land: the planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.
- / Direction 4.4 Planning for Bushfire Protection: the Warringah Bushfire Prone Land Map identifies the northern edge of the study area (in the vicinity of the Dee Why RSL Club) as a buffer area. On the southern boundary of the study area, the Stony Range Flora Reserve is identified as Bushfire Prone Land: Vegetation Category 2.

- / Direction 6.1 Approval and Referral Requirements: ensure that LEP provisions encourage the efficient and appropriate assessment of development. The direction minimises provisions that require concurrence, consultation and referral of development applications to a Minister or public authority.
- / Direction 6.2 Reserving Land for Public Purposes: facilitates the provision of public services and facilities by reserving land for public purposes and facilitates the removal of reservations of land where the land is no longer required for acquisition.
- / Direction 6.3 Site Specific Provisions: discourages unnecessarily restrictive site specific planning controls.
- / Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036: legal effect is given to the vision, transport and land use strategy, policies and outcomes and actions contained in the Metropolitan Plan for Sydney 2036 and requires that planning proposals are consistent with the Plan.

Other State Government Guidelines

- / Integrating Land Use and Transport (Department of Planning & Department of Transport)
- / Draft Centres Design Guidelines (Department of Planning, 2011)
- / Urban Design Guidelines with Young People in Mind (Department of Planning, Sept 1999)
- / Residential Flat Design Code (Department of Planning)
- / NSW Police Safer by Design Program
- / Planning Guidelines for Walking and Cycling (Department of Planning, 2004)
- / Flood Prone Land Policy and Floodplain Development Manual 2005
- / Design in Context: Guidelines for Infill Development in the Historic Environment (Heritage Office, 2005)

3.2 LOCAL PLANNING POLICY AND CONTROLS

Warringah Local Environmental Plan 2011

The Warringah Local Environmental Plan 2011 (LEP 2011) came into effect on 9 December 2011. The LEP 2011 has been prepared in accordance with the State Government's Standard Instrument (Local Environmental Plans) Order 2006, which requires local Council's to implement a Standard Instrument LEP. The LEP 2011 includes all land in the Warringah LGA except for the deferred land within the B2 Oxford Falls Valley and C8 Belrose North localities.

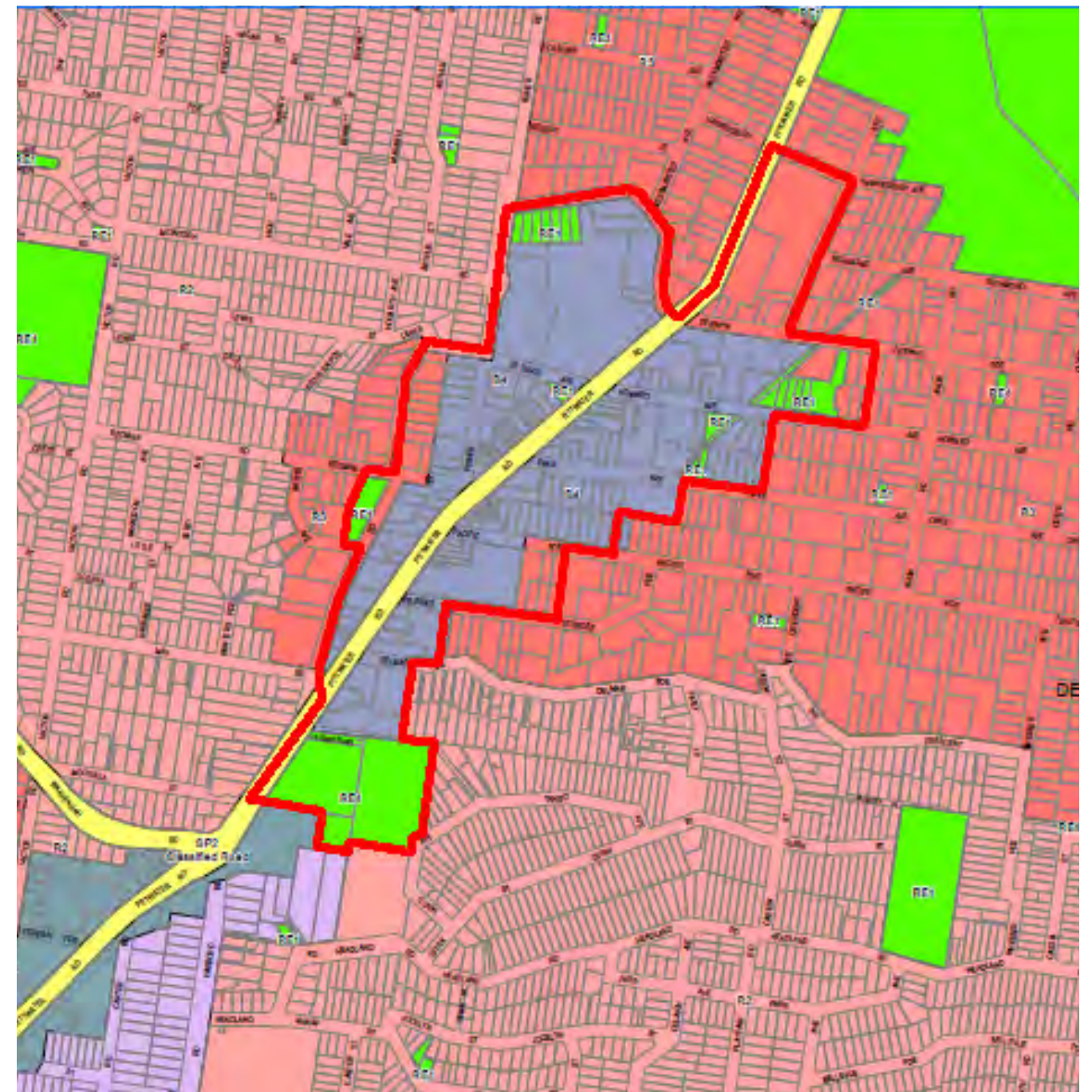
Aims of the Plan: the particular aims of the Plan that are relevant to the Dee Why Town Centre are:

- / To recognise the role of Dee Why and Brookvale as the major centres and employment areas for the sub-region
- / To maintain and enhance the existing amenity and quality of life of the local community by providing for a balance of development that caters for the housing, employment, entertainment, cultural, welfare and recreational needs of residents and visitors.
- / In relation to residential development, to:
 - Protect and enhance the residential use and amenity of existing residential environments, and
 - Promote development that is compatible with neighbouring development in terms of bulk, scale and appearance, and
 - Increase the availability and variety of dwellings to enable population growth without having adverse effects on the character and amenity of Warringah

- / In relation to non-residential development, to:
 - Ensure that non-residential development does not have an adverse effect on the amenity of residential properties and public places, and
 - Maintain a diversity of employment, services, cultural and recreational facilities.
- / In relation to environmental quality, to:
 - Achieve development outcomes of quality urban design, and
 - Encourage development that demonstrates efficient and sustainable use of energy and resources, and
 - Achieve land use relationships that promote the efficient use of infrastructure, and
 - Ensure that development does not have an adverse effect on streetscape and vistas, public places, areas visible from navigable waters or the natural environment, and
 - Protect, conserve and manage biodiversity and the natural environment, and
 - Manage environmental constraints to development including acid sulfate soils, land slip risk, flood and tidal inundation, coastal erosion and biodiversity
- / In relation to environmental heritage, to recognise, protect and conserve items and areas of natural, indigenous and built heritage that contribute to the environmental and cultural heritage of Warringah, and
- / In relation to community well-being, to:
 - Ensure good management of public assets and promote opportunities for social, cultural and community activities, and
 - Ensure that the social and economic effects of development are appropriate.

LAND USE ZONES

The Dee Why Town Centre is predominantly zoned *B4 Mixed Use* (purple on LEP zoning map extract below) under the LEP 2011 with open space areas on the boundary of the Town Centre zoned *RE1 Public Recreation* (green on LEP zoning map extract map below) and a large area in the north of the site zoned *R3 Medium Density Residential* (deep pink on LEP zoning map extract map below).



- The objectives of the *B4 Mixed Use Zone* are to:
- / To provide a mixture of compatible land uses.
 - / To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
 - / To reinforce the role of Dee Why as the major centre in the sub-region by the treatment of public spaces, the scale and intensity of development, the focus of civic activity and the arrangement of land uses.
 - / To promote building design that creates active building fronts, contributes to the life of streets and public spaces and creates environments that are appropriate to human scale as well as being comfortable, interesting and safe.
 - / To promote a land use pattern that is characterised by shops, restaurants and business premises on the ground floor and housing and offices on the upper floors of buildings.
 - / To encourage site amalgamations to facilitate new development and to facilitate the provision of car parking below ground.

The *B4 Mixed Use Zone* permits home-based child care and home occupations without development consent.

The following land uses are permitted with consent: boarding houses; child care centres; 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; and any other development not specified as prohibited.

- The objectives of the *RE1 Public Recreation Zone* are to:
- / To enable land to be used for public open space or recreational purposes.

- / To provide a range of recreational settings and activities and compatible land uses.
- / To protect and enhance the natural environment for recreational purposes.
- / To protect, manage and restore public land that is of ecological, scientific, cultural or aesthetic value.
- / To prevent development that could destroy, damage or otherwise have an adverse effect on those values.

The *RE1 Public Recreation Zone* permits environmental facilities, environmental protection works and roads without development consent.

The following land uses are permitted with consent: boat building and repair facilities; boat sheds; building identification signs; business identification signs; car parks; child care centres; community facilities; emergency services facilities; kiosks; recreation areas; recreation facilities (indoor); recreation facilities (major); recreation facilities (outdoor); respite day care centres; restaurants or cafes; water recreation structures. All other land uses are prohibited.

The objectives of the *R3 Medium Density Residential Zone* are to:

- / To provide for the housing needs of the community within a medium density residential environment.
- / To provide a variety of housing types within a medium density residential environment.
- / To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- / To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.
- / To ensure that medium density residential environments are of a high visual quality in their presentation to public streets and spaces.

The *R3 Medium Density Zone* permits Home-based

child care and home occupations without development consent.

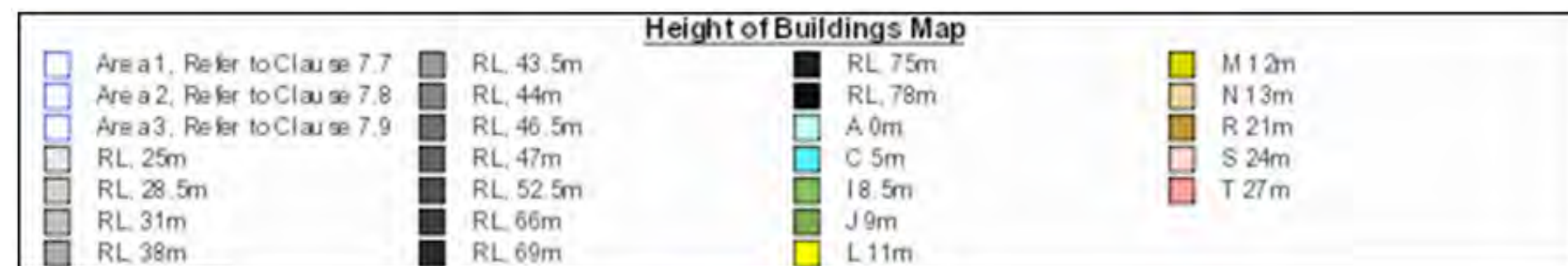
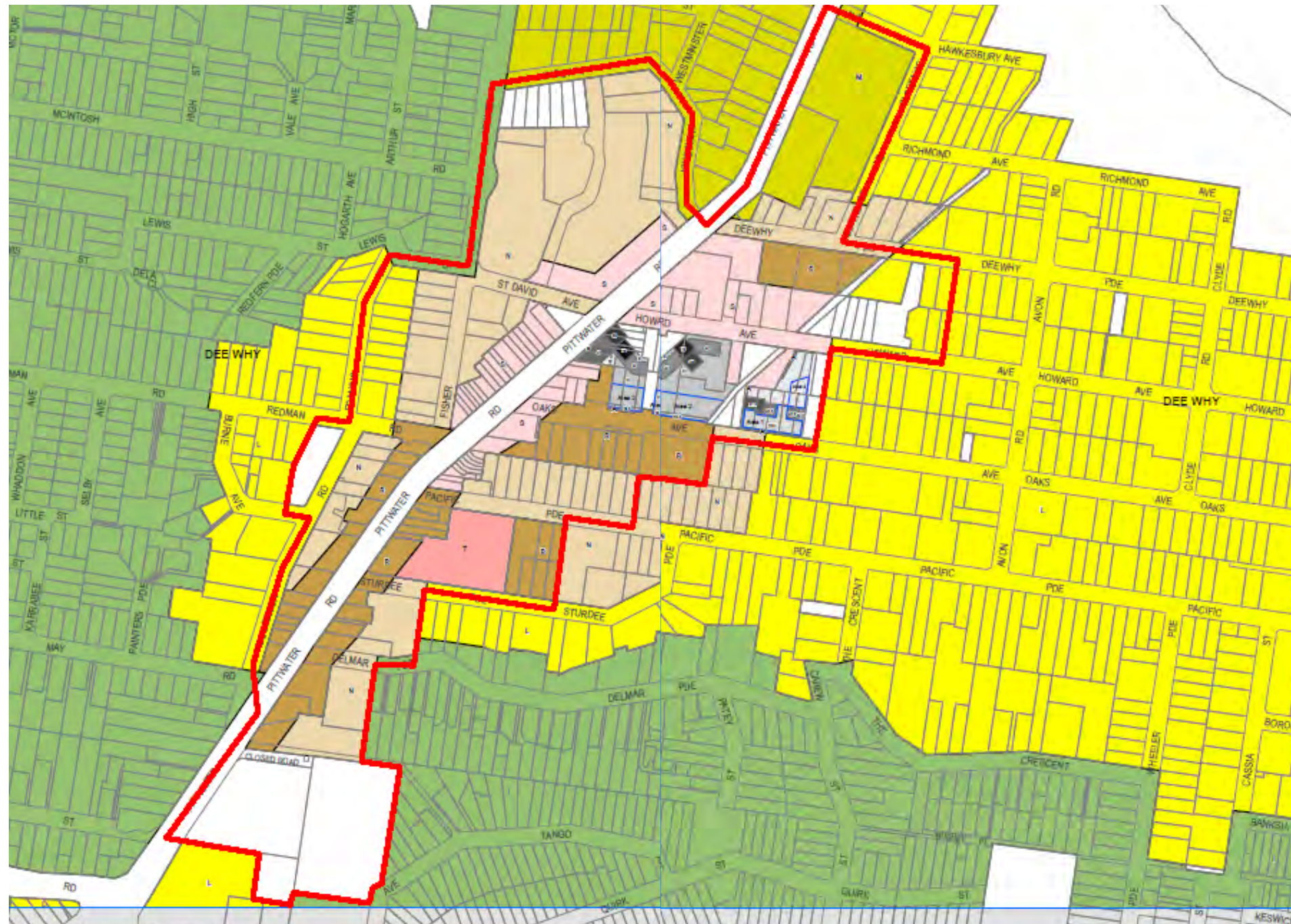
The following land uses are permitted with consent attached dwellings; bed and breakfast accommodation; boarding houses; boat sheds; building identification signs; business identification signs; child care centres; community facilities; dual occupancies; dwelling houses; educational establishments; emergency 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; seniors housing and veterinary hospitals. All other land uses are prohibited.

Exempt and complying development: provides for where development can be carried out either without consent or with approval through a complying development certificate. The Schedules in the LEP 2011 contains additional exempt and complying development which is not specified in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The LEP 2011 lists these additional types of development included as exempt in Schedule 2 of the LEP 2011 including outdoor eating areas, some forms of signage. Schedule 3 lists additional types of complying development including garages and outbuildings.

Principal development standard includes controls for: minimum subdivision lot size; height of buildings: floor space ratio (not adopted); development within the coastal zone; preservation of trees or vegetation; and heritage conservation.

The *Height of Buildings* (clause 4.3) identifies the maximum height of buildings (refer height definition below) throughout the Warringah LGA. The maximums are identified on height maps; an extract from the map relating to the Dee Why Town Centre is provided below. The maximum heights identified for the Dee Why Town

Centre range from 11 metres to 27 metres as shown below. The maximum building height for the Dee Why Town Centre, which is identified as a special area in the LEP, is considered on the following page.



The *Heritage Conservation* (clause 5.10) provisions identity heritage items in Warringah. These are listed in a Schedule 5 (Environmental heritage) to the LEP and are also mapped. Those within the Dee Why Town Centre area, or in close proximity, are shown on the map and table below.

Heritage Map - Sheet HER_010A

Heritage

Conservation Area - General

Conservation Area - Landscape

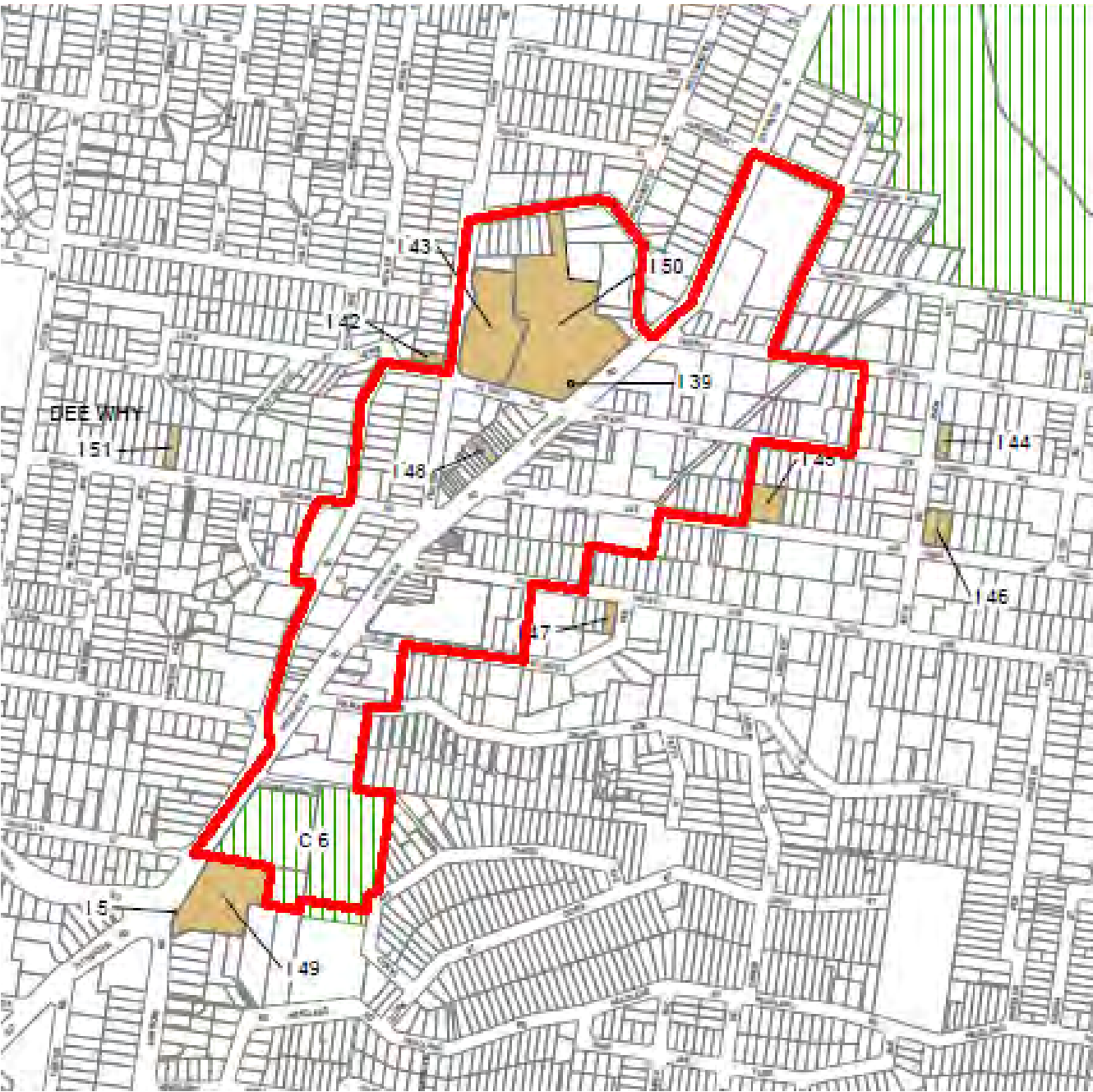
Item - General

Item - Archaeological

Item - Landscape

Cadastre

Cadastre 19/09/2011 © Warringah Council



Heritage Item Number	Heritage Item Name	Address	Property	Significance	Suburb
I43	Pacific Lodge (Salvation Army)	15–23 Fisher Road	Part Lot 11, DP 577062	Local	Dee Why
I39	Street Tree	Corner of David Avenue and Pittwater Road	Lot 100, DP 1041823	Local	Dee Why
I50	Dee Why Public Library	Pittwater Road	Lot 100, DP 1041823	Local	Dee Why
I48	Commonwealth Bank	691 Pittwater Road	Lot 1, DP 166322	Local	Dee Why
C6	Stony Range Flora Reserve	802 Pittwater Road	Lot 369, DP 752038; Portion 7146, DP 1069201; Lot 368, DP 752038; Lot 7, DP 523299	Conservation Area	Dee Why

The following heritage items and conservation areas are located outside the site but in close proximity:

Heritage Item Number	Heritage Item Name	Address	Property Desc	Significance	Suburb
C5	Dee Why Lagoon and Reserve	Dee Why Lagoon and Reserve	As shown on Heritage Map	Conservation Area	Dee Why
I44	Uniting Church	60 Howard Avenue	Lot 20, Section 6, DP 6953	Local	Dee Why
I46	“Ebenezer Flats”	72–74 Oaks Avenue	Lots 19 and 20, Section 9, DP 6953	Local	Dee Why
I45	St Kevin’s Catholic Church	46–50 Oaks Avenue	Lot 1, DP 526306	Local	Dee Why
I51	House known as “Elouera”	41 Redman Road	Lot 69, DP 7413	Local	Dee Why
I102	Narraweena Primary School	McIntosh Road	Lot 741, DP 752038	Local	Narraweena
I49	Former Wormald Building (front entrance, tower and curved former canteen only)	800 Pittwater Road	Lot 6, DP 523299	Local	Dee Why

Additional local provisions includes controls for:

- / Acid sulfate soils
- / Flood planning
- / Development on sloping land
- / Residential flat buildings in Zone B4 Mixed Use
- / Location of sex services premises

Dee Why Town Centre (Part 7)

Dee Why Town Centre is addressed in a specific section of the LEP (Part 7) and applies to Site A and Site B as shown below.



The *objectives* (clause 7.3) for development in the Dee Why Town Centre (Sites A and B) are:

- (a) to create an attractive living centre that sustains the social, economic and environmental needs of its community and visitors,
- (b) to ensure a balance between the provision of high quality housing with a mix of retail, business, employment, civic, cultural and recreational facilities,
- (c) to ensure that development is consistent with the role of Dee Why as a major centre for the sub-region,
- (d) to create a built environment that has unified and consistent building form that includes:
 - (i) definition of street edges by the establishment of podiums to create walls of 3 and 4 storeys in height, and
 - (ii) above podium level elements that step back to achieve adequate levels of natural sunlight and high levels of amenity to occupiers of the buildings, surrounding development and the adjacent public domain, and
 - (iii) 2 iconic slimline towers in the western part of the centre (Site B) and one smaller tower in the eastern part of the centre (Site A) that will largely provide for a transition in height from west to east, and
 - (iv) mid-rise elements that reflect the simple clarity of design displayed by the tower and podium elements,
 - (e) to ensure that taller buildings that are distributed across the Dee Why Town Centre from west to east provide a coordinated, modulated and varied skyline and that the towers are spatially separated to provide useable public spaces, including a Town Square,
 - (f) to achieve a pattern of development that reflects the underlying urban form in Dee Why with predominantly east-west orientated buildings and high levels of visual and physical permeability,
 - (g) to achieve good sunlight penetration to public spaces and Oaks Avenue,
 - (h) to ensure that development responds to the surrounding natural environment and protects the scenic qualities of Dee Why and its views and vistas,

(i) to establish ground floor levels that are occupied by retail uses that:

- (i) are highly active, accessible to the street and create a lively ambience, and
- (ii) provide a mix of retail shops, cafes and restaurants at the edges of street, pedestrian areas and open spaces, and
- (iii) are at the same level as the footpaths and provide opportunities for a generous promenade and distinctive street tree planting for shade and shelter,
- (j) to accommodate additional employment opportunities, service functions and space for business, consistent with the role of Dee Why as a major centre, by providing at least 2 levels (excluding the ground floor) of development for non-residential purposes,
- (k) to ensure that signage associated with the new development is of high quality, is innovative, coordinated and minimised to avoid visual clutter and will complement the overall urban design, streetscape and architectural quality and amenity of the Dee Why Town Centre,
- (l) to ensure that development within the Dee Why Town Centre is designed to take account of, and be compatible with, the hydrological conditions associated with the Dee Why Lagoon South Catchment,
- (m) to ensure that development within the Dee Why Town Centre positively contributes to the visual quality and pedestrian comfort of the public domain and provides a seamless integration between public and private spaces.

The LEP states that development must be consistent with objectives for development and design excellence. The development must incorporate:

- / stormwater management measures, including water sensitive urban design and ecologically sustainable development principles, and
- / innovative design solutions that minimise stormwater impacts, including stormwater quantity and quality impacts, on the Dee Why Lagoon system, and

- / finished floor levels and basement car park entry levels that include adequate freeboards to protect against the entry of stormwater from the Council's street drainage system, and
- / continuous colonnades or pedestrian awnings on those parts of any building that are on the edges of streets or public spaces.

In addition to the above, development consent must not be granted to development on Site B, at the Howard Avenue frontage, unless the consent authority is satisfied that the development will be lined by trees of distinctive coastal indigenous species that provide landscape elements while not obscuring the views into and out of the Town Square from Pittwater Road or Howard Avenue.

Development consent must also not be granted to development involving the construction of a new building or external alterations to an existing building on Site A or Site B unless the consent authority is satisfied that the development exhibits design excellence.

Design excellence within the Dee Why Town Centre (clause 7.5) states that in determining whether the development exhibits design excellence, the consent authority must have regard to the following:

- / whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
- / whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,
- / whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resources, energy and water efficiency,
- / whether satisfactory arrangements have been made to ensure that the proposed design is carried through to the completion of the development concerned,

- / whether the configuration and design of communal access and communal recreational areas within the residential elements of development incorporate exemplary and innovative treatments and will promote a socially effective urban village atmosphere.

Height of buildings (clause 7.6) provides objectives in addition to the general height provisions (clause 4.3) in order to limit overshadowing including:

- / the front set back areas on the southern side of Oaks Avenue opposite Site A on 22 June in any year, and
- / the public footpath on the southern side of Oaks Avenue opposite Site B on 22 June in any year, and
- / the Town Square on 22 June in any year.

The clause identifies tower heights (as shown on the Height of Buildings Map) as follows:

Site A Tower maximum height = 52.5 metres

Site B Tower maximum height = 75 metres

Site B Tower maximum height = 78 metres

The clause also provides for at least 2 hours of sunlight being provided between 10.00am and 2.00pm on 22 June to:

- / The front setback areas on the southern side of Oaks Avenue opposite Site A, or
- / The public footpath on the southern side of Oaks Avenue opposite Site B at a distance of 6 metres from the property boundary

The development must not result in less than 4 hours sunlight being provided on 22 June to the Town Square.

Three specific clauses also deal with Site A and Site B Oaks Avenue above podium elements (clauses 7.7, 7.8 and 7.9) with the objective of allowing additional height, controlling building bulk, depth and gross floor area above the podium level. The objective is also to limit

overshadowing to the front setback on the southern side of Oaks Avenue and to allow design flexibility. This will need to be reviewed in detail as part of the Master Plan Review project.

The WLEP 2011 also contains a specific clause addressing ancillary plant and roof access (clause 7.10) with objectives relating to height of ancillary structures located on roofs not to add to perceived height of buildings or detract from the roof form. This clause details with the view of the roof form from surrounding areas and promotes low scale vegetative landscaping of podium roofs and use of the area for passive recreation.

A clause relating to the town square and pedestrian connections (clause 7.11) aims to ensure that a Town Square is included in the Dee Why Town Centre which will contain attractive, useable open spaces that are interlinked by a secure network of pedestrian connections. The clause contains controls for Site B including that the town square space will:

- / Occupy all of the land shown as Town Square on the Key Sites Map
- / Be flexible, multi-use space that will be suitable to accommodate markets, entertainment and community events and serve as a meeting place for the general public
- / Be surrounded by colonnades at its perimeter that will provide all weather access to the ground floor retail outlets
- / Include landscaping throughout the space that provides an appropriate canopy of indigenous tree species to enhance its amenity

The buildings on Site B are to:

- / Include retail uses located at ground level at the perimeter of the Town Square that will provide opportunities for alfresco dining, casual seating and recreation
- / Ensure that residential accommodation situated above the Town Square will provide maximum visibility of the

Town Square and bring life and vitality to the Town Square throughout the day

- / Incorporate and maintain a north-south Pedestrian Connection that will link the Town Square with Oaks Avenue and include a strong physical and visual connections between Howards Avenue and Oaks Avenue which is lined by retail development with double storey colonnades providing access on a 24 hour 7 days a week basis. The width of the Pedestrian Connection is not to be less than 14 metres to ensure high levels of sunlight access and provide view lines through the development.

A clause which includes provisions for promoting retail activity (clause 7.12) on the ground and first floors of new buildings is included. The clause states that ground floor level development (on Sites A and B) can not include residential accommodation, medical centres or office premises (other than provision of access). The clause also identifies uses which are not allowed on particular levels as follows:

- / First floor level development (Site A) must not include residential accommodation.
- / First floor level development (Site B) must not include residential accommodation, office premises
- / Second floor level development (Site B) must not include residential accommodation.

A clause relating to mobility, traffic management and parking (clause 7.13) has the objective of ensuring improved vehicle access and circulation. The clause requires development to be consistent with the new north-south street connection (refer Key Sites Map), and specifies the minimum road width, one-way movements. Carparking is to be provided principally underground for Site A. Parking on Site B is to have a maximum one level of above ground parking that will be located on level 2 (excluding the ground floor level), incorporate appropriate architectural screening. The clause also addresses neighbourhood amenity, loading and waste collection facilities, footpath crossings and vehicle entrances.

Warringah Development Control Plan

The overriding objective of the DCP is to create and maintain a high level of environmental quality throughout Warringah. Development should result in an increased level of local amenity and environmental sustainability. The other objectives are to:

- / ensure development responds to the characteristics of the site and the qualities of the surrounding neighbourhood
- / ensure new development is a good neighbour, creates a unified landscape, contributes to the street, reinforces the importance of pedestrian areas and creates an attractive design outcome
- / inspire design innovation for residential, commercial and industrial development
- / provide a high level of access to and within development.
- / protect environmentally sensitive areas from overdevelopment or visually intrusive development so that scenic qualities, as well as the biological and ecological values of those areas, are maintained
- / achieve environmentally, economically and socially sustainable development for the community of Warringah

The DCP is divided into 8 parts.

PART A provides an introduction.

PART B (Built Form Controls) does not apply to the majority of the Dee Why Town Centre review site (as noted below, Part G controls apply).

PART C of the DCP relates to 'Siting Factors' including subdivision; traffic, access and safety; parking facilities; stormwater; erosion and sedimentation; building over drainage easements; excavation and landfill; demolition and construction; and waste management. The following controls from Part C are relevant to the Dee

Why Town Centre:

C2 Traffic, Access and Safety: vehicle and pedestrian access to meet objectives (relating to traffic hazards, queuing, vehicle crossings, conflicts, public transport, on street parking). Vehicle access from minor streets and lanes where available. Vehicle crossings in accordance with Councils Vehicle Crossing Policy.

Onsite loading and unloading: appropriate to size and nature of development, screened from public view and designed so vehicles enter and leave in forward direction.

C3 Parking Facilities: to provide adequate off street parking, locate and design parking facilities to have minimal visual impact on street frontage or other public place and that the do not dominate.

C4 Stormwater: to ensure appropriate management of stormwater, minimise quantity of stormwater run-off, incorporate water sensitive urban design techniques and on-site stormwater detention in all new developments, control peak discharge rate of stormwater flow from new development. Refers also to the Northern Beaches Stormwater Management Plan.

C5 Erosion and Sedimentation: to reduce soil erosion and prevent mitigation of sediment off site. Prevent any reduction in water quality downstream of the site.

C6 Building over or adjacent to Constructed Council Drainage Easements: to ensure efficient construction, replacement, maintenance or access for emergency purposes to constructed public drainage systems located within private property.

C7 Excavation and Landfill: to ensure land excavation or fill work does not have adverse effect upon visual and

natural environment or adjoining properties, does not create airborne pollution, preserve the integrity of the physical environment and maintain visual and scenic quality.

C8 Demolition and Construction: manage demolition and construction so that there is no unreasonable impact on surrounding amenity, pedestrian or road safety or the natural environment. Management of construction waste.

C9 Waste Management: to facilitate waste management in accordance with principles of ESD. Design and locate waste storage and collection facilities. The section includes requirements for waste areas and storage rooms.

PART D of the DCP relates to Design and includes requirements for landscaped open space; private open space; noise; electromagnetic radiation; orientation and energy efficiency; access to sunlight; views, privacy, building bulk, building colours and materials; roofs; glare and reflection; site facilities; accessibility; safety and security; utility services; conservation of energy and water; and signage.

PART E of the DCP relates to the Natural Environment and includes requirements for tree management; prescribed vegetation; Threatened Species; wildlife corridors; native vegetation; retaining unique environmental features; development on land adjoining public open space; waterways and riparian lands; landslip risk and flood prone land.

PART G of the DEP identifies the Dee Why Town Centre as Special Area G1 Dee Why Mixed Use Area and part Special Area G2 R3 Medium Density Residential and provides a range of area specific detailed development guidelines and controls which override those in Part B. All other parts of the DCP do however apply, if there is any inconsistency, the provisions of G1 Dee Why Mixed

Use Area will apply. A copy of the G1 Dee Why Mixed Use Area controls is contained in Appendix 2. These controls will be reviewed as part of the Dee Why Town Centre Review project .

The detailed controls for Special Areas G1 and G2 will be reviewed and addressed in any recommended amendments to the LEP resulting from the current Master Plan Review process.

PART H of the DCP includes the Appendices including: car parking requirements; waste requirements, vegetation requirements; and notification.

Other Relevant Strategies and Policies

DRAFT WARRINGAH HOUSING STRATEGY

Council has voted to make available the Draft Housing Strategy (considered at its meeting of 28 September 2011) as a reference document only. Council stopped all work on increasing housing following a Council motion (28 June 2011) that:

“Warringah Council immediately cease any exhibition or further work on its Housing Strategy until the NSW Government confirms Council’s dwelling target of 10,300 new dwellings and provides its commitment to funding additional infrastructure requirements to support the new development.”

The current zoning laws allow for an anticipated growth of 5,325 new dwellings, this includes Dee Why Town Centre, apartments in already zoned areas such as Narrabeen, Collaroy, Brookvale and Manly Vale as well as shop-top developments throughout Warringah.

The first release of the Draft Housing Strategy proposed a number of locations for up to 16,032 additional dwellings in Warringah to accommodate the 10,300 dwellings required by the NSW Government metro plan. While its intent was only to deliver 10,300 it allowed some flexibility to pick those from several different centres, including Narrabeena, Manly Vale, Forestville and Frenchs Forest.

Council voted on 14 December 2010 to reduce the increase in dwellings in the draft plan to a maximum 10,300. As a result, the second draft suggested that the majority of additional dwellings be located in Narrabeena.

The draft Strategy provides details on population and

housing trends (ageing population, household and family size, housing types, housing stock and empty nesters)

HOUSING IN THE DEE WHY TOWN CENTRE

An analysis was undertaken as part of the draft Housing Strategy to identify all sites in the Dee Why Town Centre which have not been developed to their full floor space potential under the relevant built form controls. For each site the total residential floor area was calculated based on all relevant built form controls such as floor space ratio, site coverage, floor plate coverage and maximum building height. In order to determine the useable floor space a reduction rate of 80% has been applied.

If every site is redeveloped to its maximum potential, there is additional capacity for approximately 151,265m2 of residential floor space. By applying an average dwelling size of 100m2 the maximum dwelling potential within the Dee Why Town Centre is 1557 dwellings. A take-up rate of 80% has been applied to the entire centre. By applying this take-up rate to the maximum dwelling potential of 1,557 dwellings, it is assumed that the likely dwelling potential for the Dee Why Town Centre is 1,245.

The existing dwelling potential (identified in the draft Housing Study) is an additional 4219 dwellings under the current building form controls from development of non-urban land, low density residential, medium density residential, shop top housing and the Dee Why – Brookvale Major Centre. This is well below the Metro Strategy target of 10,300 new dwellings.

Council has resolved that the development potential maximum for the Dee Why Centre is to remain at the level achievable under the current LEP until substantial infrastructure upgrades can be undertaken. Such upgrading will require funding assistance from the State government.

OTHER WARRINGAH COUNCIL DOCUMENTS AND GUIDELINES

Other guidelines (located on Council’s website) which have been considered in the preparation of the Master Plan Review are:

- / Shaping Our Future Strategy (September 2010) (Manly, Mosman, Pittwater & Warringah Councils)
- / Warringah Section 94A Development Contributions Plan 2011
- / Warringah Bush Fire Prone Land Map 2010 & Planning for Bushfire Protection
- / Warringah Bike Plan and Warringah 2011 Cycling Map
- / Warringah 2011 Cycling Map
- / Tree Replacement Guide
- / Living Warringah – A Ten Year Strategic Plan
- / Environmental Strategy
- / Cultural Plan
- / Local Habitat Strategy
- / Social Plan
- / Warringah Pedestrian Access and Mobility Plan
- / Warringah Regional Multiple-Use Trail Strategy
- / Recreation Strategy
- / Warringah Design Guidelines for Public Places
- / Public Art Policy
- / Water Sensitive Urban Design Policy
- / Outdoor Eating Policy
- / Environmental Sustainability Policy
- / Cultural Policy
- / Bushland Policy
- / Community Centres Policy
- / Physical Access Policy
- / Stormwater Drainage Policy
- / Street Tree Planting Policy
- / Tree Preservation Order

AMENDMENTS REQUIRED TO LEP 2011 AND DCP 2011

In order to achieve the Master Plan vision, a range of amendments to the existing Warringah Local Environmental Plan 2011 (LEP 2011) and Warringah Development Control Plan 2011(DCP 2011) are required. These would be required to be publicly exhibited prior to any formal adoption by Council. Key amendments required are as follows:

LEP 2011 Required Amendments:

1. New Maximum Floor Space (FSR) Map and development standards for the Dee Why Town Centre to limit the total quantum of development to the existing possible under the current LEP development standards . There are currently no FSR controls in LEP 2011. In order to permit additional height in exchange for public benefit items such as new public through site links and roads, within out increasing the overall amount of floor space/building bulk in the Town Centre the introduction of limits on FSR is required.

2. Amendments to the Height of Building Maps – Sheets HOB_010AA & AB for the Dee Why Town Centre, to increase the maximum permissible heights across the Town Centre, by one level (3 metres), where the number of mandatory podium levels are to be reduced, freeing up usable floorspace to be located in slimmer, slightly taller buildings which allow greater solar access and are less visually dominant in the streetscape.

3. Amend the LEP Key Sites Map will be renamed ‘Dee Why Town Centre and Key Sites Map’ and to include the defined boundary of the Dee Why Town Centre plus new Key Sites C to E, which are sites where additional height will be considered in exchange for public benefits. It should be noted that the maximum FSR's will remain unchanged from that possible under the current LEP for these sites.

4. Definition of Floor Space Ratio will be included in Clause 4.4 of the LEP, based on the Standard LEP template.

5. Calculation of floor space ratio and site area will be included in Clause 4.5 of the LEP, based on the Standard LEP template.

6.Part 7 of the LEP – Dee why Town Centre will be replaced by a revised Part 7 which will include:

i.Additional objectives for the Town Centre, such as:

>To provide more detailed development standards to ensure that development in the Dee Why Town Centre displays design excellence in keeping with its important role as a major centre for the Northern Beaches,

>To provide incentives to encourage Applicants to provide public open spaces, laneways and other community facilities in return for additional building height on Key Sites within the Dee Why Town Centre, and

>To increase the maximum permissible heights within the Dee Why Town Centre in recognition of the removal of the mandatory requirements for podiums on all buildings to achieve more sustainable built form outcomes and public open spaces.

>To limit the maximum development potential of the Dee Why Town Centre by introducing maximum Floorspace Ratio development standards in recognition of the existing capacity of transport infrastructure servicing the centre.

ii.Require that all development in the Town Centre display design excellence. This will be assessed based on the following considerations:

•whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

•whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,

•whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resources, energy and water efficiency,

•whether satisfactory arrangements have been made to ensure that the proposed design is carried through to the completion of the development concerned,

•whether the configuration and design of communal access and communal recreational areas within the residential elements of development incorporate exemplary and innovative treatments and will promote a socially effective urban village atmosphere.

•whether the development any of Key Sites A to E deliver the relevant required public domain dedications and improvements

•whether the development connects with and provides a high quality interface with surrounding streets and public domain areas at pedestrian level.

iii.Include a broadened Clause on Podiums, setbacks & Awnings to:

>a maximum of 3 podium levels on buildings fronting Pittwater Road and 2 podium levels on buildings fronting all other roads in the Dee Why Town Centre;

>a minimum setback of 4 metres from the kerb of the adjacent road, with the exception of development on the eastern side of Pittwater Road which are to be setback a minimum of 3.6 metres, to ensure adequate spaces for pedestrians and opportunities for kerb side dining areas;

>tower elements of buildings above podiums being setback a minimum of 4 metres from all edges of the podium to maximise solar access and amenity of neighbouring residents.

>variation to the building setback to be greater than 4 metres from the kerb of the adjacent road for up to 40% of the length of the front property boundary to provide articulation of the façade of the podium levels only.

>continuous colonnades or pedestrian awnings on those parts of any building fronting that are on the edges of streets or public spaces.

iv.Include additional site specific setbacks for the Civic Site which contains the Council Chambers, Library and carpark, to protect the existing stand of Norfolk Pines and the amenity of adjacent properties:

>minimum front setbacks of 15 metres from Pittwater Road, zero metres from St. David Avenue and 6 metres

from the Kingsway.

>The first 4 storeys of the civic building set back a sufficient distance to enable the establishment of a double row of Norfolk Pines and the provision of a level 4 metre shared pedestrian/cycle path. Storeys above the fourth storey set back at least 4 metres from the parapet line of the fourth storey.

>A minimum rear building setback of 6 metres.

>A minimum setback from a building to a side boundary of 4.5 metres.

v. Include new development standards for on site car parking which reflect a possible range of car parking rates which will be required to be justified by traffic impact assessments accompanying all DA's. The aim of providing a range is to attempt to minimize additional traffic and encourage greater use of the public bus infrastructure which is currently being upgraded by Transport NSW. These rates have been sourced from the Council and standard Traffic Authority Guidelines and other similar Council DCP's. in addition, all car parking will be required to be provided underground or not be visible from public streets, thoroughfares, parks or plazas and only be permitted to be underground or within a maximum of 1 podium level above ground level.

vi.A new Clause entitled 'Public domain delivery incentives Key Sites C, D & E' will be required which details the proposed conditions under which additional building height will be considered in exchange for public benefits.

With respect to Site C (the Woolworths Site), this will be in exchange for the construction and dedication to Council of a new shared pedestrian/vehicular roadway mid-block between Oaks Avenue and Pacific Parade. In this case the maximum permissible height considered will be 46 metres above ground level. It is stressed no additional FSR will be offered in this process.

With respect to Site D (Corner of Pittwater Road and Pacific Parade), additional height will be offered in exchange for the provision and dedication to Council of an additional bus turning lane on the corner of Pittwater

Road. Again, no additional FSR will be offered but flexibility in building height considered.

With respect to Site E (The 'Triangular Site') located at the Centre of the Town Centre, additional building height up to a maximum of 49 metres above ground level will be considered in exchange for the provision of a through site shared pedestrian /vehicular link, landscaped open space areas and other pedestrian connections to Pittwater Road. Again, no additional FSR will be offered but flexibility in building height considered.

DCP 2011 Required Amendments to PART G Dee Why Town Centre:

1. New Section at beginning entitled 'Desired Future Character of Dee Why Town Centre' which contains Council and the community's vision for the centre:

"Dee Why will be home to a thriving cosmopolitan community who cherish their past, celebrate its unique and engaging vibe and embrace its bold commitment to urban sustainability. It will be a place of both energy and refuge, a city at the beach, with a distinctive modern urban identity."

2. New Section describing the Master Plan Review outcome which informed the DCP amendments, including the following objectives for the future development of the Town Centre:

>A system of new and existing connected public spaces utilising WSUD principles, where feasible, based on the theme of water in the landscape, reflective of the location of the centre adjacent to the lake and the ocean, and

>A system of shared pedestrian/cycle paths through the Town Centre connecting to the surrounding neighbourhood, and

>Amended building forms, with lower podiums to the local streets with taller more slender towers above setback from the building facades to maximise solar access to public areas and minimise amenity impacts

on local streetscapes, and

>Building height incentives in exchange for the provision of new parks, pedestrian connections and roads, and

>A clustering taller buildings around the commercial hub between Oaks and Howard Avenues around the already approved Brookfield Development and on the Landmark Site on Pittwater road adjacent to the Civic Site. in the commercial hub of the Town Centre, and

>A new revitalised Civic /Community Hub that will house government services, open spaces for celebrations, public parking and supporting retail uses and new Council offices and library and other government offices.

3. The Master Plan, Significant Views to be Protected and Access Maps and perspective images of the desired future character of the Town Centre will be included to support the delivery of Council' and the community's vision for the Town Centre.

4. Key Warringah LEP 2011 Development Standards for Dee Why Town Centre will be included for ease of Applicants in understanding the legislated development standards also applying to development within the Town Centre.

5. Revised objectives and DCP requirements aligned to the desired outcomes of the Revised Master Plan will be included in each Special Area section of the DCP, including protection of identified significant views and provision of additional pedestrian links throughout the centre and the application of water Sensitive Urban Design principles.

6. Area specific details of permissible heights, FSR's and podium levels will be included in each Area section, again to simplify the task for Applicants in navigating the requirements for development within the Town Centre.

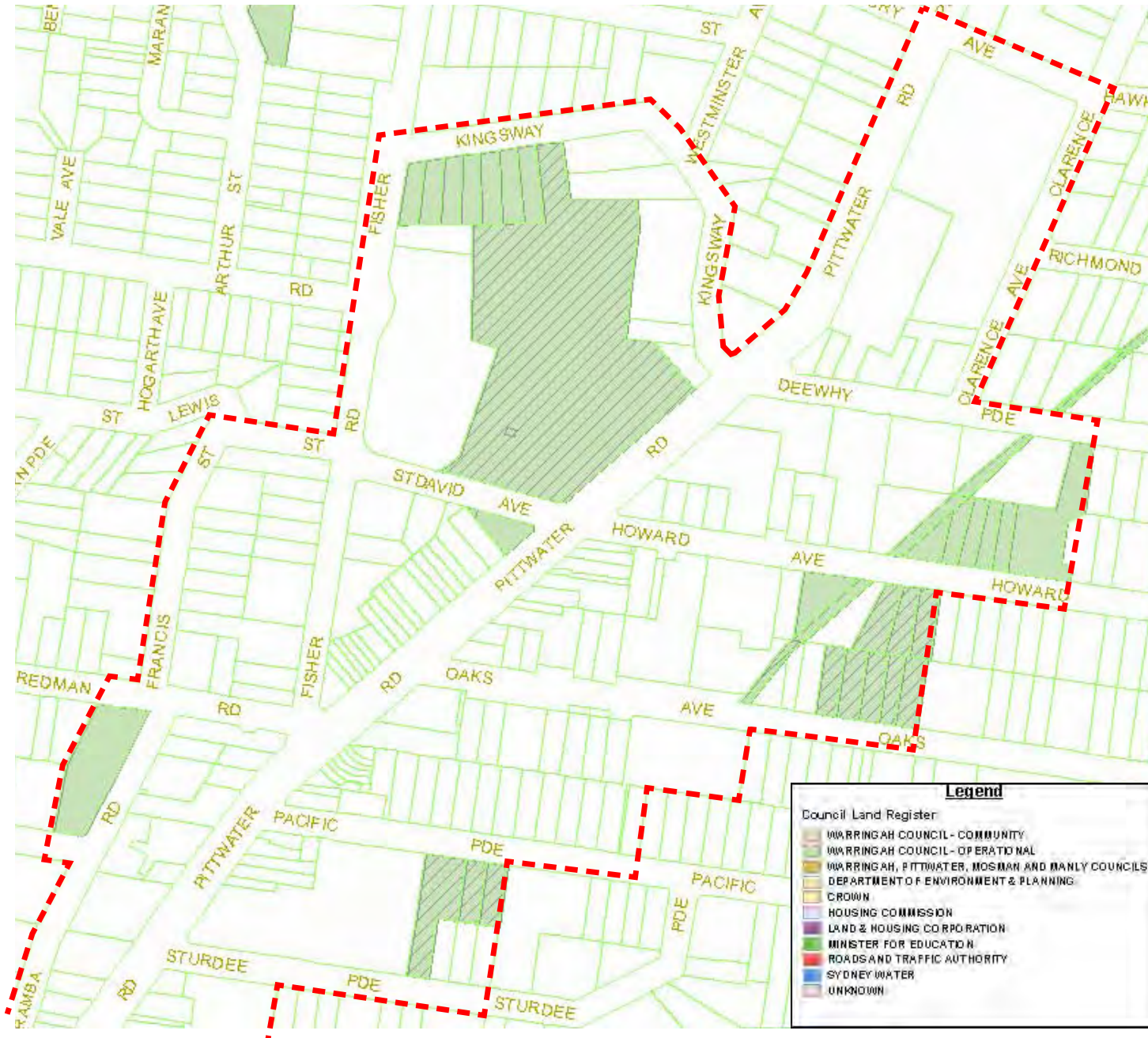
7. All development applications for new buildings will be required to be supported by a detailed traffic and parking impact assessment by a suitably qualified traffic consultant which confirms the development will not cause unacceptable impacts on the local traffic conditions.

8. Additional Site Specific requirements for the Key Sites, together with Indicative built form studies will be included demonstrating how the LEP height incentives clause can be applied to Sites C and E. It is stressed that other development scenarios will be considered provided they:

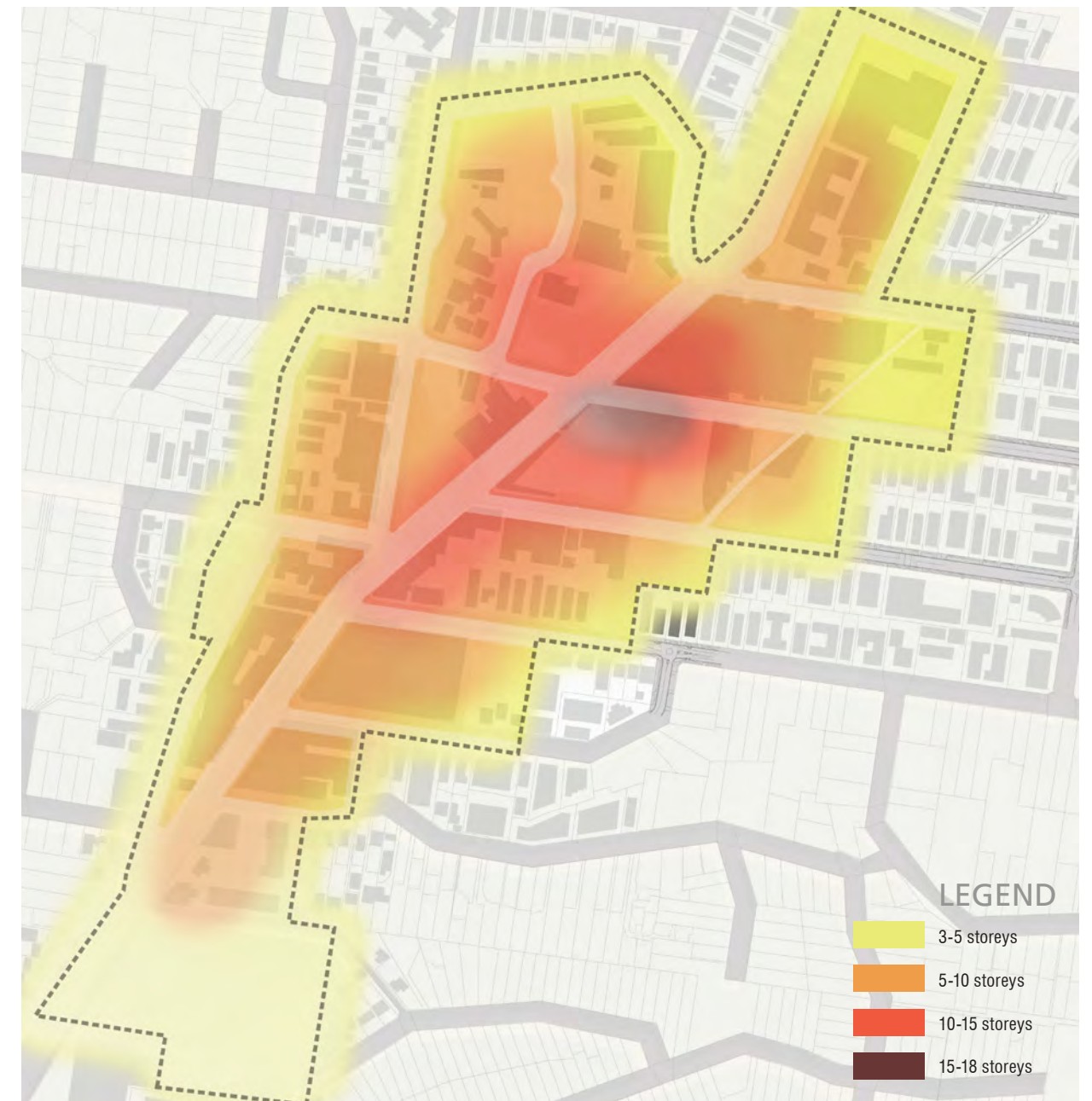
>achieve a positive and cohesive relationship with adjacent buildings, site context and surrounding public domain;

>achieve optimum solar access and minimised overshadowing does not affect functional open space, or habitable rooms of adjoining development; and

>respond to the vision, objectives and requirements for the revitalisation of the Dee Why Town Centre embodied in the DCP and Revised Master Plan.



COMMUNITY & OPERATIONAL LAND MAP



BUILDING HEIGHT PRINCIPLES DIAGRAM



05 DEE WHY TOWN CENTRE MASTER PLAN



Master Plan (refer Sheet 80-81)

PODIUM STUDY

The focus for this exercise revolves around understanding how the Floor Space Ratio (FSR) can be utilised to achieve different massing characteristics within the Town Centre. The FSR expresses the relationship between the area of the site and the number of times this area can be repeated to define a total area for the building or Gross Floor Area (GFA).

The following diagrams aim to explain varying configurations of possible built forms further derived from given planning controls for building size and shapes resulting in a fixed FSR, with heights and setbacks expressed as variables. There are also other various controls that intersect and moderate potential FSR envelopes such as GFA, site cover, required setbacks, maximum height etc.

PENCIL

As mentioned above different building shapes will provide specific characteristics within their environments reinforcing or weakening their locational sense of place. For example, a tall building with a small footprint will liberate a great deal of land with many benefits such as useful private open space, recreation areas, ability to feature vegetation typical of deep soil planting, parking at grade, legible, safe and efficient access to and across the site, water harvesting and other land improvements. On the other hand the same shape building will have as a disadvantage a longer shadow proportional to its height.

BISCUIT

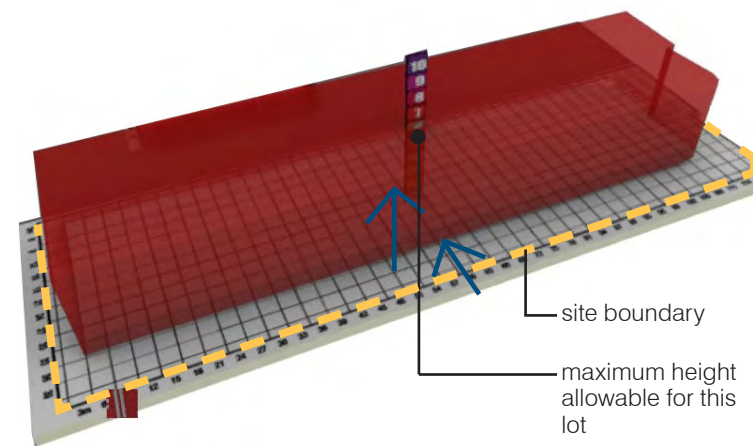
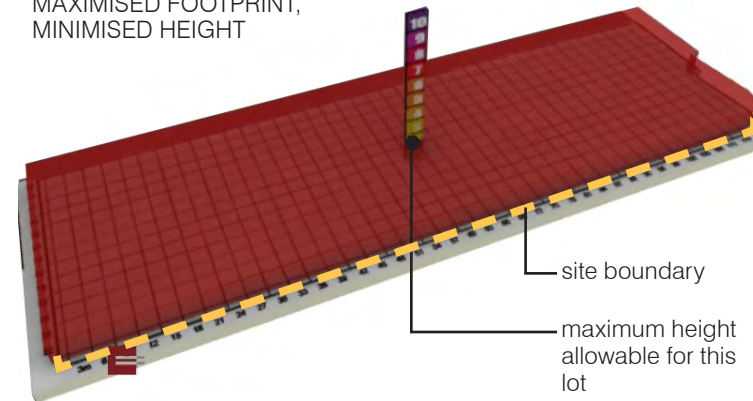
As an extreme opposite example a very flat shallow building will tend to occupy all available land, therefore likely to be built to boundaries and providing little to no semi-public or semi-private interfaces and no landscape buffers or transitional spaces. This promotes a very different relationship between the building and the public domain and its neighbouring buildings. Features typically include a lower skyline and a reinforcement of human scale by relative reduced height.

CAKE

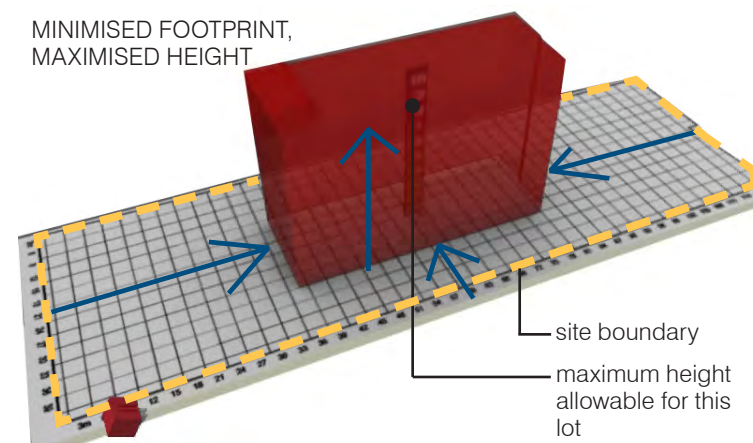
The example in between the above extremes is one that features a footprint between maximum and minimum, so it uses some setbacks and has likely less than maximum allowable height. These buildings will combine the advantages and disadvantages of the tall and flat examples and are the result of the exploration of formal opportunities provided by a given FSR.



MAXIMISED FOOTPRINT,
MINIMISED HEIGHT



MINIMISED FOOTPRINT,
MAXIMISED HEIGHT



APPROACH

PLAN APPROACH

The preferred master plan proposal for Dee Why resulted from a detailed exploration and testing of 3 preliminary options. These have several common features which are treated differently in each option to create differentiations and offer alternative solutions to the same identified issue.

THE 3 INITIAL OPTIONS

The ultimate master plan proposal for Dee Why will develop and take shape following a detailed exploration and testing of preliminary options. These will have several common features which will be treated differently in each option to create differentiations and offer alternative solutions to the same identified issue.

- The overall intent and principles have been articulated below and are as follows:
- / The master plan will consolidate the centre in to a unified and identifiable place with a defined core and consistent surroundings.
 - / The master plan will integrate the centre with its natural assets, reinforcing its coastal location characteristics.
 - / The centre will enjoy a variety of movement networks allowing good quality and safe accessibility to all areas at all times.
 - / The centre will provide services, features and places that are reflective of its community values and aspirations and create civic pride and creativity.
 - / Open spaces will be of easy access and of great quality, their location will connect the centre core with its most significant landscape features.
 - / High quality, integrated built form will accommodate all functions and population for the centre in alignment with the regional and metropolitan vision for the city.

- / Streets and parks will create an attractive, vibrant and safe place, accessible at all times by people with all level of abilities, enjoying all the centre has to offer.
- / The integration of visionary planning controls and best practice public realm design and delivery will create the demand for investment in a place with unique opportunities

The key area interventions for the master plan are:

the existing civic precinct

This precinct is seen as a key site as it embodies most civic functions and its evolution will inspire and motivate future development in the centre.

This site has high significance and value in the evolution of Dee Why centre, it features most of the heritage listed buildings in the study area including the existing Library and also the Former Salvation Army's Pacific Lodge.

Located over a hill with highly iconic buildings, land form features and substantial vegetation this precinct requires seamless integration with the existing surrounding retail, commercial and residential precincts to consolidate a strong central core.

wsud

The master plan aims to deploy fully integrated water sensitive urban design treatments with functioning drainage systems as a chief defining character feature of the town centre. The experience of a seamless natural connection between the hills and the foreshore including the lagoon system will be both interpreted and reinforced by legible WSUD interventions.

site B

All options recognise the past work undertaken over this site and will be incorporated as is and per the DA approved proposal.

site A

This key site has great potential for complementary mixed uses and also provides the opportunity to create a book end with the Civic Precinct west of Pittwater Rd.

Located strategically on the perceived intersection between the residential, commercial and civic areas; this site acts as a node along the existing pedestrian links over the drainage system and proposed WSUD and Open Space networks. It connects key existing and proposed elements of the future preferred Master plan.

pedestrian bridge

Given its relative geographic location, and elevation, the Civic Precinct is perceived as slightly disengaged from the commercial centre core, where most activities take place.

Following previous studies that investigate the idea of an over-pass connecting the Civic Precinct with the centre across Pittwater Rd, a study of 3 options explored the idea's potential.

The bridge intends to facilitate movement of all users across the various precincts with minimal negotiation of level changes and also create a strong landmark / iconic feature that signifies connection and access between the community and its civic services.

triangular block

This block is located in a visually prominent position as one approaches the centre heading north along Pittwater Road. It was chosen with Council concurrence given its potential as a landmark block, its relative vicinity to the existing civic precinct, and the potential to materialise or encourage pedestrian connections within the site linking the Civic Centre and Redman Plaza / pocket Park and onward through to the Mooramba Car Park site.

This site is also a 'case study' for built form control explorations given that it provides insight into other orientations for similar lot size amalgamation within the master plan study area.

gateways

Achieving a strong sense of arrival and departure are critical oitcomes for successful Town Centre place-making. Currently Dee Why Town Centre requires a stronger identity to be recognised and become more attractive, unique and memorable.

Legible gateways are defining thresholds to the centre.

Currently those gateway areas located along Pittwater Rd as identified in the context chapter lack the required presence and quality to fulfil this role.

The master plan options explore opportunities to develop effective treatments to these gateways reinforcing character and sense of place for the centre.

WORKING GROUP PROCESS

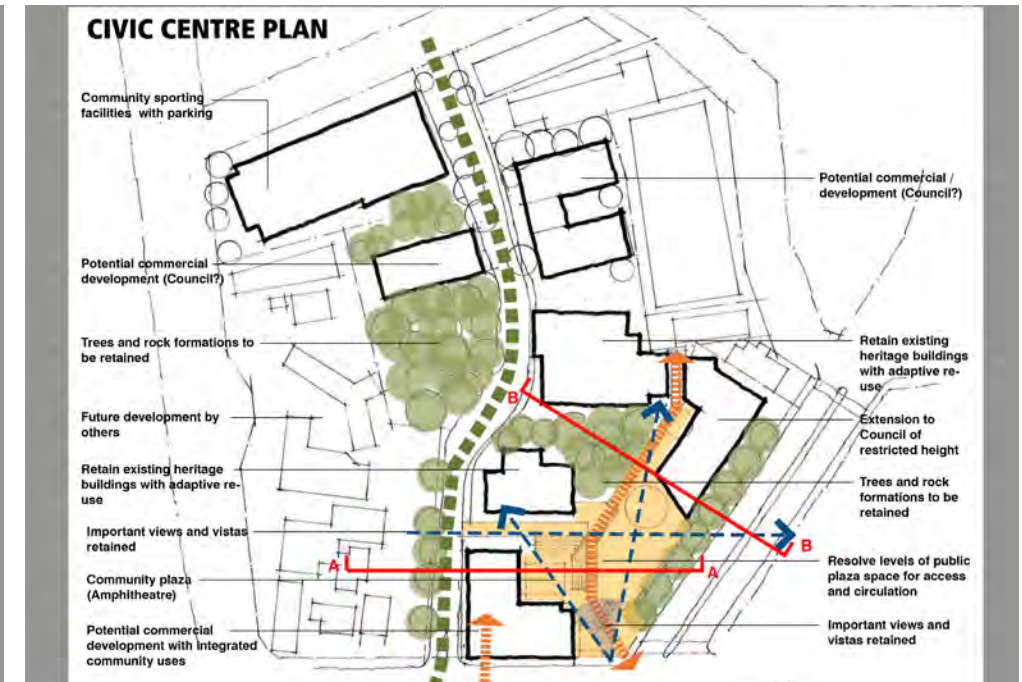
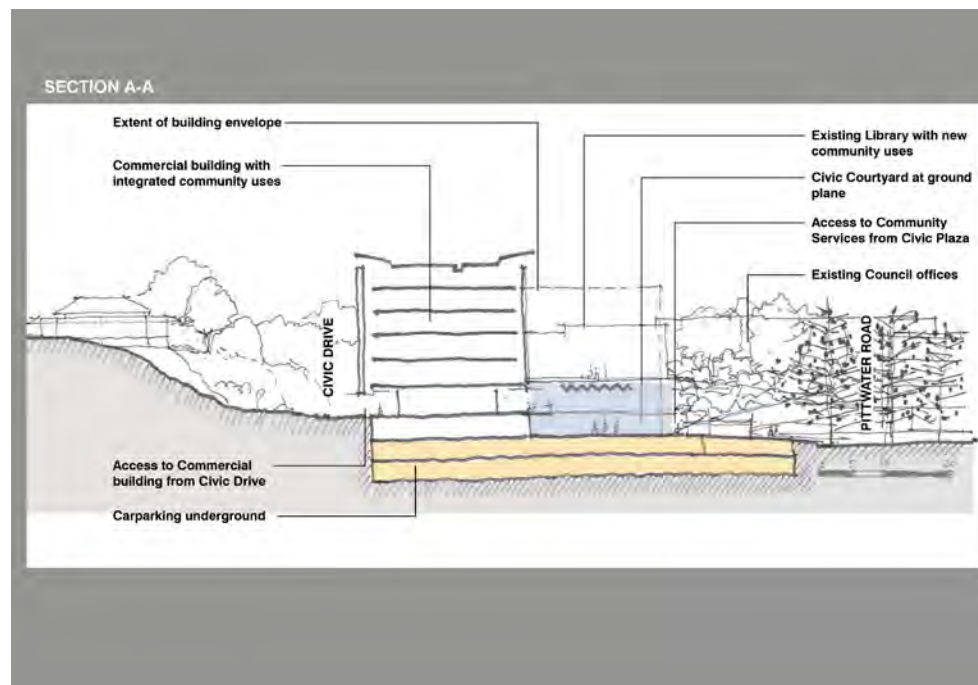
summary

This section provides a summary of the outcomes and findings as explored during the Working Party meetings which were facilitated by Elton Consulting.

The detailed outcomes and recommendations of the working party process are as summarised in detail by the independant facilitator Elton Consulting within the Appendices.

civic centre site

- / The Council Civic Centre site is a local asset, valued for its buildings, trees and green space. Development on this site should respect and retain trees & rock formations
- / The precinct is a place of respite from Pittwater Road
- / The building fronting on Pittwater Road should be less than three storeys. There is a preference for this building to be oriented along the northern part of Pittwater Rd boundary and linked into Council's civic centre
- / Buildings should be light and transparent in order to be sensitive to the trees and the landscape
- / Library & Council buildings need to be made accessible
- / Potential amenity conflicts of police relocation to Building A would need to be addressed
- / Building A to have large plaza fronting onto park
- / Parking to be provided as part of proposed Building A on St David's Avenue
- / Potential for cultural uses on site e.g. amphitheatre
- / Development should not be visually dominant on ridgeline
- / Built form and open space design will need to resolve level issues on site
- / Build a multilevel car park on current Kingsway location.

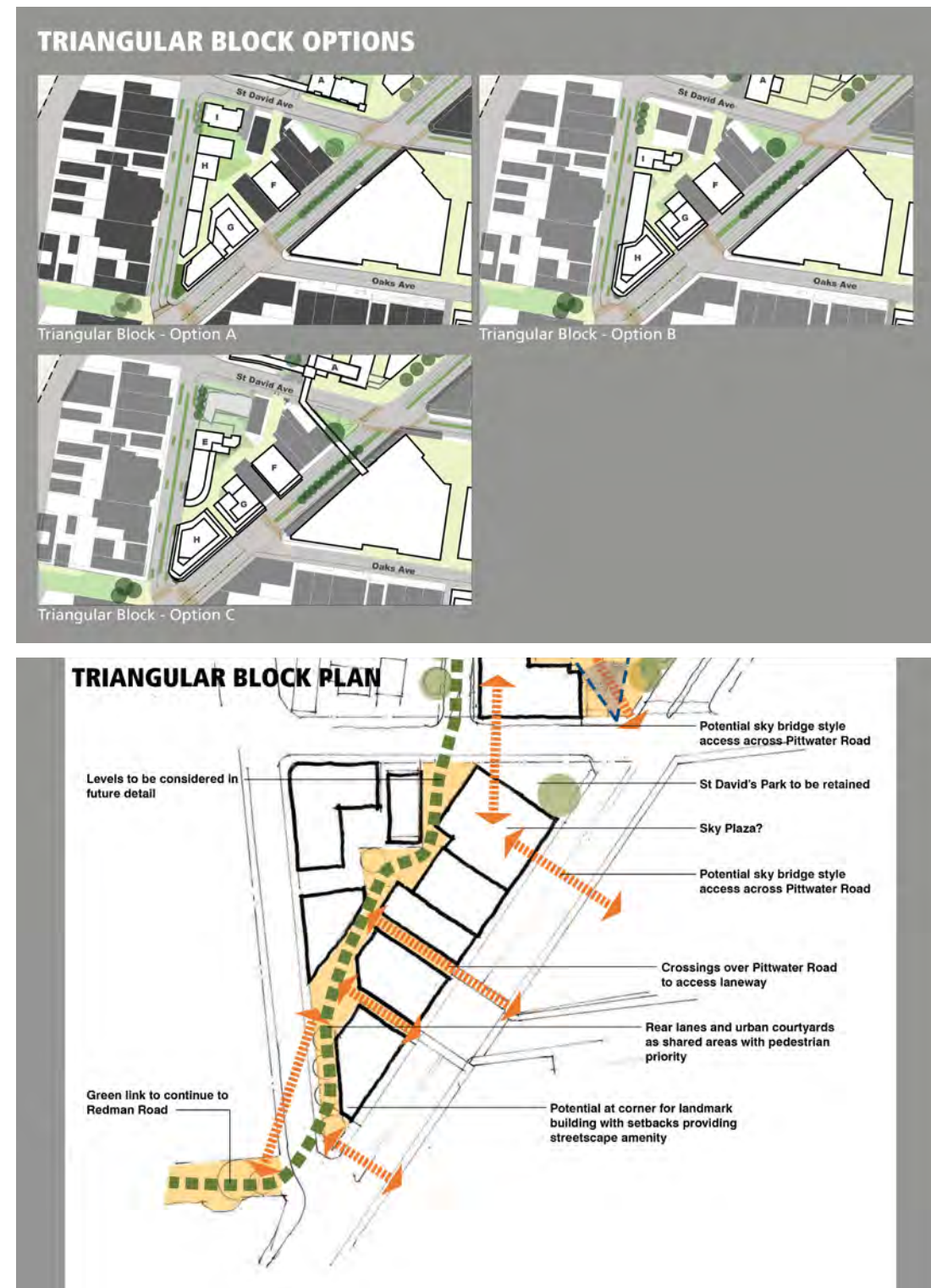


WORKING GROUP PROCESS

75

triangle site

- / Strong support for combination of Option A & C of the Place plans for this location
- / Consideration should be given to increasing height of gateway building on Pittwater and Fisher Roads if it provides a set back and green link
- / Site could accommodate landmark building (height to be determined by ridgeline, visual and shadowing impacts)
- / Ensure vibrant character in laneway with opportunities for cafes and interesting shops
- / Prioritise pedestrians in this laneway
- / Consider levels and access issues at the St David's end of laneway
- / Create a green link across to Redman Road
- / Improve pedestrian crossing at Pittwater Road and Oaks Avenue
- / Keep the small park on Council owned site at St David's Avenue
- / Pittwater Road Buildings: Permit staggering of building heights, ensure rear vehicle entry, address blind walls at end of lots and provide awnings >2.5m deep



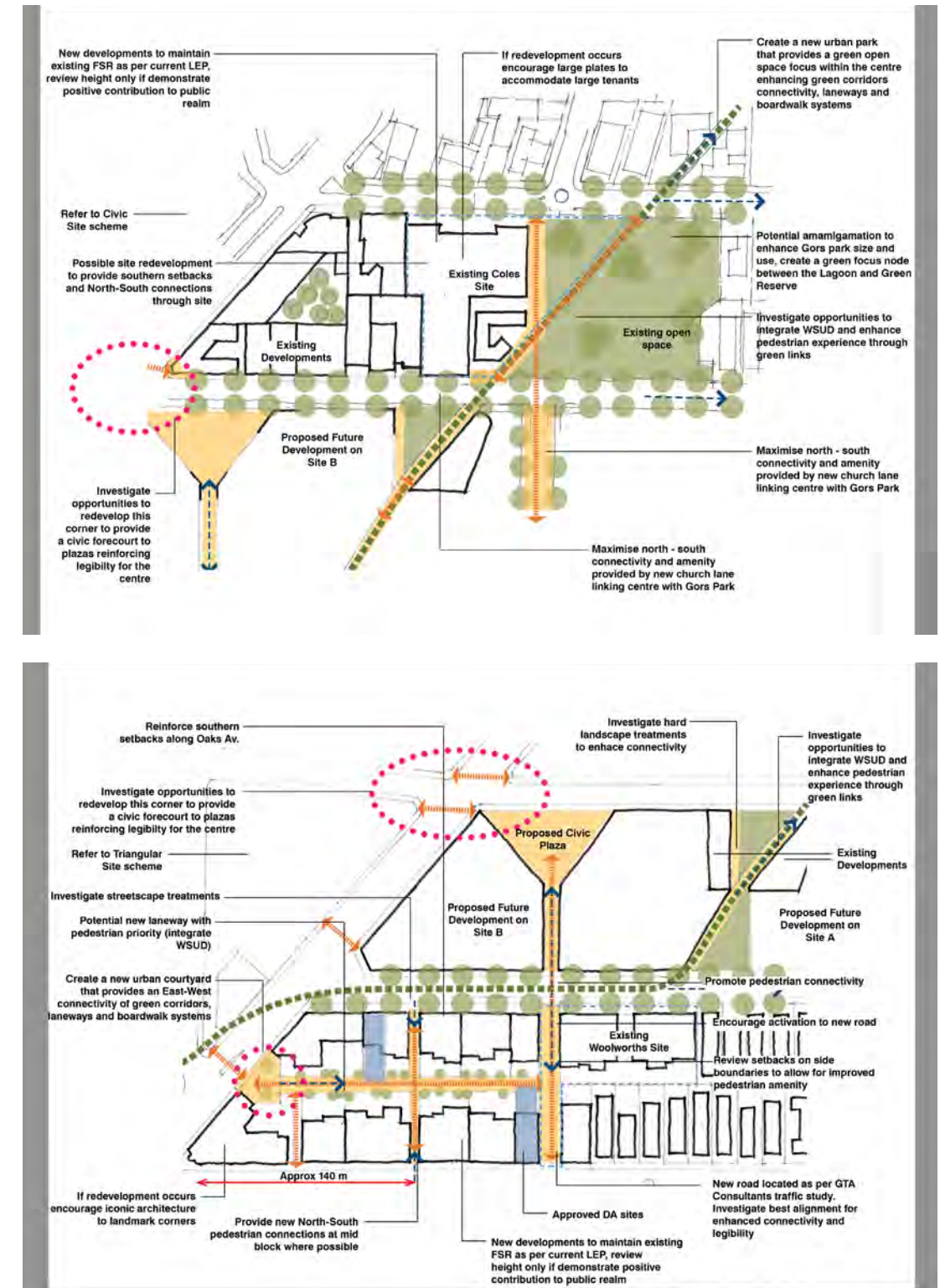
WORKING GROUP PROCESS

block between Howard Av. and Dee Why Parade:

- / Investigate to possibility of Walter Gors Park to be extended to a full width providing the centre with a strong green space focus
- / If redevelopment was to occur on this block at some stage the new built form should encourage north south connections along the park's edge and the proposed new lane besides the church.
- / Build up on the existing drainage infrastructure to integrate water as part of the landscape features of the centre, enhance green connections and where possible apply WSUD treatments

Block between Oaks Av. and Pacific Parade:

- / Should redevelopment take place along Pittwater Rd., Oaks Av. and Pacific Parade, encourage amalgamation of lots in order to provide a built form that liberates the ground plane to provide a better public domain outcomes. These could include piazzas, mid block connections or rear lanes to enhance permeability and provide activation at different hours of the day and night.
- / Investigate strategic locations for the provision of key urban fabric connections, for pedestrians, cyclists and vehicles, build up when possible on existing open spaces, infrastructure access and the like.



WORKING GROUP PROCESS - MASTER PLAN RECOMMENDATIONS

1 human scale

The vision should be to create a human scale town centre embedded in a distinctive network of public space and a high level of amenity.

2 infrastructure

Supporting infrastructure needs to be delivered simultaneously with development. Growth of the Dee Why Town Centre should remain at the level envisaged by the present LEP until infrastructure is improved – particularly public transport and traffic flows on Pittwater Rd.

3 mosaic of zones

While the aim is to create an integrated Town Centre, it is also important to encourage a mosaic of zones or precincts that have their own distinctive character

4 community & culture

Dee Why Town Centre should have a community & cultural focus. It must celebrate the spirit of Dee Why with public art and highlight the area's multicultural community.

5 town centre

Revitalisation and activation of town centre is an urgent priority. There is a need for temporary interventions such as art installations, ephemeral landscaping and programs such as markets while waiting for longer term redevelopment to be delivered. This is an opportunity to display the creativity of the Dee Why community and to send a signal that the town centre is changing.

6 employment

Planning should promote and support a wide range of uses to provide employment and revive retail activity particularly small/independent businesses that could differentiate the Dee Why Town Centre from other retail precincts within the region. Other employment generators to be considered include health and tertiary education institutions (public and private).

7 access

Reliance on private car access to Dee Why Town Centre needs to be reduced. If the town centre is to be truly accessible, public transport and infrastructure that responds to the needs of pedestrians, cyclists and persons using mobility scooters will all need to be improved.

8 pedestrian focus

Dee Why Town Centre should be pedestrian-oriented and active at street level. This could be achieved through:

Strengthening connections to adjacent natural resources: Town Centre to Beach/Strand, Stony Range to Lagoon via Town Centre and Community Hub to Civic Site's knoll

Creating a secondary pedestrian and cycle network – parallel and perpendicular to Pittwater Rd using laneways and side streets

Keeping pedestrian activity at ground level for any future crossing of Pittwater Rd.

9 traffic calming

Vehicular traffic should be managed and calmed. This could be achieved through:

- / Council advocating to RMS to reduce speed limit on Pittwater Rd to 50 kph and introducing a scramble crossing at Pittwater/Howard Ave to improve access to the civic precinct and the north bound bus stop
- / East west streets, should be 40 kph
- / The new lane adjacent to the church should be a shared zone with a 10kph limit
- / The changes proposed to create a one way flow should be reversible to preserve flexibility within the town centre traffic system into the long term.

10 car parking

Multi deck public car parking should be strategically located around the Dee Why Town Centre periphery within a 400m radius walking threshold and connected with a reliable and efficient mini-bus loop.

11 development

Compromise may be needed to encourage development but not at expense of Dee Why Town Centre's character & amenity. On some larger amalgamated sites or gateway locations there may be opportunities for trade-off between height and open space / community benefits. It is important that any community benefits arising from such a trade-off should be tied directly to the overall improvement of the town centre. The working party recommends:

- / 7 storey built form with 2-3 storey podiums
- / 9 storey maximum on selected locations where the development contributes positively to the Town Centre as a whole.
- / Key considerations in determining appropriate heights are overshadowing, solar access to southern footpaths of east west streets, visual impacts from beach and impacts on the ridgeline
- / Benefits should be material and deliver something on the ground for the good of the community. Architectural merit is encouraged but is not sufficient for claiming a community benefit.

12 Water Sensitive Urban Design

Adopt Water Sensitive Urban Design approaches as discussed by Place Design Group. This feature of the town centre should be interpreted with public art and landscaping to celebrate water. Where engineered solutions are required there should be opportunities to involve urban and landscape designers early on in addressing water treatment and water movement infrastructure.

MASTER PLAN SCENARIO



civic site

Option preserving landscape and heritage qualities of site

wsud

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

Site B

As per DA approved proposal

Site A

Mixed use development Council owned site

pedestrian bridge

Explore the feasibility of the idea of connecting the existing civic precinct with neighboring functions such as the new residential projects proposed on site or across St. Davids Av. and the proposed commercial, retail and residential development accross Pittwater Rd.

triangular block

Case study site amalgamation area.

gateways

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



PREFERRED SCENARIO

civic site

The redevelopment of this block intends to achieve Council's Vision for a community hub on the Civic Precinct. As a primary driver towards a successful Town Centre in Dee Why the Civic Centre precinct is proposed to act as a 'one-stop shop' for a diverse range of community facilities and services related to health, early childhood, police services/shop front, performing arts and entertainment, cuisine and retail.

The Civic Precinct should create opportunities for individual building sites that are interconnected via Civic Drive with new pedestrian pathways and civic plazas, located between buildings.

A key focus for this site will be the development of a civic plaza on the corner of Pittwater Road and St David Avenue that will provide opportunities for high quality landscape treatments, outdoor dining, shaded seating and water sensitive urban design features. Combined with articulated and landmark building elevations and facades, it's highly visible location will also create a gateway identity and identifiable public space at this key junction.

The Civic site may also incorporate a pedestrian footbridge and lift that will provide level access from the western end of St David's Avenue to the Pittwater Road intersection and civic plaza.

Internally within the site, existing mature trees will be retained where possible, maintaining the open space amenity for existing council uses. Basement parking is intended for all buildings in this precinct.

wsud

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

WSUD applications would include:

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

Natural systems would be interpreted throughout the town centre for awareness of modification, contribution to sustainability and water quality.

Water as an element integral to the identity of Dee Why would be expressed in features, sculptures and for play elements.

NOTE: This WSUD treatment will be investigated and subsequently developed in consultation with Council and in accordance with outcomes of specialist studies currently being undertaken

Site B

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

Site A

Interfacing with Site B development, Site A is a council owned site and will comprise mixed use development. The ground level could accommodate opening the existing park along Howard Avenue and creating a mid block link to retail and commercial to the north.

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

pedestrian bridge

Investigate the feasibility of an accessible bridge link between the Fisher Road Salvation Army site and the proposed built form in the civic site would provide lift access to the ground plane. Upgraded ground plane access would also be provided. Additionally this link could connect across Pittwater Rd. to future development, which would be subject to future studies.

triangular block

This site is a case study for amalgamation of similar sized blocks within the Dee Why Town Centre study area. This development option will provide the highest intensity of residential use proposed for this site, reinforcing the scale, mass and height of the proposed development further north on Pittwater Road.

Its prominent intersection location and an appropriate building height will provide the opportunity for a landmark gateway development, reinforcing arrival to the Dee Why strip.

High quality landscape and streetscape improvements are proposed at ground level, creating a continuity of small interconnected public spaces, extending across from the Redman Road and Pittwater intersection that will also interface with proposed ground level retail tenancies. As well as providing identifiable and high quality building entries and improved pedestrian movement and comfort, these areas may also allow the opportunity for water sensitive urban design measures.

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

gateways

Opportunities exist to introduce sculptural elements to be developed in conjunction with artists as part of an overall art strategy for the town centre to reinforce character and identity through material and form and provide a sense of arrival and exit to/from the town centre.

Such art strategies have potential to include green walls and similar interpretive structures to compliment the improved urban fabric of the Town Centre.

A consistent street tree planting strategy would be implemented including roadside planting at the northern gateway, and median treatments would be upgraded where practicable to complement streetscape revitalisation.





MASTER PLAN



DEE WHY TOWN CENTRE MASTER PLAN

LEGEND

01	Pittwater Road North Entry Sequence streetscape and arrival treatment	15	Drainage Channel Proposed boardwalk over current open channel creates pedestrian link to / from Lagoon walk/ storm water easement	27	Triangle Park North Riparian park typology corridor development with enhanced pedestrian connectivity and user amenity	38	Fisher Road Streetscape Streetscape refurbishment
02	Building A Council owned building	16	Stormwater Easement Pedestrian linkage with exposed low flow water filtration function diverted from main drainage channel. Opportunities for WSUD interventions, interpretation / contact and storage of treated water. Seamless edge to Walter Gors Park	28	Howard Street East Upgraded pedestrian walkway experience to the beach with new bus / cycle lane. Tree planting to ensure strong physical / visual link to the beach retained	39	Pittwater Road South Entry Sequence with street tree and median treatment
03	Building B Council owned building	17	Pittwater Road Streetscape refurbishment work as per streetscape sections	29	Site B Based on DA approved Multiplex proposal	40	Stoney Range Regional Botanical Garden
04	Building C Council owned building	18	Walter Gors Park Expanded park with facilities for all ages. Proposed onsite detention/ WSUD. Removal of existing Council cottages	30	Triangle Park South Pedestrian plaza to support adjacent uses, enhance pedestrian connectivity and reinforce local character	41	Triangular Block Test case study for amalgamation of similar sized blocks within the Dee Why Town Centre
05	Landscape Conservation Area	19	St David Ave Pocket Park Redesigned to compliment adjacent development	31	Church Lane North-South one way traffic flow with shared cycle and pedestrian access		
06	Building E PCYC Sports facilities with carpark	20	Proposed Multi Unit Residential As per current DA	32	Fisher Road Corner Block Case study amalgamated block. Pocket park with character and identity defining works as Town Centre nodal point. Physical linkage across Fisher Road to Redman Rd pocket plaza to west		
07	Building F Case study amalgamation area	21	Site A Existing residential buildings.	33	Redman Pocket Plaza Upgraded plaza space utilising existing mature tree planting with integrated WSUD functions and features		
08	Building G Case study amalgamation area	22	Site A Council owned site	34	Mooramba Pocket Park Upgraded park space with integrated WSUD functions and features.		
09	Building H Case study amalgamation area	23	Triangular Block Laneway Pedestrian access throughout the block explored within case study amalgamation area.	35	Oaks Ave Streetscape Significant streetscape refurbishment to embrace 'alfresco' dining with widened footpaths and WSUD integration		
10	Building I Case study amalgamation area	24	Town Centre Crossing Upgraded pedestrian amenity and stronger visual linkage to Civic site	36	Woolworths Lane Proposed shared lane through site access with retail and restaurant activation.		
11	Building J Council owned carpark	25	Dee Why Town Square Based on DA approved proposal with varying program for the public realm	37	Pacific Parade Streetscape Significant streetscape refurbishment to embrace 'alfresco' dining with widened footpaths and WSUD integration		
12	Warringah Council Building / Civic Centre Existing Civic Centre conserved with associated public realm development	26	Howard Ave Streetscape refurbishment as primary boulevard linking Dee Why beach, Town Square and Civic Plaza				
13	Dee Why Library Building Heritage building conserved with future proposed use for discussion						
14	Civic Plaza Multi level plaza with water features with accessible pathways / ramps to Library and Council						

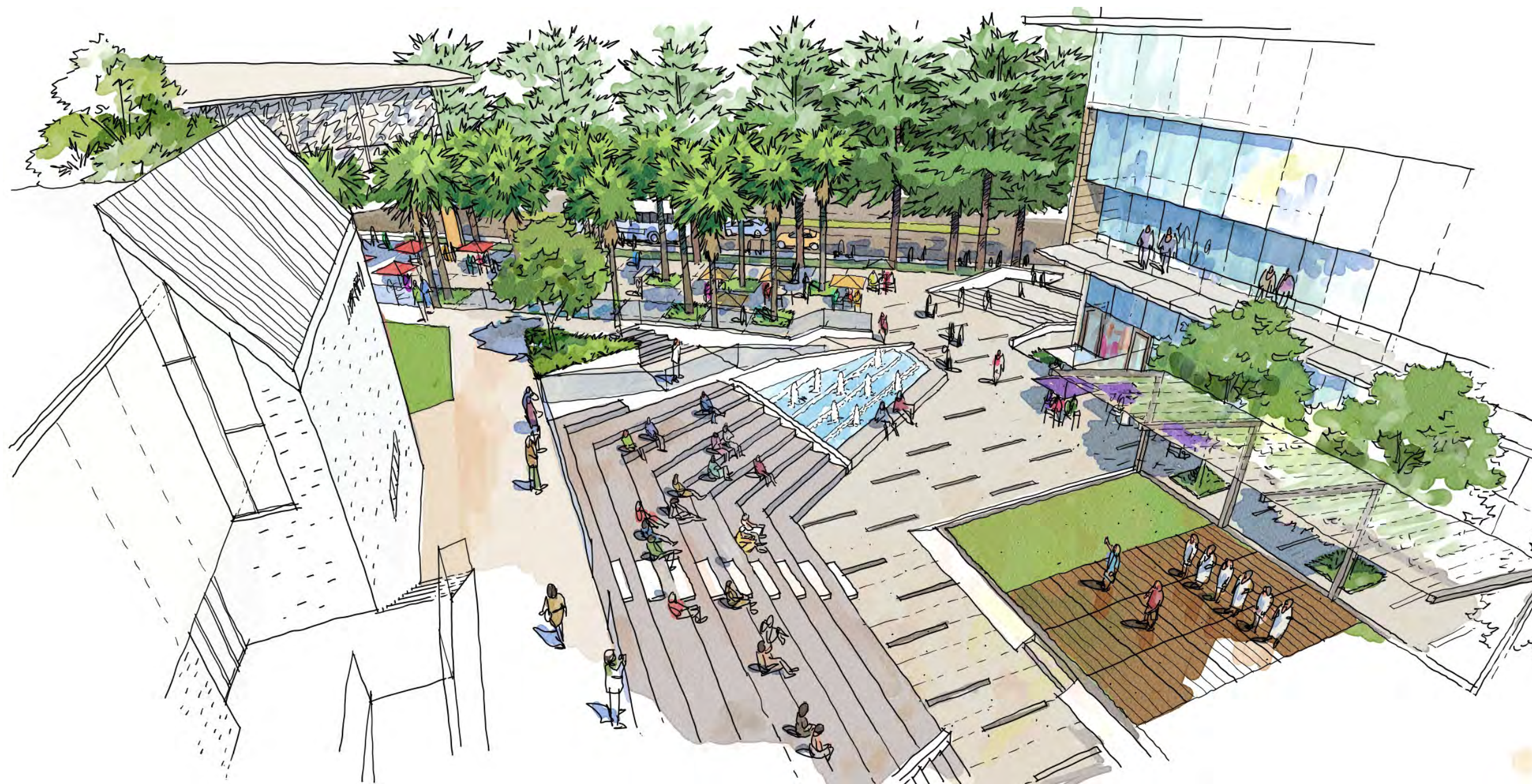
ARTIST'S IMPRESSIONS OF DEE WHY TOWN CENTRE MASTER PLAN



INDICATIVE SKETCH: FISHER & PITTPATER ROAD INTERSECTION



INDICATIVE SKETCH: CIVIC PLAZA VIEW FROM PITTWATER ROAD



INDICATIVE SKETCH: CIVIC PLAZA FROM CIVIC DRIVE



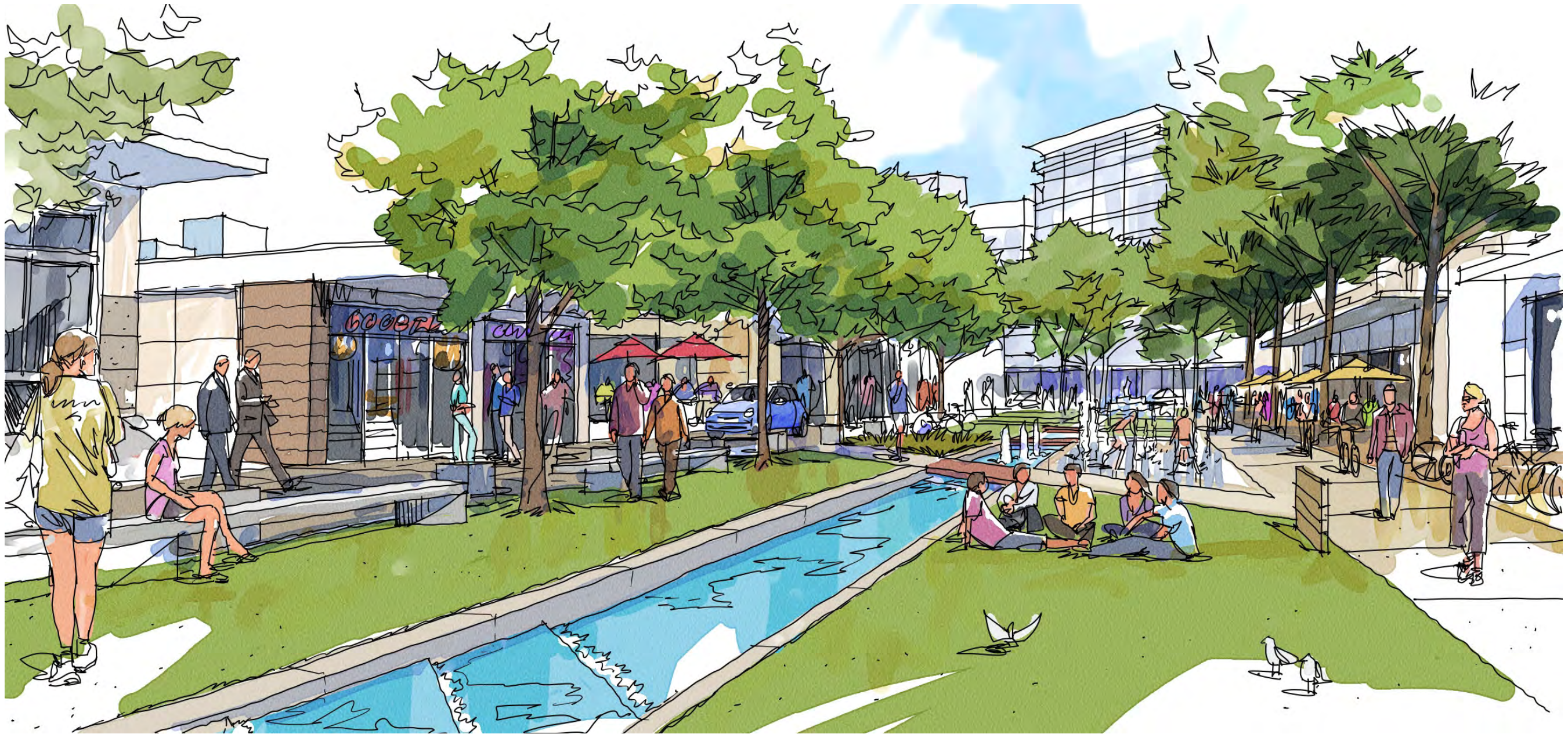
INDICATIVE SKETCH: OAKS AVENUE STREETScape



INDICATIVE SKETCH: HOWARD AVENUE STREETScape



INDICATIVE SKETCH: FISHER ROAD LANEWAY



INDICATIVE SKETCH: REDMAN ROAD PLAZA



INDICATIVE SKETCH: SOUTHERN ENTRY STATEMENT



LANDSCAPE & PUBLIC DOMAIN STRATEGY

There is a need for landscape to take a primary role in driving character to re-define the Dee Why town centre's future identity.

To guide design and development in a direction that assists in creating a more attractive and cohesive Dee Why, a number of strategies have been developed which provide a guiding structure. These headings should be the pillars supporting the place identity.

There is a strong vision for the landscape component, that is inspiring and exciting, but most importantly, is achievable in short to medium term. It must feature innovative, beautiful, yet constructible propositions that meet sustainability goals and initiatives and engage with the local community.

The landscape and public domain strategies outlined here should give the place room to change, and accommodate transformation from what it is to what it wants to be.

Master plan Diagram:



"CITY BY THE SEA "

Part of developing a place that people want to live, work and shop, is establishing a desirable character and identity that people relate to and enjoy. The City by the Sea concept is a response to the area's coastal heritage and proximity to the beach and lagoon, which is noticeably absent from the town centre at present.

Realignment of Dee Why's character and identity to a place that has embraced its coastal location positions Dee Why as a major centre that boasts a beachside lifestyle with all the conveniences of a city. These unique attributes are to be emphasised.

Promotion of this concept coinciding with the physical development of Dee Why aims to reinforce the state of change and evolution that the town centre is going through.

The town square and associated urban space upgrades will provide Dee Why with a point of difference. Basing the town around a public space offers amenity unavailable at Brookvale or Warringah Mall. Landscape and urban design will emphasise these small scale and fine grain attributes.



"MEET DEE WHY"

"Meet Dee Why" is proposed as an introduction for locals and visitors alike. It is about getting to know and understand Dee Why on another level, facilitating new associations and cognitive landmarks to reinforce the morphosis that the area is undergoing while inviting people to experience the change.

The aim is to put the real Dee Why on display. Peel back the layers and reveal the rich natural and cultural history of Dee Why which has been overlooked during the rapid development of the last 50 years. Exposing these layers will create new connections to place and community.

While 'Meet Dee Why' refers to the physical changes of the place, it also emphasises the importance of the Dee Why community and their cultural heritage to the renewal of the Town Centre. Community is an important driver in the generation of Dee Why's 'Cultural Capital', an element which will offer individuality and sense of place.

Landscape and urban design will accentuate all the strengths of the location and the site. Materials and planting will respond to place while interpretative elements add historical and cultural value to people's perceptions of Dee Why.



Both visitors and residents are rewarded for exploring the Town Centre. Many scales and levels of detail enhance the experience and promote multiple visits. New discoveries and ephemeral landscapes will make Dee Why a place people want to return to.

Programmatic diversity is to be inclusive and a key feature in the appeal and adaptability of the town centre to attract a diverse range of users.

Considerations therefore have included:

- | | |
|-----------------------|------------|
| / health and exercise | / play |
| / nature | / food |
| / energy | / ecology |
| / education | / work |
| / shopping | / research |



“LIVING STREETS”

Living Streets are people places. They provide a social function in addition to ecological benefits. They provide safety in addition to aesthetics. They provide habitat in addition to microclimate. They are accessible and attractive for users of all ages and abilities.

The streets of Dee Why currently function as vehicle only corridors. The master plan intends to reclaim these streets on behalf of the local community and return them to public space, part of the open space matrix, part of a sustainable future for Dee Why.

Streets are to be places of encounter, revolving around activation and use. Spaces are designed to facilitate and encourage everyday interactions between acquaintances and strangers alike. There is a focus on designing first for life...then for the space.



“RESTORING THE BALANCE”

Landscape initiatives seek to restore the community's environmental, social and economic fabric.

They will work with natural and engineered systems, social practises, community values and stakeholder interests to restore the balance between dichotomies such as:

- / urban vs coastal
- / native vs exotic flora and fauna
- / hard vs soft surface treatments
- / car vs pedestrian priority
- / natural vs engineered systems and processes
- / commerce vs community
- / public vs private ownership and use
- / character vs lack of character
- / history vs progress

Finding the right mix of these elements will broaden Dee Why's appeal and make inroads to reaching future sustainability goals.



“ART FOR ARTS SAKE”

Artists will be able to work with local artisans to sculpt and shape installations which will help consolidate the master plan's key components of; water, landscape, culture, health and well being for environment and community. The amenity of the development will be greatly enhanced by the careful integration of unique contemporary art works that respond to the sites natural qualities and histories.

Public art will assist in creating a place that rewards exploration while engaging the community, telling stories and fostering pride of place.

LANDSCAPE & PUBLIC DOMAIN PLAN

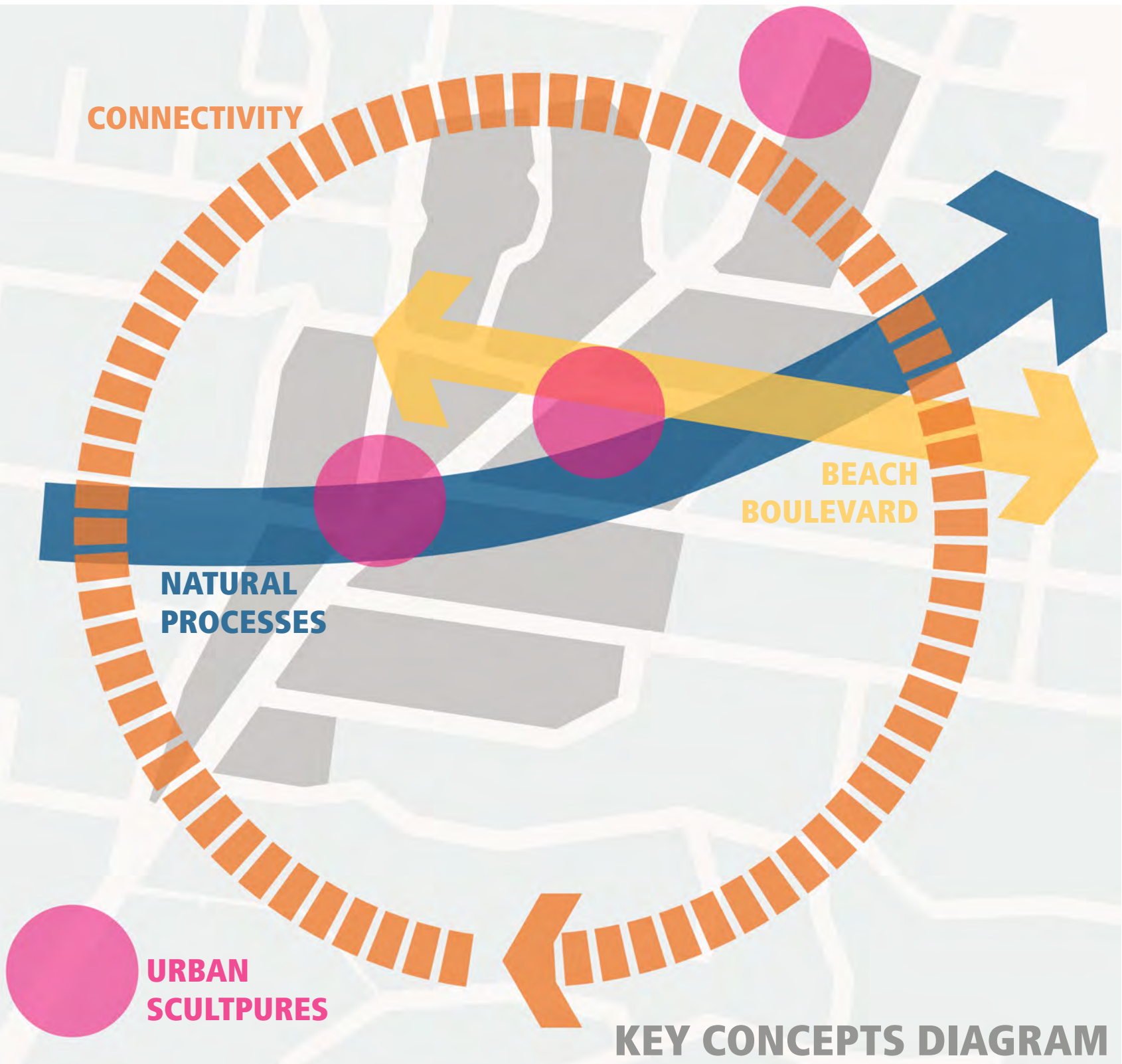
TOWN CENTRE NORTH



TOWN CENTRE SOUTH



KEY LANDSCAPE CONCEPTS



NATURAL PROCESSES



CONNECTIVITY



BEACH BOULEVARD

05 MASTER PLAN

MASTER PLAN DIAGRAMS

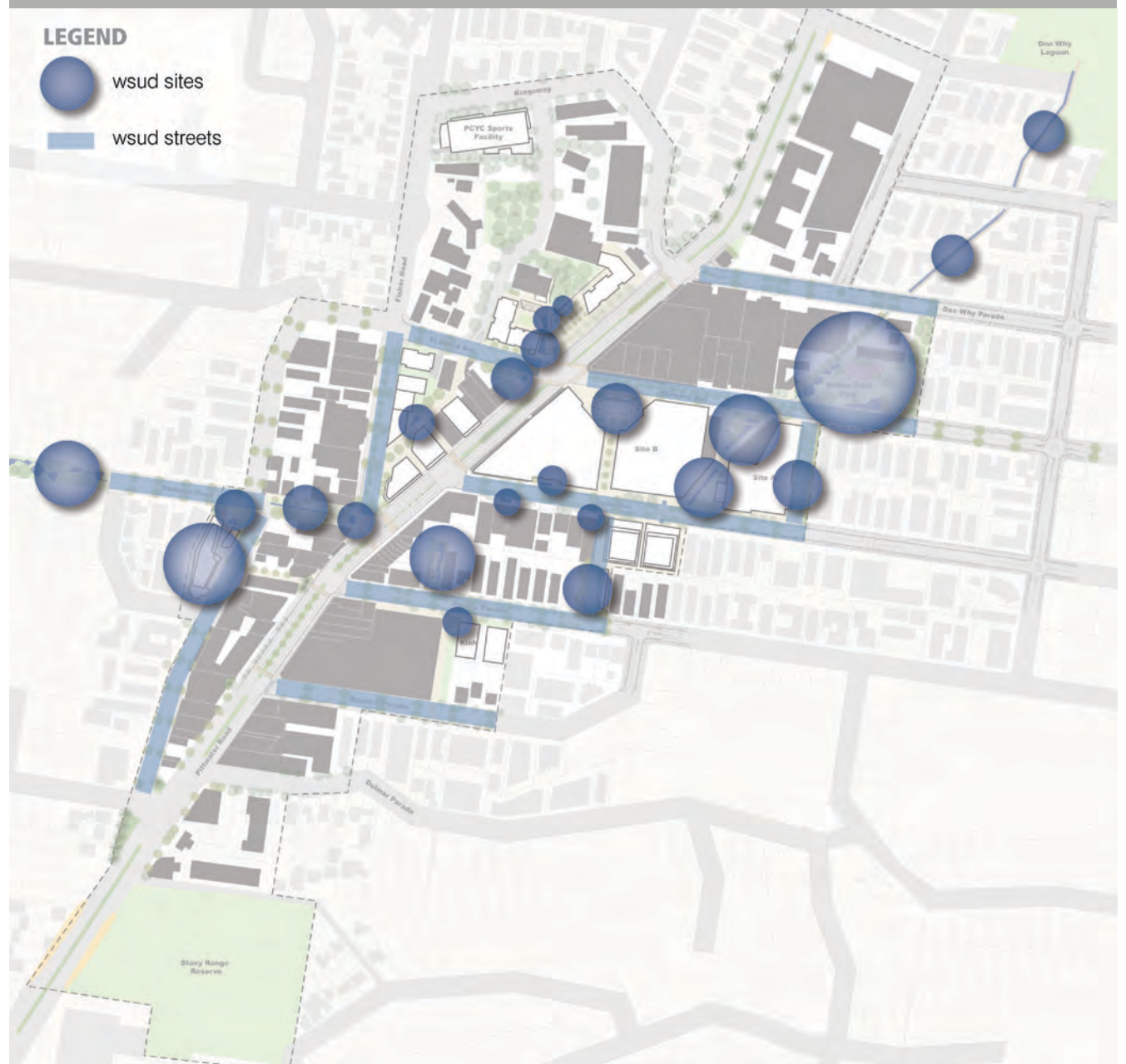
ZONES



ZONES

While separating the town into precincts is undesirable, patterns of use and experience start to loosely define zones of organisation. The 'Green Spine' threads through the site emphasising existing water flow paths and connections to Dee Why Lagoon. The 'Social Heart' is the centre of the town centre where the majority of retailers, restaurants and public spaces are located. This becomes part of a linkage between the Civic Centre to encourage circulation throughout the town centre.

WSUD

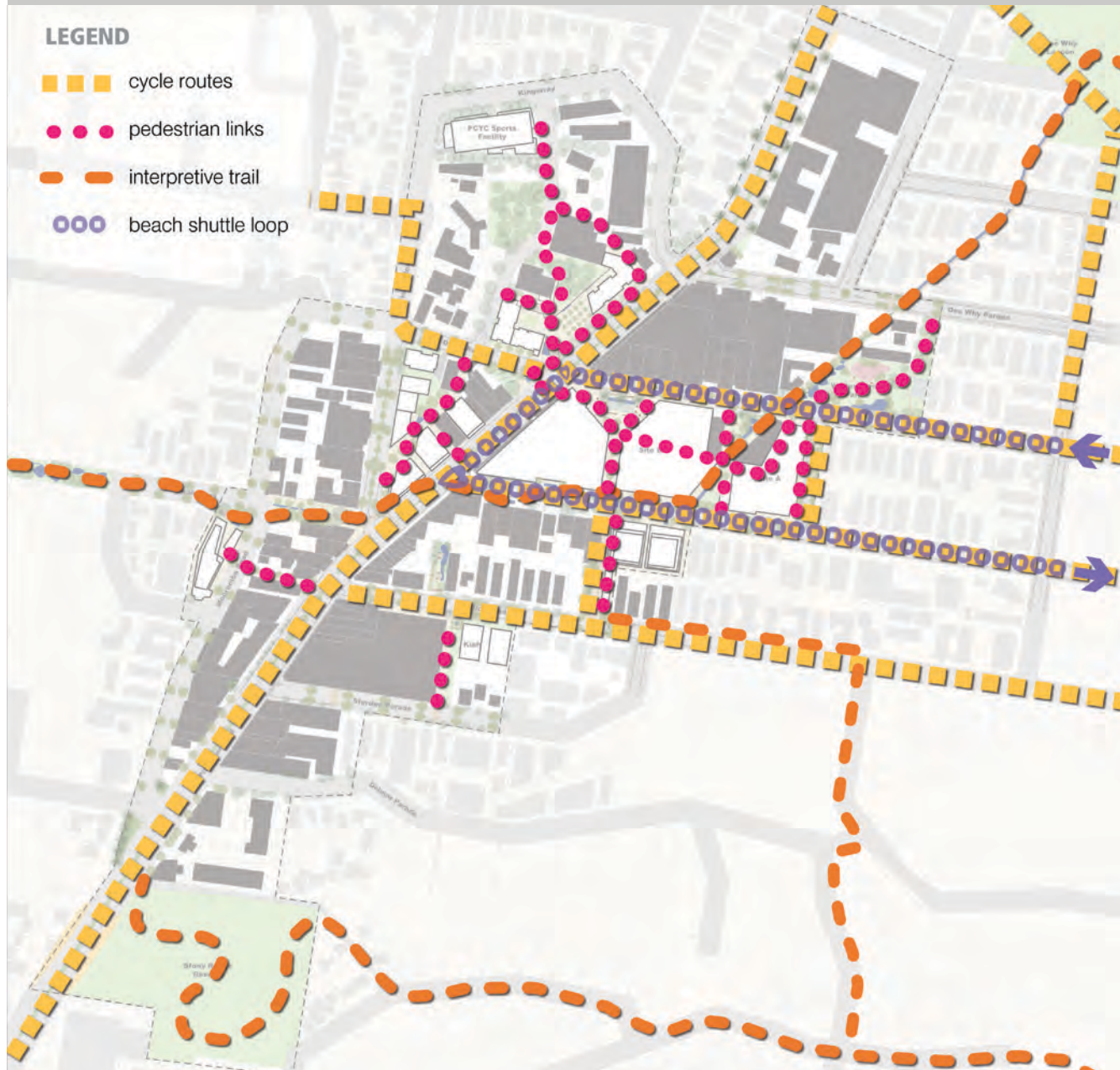


WSUD

Sites of significance for water sensitive design are distributed throughout the town centre. Features at these sites will take various forms depending on their application and setting. They will have interpretive and educational value and will contribute to the character and aesthetics of the town centre.

Streets are also an integral part of the system with rain gardens capturing overland flow and linking to other infrastructure.

MOVEMENT



MOVEMENT

Access and circulation issues have been addressed with vast improvements for pedestrians and cyclists via through block links and walkways / trails. Separated cycleways are proposed for Howard Ave and Oaks Ave providing a strong connection to the beach and linkages to the Warringah Bicycle Route Network.

A beach loop service is proposed to connect the town centre with the beachfront.

ART & LIGHTING



ART & LIGHTING

An integrated public art strategy is proposed with several key sites identified for inclusion. Art works will contribute to character, assist in interpretation of environment and processes and engage with the local community.

It is anticipated that lighting is a major component of this strategy with residual benefits for night time activation and safety, especially for arcades / laneways and sections of Pittwater Road.

The changes shown in the proposed streetscape sections reflect the Traffic Management Option 2A-2 prepared by GTA Consultants in September 2007 (Refer to plan this page).

These streetscape principles advocate a human-scaled urbanism, where the act of walking represents the basic unit of design. Instead of having a street just provide a transportation service, they look to manage infrastructure in a way that enhances commercial, retail, light industry and restaurant opportunities and utilise the public realm for all users, not just motorists.



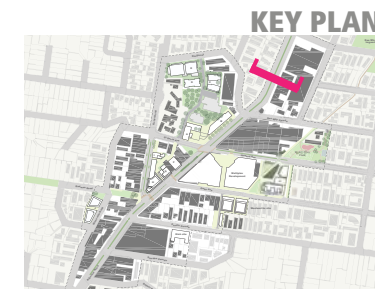
INDICATIVE STREETSCAPE SECTIONS

PITTWATER ROAD



Pittwater Road will receive various upgrade treatments along its length, from Stony Range Reserve in the south to the Dee Why RSL in the north. These treatments will be coordinated with the public art and lighting strategy and will complement the character and feel of the rest of the Town Centre. They aim to offer a unique experience for motorists and pedestrians. General interventions considered are:

- / Pedestrian crossing points - emphasised through material changes and lighting
- / Road surface upgrade to a uniform finish
- / Median upgrades
- / Median and roadside planting

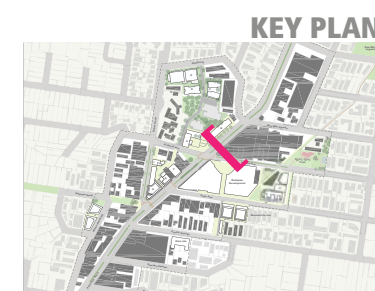


Above: Campbell Parade, Bondi - Well considered median planting reduces the scale of a wide road and directs pedestrians to defined crossing points

Section A through Pittwater Road north of Dee Why Parade (Pittwater Road 1) will remain largely unchanged with the only enhancements being a redirective median kerb, median planting, central feature fencing, custom lighting poles and large character plantings to verges.

At Pittwater Road - Section B, opposite the Civic Centre, provision for an extra bus bay has been included on the north bound lane with associated bus terminal facilities included along the footpath.

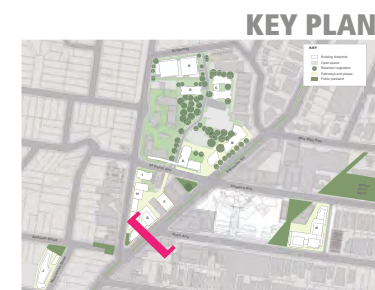
Other features include: raised barrier median, low shrub planting, median tree plantings, central feature fencing, custom light poles, feature lighting strategy and improved definition of pedestrian crossings through grading, surface finishes and lighting.



STREETSCAPES

INDICATIVE STREETSCAPE SECTIONS

PITTWATER ROAD



The median treatment at Section C, to be established where an extra right hand turn lane for north bound traffic has been included, utilises a redirective kerb to enable low ground cover planting and the consideration of feature poles and banner signage.

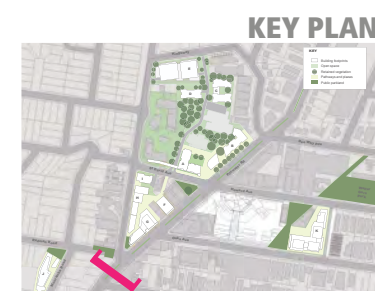
Pedestrians are separated from moving traffic by feature fencing to the kerb edge and within the median.

Features include: raised barrier median, central median feature fencing, kerb edge feature fencing, low shrub planting, custom street lighting poles, banners, and defined pedestrian crossings

The Pittwater Road streetscape at Section D will utilise the extra width to improve amenity by planting the median with a mix of shrubs and grasses below native palm plantings, such as *Livistonia australis* (Cabbage Tree Palm) or other plantings considered appropriate to the location.

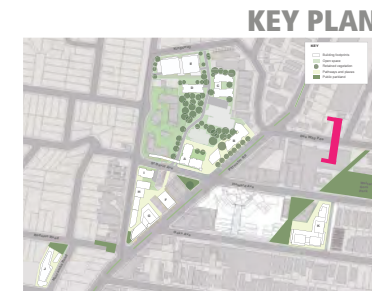
Features include: raised barrier median, low shrub planting, character tree plantings, central feature fencing, kerb edge seating / planting barriers, banner poles, custom light poles, feature lighting strategy and improved definition of pedestrian crossings.

Below: Barrier type median with planting and fencing to direct pedestrian movement



INDICATIVE STREETSCAPE SECTIONS

TOWN CENTRE STREETS

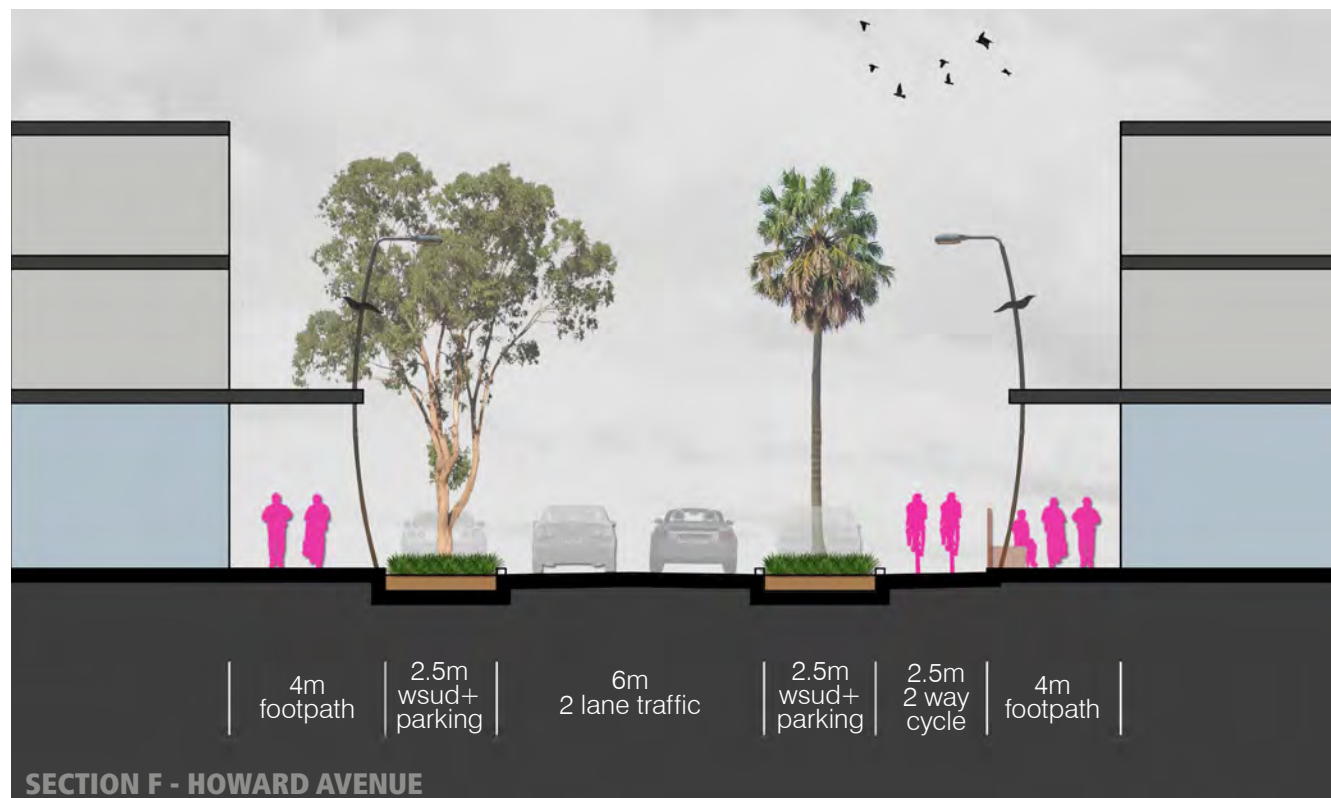


DEE WHY PARADE

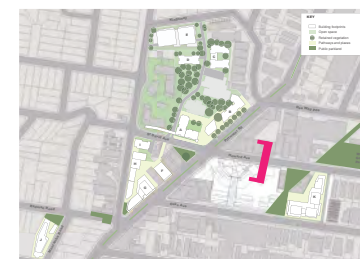
Dee Why Parade will respond to traffic planning by catering for two-way traffic. It is anticipated that vehicular movements to / from the beach will increase along this street due to the one way system proposed for Howard / Oaks Avenues.

WSUD rain garden functions are to be added to both street edges with filtration planting and native street trees. Parallel parking is provided in between rain gardens and driveways.

Existing street tree planting is to be retained with buffer planting within lots to be encouraged.



Above: Streetscape with a median segregating the cycleway from traffic.



HOWARD AVENUE

Adhering to the proposed traffic plan, Howard Avenue will become one way with traffic heading west.

2 lanes of traffic are provided with limited parallel parking to both street edges. This parking would be interspersed with WSUD rain gardens and associated tree planting.

A separated 2 way cycleway would run adjacent to the northern footpath. It is expected that this conduit would continue all the way to the beach, beyond the study area.

Narrower traffic lanes improve pedestrian safety with well defined, at grade crossing points.

Other features of the streetscape include:

- / New custom Dee Why street light poles
- / Continuous awnings
- / Sections of custom barrier seating to footpath edge

STREETSCAPES

INDICATIVE STREETSCAPE SECTIONS

TOWN CENTRE STREETS



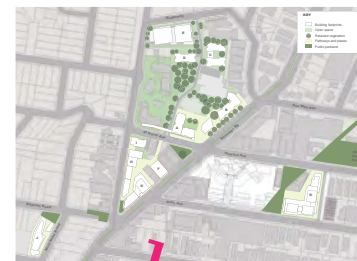
Above: Segmented kerbs to street edge allows overflow drainage into rain gardens / biofiltration



KEY PLAN



Above: Rain garden narrows the street at a pedestrian crossing



KEY PLAN

OAKS AVENUE

Following the proposed traffic plan, Oaks Avenue will become one way with traffic heading east.

Generally 2 lanes of traffic are provided with parallel parking to the northern edge. This parking would be interspersed with WSUD rain gardens and associated tree planting.

The southern side of the road would provide a 2.5m, two-way cycle lane with a segmented, raised kerb separating traffic but allowing surface drainage through to rain gardens.

The north facing footpath would be widened and interspersed with areas of seating / dining, bicycle facilities, rain gardens and street trees.

Other features of the streetscape include:

- / New street lighting with banners
- / Wider footpaths with continuous awnings
- / Narrower traffic lanes for pedestrian safety
- / Increased setbacks as per planning controls
- / Raised pedestrian crossings

PACIFIC PARADE

Pacific Parade will cater for two-way traffic with parallel parking to both sides. This parking would be interspersed with WSUD rain gardens and associated tree planting in addition to existing street trees.

Cycle traffic would be encouraged to use Oaks Ave or Howard Ave while pedestrians would be directed to defined crossing points.

Other features of the streetscape include:

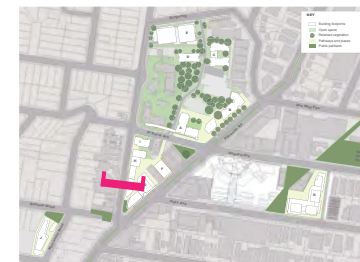
- / New street lighting
- / Wider footpaths with continuous awnings
- / Narrower traffic lanes for slower speeds and pedestrian safety
- / Raised pedestrian crossings
- / Segmented kerbs

INDICATIVE STREETSCAPE SECTIONS

TOWN CENTRE STREETS



Above: Rouse Hill Town Centre street with median and WSUD tree pits



KEY PLAN

FISHER ROAD

Fisher Road will cater for two-way traffic with limited parallel parking to both sides. This parking would be interspersed with WSUD rain gardens and associated tree plantings at regular intervals.

A raised median is to be introduced with character planting.

Cycle traffic would be encouraged to use St David Ave to link to Howard Ave. Pedestrian amenity would be enhanced through definition of crossings, materiality and planting.

Other features of the streetscape include:

- / New street lighting
- / Continuous awnings
- / Raised pedestrian crossings
- / Extra turning lanes at intersections



Above: Boardwalks provide access over a WSUD swale



KEY PLAN

CHURCH LANE

Church Lane is a new north bound route adjacent to St Kevin's Church. It would be 2 lanes one way and would include a shared path for two-way pedestrian and cycle use to the eastern edge.

The western edge of the lane, adjacent to the proposed built form, will provide further pedestrian circulation through a footpath and boardwalk that is raised above a WSUD swale with integrated tree planting.

A section of the lane adjacent to the shared path will be set aside for Church pick up / drop off.

Other features of the streetscape include:

- / New street lighting
- / Permeable paving
- / Raised pedestrian crossings

STREETSCAPES

INDICATIVE STREETSCAPE SECTIONS

TOWN CENTRE STREETS



Above: WSUD bioretention swale with raised boardwalk



KEY PLAN

WOOLWORTHS LANE

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

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

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

Other features of the streetscape include:

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



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



MASTER PLAN IMPLEMENTATION & SHORT TERM PUBLIC DOMAIN TREATMENTS

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

Feedback Overview

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

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

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

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

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

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

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

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

Of the 81 feedback forms received:

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

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

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

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

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

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

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

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

Master Plan Implementation – Next Steps

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

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

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

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

Within the short term Council will:

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

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

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

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

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

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

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

Implementation Staging & Short Term Public Domain Improvement Opportunities

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

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

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

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



LEGEND

- Short term
- Medium term
- Medium/Long term

MASTER PLAN IMPLEMENTATION





LEGEND

- ## SHORT TERM WORKS PROGRAM



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

1.0 WALTER GORS PARK PEDESTRIAN CORRIDOR UPGRADE

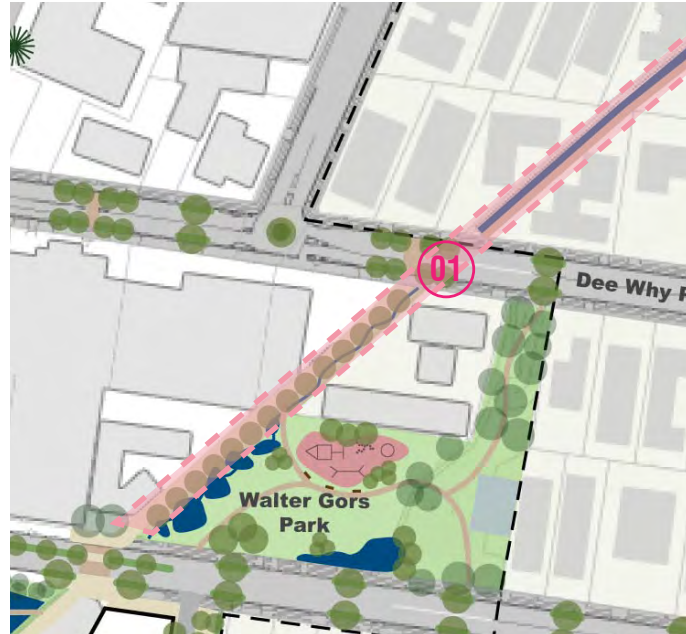
The existing pedestrian corridor which connects Oaks Avenue to Richmond Avenue via Site A, Howard Avenue and Dee Why Parade, is in need of significant landscape improvement works particularly between and Oaks Avenue and Richmond Avenue.

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

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

It is envisaged improvement works could include the following components:

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



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

2.0 RAIN GARDEN DEMONSTRATION AREA

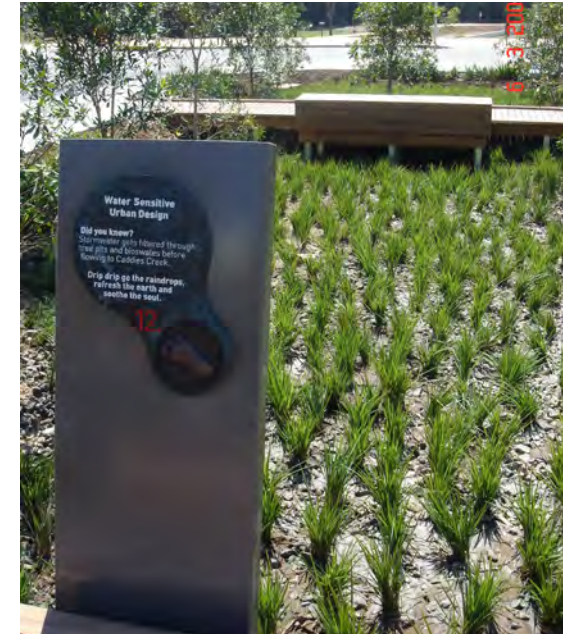
The master plan identifies the potential to create a much larger Walter Gors Park and also emphasise the importance of Water Sensitive Urban Design principles (WSUD). A good opportunity currently exists to utilise a section of the existing Park to install either a permanent or temporary 'rain-garden'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

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

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

The rain garden demonstration area would provide the following:

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



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

3.0 POP-UP CAFE / DOG PARK

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

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

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

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

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

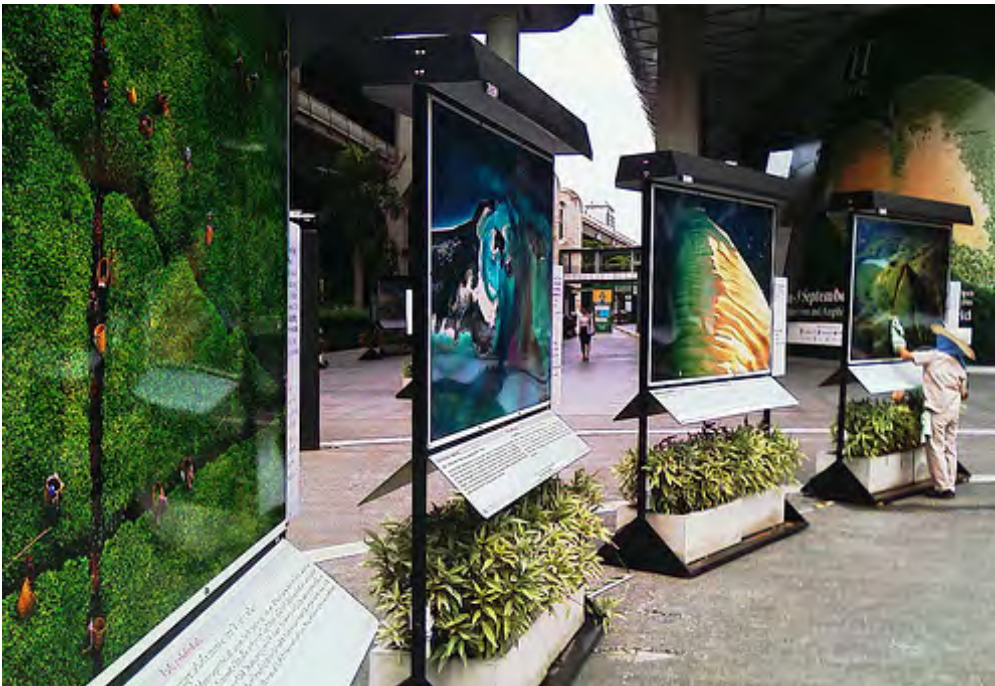
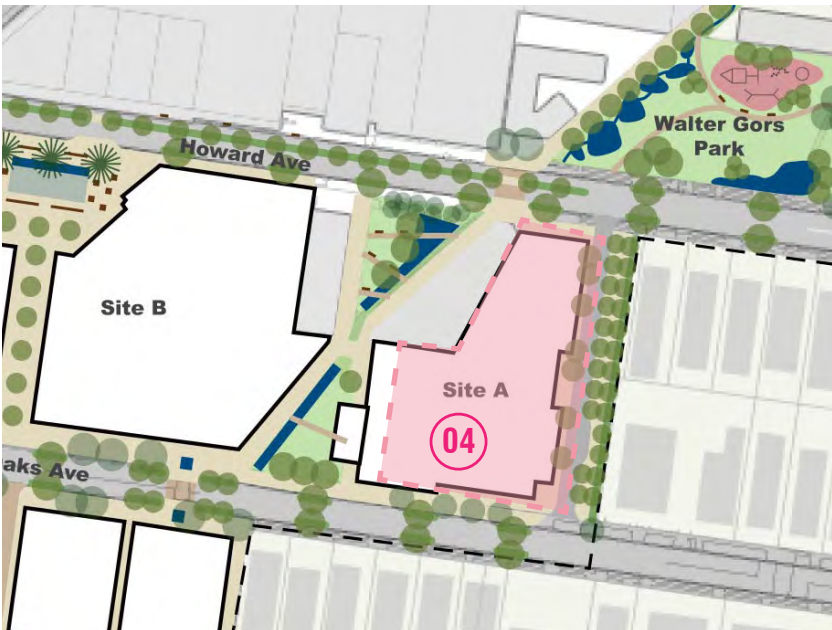


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

4.0 CAR PARK SIDE SHOW POP UP ART GALLERY / MARKETS

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

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

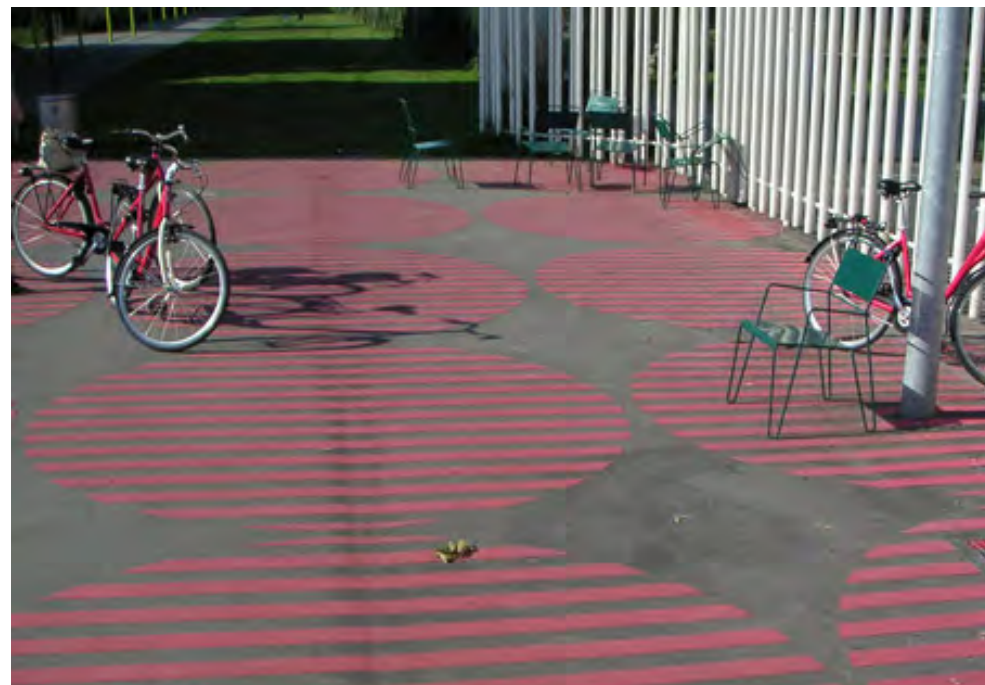
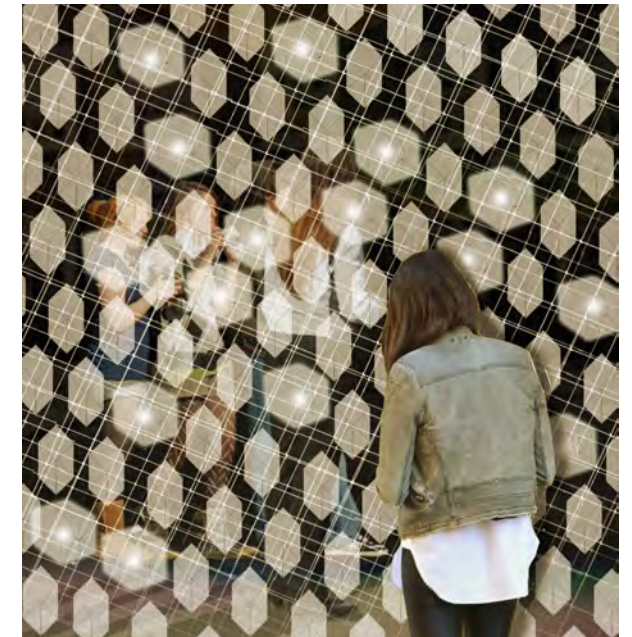
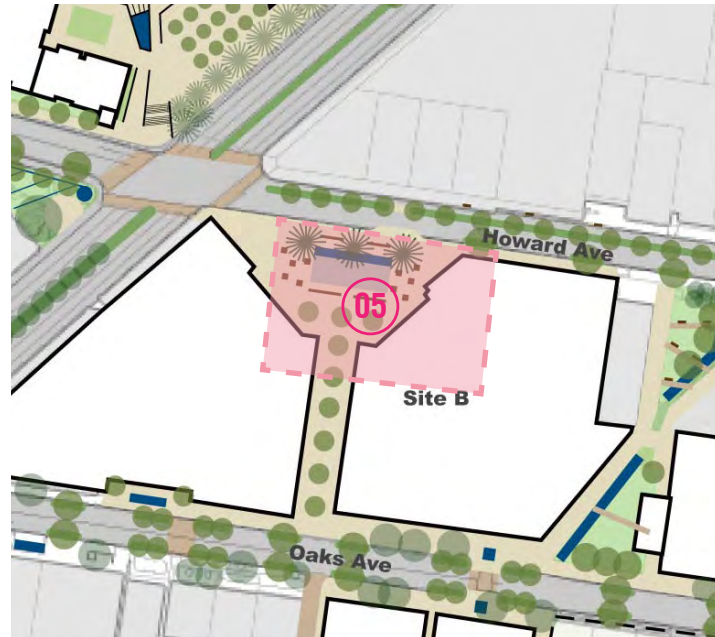


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

5.0 ACTIVATE VACANT SHOPS

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

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



SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

6.0 HOWARD & OAKS AVENUE STREETScape ENHANCEMENT WORKS

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

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

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

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

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

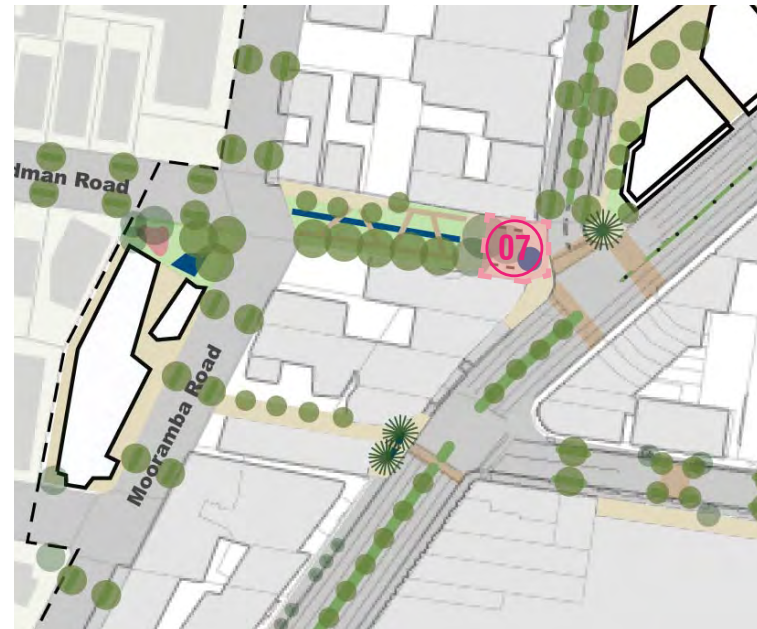


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

7.0 REDMAN AVENUE POP UP GARDEN / CAFE

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

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

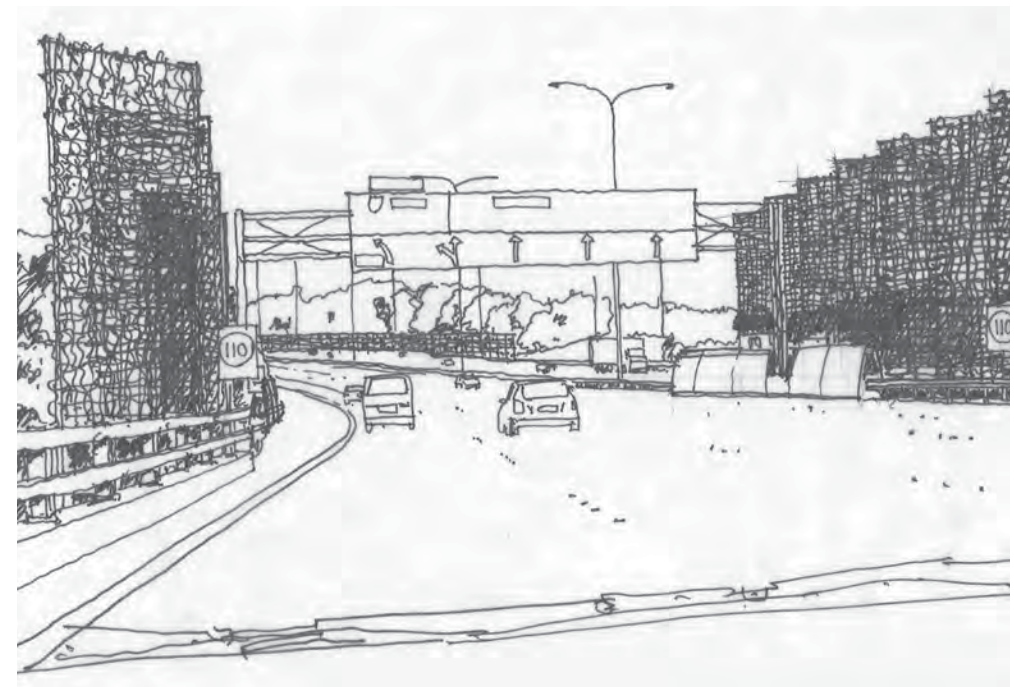


SHORT TERM PUBLIC DOMAIN IMPROVEMENTS

8.0 DEE WHY ARRIVAL STATEMENT

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

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



06 APPENDICES

MASTER PLAN SCENARIOS

MASTER PLAN OPTIONS

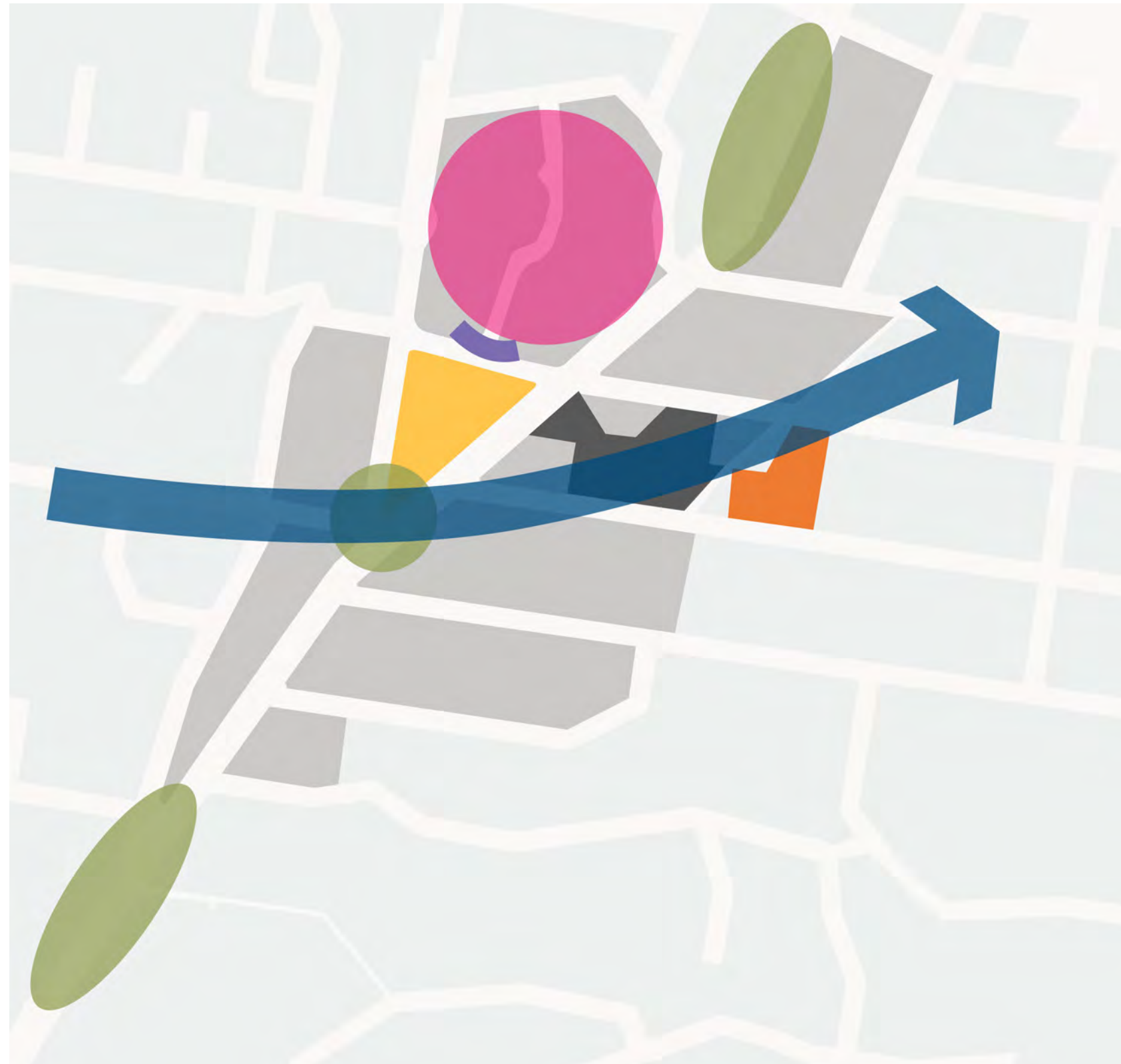
OPTION COMPARISONS

LANEWAY AND PODIUM STUDIES

COMMUNITY CONSULTATION:

WORKING PARTY CONSULTATION SUMMARY BY ELTON CONSULTING

MASTER PLAN SCENARIOS



OPTION 1

civic site

Option preserving landscape and heritage qualities of site

wsud

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

multiplex site

As per DA approved proposal designed by Hassell

Site A

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

pedestrian bridge

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

triangular block

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

gateways

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



OPTION 1

civic site

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

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

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

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

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

wsud

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

WSUD applications would include:

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

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

multiplex site

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

Site A

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

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

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

pedestrian bridge

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

triangular block

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

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

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

gateways

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

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

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

Median treatments would be upgraded to complement streetscape revitalisation.



MASTER PLAN SCENARIOS

OPTION 2



civic site

Alternative development with moderate built form intervention

wsud

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

multiplex site

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

Site A

Council carpark sold for private residential development

pedestrian bridge

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

triangular block

Height control / built form option for triangular block

gateways

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



OPTION 2



civic site

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

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

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

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



wsud

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

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

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



multiplex site

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



Site A

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

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

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



triangular block

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

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

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

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



pedestrian bridge

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



gateways

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

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

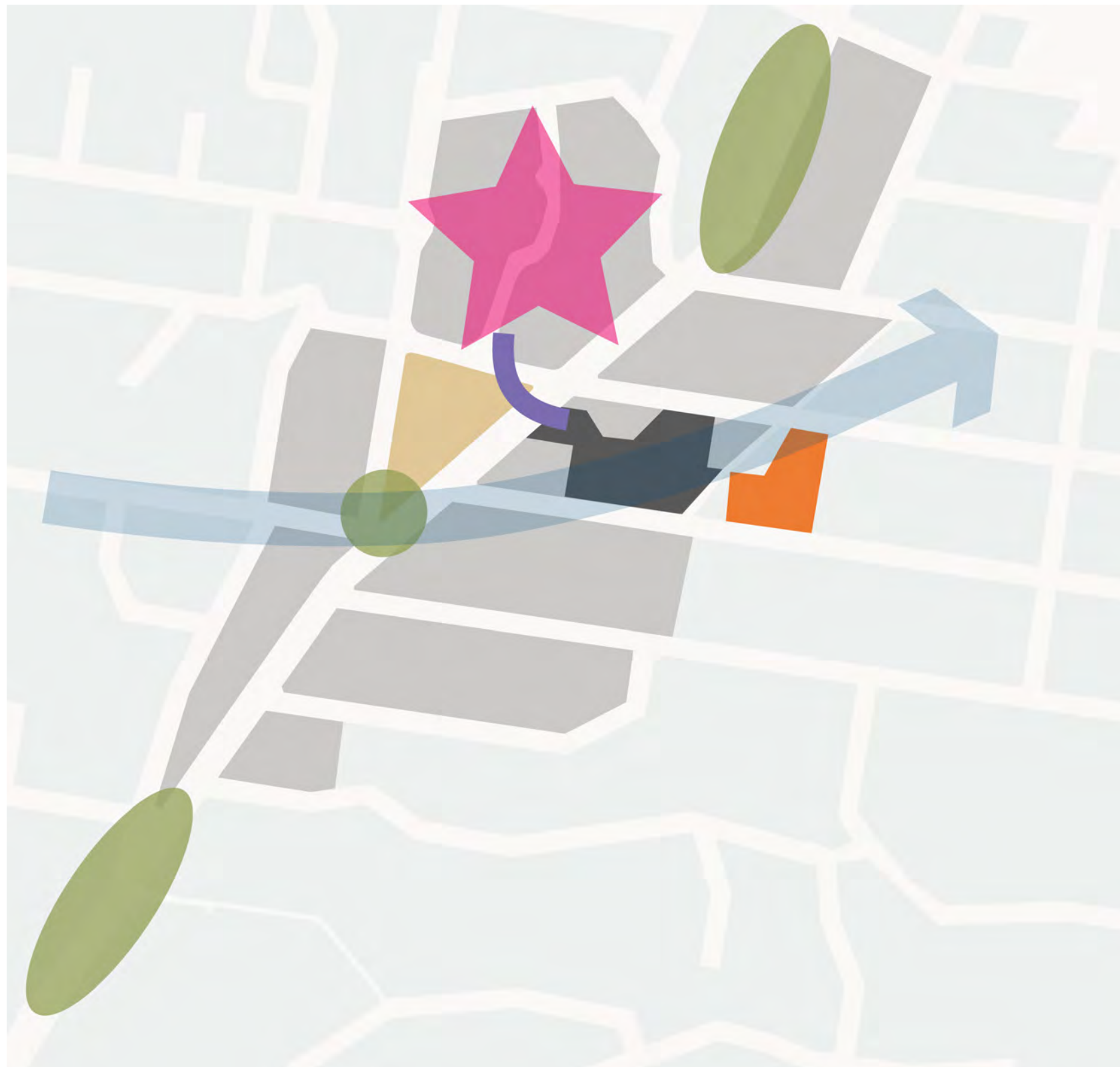
A consistent street tree planting strategy would be implemented including roadside planting at the northern gateway near the RSL and south of Sturdee Parade.

Median treatments would be upgraded to complement streetscape revitalisation.



MASTER PLAN SCENARIOS

OPTION 3



civic site

Alternative development with high level of built form intervention

wsud

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

multiplex site

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

Site A

New residential development above Library and community facilities

pedestrian bridge

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

triangular block

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

gateways

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



OPTION 3

★ civic site

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

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

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

→ wsud

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

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

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

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

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



multiplex site

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



Site A

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



pedestrian bridge

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



triangular block

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

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



gateways

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

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

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

Median treatments would be upgraded to complement streetscape revitalisation.



OPTION 1 MASTER PLAN



OPTION 1 - MASTER PLAN



OPTION 1 PERSPECTIVE





OPTION 1 - KEY SITES



OPTION 1 - KEY SITE MASTER PLAN

LEGEND

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

OPTION 2 MASTER PLAN



OPTION 2 - MASTER PLAN

OPTION 2 - MASTER PLAN



OPTION 2 PERSPECTIVE





OPTION 2 - KEY SITES



OPTION 2 - KEY SITE MASTER PLAN

LEGEND

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

OPTION 3 MASTER PLAN



OPTION 3 - MASTER PLAN

OPTION 3 - MASTER PLAN



OPTION 3 PERSPECTIVE





OPTION 3 - KEY SITES

OPTION 3 - KEY SITES MASTER PLAN

LEGEND

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

PLAN VIEW OPTION COMPARISONS

PLAN VIEW OPTION COMPARISON



option 1

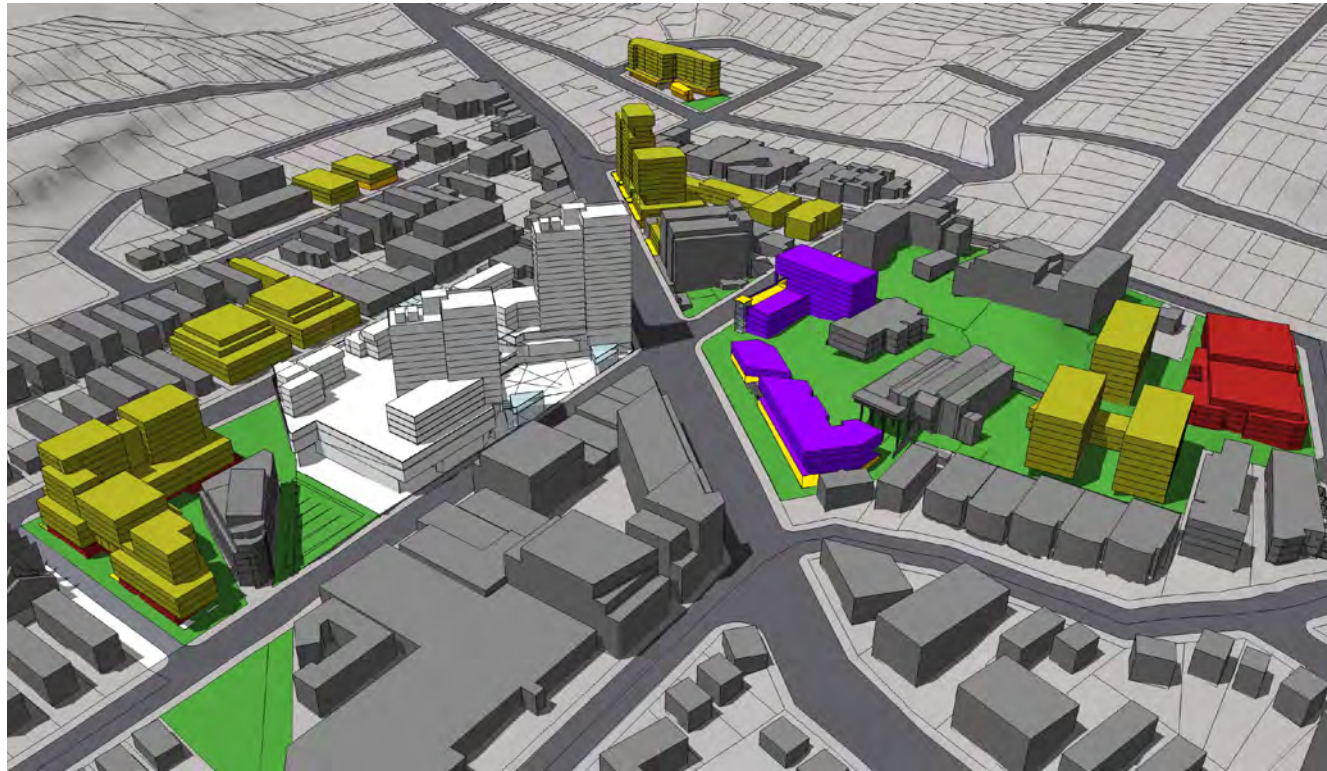


option 2



option 3

NORTH VIEW OPTION COMPARISON



option 1



option 2



option 3

EAST VIEW OPTION COMPARISON



option 1



option 2



option 3

SOUTH VIEW OPTION COMPARISON



option 1

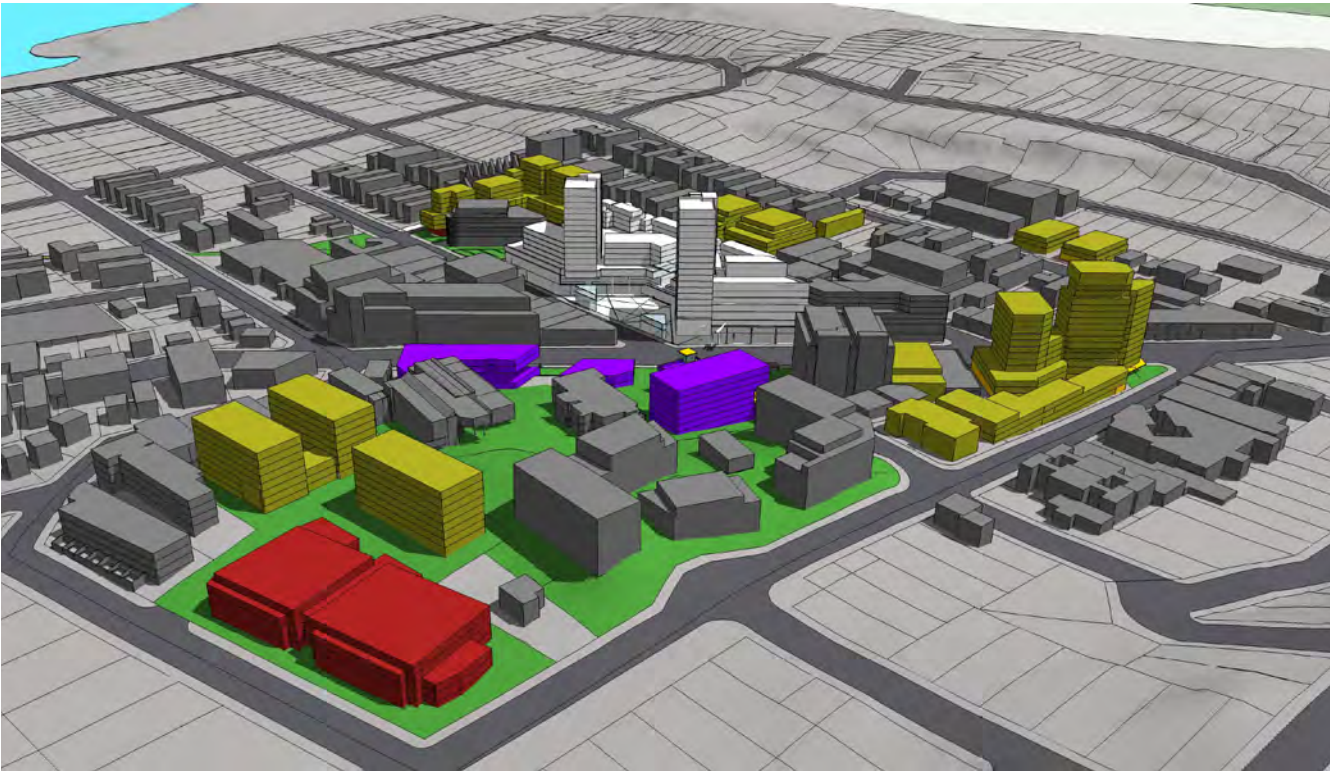


option 2



option 3

WEST VIEW OPTION COMPARISON



option 1



option 2



option 3

OTHER STUDIES

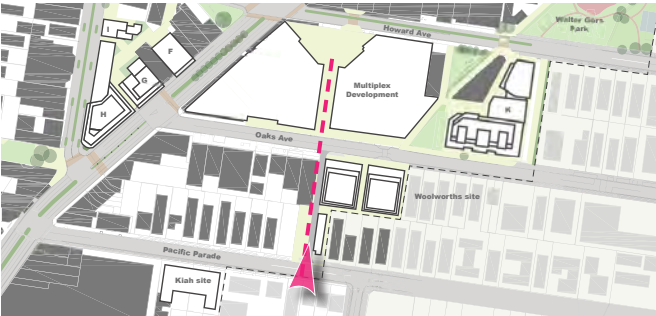
LANEWAY STUDY - WOOLWORTHS SITE



A_view north along potential laneway

This study considers the visual and spatial effects of a laneway running through what is currently the Woolworths / Dee Why Market site between Oaks Avenue and Pacific Parade. Variables including alignment, removal of built form, setbacks and flyovers are examined for potential.

The view utilised is looking north from the existing Woolworths site, near Pacific Parade, as shown below.



B_view north - potential laneway aligned to maximise visual and physical connection

VIEW A illustrates the relationship between the existing proposed location for the potential laneway and the existing buildings on the southern edge of Oaks Avenue that would impede clear view lines through to the future town square.

VIEW B shows a realigned laneway that would continue a visual axis from the town square through to Pacific Parade.



C_view north - potential laneway aligned - building removed

VIEW C examines this realignment with the removal of existing built form to increase permeability and visual access.

VIEW D sets proposed 2 storey podium built form on the Woolworths site back 3m to increase the public realm.

VIEW E considers a wider thoroughfare yet again with ample space for commercial opportunities at street level.

VIEW F explores the visual effects of including built form over the laneway.



D_view north - potential laneway aligned - building removed - 3m setback



E_view north - potential laneway aligned - building removed - 6m setback



F_view north - potential laneway aligned - building removed - flyover

PODIUM STUDY

OAKS AVENUE - WOOLWORTHS SITE

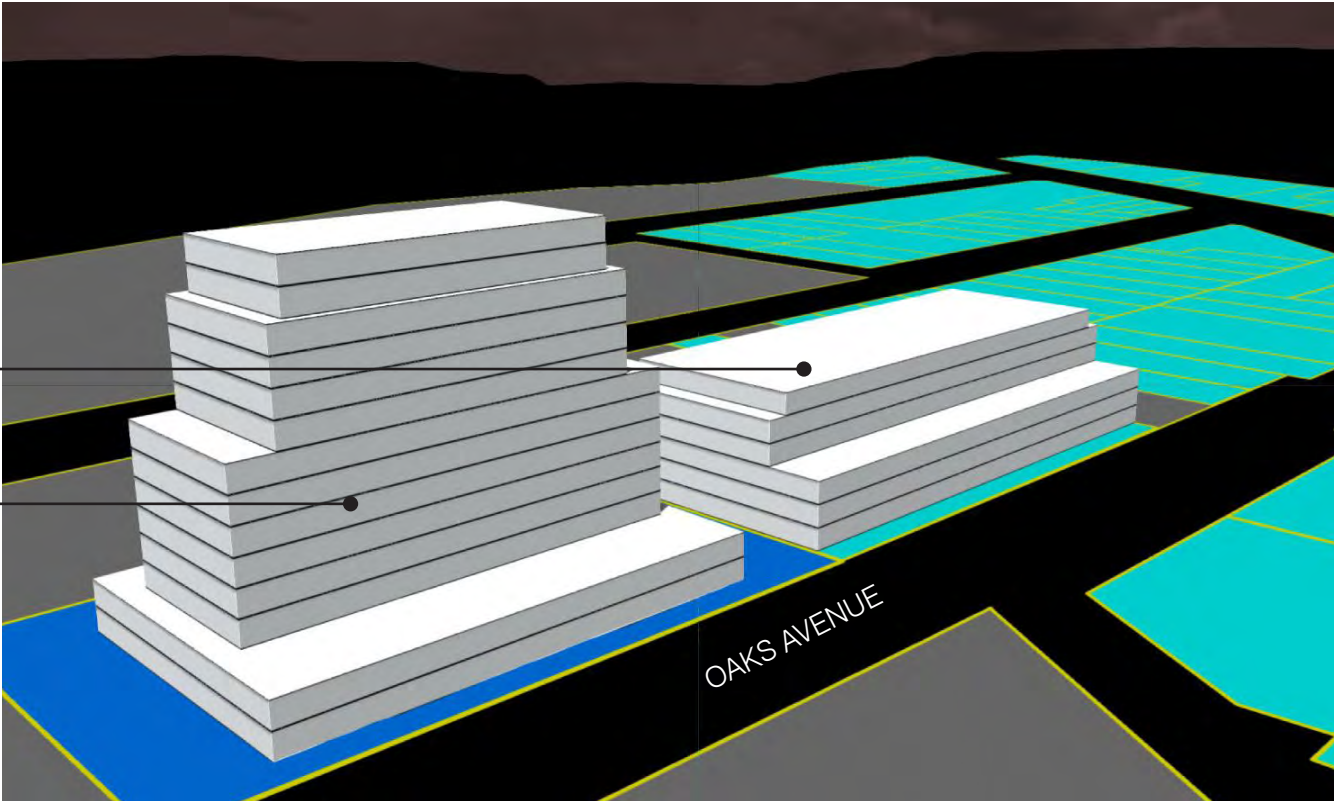
This study illustrates the volumetric performance of the current DCP building form controls as they apply to the southern boundary of Oaks Avenue at the current Woolworths Site. It investigates the visual ramifications to possible modifications to the podium and their potential GFA capacity.

The two building envelopes to the right are shown on identical blocks for comparison.

Current Building:	2 storey podium - 14 Storeys	3 storey podium - 6 Storeys
Lot Area:	4819 sqm	4816 sqm
Height:	14 storeys	6 storeys
Site Cover:	46%	67%
GFA	16195 sqm	16613 sqm
GFA with parking:	16195 sqm	16613 sqm
GFA of Residential:	16195 sqm	16613 sqm
GFA of Commercial:	0 sqm	0 sqm
GFA of Retail:	0 sqm	0 sqm
GFA of Carparks:	0 sqm	0 sqm
GFA of Unused:	0 sqm	0 sqm
GFA of Other:	0 sqm	0 sqm
NLA	13766 sqm	14121 sqm
NLA of Residential:	13766 sqm	14121 sqm
NLA of Commercial:	0 sqm	0 sqm
NLA of Retail:	0 sqm	0 sqm
NLA of Other:	0 sqm	0 sqm
Plot Ratio:	3.4 : 1	3.4 : 1
Density (Dwellings/ha):	439	450
Density (1 dwelling per)	23 sqm	22 sqm
Yield	212 Dwellings	217 Dwellings
Employees:	0 Employees	0 Employees
Carparks:	0 Carparks	0 Carparks
Required Carparks:	318 Carparks	326 Carparks

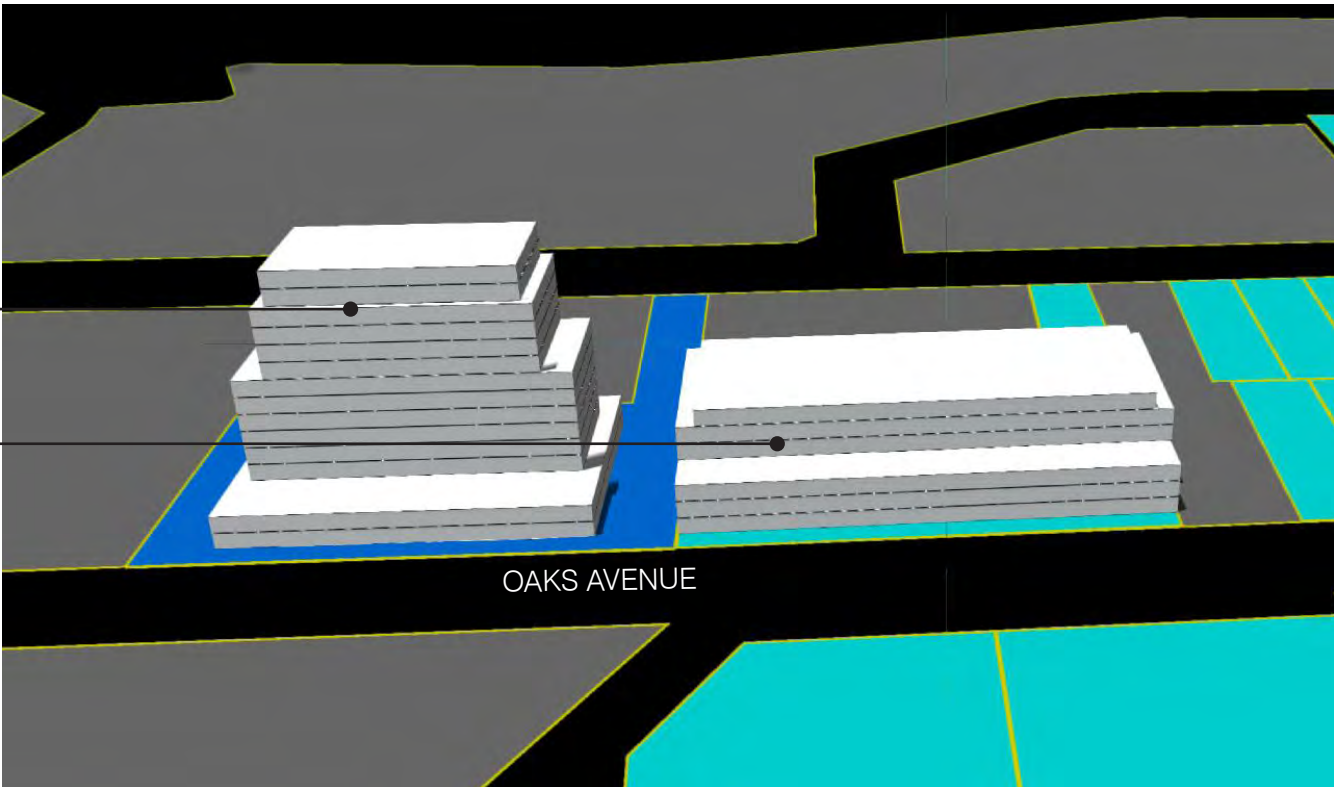
3 Storey podium on Woolworths Site - 6 storeys

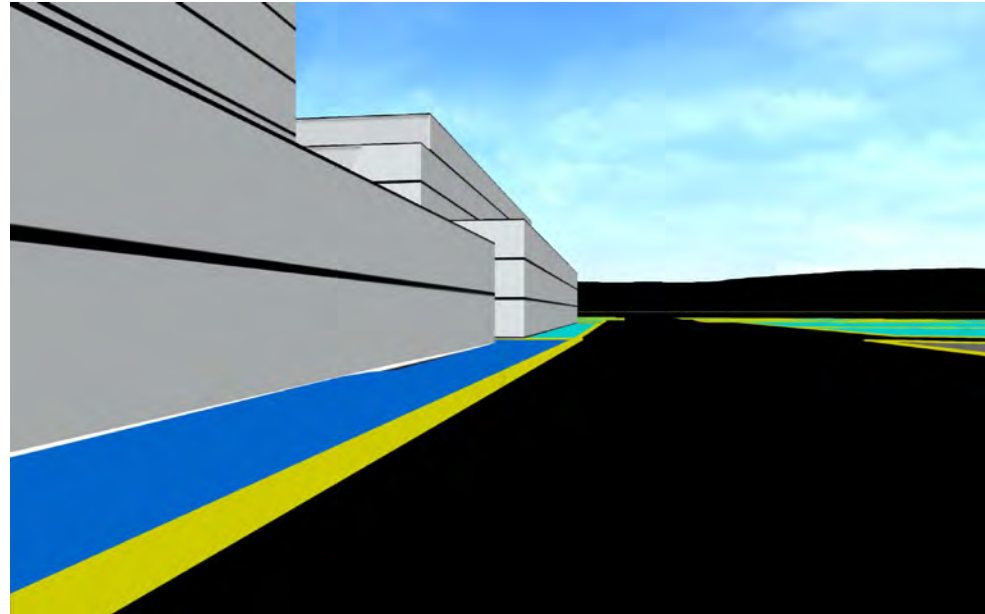
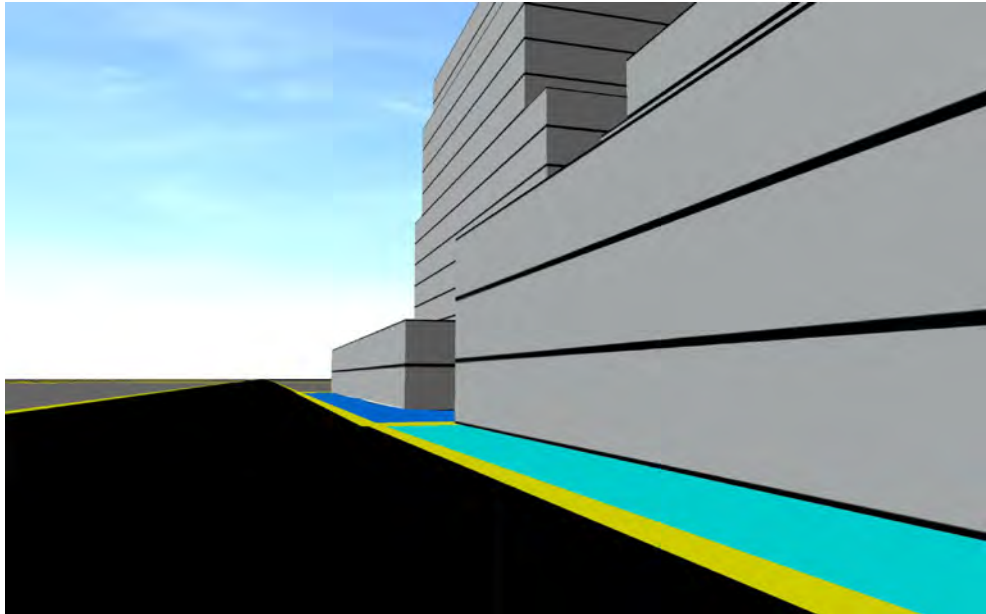
2 Storey podium on Woolworths Site - 14 storeys



2 Storey podium on Woolworths Site - 14 storeys

3 Storey podium on Woolworths Site - 6 storeys

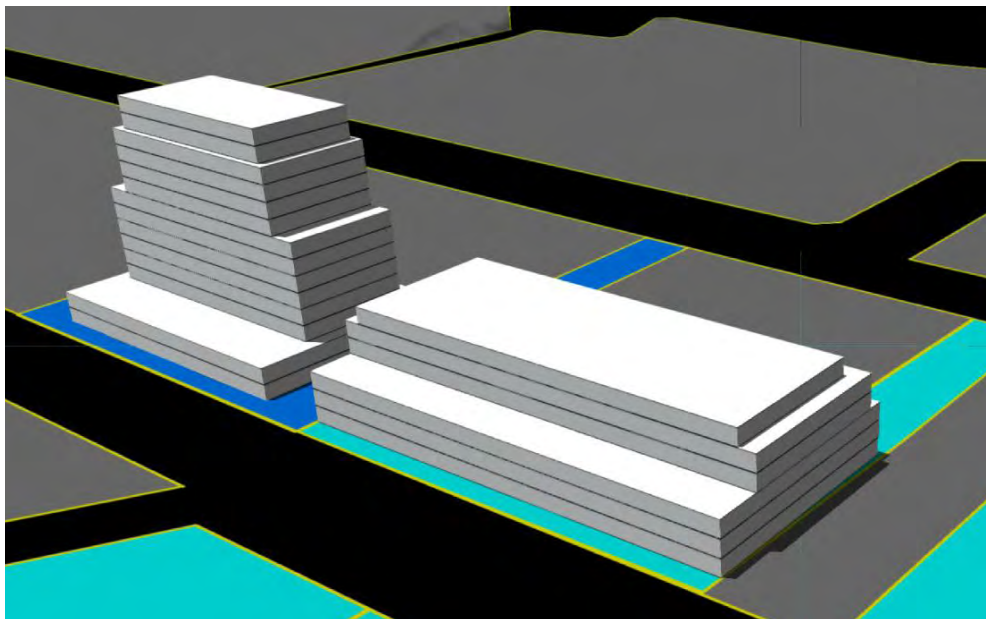




While these 2 buildings have the same FSR with similar GFA, they show a very different form responding to same building controls.

The lower podium example features smaller footprint, making room at ground level for open space supporting solar access, deep planting and recreation spaces, however has more stories even though the area is equivalent to the lower building version.

The ability to have north - south connections in these blocks will be very valuable given the lack of pedestrian connectivity.



PODIUM STUDY

OAKS AVENUE - 50m FRONTAGE

The existing controls call for 8.00m setback from the kerb with three story podium, and subsequent 16m setback above podium to maximum of 5 stories. The study assumes variable site cover to allow side and rear setbacks.

The study tests the existing 3 story podium with a 2 story podium height argument in order to enhance the pedestrian amenity through a better enclosure ratio, being street to street wall.

This study is focused around the exploration of diverse built forms resulting of the existing LEP 2009, specifically the FSR requirements for this Oaks Av. along the south footpath.

3 Storey podium on
50m Frontage - 5
storeys

2 Storey podium on
50m Frontage - 9
storeys

2 Storey
podium
on 50m
Frontage - 14
storeys

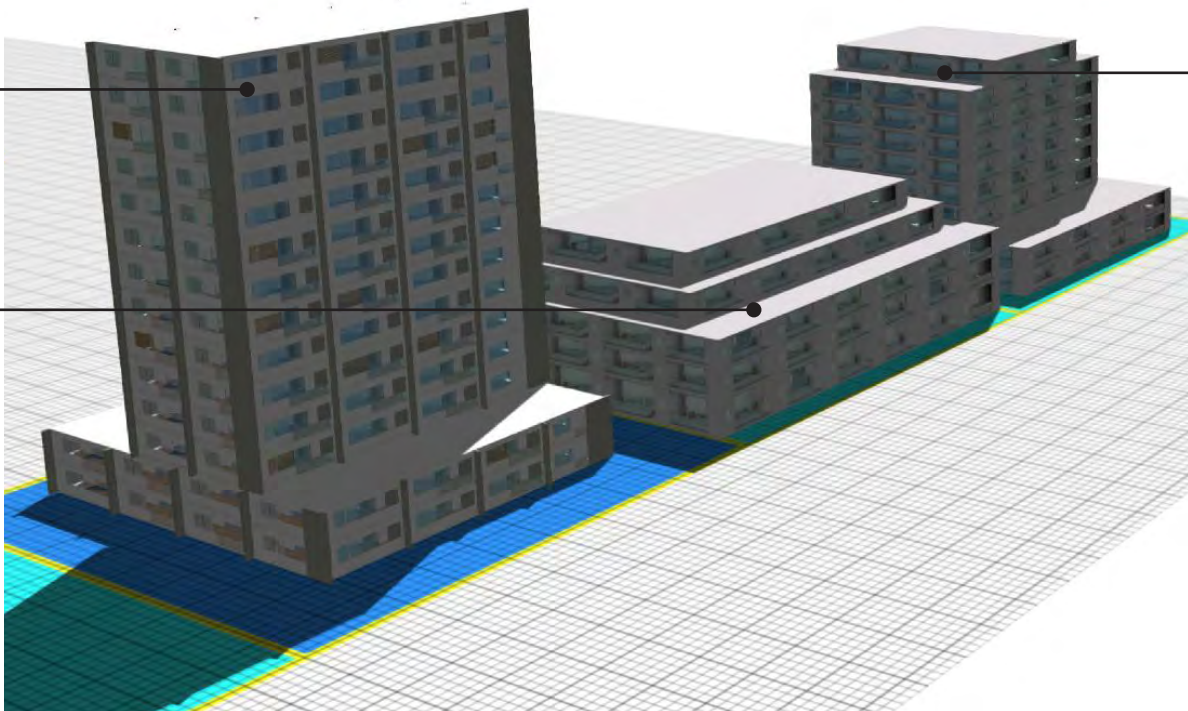


Current Building:	50m 2 storey podium 5 Storeys	50m 2 storey podium 9 Storeys	50m 2 storey podium 14 Storeys
Lot Area:	2500 sqm	2500 sqm	2500 sqm
Height:	5 storeys	9 storeys	14 storeys
Site Cover:	86%	65%	46%
GFA	8568 sqm	8574 sqm	8548 sqm
GFA with parking:	8568 sqm	8574 sqm	8548 sqm
GFA of Residential:	8245 sqm	8574 sqm	8548 sqm
GFA of Commercial:	0 sqm	0 sqm	0 sqm
GFA of Retail:	322 sqm	0 sqm	0 sqm
GFA of Carparks:	0 sqm	0 sqm	0 sqm
GFA of Unused:	0 sqm	0 sqm	0 sqm
GFA of Other:	0 sqm	0 sqm	0 sqm
NLA	7283 sqm	7288 sqm	7266 sqm
NLA of Residential:	7008 sqm	7288 sqm	7266 sqm
NLA of Commercial:	0 sqm	0 sqm	0 sqm
NLA of Retail:	274 sqm	0 sqm	0 sqm
NLA of Other:	0 sqm	0 sqm	0 sqm
Plot Ratio:	3.4 : 1	3.4 : 1	3.4 : 1
Density (Dwellings/ha):	432	448	448
Density (1 dwelling per)	23 sqm	22 sqm	22 sqm
Yield	108 Dwellings	112 Dwellings	112 Dwellings
Employees:	18 Employees	0 Employees	0 Employees
Carparks:	0 Carparks	0 Carparks	0 Carparks
Required Carparks:	157 Carparks	134 Carparks	134 Carparks

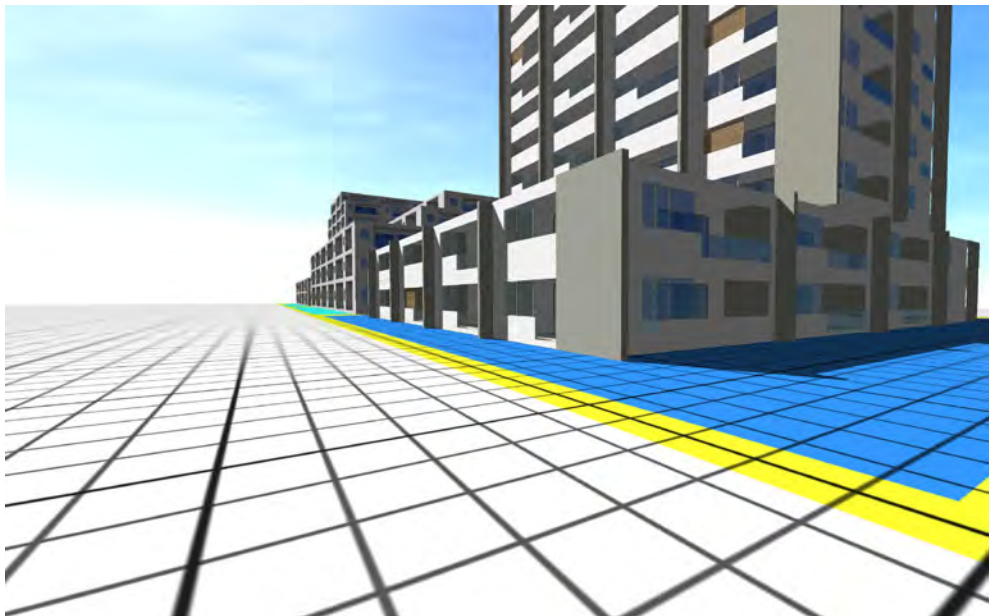
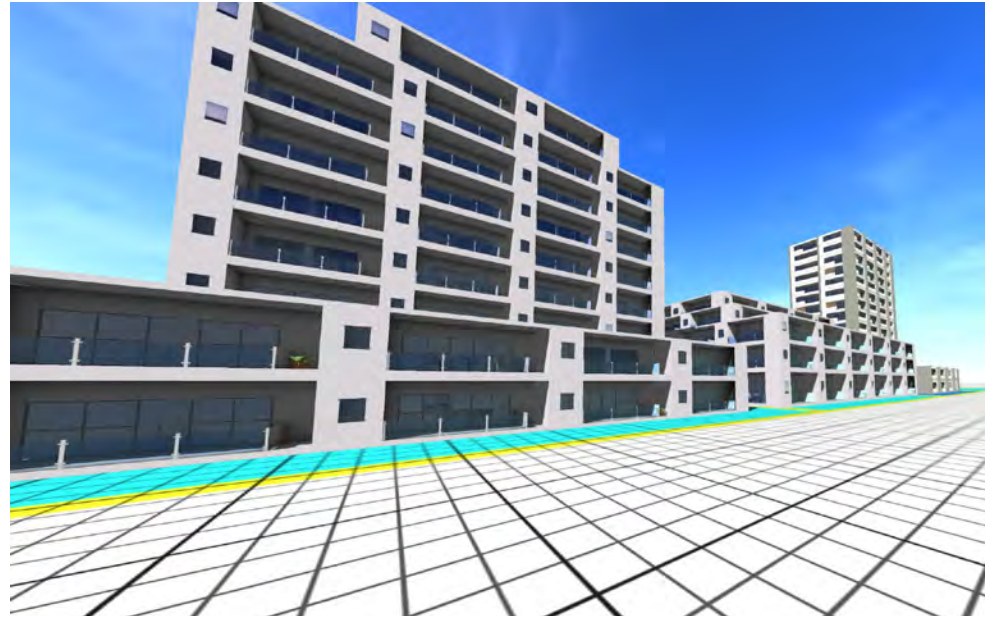
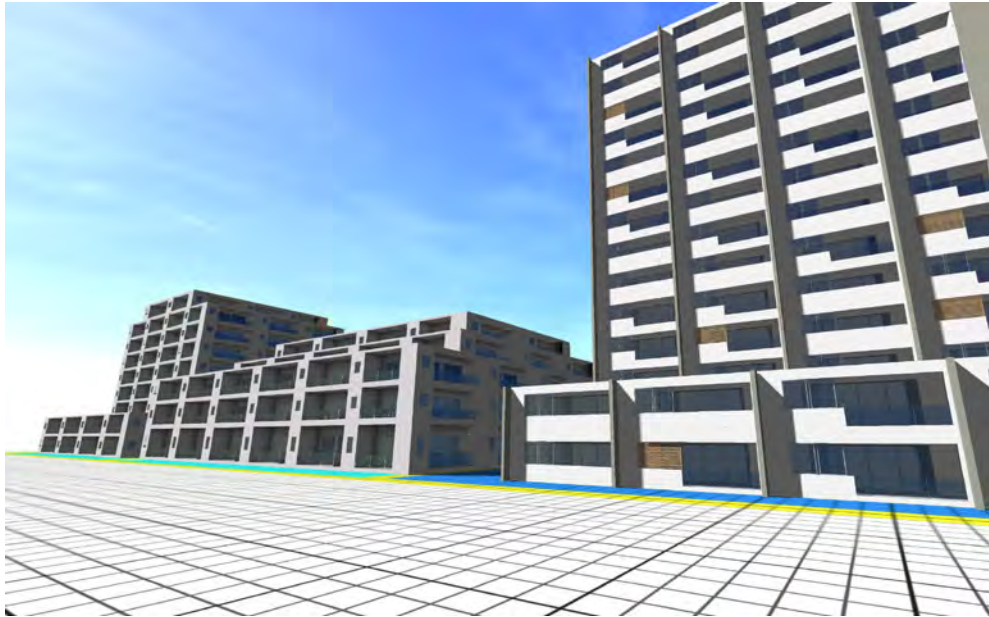
2 Storey
podium
on 50m
Frontage - 14
storeys

3 Storey
podium
on 50m
Frontage - 5
storeys

2 Storey
podium
on 50m
Frontage - 9
storeys



REAR VIEW OF SITE SHOWING REAR SETBACKS



A typical 50 m frontage lot was tested as an abstract site rather than the existing Woolworths site as a mean of comparing on an generic basis rather that site specific. For specific Woolworths site built form alternatives please refer to the above study

While the controls in the DCP in this area ask for up to 5 stories with a maximum 3 story podium, a change towards a reduced footprint and lower podium provide the opportunity to redistribute GFA in higher floors as shown in both examples.

The study shows 3 different built forms, the middle building being representative of the existing controls, the other two beside it are examples of other volumetric possibilities under the same generic FSR requirements.

What is the most appropriate built form for Oaks Ave.?

This study block of land faces north, so naturally the front facades along this footpath will benefit form good solar access, ideal for encouraging active frontages, so the required 8m setback form the kerb will support that amply.

Also as described above, the possible provision of North-South pedestrian connections will reinforce the public movement network as at the moment this block has some connectivity weakness.

Additionally, providing generous rear setbacks will increase the ability to provide a well resolved interface with the current drainage system.

For these reasons and the ability to provide deep planting areas and greater visual and physical amenity for residents and the public visiting the centre, a smaller footprint is considered more Dee Why character friendly.

Taller, blade like buildings are likely to project longer shadows compared to a lower building, however these taller buildings have the ability to become landmarks assisting orientation and because of their shape can assist to frame vistas, occupy less visual field and add value to residents by providing ocean views.

PODIUM STUDY

PITTWATER ROAD

Pittwater Road was chosen as a location to test the anticipated visual and spatial qualities of variations to the podium height and the frontage widths of built form.



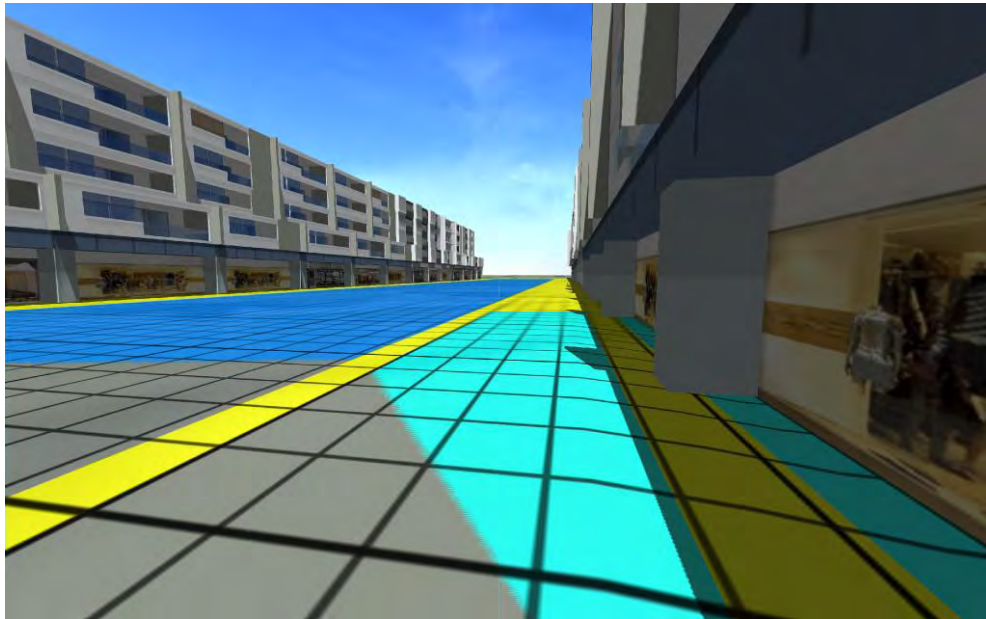
These building sketches illustrate the current DCP planning controls for this area of the Dee Why Town Centre.

They feature a 4 storey podium with a maximum 5 storey height. The sketches displays different frontages as a test to legibility along the blocks

The hierarchical order of this road requires a clear and strong urban scale for the massing with a pedestrian friendly scale and good amenity at grade.

Current Building:	15m 4 storey podium	20m 4 storey podium	25m 4 storey podium	30m 4 storey podium	40m 4 storey podium
Lot Area:	747 sqm	1000 sqm	1250 sqm	1500 sqm	2000 sqm
Height:	5 storeys	5 storeys	5 storeys	5 storeys	5 storeys
Site Cover:	72%	68%	70%	70%	70%
GFA	2135 sqm	2690 sqm	3466 sqm	4143 sqm	5270 sqm
GFA with parking:	2135 sqm	2690 sqm	3466 sqm	4143 sqm	5270 sqm
GFA of Residential:	1590 sqm	2001 sqm	2582 sqm	3079 sqm	3851 sqm
GFA of Commercial:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
GFA of Retail:	545 sqm	688 sqm	884 sqm	1063 sqm	1418 sqm
GFA of Carparks:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
GFA of Unused:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
GFA of Other:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
NLA	1351 sqm	1701 sqm	2195 sqm	2617 sqm	3274 sqm
NLA of Residential:	1351 sqm	1701 sqm	2195 sqm	2617 sqm	3274 sqm
NLA of Commercial:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
NLA of Retail:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
NLA of Other:	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm
Plot Ratio:	2.9 : 1	2.7 : 1	2.8 : 1	2.8 : 1	2.6 : 1
Density (Dwellings/ha):	280	260	272	266	250
Density (1 dwelling per)	36 sqm	38sqm	37 sqm	38 sqm	40 sqm
Yield	21 Dwellings	26 Dwellings	34 Dwellings	40 Dwellings	50 Dwellings
Employees:	0 Employees	0 Employees	0 Employees	0 Employees	0 Employees
Carparks:	0 Carparks	0 Carparks	0 Carparks	0 Carparks	0 Carparks
Required Carparks:	25 Carparks	31 Carparks	41 Carparks	48 Carparks	60 Carparks

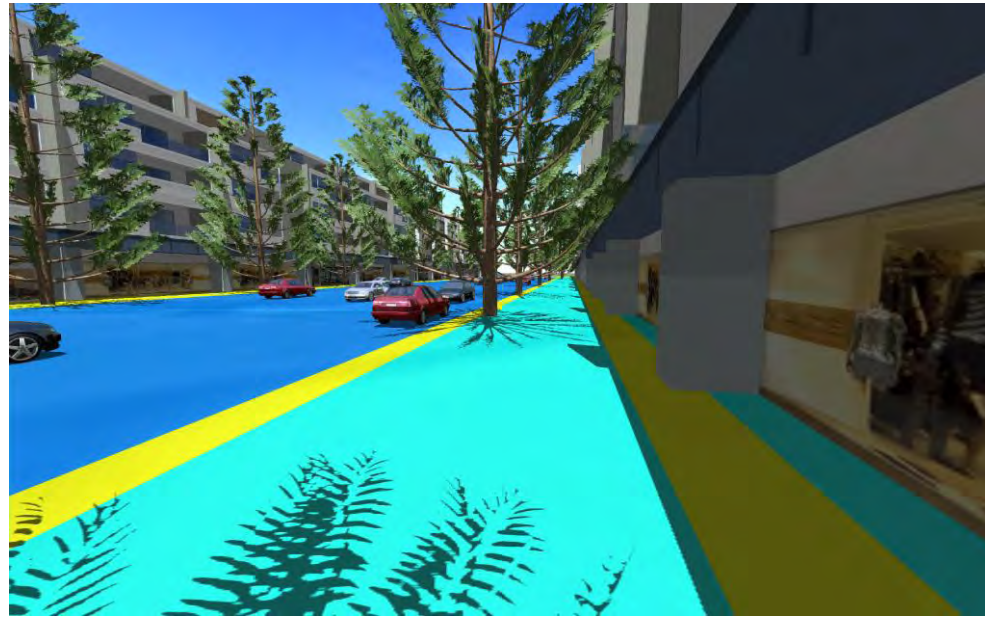
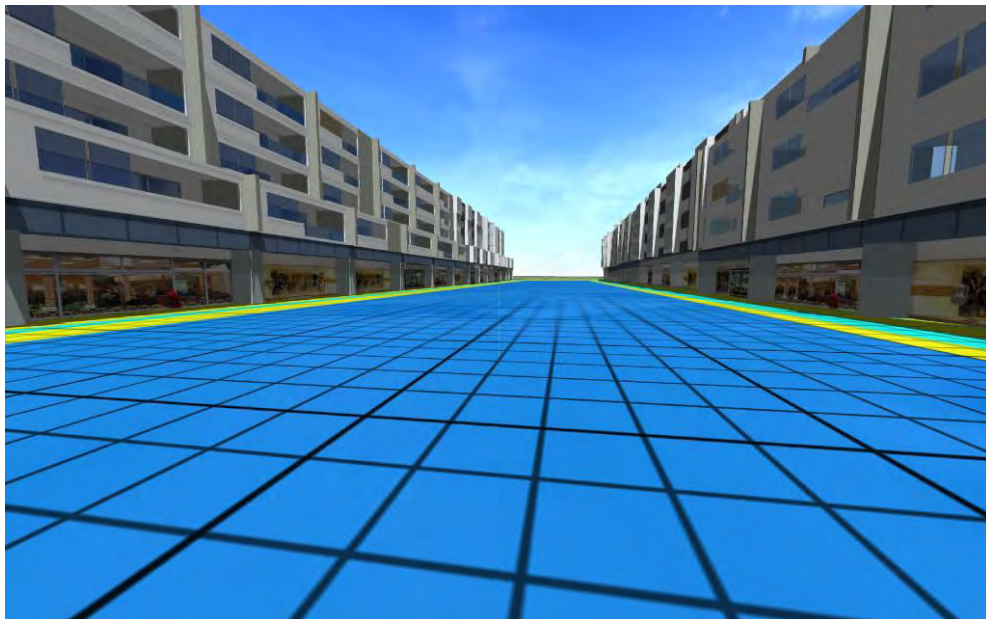




Pittwatter Road is a major arterial road with 6 lanes.

These images show that a 4 storey Podium provides an appropriate ratio of enclosure for pedestrians, and a legible environment for motorists.

Planting and awnings reinforce the human scale of what otherwise could be a hostile environment in terms of amenity.



PODIUM STUDY

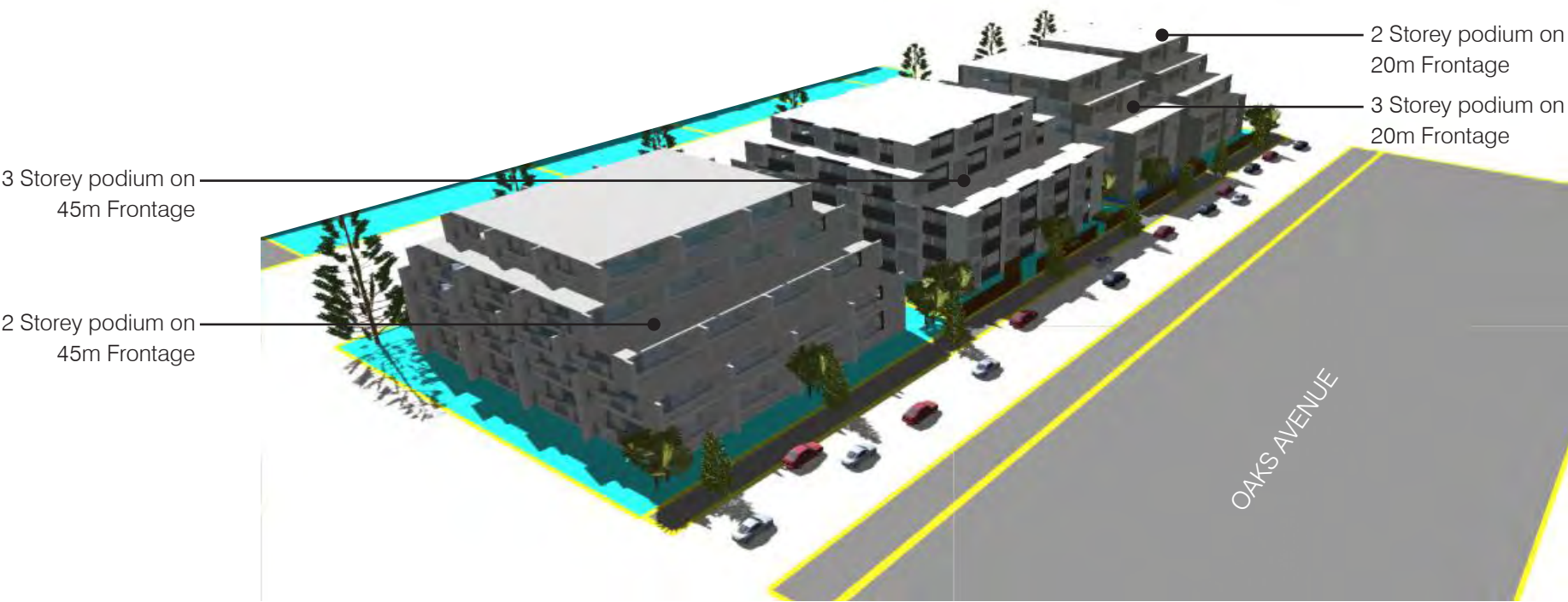
OAKS AVENUE

The following study illustrates the volumetric performance of the current DCP building form controls as they apply to the southern boundary of Oaks Ave. and investigates the visual ramifications to possible modifications to the podium and their potential GFA capacity.

The existing controls call for 8.00m setback three story podium from the kerb, and subsequent 16m setback above podium to maximum of 5 stories. The study assumes 54% site cover to allow side and rear setbacks.

The study tests the existing 3 story podium with a 2 story podium height argument in order to enhance the pedestrian amenity through a better enclosure ratio, being street to street wall.

Current Building:	45m 2 storey podium	45m 3 storey podium
Lot Area:	2295 sqm	2295 sqm
Height:	5 storeys	5 storeys
Site Cover:	54%	54%
GFA	5157 sqm	5256 sqm
GFA with parking:	5157 sqm	5256 sqm
GFA of Residential:	5032 sqm	5131 sqm
GFA of Commercial:	0 sqm	0 sqm
GFA of Retail:	125 sqm	125 sqm
GFA of Carparks:	0 sqm	0 sqm
GFA of Unused:	0 sqm	0 sqm
GFA of Other:	0 sqm	0 sqm
NLA	4384 sqm	4468 sqm
NLA of Residential:	4277 sqm	4361 sqm
NLA of Commercial:	0 sqm	0 sqm
NLA of Retail:	106 sqm	106 sqm
NLA of Other:	0 sqm	0 sqm
Plot Ratio:	2.2 : 1	2.3 : 1
Density (Dwellings/ha):	287	291
Density (1 dwelling per)	35 sqm	34 sqm
Yield	66 Dwellings	67 Dwellings
Employees:	7 Employees	7 Employees
Carparks:	0 Carparks	0 Carparks
Required Carparks:	106 Carparks	108 Carparks

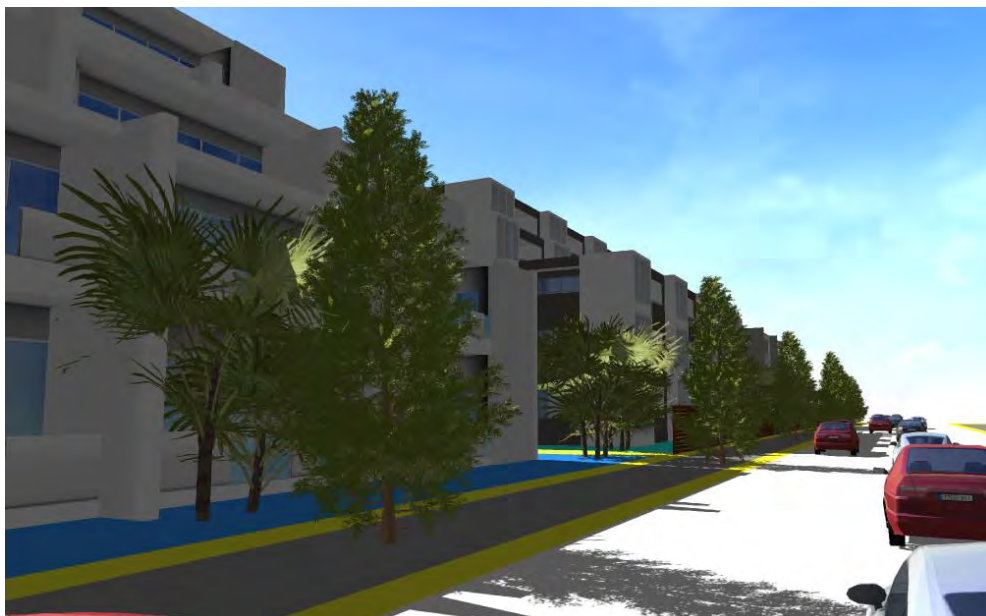




*Left: Streetscape features human scale and a relatively low skyline at 2 stories podium.
3 storey podium increases the sense of enclosure, massing and street wall visual presentation.*

The total GFA difference the controls generates for 3 story podium for a 45 m frontage is 5256 sqm while the 2 story podium is 5157 sqm differing by approximately 100sqm.

The area lost on the 2 story podium example could be replaced on the top floor by relaxing the relative ground plate coverage or allowing a small 6th floor plate.



As seen in those sketches taken at ground floor level, the visual impact of the skyline would be negligible, the human scale and sense of enclosure for the street improved and the potential financial benefit may be greater by providing an improved access to vistas at a higher vantage point.

NB: Shading studies have not been undertaken on these samples.

COMMUNITY CONSULTATION

COMMUNITY CONSULTATION



Sydney
t (02) 9387 2600
PO Box 1488
Level 6, 332-342 Oxford St
Bondi Junction NSW 1355
f (02) 9387 2557
consulting@elton.com.au
www.elton.com.au
ABN 56 003 853 101

Client
Warringah Council

Project
Dee Why Town Centre Masterplan
Consultation Outcomes Report

Date
April 2013

Contact
Brendan Blakeley
9387 2600
Brendan@elton.com.au

Prepared by	
Reviewed by	
	Brendan Blakeley
Date	July 2013
Job number	
Document name	Dee Why Town Centre Masterplan Consultation Outcomes Report
Version	Final Version

This document is
printed on paper produced
using sustainable forestry
practices and chlorine
free pulp



Contents

1	Introduction	2
1.1	Background	2
1.2	Community engagement overview	2
2	Feedback	4
2.1	Feedback Overview	4
2.2	Feedback form summary	6
2.3	Long form submissions summary	15
2.4	Email submissions summary	19
2.5	Discussion forum summary	19
2.6	Social Media Summary	20
2.7	Issues Raised at Information Sessions	20
3	Next steps	22
4	Appendices	23
4.1	Appendix A – Collateral - Information booklet	23
4.2	Appendix B – Masterplan newsletter	23
4.3	Appendix E – Feedback Form	23

1 Introduction

1.1 Background

Over 2012 Warringah Council engaged Place Design Group to undertake a Master Plan study for the Dee Why Town Centre.

Engagement commenced early in the study process with a Community Working Party comprising representatives of residents, business operators and landowners being convened to provide feedback on the emerging Master Plan. The outcomes of the working party process are detailed in the Master Plan Report.

Warringah Council resolved to consult broadly on the Masterplan to seek wide ranging community and stakeholder input prior to the Master Plan being finalised. Consultation commenced on 9 March and concluded on 5 April 2013.

This document describes the extensive consultation process undertaken by Council and outlines the key themes and issues raised.

1.2 Community engagement overview

The objectives of this community consultation process were to:

- Ensure community members had access to good quality information regarding the Master Plan
- Ensure opportunities for people across the LGA to participate
- Seek informed community perspectives regarding the Masterplan prior to it being finalised.

Communications and engagement activities undertaken throughout February and March included:

- Briefings of key landholders within the study area
- Briefing of the Working Party
- Online engagement – information library, topic based discussion forums and e- feedback forms
- Exhibition documentation at all Council libraries across the Warringah LGA
- Two community information sessions on 4 and 18 March 2013

- A permanent display at the Civic Centre with Council staff in attendance from 11am – 2pm every Tuesday from 12 Feb to 26 March
- Eight guided walking tours around the town centre
- Mobile displays at:

- Oaks Avenue, Dee Why Sat 23 Feb and 15 March
- Freshwater Village Centre Sat 2 March
- Dee Why Beach Sat 9 March
- Forestville Village Wed 13 March
- Narrabeen Lake Marketplace Sun 17 March
- Forestway Shops Wed 20 March
- Terrey Hills Shops Fri 22 March
- Warringah Mall Sat 23 March

- A project contact number
- Invitation for detailed submissions.

Consultation events and opportunities were notified as follows:

- Letters to over landholders within the town centre
- A pamphlet to over 95,000 households and businesses within the LGA
- Banner at Civic Centre
- Advertisements in the Manly Daily
- Information in mayoral columns
- Information on Council’s website and “YourSay Warringah”.



Given the complexity of the project detailed collateral was developed to inform and promote community discussion throughout the engagement program. This included:

- A 13 page information booklet
- Static presentations /information boards
- Project fact sheets
- Power point presentation for briefings and information sessions
- Supporting collateral for walking tours
- A project video.

This document describes the consultation process undertaken and outlines the key themes and questions which were received during the Community Information and Feedback Sessions. The feedback contained in this report cannot be construed as being statistically representative of opinion within the local community.

Mobile display at Dee Why



2 Feedback

2.1 Feedback Overview

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

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

- creation of new pedestrian and cycle connections
- streetscape improvements
- additional public car parking
- new urban spaces and laneways
- opportunities for provision of new services and community facilities.

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

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

It is worth noting that a number of the responses regarding height and the level of development proposed in the master plan, indicate a perception that the master plan will deliver a much greater population increase compared to what is envisaged in current plans.

By far the most commonly noted issue was traffic management at both the local and regional level. Concerns were expressed about present traffic conditions within Dee Why and the proposed traffic management regime. Accompanying traffic as the most frequently noted issue was car parking. While additional public car parking spaces were welcomed,

there were differing views around where parking should be located. Some respondents noted reluctance for the public to use underground parking, and that some street level parking needs to be retained to provide for short stay access to retail.

Of the 81 feedback forms received:

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

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

- improved pedestrian and cycling connections,

- street improvements
 - greater flexibility regarding height and site amalgamations in exchange for public benefits
 - the creation of a new civic hub.
- The remainder of submissions while indicating support for some aspects of the master plan such as street improvements, new pedestrian and cycle connections and provision of increased car parking also expressed concerns regarding:
- location of community facilities and desire to see facilities provided on the eastern side of Pittwater Rd
 - greater definition regarding proposed heights in particular locations including some suggestions around maximum permissible heights of 8 to 12 storeys
 - more certainty and strict conditions are required around the proposal to allow trade-offs for height if public benefits are provided.

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

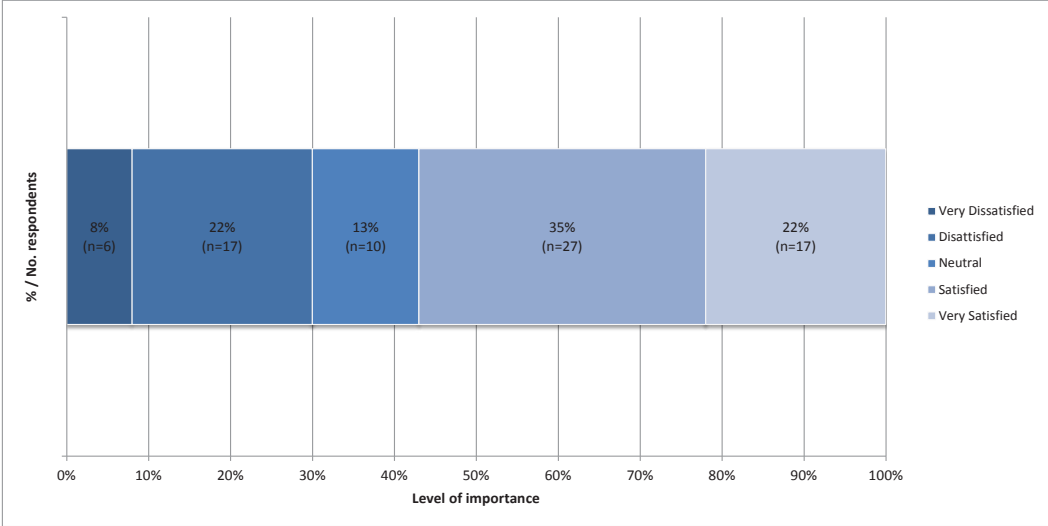
- planned disposal of council owned land
- the workability of proposed traffic changes
- the capacity of the local and regional traffic system to accommodate additional demand

2.2 Feedback form summary

This section of the report documents feedback provided in a total of 81 completed feedback forms. Of these, 37 were completed in hard copy and another 44 were completed online.

2.2.1 Feedback form results

The Master Plan aims to set out a positive plan for rejuvenating Dee Why Town Centre. How satisfied are you that the Master Plan achieves this? (n=77)



The majority of respondents were satisfied (35%, n=27) or very satisfied (22%, n=17) that the Master Plan achieves a positive plan for rejuvenating Dee Why Town Centre. Some indicative quotes:

- “Extremely encouraging and well thought out.”
- “It recognises the dead areas of Dee Why and improves/replaces them with desirable facilities.”
- “Addresses the town as a whole - a true master plan.”

By contrast, just under one in three respondents were dissatisfied (22%, n=17) or very dissatisfied (8%, n=6) with the Master Plan.

Issues raised by these respondents focused on increased traffic (particularly on Pittwater Road) and demand for parking in and around Dee Why, concern for the development of tall buildings in close proximity to the beach, inadequate pedestrian plazas, and a lack of preservation of open space. Some indicative quotes:

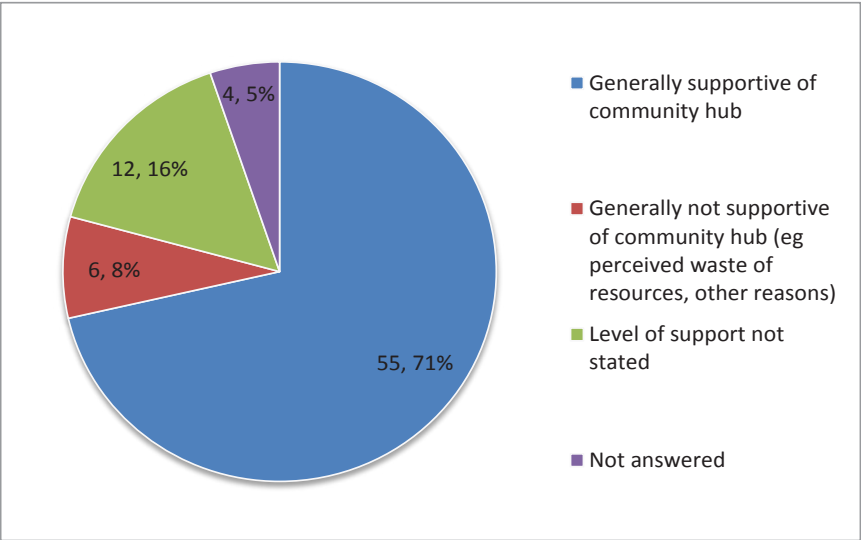
- “No consideration to the ever increasing traffic problem in and around Dee Why. Pittwater Road is particularly problematic.”
- “Due to Dee Why’s proximity to the beach it will not support very tall buildings and underground car parks.”

Another 13% of respondents (n=7) were neither satisfied nor dissatisfied. Explanatory comments suggest that key issues include addressing traffic issues, maintaining the character of the local area, Council leadership in planning and development of the new town centre and a detailed Master Plan that reflects community input.

- “Dee Why needs a face lift but we are concerned that it could be at the expense of the village character and do not want soulless high rise buildings.”

I am very pleased that something is being done about Dee Why town centre. It's an eyesore at the moment but it is too early to make a comment as to the above."

What are your thoughts on the concept of creating a community hub on the Civic Centre site? (n=73)



Most respondents were *supportive* of the concept of creating a community hub on the Civic Centre site (71%, n=55). However, others did *not* support the idea (8%, n=6) or did not state their level of support (16%, n=12). Some indicative quotes:

"It's a great idea. People love hanging out at public open spaces. I like that it won't only be for people who are buying food at the nearest shop. It's free for anyone to use."

"It is a good concept and another open area the community can use with some good functional facilities."

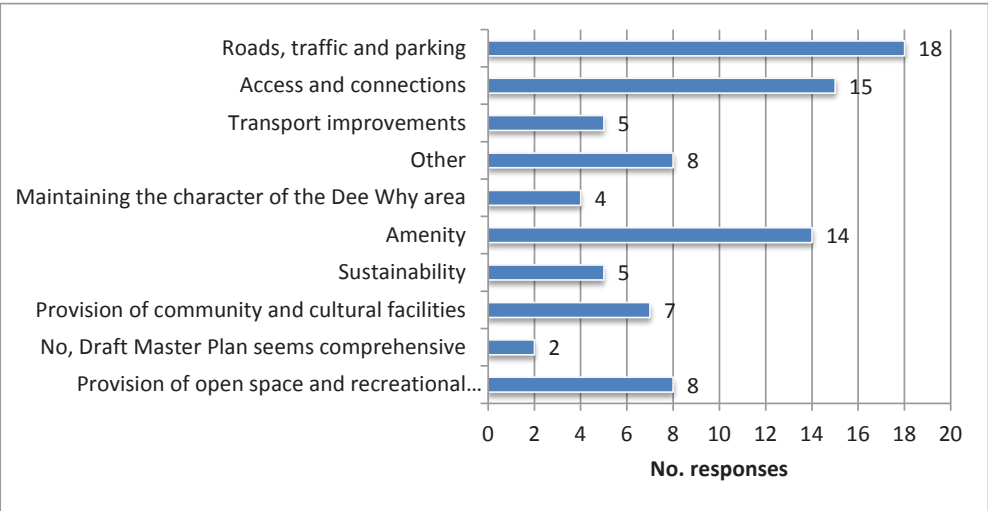
"Dee Why has a dense population with not enough places for people to gather. Dee Why Beach is a good place for markets or events during the daytime but not at night. A stage at the Civic Plaza would provide an excellent venue for night events such as outdoor movies and music. Good idea, however requires more consultation throughout the various design stages with the community. Traffic and access should be separately addressed as this is an ongoing community concern."

Regardless of their level of support, many respondents identified issues for consideration in relation to the community hub proposed for the Civic Centre site (n=44 responses). These were:

- The need for the community hub to include adequate facilities / open space (n=13)
- The community hub location is not appropriate (eg not centrally located, too close to Pittwater Road, too far from residential area) (n=10)
- The community hub design should be accessible for all (n=5)
- Lack of support for the PCYC / Police on the site as this might bring 'undesirables' into the local area (n=5)
- The need for the community hub design to address traffic access and parking (n=3)
- The need for the community hub design to be consistent with the local character (n=2)

- Other issues (n=4).

Are there any other areas that the Master Plan should address? (n=81)



Respondents identified a range of areas to be addressed by the Master Plan (with a total of 86 responses). **Most commonly these focused on roads, traffic and parking (n=18), for instance, address traffic volume / congestion on Pittwater Road, create tunnel or bypass of Dee Why Town Centre, do not create one way streets.** An indicative quote:

"The traffic at present is not good. With extra development this is not going to get better. General consensus is that the one way road system and the creation of two new roads is not going to make traffic a lot better."

The importance of access and connections (n=15) was also highlighted, with a focus on connections with Dee Why beach, lagoon, neighbouring centres, a pedestrian bridge across Pittwater Road, and improved pedestrian paths in Howard Ave and Avon Road.

Amenity issues were also commonly raised (eg landscaping atop buildings, tables and seating with weather protection, clearly signposted public toilets, build an iconic structure that will become historically significant) (n=14). An indicative quote:

"With the exception of the beach, there is not enough seating and cover. A police station would be great there."

Other issues to be addressed were:

- Provision of community and cultural facilities (eg community centre, galleries, museums, library, outdoor stage in Redman Road Plaza) (n=7).
- Transport improvements (provision for incorporating Northern Beaches mass transit / transport interchange, fast track bus layback at Howard Ave east, weather protection for all bus stops in Warringah) (n=5). An indicative quote:

"Where are the provisions to accommodate the proposed Northern Beaches Rapid Transit. Considering this will most likely require some form of a transport interchange, how is this going to be accommodated. The Master Plan does not appear to have considered this issue."
- Sustainability (n=5). An indicative quote:

- Provision of open space and recreational facilities (eg play areas for kids and teens within town centre, fitness stations, secure bike parking area) (n=8). Some indicative quotes:

“It would be a good idea to have a fitness trail with exercise stations such as pull ups, step ups and sit ups etc.”

“The Council should provide much more open space for children and families to use. Many children live in units and need open spaces. The council gets lots of money from rates from the many units and should provide plenty of open space.”
- Maintaining the character of the Dee Why area (eg scale of built form / character of streetscape / beachside environment / mix of shops) (n=4). Some indicative quotes:

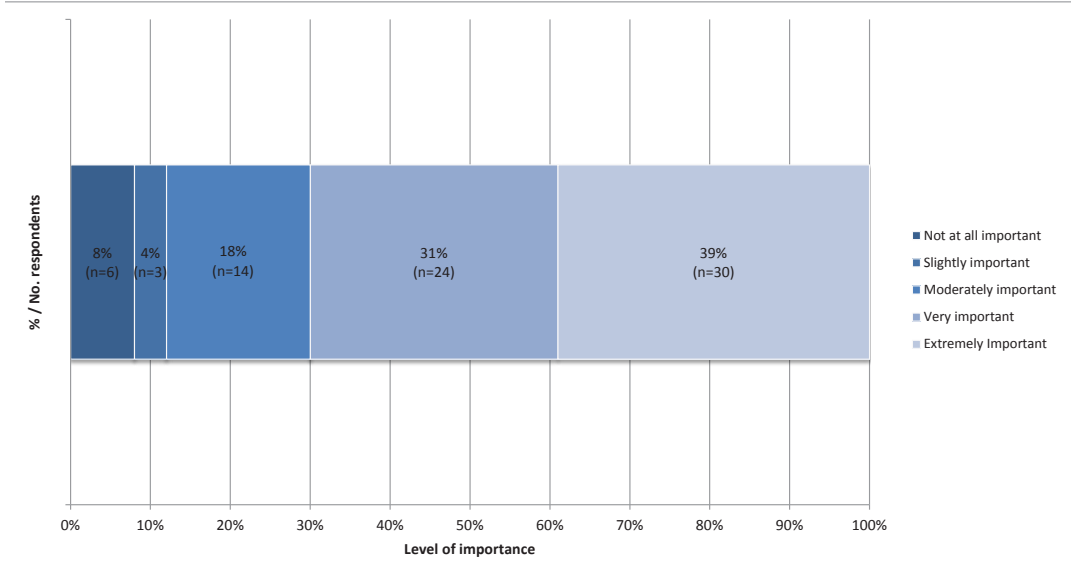
“What are the building heights going to be like? We don’t need to add more people to Dee Why. It is already saturated and the roads and parking are not coping at the moment. More people, even though more parking is allocated, will mean we are back where we are now.”

“All towers adjacent to the new town square should rise from podiums.”

“...we are concerned that Dee Why will be developed with one high rise after the other. We would also want the current mix of shops maintained. We do not want to have buildings with empty shops.”
- Other issues, such as more detailed information / a 3D model to enable informed input by the community, and support for local businesses (n=8). An indicative quote:

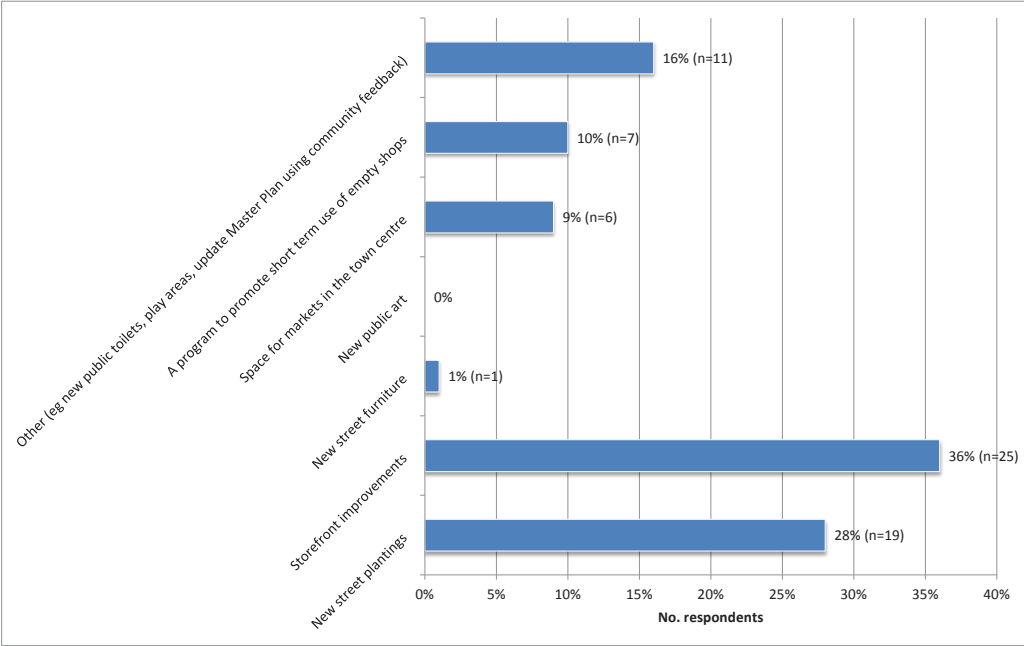
“More detail on criteria to allow higher buildings. I don't necessarily disagree with the heights going beyond six stories but the controls should be developed and presented.”

The Master Plan proposes improvements to the pedestrian and cycle network throughout Dee Why Town Centre. How important are these improvements to you? (n=77)



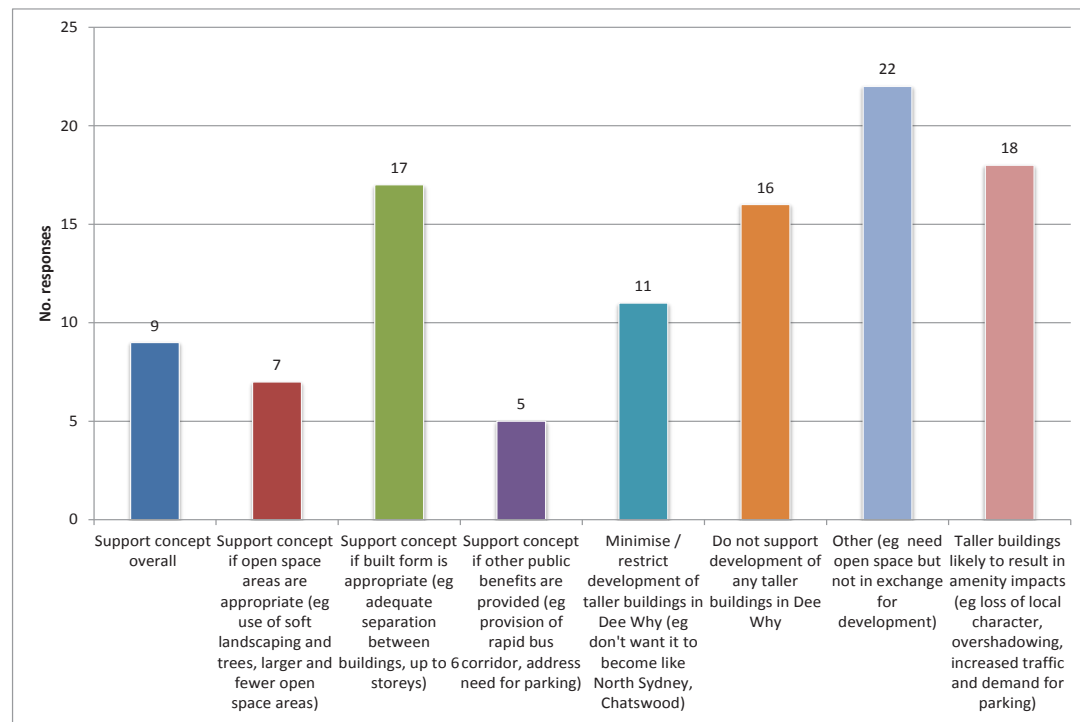
Almost all respondents regarded the proposed improvements to the pedestrian and cycle network as important. The majority regarded the proposed improvements as *very important* (31%, n=24) or *extremely important* (39%, n=30). Some thought they were *moderately important* (18%, n=14), and 4% (n=3) thought they were only *slightly important*. As few as 8% of respondents (n=6) felt the pedestrian and cycle network improvements were *not at all important*.

The Master Plan proposes a long term vision for Dee Why Town Centre. It also identifies opportunities for some interim improvements. Which of the following initiatives do you think would contribute most to the attractiveness and vibrancy of Dee Why Town Centre in the short term? (Respondents’ highest preference) (n=69)



The most commonly identified ‘highest preference’ among respondents who completed this question (n=69) was storefront improvements (36%, n=25). A program to promote short term use of empty shops (10%, n=7), space for markets in the town centre (9%, n=6), new street plantings (28%, n=19) and other improvements (16%, n=7) were also supported as the top preference by a number of respondents. New street furniture was the highest preference for only one respondent, however it should be noted that eleven respondents supported this initiative overall (ie as their first, second or third preference). While public art was not identified as a first preference by any respondents, two respondents supported this initiative overall.

What are your thoughts on the proposal to, subject to certain conditions, consider applications for taller buildings on larger sites in return for new pedestrian connections, increased open space or other public benefits? (n=68)



Of the 68 respondents who answered this question, **38 expressed support for the concept of considering applications for taller buildings on larger sites in exchange for public benefits. However, 16 respondents did not support development of any taller buildings in Dee Why.** Among respondents, 11 expressed a preference for minimal or restricted development of taller buildings in Dee Why (including some of those who supported the concept). Some participants (n=18) commented that taller buildings are likely to result in amenity impacts. Some indicative quotes:

"It should be actively encouraged. Dee Why has numerous small parks that ultimately fail to achieve their objectives. It would be better to have fewer, but larger open spaces."

"A good idea if the increased spaces are landscaped and trees planted."

"I am ok with taller buildings. These conditions should form part of the community consultation on this Master Plan."

"The town centre will always need larger buildings as long as it isn't at a cost eg sunshine and wind corridors. These sites should increase public parking availability."

"Taller buildings should only be built on existing old building sites and only if the old building is demolished. High rise buildings should not result in shadows on the beach or garden areas during the day. The plan to relocate existing car parks underground will increase parking capacity and create a space on top of the car park. It is important that not all this new space is covered by buildings. Overall I feel that new buildings should be subjected to strict height regulations."

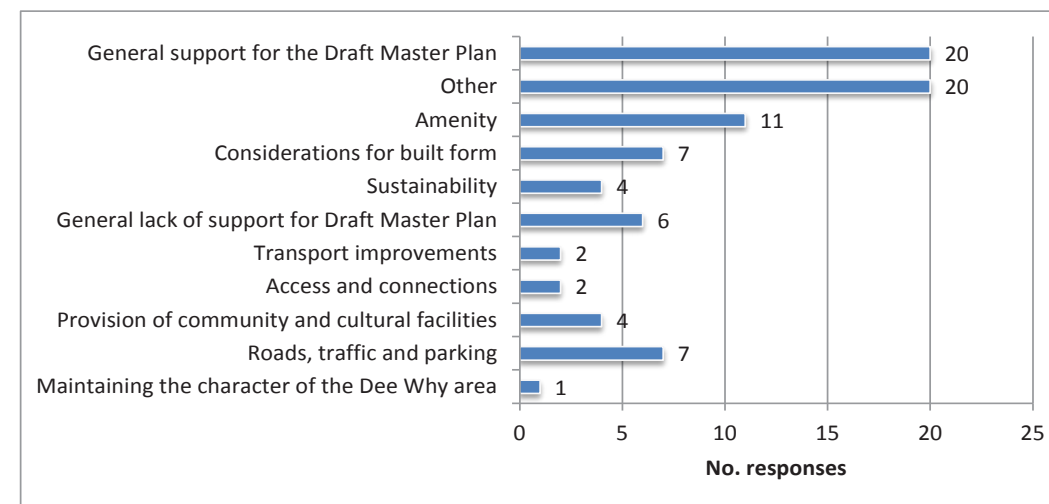
"I don't think any building on the beach side of Pittwater Road should be more than three stories high. Higher buildings on the other side would be ok."

"Please don't build too many high rise buildings. Issues with shadowing - we don't want to become another 'North Sydney' Centre."

"Overshadowing is an issue. Taller buildings, more people and more cars. Where will the cars be housed? Taller buildings don't suit the beachside and the open spaces we now enjoy."

"We do not need any taller buildings. Dee Why is already overdeveloped."

Do you have any other comments regarding the Master Plan? (n=59)



Of the 59 respondents who provided further comments on the Master Plan, one third (n=20) expressed support for the overall Master Plan or aspects of it. Some indicative quotes:

"Plan is great. Start as soon as possible."

"The police station will help reduce anti-social behaviour in the area."

"Stop listening to the naysayers who will oppose anything you come up with. Commit and get on with it."

Other comments focused on:

- Amenity issues – from encouraging shop keepers to clean up outside their shops, to the need for landscaping, tables and seating (n=11). Some indicative quotes:

"Civic Plaza requires further detail to show shelter and shading avoidance. Street furniture such as recycling bins, water bubblers and bike racks should be given more thought in the early design stages. An anti-graffiti strategy should also be given some thought for the new Civic Plaza."

"The best aspect of the existing Dee Why are the older areas where trees remain. New areas are light on planting and heavy on hard landscaping."

"The metal entranceway to Dee Why is intimidating - not friendly and inviting. Flame trees and natives would be more appealing."

"Promote bi-fold doors to encourage the opening of cafes, restaurants, shops onto the thoroughfare."

- Considerations for built form – eg affordable units for public servants, ensure all new buildings have balconies, restrict height of buildings (n=7).
- Roads, traffic and parking – eg high traffic volume and congestion on Pittwater Road (n=7). An indicative quote:

"Pittwater Road is very busy. High rise buildings will provide residences above the traffic noise. It would be good if there were a fly over at Pittwater Road / Harbord Road intersection."

- General lack of support for Master Plan (n=6).

- Sustainability – eg protect the natural environment (n=4). Some indicative quotes:

“Green walls, rainwater harvesting and photovoltaics would be ideal!”

“Protect Stony Range flora reserve.”

- Provision of community and cultural facilities – eg community centre not PCYC, need markets and other facilities (n=4).
- Access and connections – eg more pedestrian areas, pedestrian bridge across Pittwater Road (n=2).
- Transport improvements – eg turn the parking into a bus interchange (n=2).
- Maintaining the character of the Dee Why area – eg relaxed seaside village feel (n=1).

“Tone down the masterplan - too posh, Dee Why needs to maintain its relaxed seaside village feel.”

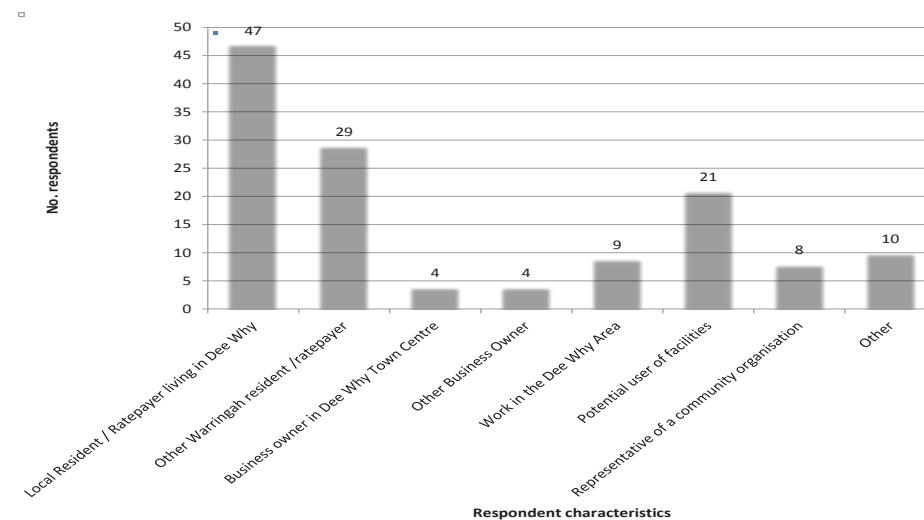
- Other comments – from the need for further engagement to refine the Master Plan, to many comments about transforming Dee Why as soon as possible, to one respondent commenting that Council has let Dee Why turn into a suburb to be ashamed of (n=20). Some indicative quotes:

“There is a need for Dee Why to become a greater hub for shopping, leisure, arts and sport. The plan needs careful work that involves the people who live here. We need to attract visitors to make Dee Why a prosperous area.”

“We are curious as to the funding of all the infrastructure planned and also the timing of the Implementation of the concept. Generally it is a good concept.”

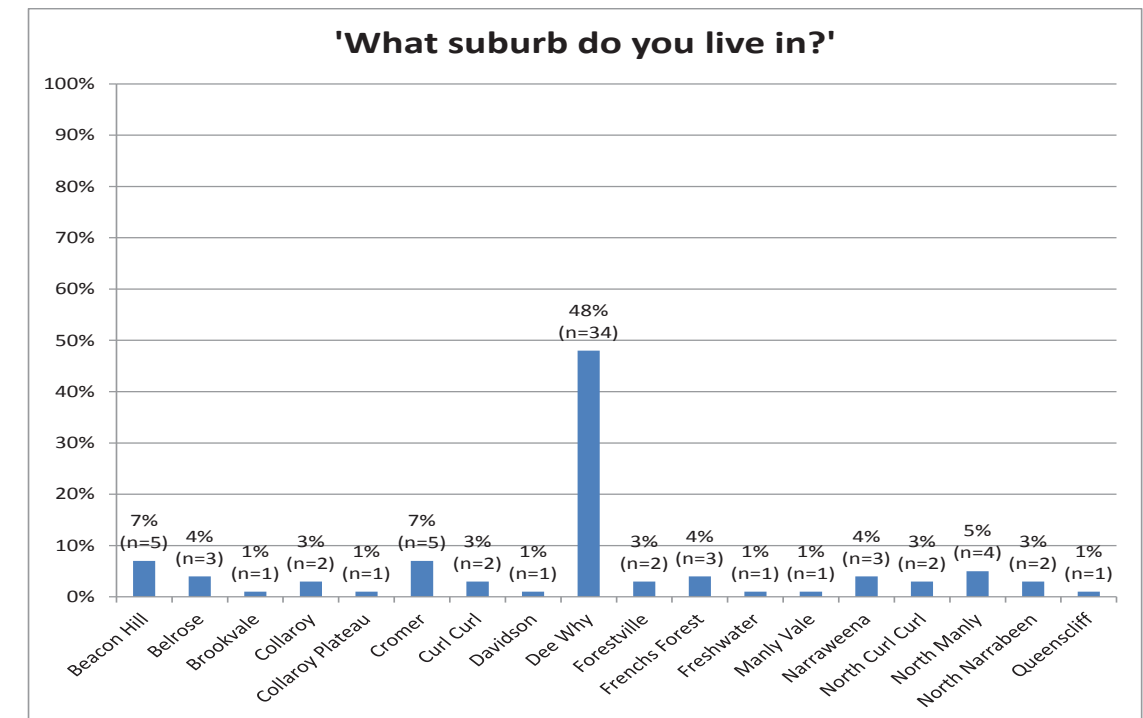
2.2.2 Submission Forms Respondent profile

Which category best describes your relationship with Dee Why? (n=77)



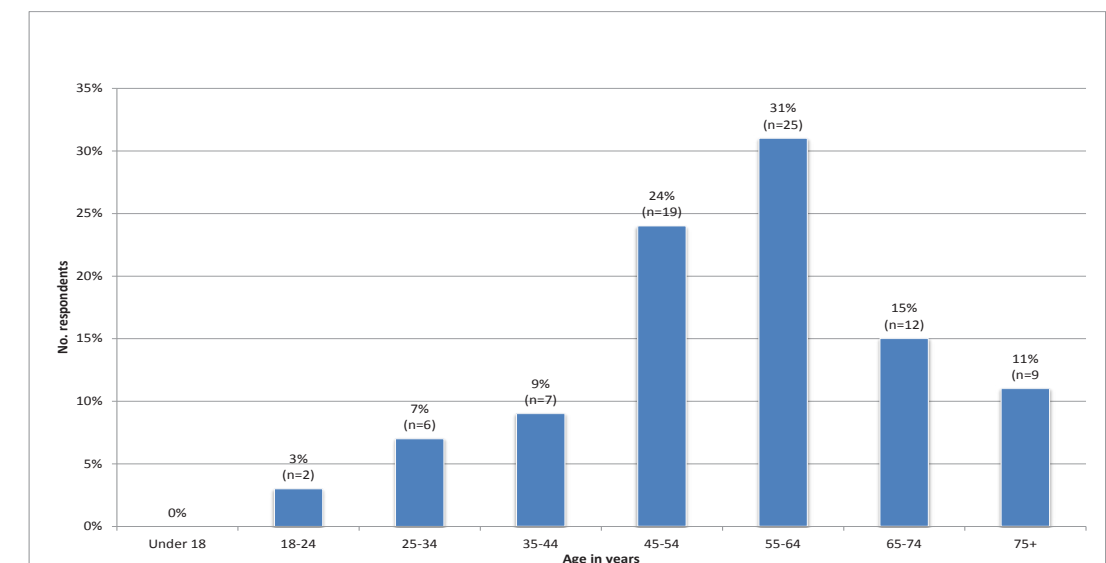
The majority of people who completed a feedback form lived in the suburb of Dee Why (n=47), while others were residents of the wider Warringah local government area (n=29). Many respondents who took part in the consultation process also identified themselves as a potential user of facilities (n=21), represented a community organisation (n=8), owned a business (n=8), or worked in the local area (n=9).

What suburb do you live in? (n=73)



The majority of people who completed a feedback form lived in Dee Why (n=34).

What is your age group? (n=80)



The majority of respondents who completed a feedback form were aged 55-64 years. All respondents were aged between 18 and 75+ years.

2.3 Long form submissions summary

A total of ten long form submissions were received in relation to the Dee Why Town Centre Master Plan between February and April 2013. These submissions are summarised below.

Four submissions expressed overall support for the master plan particularly initiatives such as:

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

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

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

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

2.3.1 Submission No. 1

Expressed overall support for the proposed revitalisation of Dee Why Town Centre, particularly improvement of open spaces, connectivity and active transport opportunities – as a means for a healthier, safer and more vibrant Dee Why community.

Suggestions / Recommendations:

- Designing for safety

- Consider CPTED principles in planning of entertainment facilities for the town centre
- Ensure all pedestrian routes and public spaces are well lit
- Consider / allow for natural surveillance wherever possible in design.

• Active transport networks

- Separate cycleways from vehicle traffic wherever possible particularly on heavily trafficked roads
- Bicycle paths should separately accompany pedestrian paths wherever possible
- Link new cycling paths to the existing Warringah cycle path network
- Provide secure bicycle parking and facilities at street level in accessible, sheltered locations such as building entries and bus interchanges.

• Car parking

- Support was expressed for the proposed Park and Ride in Mooramba Road.

• Public open space and amenity

- Consider a community garden for the enhanced Walter Gors Park
- Incorporate child friendly spaces for children, young people and families into the detailed design for Walter Gors Park and the proposed Town Square
- Include natural or built shade structures in all public open spaces including children's playgrounds
- Incorporate plentiful seating, drinking water and parenting facilities into any major public or retail spaces.

• Sustainable development

- Consider use of environmentally sustainable design features and materials in the planning of the town centre – such as passive solar design, water harvesting and use of renewable materials.

• Active uses, innovation and leadership

- Create a pedestrian boulevard linking Dee Why Town Centre and Dee Why beachfront – as Dee Why beachfront is the only public space in the area that meets the Northeast Subregional Strategy's vision for Dee Why as a 'desirable place to visit, live and interact with other members of the community'.

2.3.2 Submission No. 2

Expressed general support for the revised Master Plan for Dee Why Town Centre, however identified critical issues to be addressed. Pointed to earlier discussions on Dee Why Town Centre and input to the consultation process at the workshop stage (March to September 2012), and called for further studies to inform Council / community decision making.

Suggestions / Recommendations:

- Postpone the sale of the two parcels of publically owned land until at least after the community has had a chance to review all the ideas and concepts and make comment.
- Engage the urban design consultants involved in the workshop stage to develop options for a Community Hub mixed use development that includes 'Site A'.
- Review and revise the Traffic Access Options as discussed and proposed within the workshop. That is, calming traffic overall and managing traffic flows, particularly those associated with Pittwater Road. Importantly, maintaining Site A in Council ownership can act as a catalyst for staging of and reassessment of parking requirements for Site B (the Multiplex/Brookfield site).
- Explore all options and undertake missing studies (independent analysis of the open space needs / pedestrian and cyclist access for the existing and proposed communities) to ensure all checks and balances have been applied to achieve a best fit for the people of Warringah and place of Dee Why.

2.3.3 Submission No. 3

Expressed a desire to avoid further piecemeal development in the Dee Why area and for this and a number of other issues to be addressed in planning for Dee Why town centre.

Suggestions / Recommendations:

- Dee Why beach and commercial centre
 - Consider effects of any changes (as part of the Master Plan for the town centre) on the Dee Why beach precinct and include the land between the beach and Pittwater Road in the master planning process. The Strand is a short, congested strip of shops that is not viable in terms of customers, facilities and parking.
- Height and density of development

- Relocate maximum height buildings away from Pittwater Road to minimise air quality / noise impacts.

• Traffic congestion / dissection of Dee Why town centre

- Address traffic as a *regional* issue in liaison with NSW Roads and Maritime Services. Traffic congestion has been a major factor in the deterioration of other shopping centres on Pittwater Road and traffic has broader impacts on quality of life.
- The dissection of Dee Why town centre by Pittwater Road limits pedestrian connectivity and priority and is a key issue to be addressed as part of the Master Plan.
- Specific suggestions for Pittwater Road were: underground Pittwater Road from Warringah Road to Hawkesbury Road; elevate the road; leave the road as is but overlay it with partial pedestrian access wherever possible; relocate the road (eg to the north).

• Character and identity

- Undertake much further work to help foster a sense of community and pride of place as part of the master planning process.

• Access to open space and greenery

- Undertake town planning in greater blocks and more clearly spell out the specific targets to be achieved for enhancing open space to service the town centre and future growth.

• Consider the existing strengths of Dee Why town centre including its proximity to the CBDs of Sydney and Chatswood, potential for good public transport connections, and its pristine beachfront.

- Expose the Master Plan to a peer review process – by an experienced planning firm with a national presence.

• Building typologies and fragmentation

- Achieve the target for consolidated built form looking to the future, by setting out in the Master Plan what the built environment should look like.
- Providing a safe and enjoyable realm is the most important part of the delivery of built form.

• Retail and commercial space

- Clarify how an attractive, vibrant, sought after town centre that generates investment will be achieved in Dee Why.

2.3.4 Submission No. 4

Expressed support for several aspects of the Master Plan for Dee Why Town Centre, including community and civic area hubs, pedestrian links and green spine with water sensitive urban design features. However, identified a number of key concerns focusing on:

- The sale of Council land to fund facilities on the Civic Centre site.
- Expenditure of proceeds from the sale of the two Council owned properties (Kiah and Site A) on the proposed three storey car park.
- Over development and related amenity impacts – through new buildings for commercial, residential and community uses. A preference was expressed for existing height controls to be retained.

Please note, this submission included detailed commentary and suggestions which are summarised below. Please refer to the submission for specific details.

Suggestions / Recommendations:

- Spatial distribution of community and recreational facilities
 - Preserve the existing character and function of the Civic Centre precinct, and avoid overcrowding of the site with proposed commercial and residential buildings which may reduce use of the site for community / civic functions / open space
 - Given the current high usage of areas within the town centre on the eastern side of Pittwater Road, retain some community facilities in that location. Site A should be retained to provide for this option.
- Provision of open space
 - Protect existing open space areas (eg between and east of the Civic Centre and existing library) and retain trees where possible
 - Provide trees and landscaping in the plaza
 - Co-locate open space and community facilities where possible. Retain some of the existing cottages which are well used and homely for continued community use and activities compatible with adjoining park.
- Pedestrian and cycle links and precincts
 - Maximise pedestrian and cyclist amenity (eg through off road bike access and pedestrian path through the Civic Centre site, pedestrian corridor to rear of buildings on Triangle site)

- Improve pedestrian safety through dedicated pathway, rather than the proposal for shared use of the Howard Ave to Oaks Ave link road
- Review proposal for replacement of the existing Woolworths Arcade pedestrian thoroughfare with a link road
- Consider public amenity related to the proposal for a relocated pedestrian link through the Kiah site (to a drainage corridor)
- Include pedestrian links from north to south between the Woolworths Arcade, Kiah site and Stony Range, and between Sturdee Parade and Delmar Parade.

- Local transport and shuttle bus service
- Environmental constraints eg high water table

- Investigate subsidence / sea level rise / potential flooding associated with the high water table in the town centre which make it unsuitable for extensive excavation for car parking
- Review a consolidated plan for Site B and Site A (if the approved development does not proceed), avoiding high costs and risk associated with excavation.

- Affordable shops

- Retain the range and affordability of the existing local retail offering to provide for the needs of the local community into the future.

2.3.5 Submission No. 5

Expressed support for several aspects of the revised Master Plan for Dee Why Town Centre, including opportunities for bike riding, landscaping and seating in public domain, proposed landscaping / tree plantings in the Civic Plaza. However, described the Civic Plaza pedestrian crossing area as looking 'hot and glary'.

Suggestions / Recommendations:

- Create a Water Sensitive City including:
 - Treat all stormwater to protect beaches and lagoons
 - Harvest stormwater to irrigate vegetation
 - Create lush, green and cool pedestrian and vehicle paths
 - Make functional landscapes to treat stormwater and cool climate
 - Create cool micro-climate through lots of shade and grass
 - Connect people with the water cycle.

2.3.6 Submission No. 6

Copy of submission made in 2005 by respondent who made submission No. 6.

2.3.7 Submission No. 7

Expressed mixed views on the several aspects of the revised Master Plan for Dee Why Town Centre, including the creation of a new town centre, new community facilities, streetscapes, new open space areas, new Council public car parking spaces. Key concerns are costs associated with the proposed upgrade and the need for more careful planning to meet the needs of shoppers, pedestrians and visitors to the town centre.

Key issues raised:

- Concerns about additional costs associated with cleaning and installation of streetscape improvements for Dee Why Town Centre.
- Concern re cost of new library and loss of Howard Ave library.
- Disagrees with proposal to turn Oaks Avenue and Howard Avenue into one way streets, as this would make parking and deliveries difficult.
- Concern that proposed widening of footpaths will eliminate parking opportunities and reduce number of shoppers.
- Concern about the costs of proposal relating to roads and footpaths.

Suggestions / Recommendations:

- Install new public toilets in town centre
- Create new open space areas around the corner of St David's Ave and Pittwater Road / around the corner of Redman Road and Fisher Road. Investigate what shoppers and pedestrians want in these new open spaces.
- Create two separate car parking spaces rather than one central underground car park facility – car parking should be designed to support shoppers and to retain the existing Mooramba Road car park (in the south) which works well.

2.3.8 Submission No. 8

Expressed support for tree plantings as part of the Master Plan. However, identified traffic, access and parking as critical issues to be addressed in planning for Dee Why town centre as a place for people – 'people are what makes a town and the provision of good access to the business centre of that town is vital'.

Suggestions / Recommendations:

- Eliminate at least two sets of traffic lights and simplify another set of lights.
- Improve access to areas of highest population density: from Pittwater Road to the beach (via Howard Avenue, Oaks Avenue and Pacific Parade); and west of Pittwater Road.
- Incorporate free 'on street' car parking and free 'open air' parking to service the needs of retail and professional businesses.
 - Increase opportunities for parking in Oaks Ave and add a conventional street between Howard Ave and Oaks Ave to allow for end-on parking.
 - Establish a multi-storey parking area on the site of the existing on ground parking area facing Pittwater Road.
 - Retain existing pine trees.
- Improve pavements in Dee Why – eg between the church and Pittwater Road.

2.3.9 Submission No. 9

This respondent expressed full support for the Master Plan for Dee Why Town Centre. However, noted that the site at 30 Oaks Avenue (and the Post Office site) is incorrectly classified as 'Council Owned' land. This respondent sought ongoing dialogue with Council regarding this matter.

2.3.10 Submission No. 10

Key issues raised:

- Building heights
 - Determine building heights in accordance with the Dee Why Urban Form Study (Hassel, 2007) where the desired outcome is that the natural ridge line set the upper height limit of buildings
 - The maximum height in the town centre should be defined in terms of Australian Height Datum (AHD) as well as storeys
 - State upfront and more clearly how exceptions to height restrictions would be dealt with in a development control plan.
- Concern that excessive water features, built structures and landscaping will reduce the flexibility of recreational use at the eastern end of Redman Road.
- Concern that the Master Plan abandons the main Town Centre (Sites A and B) under the assumption that private development will occur on these sites. Suggests that Site A undergo staged development facilitated by Council.
- Civic Site

- Concern that the Civic Site is separated from the Town Centre by Pittwater Road
- Concern over the feasibility of a footbridge over Pittwater Road
- Sceptical that a footbridge over Pittwater road could become an iconic landmark
- Concern that a footbridge over Pittwater road would become adorned with advertising
- Location of the library in the Town Centre proper as it is a non-destinational activity where it has the twin advantages of being convenient and being used incidentally
- Concern that the Civic Site will become a self-sufficient environment that detracts from Town Centre life and business activity
- The location of the Police Station is inappropriate.
- Concern that Water Sensitive Urban Design is difficult to achieve. Notes the need for Council to consider Dee Why's flashy storm flows and ensure that the system does not become an eyesore in times of drought.
- Stricter building height controls on the development of the triangular block.
- Maintaining the character of the Dee Why area – through preserving architectural variety and heritage in Dee Why, ensuring the architectural style for the Community Hub is consistent with the local area, maintaining the village feel of the area (n=3).
- Provision of community and cultural facilities – retain existing library for public use, include an enlarged area for local studies in the new library and provide improved computer facilities (n=2).
- Transport improvements – suggestions included installation of weather protection at local bus stops and bringing back double decker buses (n=2).
- Sustainability – include sustainability initiatives in the Master Plan such as solar PV, recycling and reuse of water, a district level heating / cooling system (n=1).
- Provision of open space and recreational facilities – include covered / open air play areas for children (n=1).
- Other issues – such as concerns about the timeframe for completion, costs and excavation works associated with the proposed redevelopment of the town centre (n=5).

2.4 Email submissions summary

A total of 25 email submissions were received in relation to the Dee Why Town Centre Master Plan between February and April 2013. These submissions are summarised below.

Respondents identified a wide range of issues in relation to the Mater Plan. These were:

- Roads, traffic and parking – concerns focused on increased traffic, congestion and related noise, loss of existing car parking, appearance of new parking areas (n=10). Suggestions included diverting or undergrounding Pittwater Road.
- Maintaining local amenity – through adequate car parking provision, locating pedestrian paths to minimise impacts on residential areas, provision of bike racks to complement new bike routes, planting trees in the middle of Pittwater Road to enhance its appeal (n=6).
- The importance of access and connections – comments focused on bringing together the two halves of Pittwater Road, improving / widening existing footpath along Howard Ave between the new link road and The Strand, concerns about accessibility to the new library (n=5).
- Objections to the sale of Council owned land – around 17 % of email respondents objected to the sale of the Council car park and or timing of its sale – ahead of approval of the final design for the town centre (n=4).

2.5 Discussion forum summary

A total of sixty forum comments were received in relation to the Dee Why Town Centre Master Plan between February and April 2013. These submissions are summarised below.

Respondents identified a wide range of issues in relation to the Mater Plan. These were:

- Sustainability / Ecological Sensitivity (n=4)
 - Localisation of jobs, energy generation, water harvesting, food production, water and waste treatment
 - Integration of energy generation, food production, water and waste recycling into building design
 - No shared pathway across the Dee Why dune system and salt marshes
 - Composting and biogas generation
 - Grey and black water recycling as part of WSUD
 - Urban density
 - Micro-renewable energy generation
 - Carbon Neutral Dee Why
 - Reduction in the council fleet size
 - Community garden
 - Increased number of street plantings with edible fruit.

- Roads, traffic and parking – concerns focused on the need for an increased availability of parking and a north south overpass (n=3).
- Transport improvements – increased and improved public transport provision, reduced car dependence in Dee Why, construction of the proposed pedestrian crossing, improved and better connected cycle paths, separation of cycle paths from the road, and the provision of supporting cycling infrastructure namely bike racks (n=3).
- Objection to the selling off of community land: Kiah Site and Oaks Car Park (n=2).
- Objection to the construction of high rise buildings / No need for increased allowances in building height within the DCP (n=2).
- Community Hub needs to be on the other side of Pittwater Road closer to the beaches (n=2).
- Other issues – included the suggestion of a rail project that would link the Northern Beaches, stricter architectural guidelines regarding the aesthetic of new developments, the relocation of the PCYC to Brookvale Park, and utilising unused building space for pop-up galleries and shops (n=3).

2.6 Social Media Summary

On comment was received via twitter. It was favourable towards the master plan noting proposals within the as:

- attractive and people friendly
- conducive to better transport services.

The tweet was particularly supportive of planting more trees within the town centre.

The YouTube video received 357 views and two comments which were complimentary of the vision presented in the Master plan noting it a user and family friendly plan.

The plan received 12 likes on Facebook.

Specific suggestions included:

- somewhere for kids to play in the centre of Dee Why.
- More information on timeframes to be provided
- Ensure a focus on small business, retail and eating options that respond to the cultural diversity of Dee Why i.e. our own version of Chinatown

- Implement the Redman Road improvements ASAP
- A focus on cycling as a means to improve transport and liveability within Warringah
- The necessity of managing long term traffic implications of growth.

2.7 Issues Raised at Information Sessions

A total of 33 people attended two community information sessions held on 4 and 18 March 2013. The sessions comprised a presentation followed Q and A forum and then informal discussion with members of the project tea. The following points are a summary of key issues raised during the sessions.

2.7.1 Traffic and transport

- Car parking rates need to adequate enough to accommodate residents, visitors and workers.
- Potential loss of on street car parking to make way for street improvements.
- Improved public transport infrastructure.
- No reduction in Council parking.
- Concern about one way loop and ability to address existing traffic issues.
- Ability of Howard Oaks and Pittwater Road to cope with future traffic given it already has problems.

2.7.2 Ensuring good pedestrian amenity and connections

- The new road alongside St Kevin's Church should have pedestrian priority. It needs to be formally 10km/hour. Not envisaged to have buses, trucks, high volume traffic. It should allow traffic but not as demonstrated in the Master Plan.
- Pedestrian link on eastern side of Pittwater Rd needs to run to Stony Range.
- Through site link behind Dee Why Grand is not pedestrian friendly – it's just a wall of the Dee Why Grand. This site needs to be developed with some amenity, and provide a safe and attractive connection. At the moment the existing controls don't require this. Council should require cooperation on the part of future landowner as a condition of any proposed sale. Consider needs to be given to some activating ground floor use or dwellings addressing the lane as well as public art.

- Providing adequate lighting of all through site connections and laneways will be important.
- Strong support from any participants for the creation of a secondary pedestrian and bike network off Pittwater Road.
- More consideration may need to be given to pedestrian crossings for Pittwater Road. Presently the lights only run green for a very short period of time.
- Corridor adjacent to Woolworths is very active and used a lot. Retail is doing well around this important connection and maybe the conversion of this to a road needs to be reconsidered? It was suggested that this connection may be better placed on the other side of Woolworths.
- Access on the civic hub site will require that level issues are addressed. Ramps may not be a solution as they would need to be very long and may compromise amount of open space.

2.7.3 How will the master plan be achieved?

- While site amalgamations are seen as a positive step toward stimulating development within the town centre landowners require greater detail on how amalgamation is to be achieved.
- More clarity and definition required around what constitutes a public benefit before trade-offs such as height should be considered.
- Management of impacts during construction.
- Who will pay for implementation of the initiatives and improvements proposed within the plan.

2.7.4 Specific comments on the Master Plan

- Support for creating different places within the town centre that each have a different focus.

- Support for emphasis placed on Water Sensitive Urban Design in the master plan.
- Opportunities for green walls green roofs and use of local species.
- Differing views on the desirability of trading off height for public benefit on larger sites.
 - This could lead to amenity impacts and that this level of overdevelopment is not consistent with a beach side location
 - In particular cases such trade-offs should be considered if they lead to street improvements and provide incentives for better quality development
 - It should be noted that some of the comments would appear to equate higher buildings with an increase in the overall population of the town centre than what is already envisaged under existing plans.
- Triangle site – the pedestrian plaza should be oriented further away from Pittwater Road.
- There were differing views regarding the proposed community hub:
 - Some provision should remain for community activities on the eastern side of Pittwater Rd on Site A. There is a lot of residential development on the east; it's also flat which enables ready access via walking and cycling. Is it a possibility to have two community hubs with facilities on each side of Pittwater Road?
 - The community hub should proceed as it could provide much needed facilities within a reasonably short timeframe and a higher degree of certainty compared to Site A.
- Safety of young children in plaza area around the proposed civic hub and access for less mobile people on this steep site will need to be addressed.

This report of community feedback from throughout the consultation period indicates that there is general support for the master plan and a strong community view that "something happen with Dee Why".

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

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

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

Within the short term Council will:

- Work with the community and key stakeholders within Dee Why to look at delivering a range of interim improvements to activate and reposition the town centre. These initiatives could include:
 - Streetscape improvements
 - Addressing the issue of birds within the town centre
 - Public art
 - Temporary uses of vacant shops similar to Renew Newcastle

- Shopfront improvements
- Regular community events

- Progress the disposal of Site A to secure a source of funding for the proposed community hub.
- Commence planning and detailed design work for the PCYC and Community Hub projects

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

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

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

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

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

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

4.1 Appendix A – Collateral - Information booklet

4.2 Appendix B – Masterplan newsletter

4.3 Appendix C – Feedback Form

