



northern  
beaches  
council

3 October 2017

Mr Mark Ozinga  
Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning Division  
TransportNSW  
18 Lee Street  
Chippendale NSW 2008

Our Ref: 2017/336223

Dear Mark,

### **Additional Information – Dee Why Town Centre Planning Proposal**

Thank you for meeting with Council on 5 September 2017 to discuss the Dee Why Town Centre Planning Proposal. This letter aims to clarify the proposed planning changes discussed at this meeting and previously raised in your letter dated 10 August 2017.

The intended outcome of the planning proposal is to implement the adopted Dee Why Town Centre Masterplan (2013) (Masterplan). The Masterplan proposes changes to Warringah Local Environmental Plan 2011 (WLEP 2011) to change the boundaries of the Dee Why Town Centre, amend building height controls, introduce floor space ratio (FSR) controls, and establish bonus development controls for certain key sites.

### **Boundaries of the Dee Why Town Centre**

The Dee Why Town Centre currently comprises 2 sites, known as Site A (Council carpark) and Site B (Meriton Development) which are subject to specific controls under Part 7 of WLEP 2011 (Attachment 1). These include controls for design excellence, height and setback of building elements, town square and pedestrian connections, promoting retail activity, external plant design/ location, and traffic and parking management.

The redefined town centre area will include all sites currently zoned B4 Mixed Use under WLEP 2011 (Attachment 2).

### *Impact on Traffic Generation and Movement*

The expanded town centre will be subject to bespoke design controls that currently only apply to Key Site A and Key Site B. The new controls do not increase development potential/ traffic generation and encourage improved traffic movement.

### **Building Height Controls**

Key Sites A and B are currently subject to specific podium height and overall height controls in WLEP 2011. Other sites in the town centre (as proposed) are currently subject only to an

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overall height control under WLEP 2011. Podium height guidelines are however provided for these sites under Council's Development Control Plan (DCP).

It is proposed to increase the overall maximum height of buildings in the town centre (excluding Key Sites A and B) by 3 metres (one storey) and to introduce a new podium height control for these sites in WLEP 2011. The new controls would require a one storey reduction in the podium heights currently provided for under Council's DCP in conjunction with the overall building height increase. The intent of this amendment is to create slimmer, slightly taller buildings to enhance sunlight and public amenity in the town centre.

#### *Impact on Traffic Generation and Movement*

The proposed building height increase will not result in an increase in floorspace ratio (FSR) or density. If anything, the lower podium height will reduce the potential FSR for most sites due to the requirement for towers to comply with overshadowing and setback requirements in the Department of Planning and Environment's, Apartment Design Guide (ADG).

#### **Floor Space Ratio (FSR) Controls**

There are currently no FSR controls under WLEP 2011 for any part of the Council area. The potential impacts of development are currently controlled through a combination of other controls including height, setback, landscaping, and overshadowing requirements contained within WLEP 2011 and Council's DCP.

It is proposed to establish FSR controls for the redefined town centre area in recognition of the need to better control development density to ensure the capacity of the road system is not exceeded.

The proposed FSR controls were developed having regard to the setback and height controls under Council's LEP 2000, which were subsequently transferred to WLEP 2011 and Council's current DCP. They do not result in an increase in development potential.

#### *Impact on Traffic Generation and Movement*

The establishment of FSR controls will have no impact on traffic generation or movement in the town centre as the controls are derived from the current setback, height and open space controls in WLEP 2011 and Council's Development Control Plan, and upon which previous traffic studies in the centre have been based.

#### **Key Sites C to F on the Key Sites Map**

WLEP 2011 currently identifies two key sites in the town centre (Sites A and B) which are subject to special controls and bonus provisions to enable the provision of identified public benefits. Site A (Meriton site), for example, is subject to specific controls to enable the provision of a public square and through-site pedestrian linkages.

Proposed Key Site C (33 Oaks Avenue) would receive a floorspace bonus (3607 sqm) and a height bonus (from 24m to 46 m) to enable the provision of a new road between Oaks Avenue and Pacific Parade.

Proposed Key Site D (848-850 Pittwater Road) would receive a minor (240sqm) development bonus to enable the provision of a wider turning path from Pittwater Road to Pacific Parade.

Proposed Key Site E (671 to 695A Pittwater Road) would benefit from increased heights on Pittwater Road (from 27m to 49m) and Fisher Road/ St David Avenue (16m to 20m) to enable the construction of a rear access laneway and pedestrian linkages through the site. No floor space bonuses are proposed.

Proposed Key Site F (697-701 Pittwater Road) would benefit from a FSR increase (from 4:1 to 5.86:1) and a height increase (from 27m to 49m) to enable the provision of a possible future pedestrian overbridge and other unspecified public benefits, for example community facilities.

#### *Impact on Traffic Generation and Movement*

Bonus development controls have been developed having regard to sensitivity analysis testing by GHD in 2014. The results suggest a total of 10,581m<sup>2</sup> of additional floor space can be accommodated in the road network. The WSP Parson Brinckerhoff (PB) report in 2016 refined the model used by GHD and concludes that the proposed densities in the planning proposal can be accommodated within the constraints of the road network.

Key Sites C and F have potential floorspace bonuses of 3,607.76m<sup>2</sup> and 3,419.61m<sup>2</sup> respectively, which is well within the boundaries of the GHD sensitivity analysis. However, it is worth noting that the potential bonus floor space for Site F has not been taken up by the developer, who has commenced works on an approved 9 storey building (DA2011/0887 and Modification Mod2012/0087). The bonus floor space for Site C has been accommodated in the revised traffic generations in the PB report.

#### **Road Upgrades in the Dee Why Town Centre**

Council formally adopted a preferred road network option at its meeting 2 June 2016 (Attachment 3). This option is described in the April 2017 memorandum by WSP/PB. Traffic improvement works are scheduled to occur over the next few years in conjunction with a number of streetscape and public open space upgrades identified through the Dee Why Town Centre Masterplan. Council is progressing detailed designs for this option in consultation with Peter Caruthers of the RMS.

Should you have any questions in relation to the above, please contact Neil Cocks, Manager Strategic and Place Planning on (02) 9942 2746.

Yours faithfully

Phil Jemison  
**A/Executive Manager Strategic and Place Planning**

Attachment 1: Key sites map (2017/334648)

Attachment 2: Proposed Dee Why Town Centre boundaries (2017/334652; 2017/339860)

Attachment 3: Council Report, Minute and Attachment for preferred network option (2017/339868; 2017/339929; 2017/339910; 2017/339908)