

DEVELOPMENT CONTROL PLAN AMENDMENTS

Dee Why Town Centre Masterplan

Warringah Development Control Plan 2011

August 2018

1.

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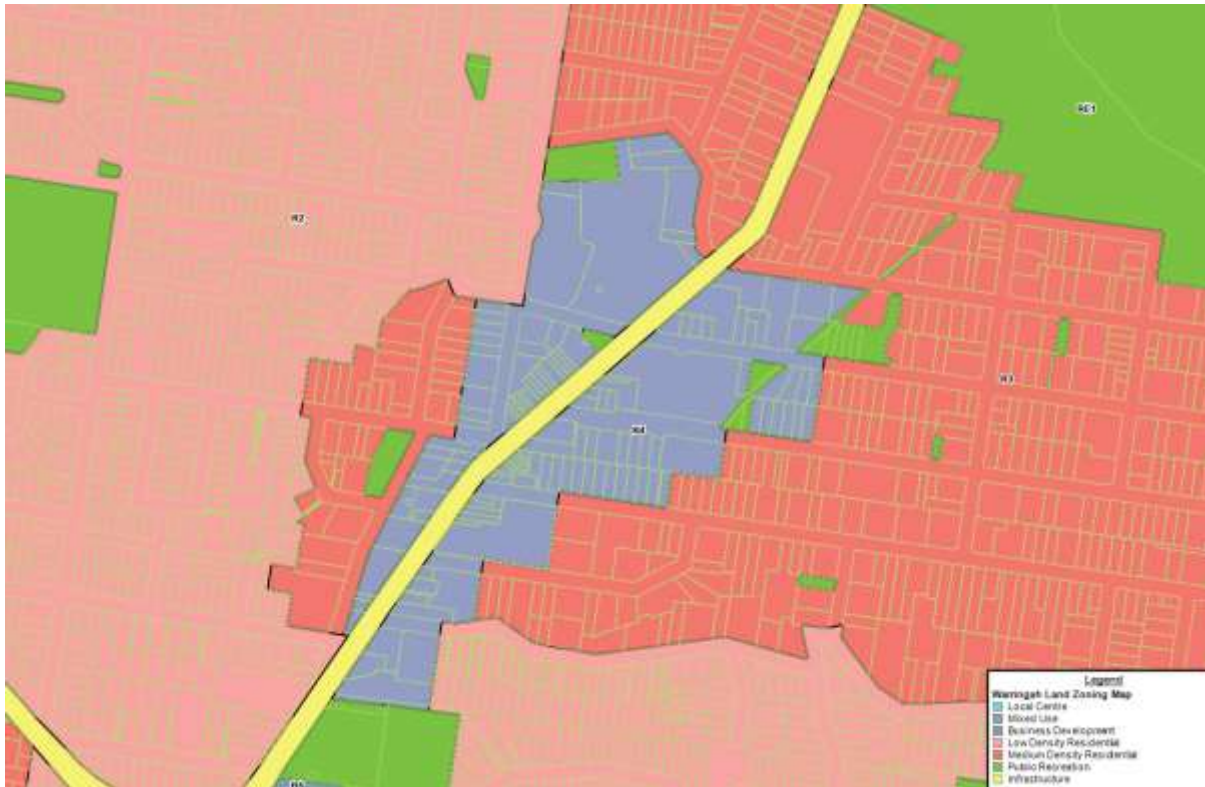
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Part G1 Dee Why Town Centre

1. Introduction

Applies to Land

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



1. Figure 1 - Dee Why Town Centre B4 Mixed Use Zone

Objectives – Dee Why Town Centre DCP

- To deliver the Dee Why Town Centre Masterplan's (2013) aims and objectives.
- To implement the priorities and actions of the *Metropolis of Three Cities and North District Plan*.
- To detail specific requirements for Key Sites.
- To cluster taller buildings around the Town Square (Key Site B) with an appropriate transition of height down to the edges of the Dee Why Town Centre.
- To deliver an attractive, vibrant and safe and accessible centre.
- To encourage site amalgamation.

2. Note:

- Part B Built Form Controls does not apply to land zoned B4 Mixed Use within the Dee Why Town Centre. All other parts of the DCP apply to the land identified within the Dee Why Town Centre.

- In the event of any conflict between Part G1 Dee Why Town Centre and other parts of the DCP, the provisions of Part G1 shall prevail.
- If there is any inconsistency between WDCP 2011 and the WLEP 2011, the WLEP 2011 shall prevail.

2. About the Dee Why Town Centre

The Dee Why Town Centre is located within the Brookvale-Dee Why Strategic Centre as identified in the Greater Sydney Commission's Regional Plan - *A Metropolis of Three Cities and North District Plan*. This Strategic Centre is recognised for providing the greatest number of jobs in the Northern Beaches and is unique by virtue of spanning across two suburbs.

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

The Dee Why Town Centre Masterplan provides the strategic planning framework and context for this section of the DCP. In addition, these DCP provisions aim to address actions identified in the 2018 North District Plan.

3. Desired Character for the Dee Why Town Centre

The Dee Why Town Centre will be characterised by community, retail, commercial and residential uses.

The vision for Dee Why Town Centre identified in the 2013 Masterplan is as follows:

"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."

The North District Plan 2018 identifies Dee Why Town Centre as a mixed-use area that offers a vibrant local night-time economy. It outlines actions that are interpreted as objectives within this section of the DCP.

The desired character for the Dee Why Town Centre is further defined by objectives within this Development Control Plan.

4. Streetscape and Public Domain

This section details design requirements for places accessible to the public, being either on public land or as part publicly accessible areas of a private development. This includes building frontages addressing the street, awnings over footpaths, pedestrian access ways and open spaces.

It also includes requirements for the provision of new public infrastructure on Key Sites shown in Figure 2, including:

- Key Site A – New Road
- Key Site C – New Road

- Key Site D – Road Corner Widening
- Key Site E – New Shared Pathway and Pedestrian Accessway



3. Figure 2 - Key Sites Map indicating public domain upgrades

Objectives

- Prioritise pedestrian, cycling and public transport users.
- Improve access for people of all ages and abilities.
- Ensure high levels of amenity addressing landscape and street tree planting, weather protection, circulation and seating.
- Provide spaces for people to meet, walk and feel safe.
- Integrate the management of stormwater and floodwater.
- Maximise opportunities for landscaping.
- Encourage public art.
- Activate the public domain and create lively, attractive public spaces.
- Create a system of new and improved connected public spaces.

Requirements – General

1. The public domain must be designed:
 - a. In accordance with the *Warringah Public Spaces Design Guidelines* or updated Policy and relevant Australian Standards;
 - b. To address *Crime Prevention Through Environmental Design*;

- c. To incorporate spaces for outdoor seating and dining;
- d. To address disability access;
- e. Be suitably treated with paving, seating and landscaping;
- f. Integrate stormwater and floodwater management;
- g. Include canopy tree planting to provide shade, improve visual amenity, reduce the urban heat island effect and create a pleasant environment for pedestrians and cyclists.

Requirements – Public Art

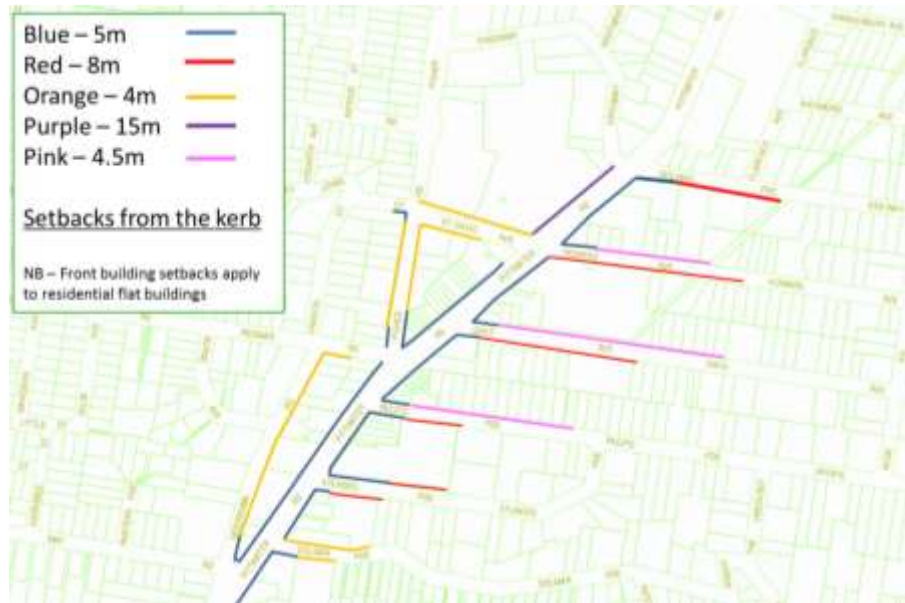
1. Public art:
 - a. Is encouraged on all sites;
 - b. Is required in public and civic buildings and Key Sites;
 - c. Is to be located so art can be appreciated from streets and public spaces (e.g. in public foyer visible from the street, in the design of building façades or roof features or in the delivery of public domain upgrades).

Requirements – Pedestrian Connections

1. New developments must contribute to an interconnected and co-ordinated network of footpaths providing easy and convenient access to key locations and destinations.
2. Pedestrian connections must be designed to:
 - a. Be accessible and safe
 - b. Reduce conflicts between pedestrians and other transport modes
 - c. Improve safety for pedestrians in high-risk zones (e.g. vehicle crossovers, public car parks).
 - d. Improve pedestrian crossing opportunities
3. Publicly accessible through-site links are encouraged to facilitate pedestrian movements away from vehicles.

Requirements – Kerb Setbacks

1. Development is to maintain minimum front building setbacks from the kerb as outlined in Figure 3.
2. High quality facades must be provided and include modulation, articulation and may include planting on structures to create visual interest and contribute to the character of the area.



4.

5. Figure 3 – Minimum setbacks from the kerb

Requirements – Awnings

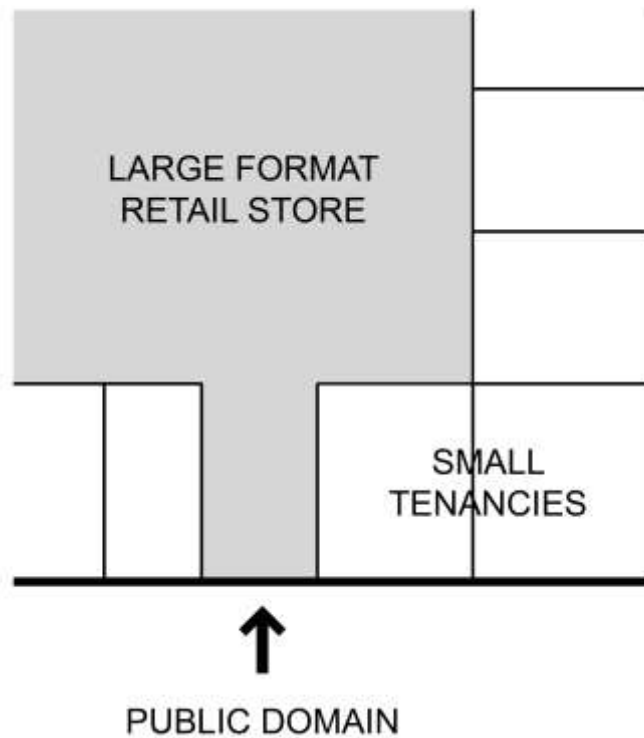
1. Awnings must form an integral part of the architecture of the building and be designed:
 - a. Along the full extent of the street frontage of the building. ;
 - b. At a height to ensure suitable weather protection, having regard to site orientation. ;
 - c. At a height that ensures continuity in appearance with adjacent awnings and to relate to any distinctive features of the building;
 - d. To ensure:
 - i. Any lighting fixtures are recessed into the awning;
 - ii. All wiring and conduits are concealed;
 - e. To have a minimum width of 2.5 metres;
 - f. To provide minimum setbacks of:
 - i. 1 metre from the face of the kerb to accommodate utility poles and vehicles in the kerbside lane;
 - ii. 1.5 metres from the face of the kerb to accommodate existing and proposed street trees;
 - g. With a fascia depth not exceeding 700mm, with the preferred depth less than 350mm;
 - h. To be cantilevered and non-trafficable;
 - i. To be reflective of the topography of the land;
 - j. To slope away from the kerb to conceal gutters and downpipes
 - k. To be integrated within the building front façade;
 - l. To integrate with adjoining developments.
2. Cut out segments in awnings are not acceptable.

Requirements – Colonnades

1. Colonnades are generally not permitted. However, the consent authority may allow colonnades where:
 - a. They are open and allow views of retail frontages;
 - b. They do not separate street frontage activity from the street;
 - c. They provide a high level of visual and physical access to shopfronts;
 - d. They provide adequate weather protection.
 - e. They provide a sunlit environment for active pedestrian use including outdoor dining.

Requirements – Retail Activation

1. Active uses must be provided adjacent to the public domain, including streets, open space, pedestrian accessways and laneways.
2. Active frontages are to contribute to the liveliness and vitality of the area by maximising entries or display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction and casual surveillance of the public domain.
3. Large retail tenancies are to be bound by smaller retail tenancies to reduce continuous frontages of the same tenancy to the public domain (refer Figure 4).
4. Internalised, enclosed shopping malls are discouraged.
5. Where possible, retail premises and food and drink premises are to open onto the public domain.
6. Active frontages are to maximise transparent glazing with a predominantly unobstructed view from the adjacent footpath to a depth of 6m within the building.
7. Security grills, where provided, are to be fitted internally behind the shop front, fully retractable and at least 50% transparent when closed.
8. Except where required by flood planning level provisions, ground floor uses are to be at the same level as the footpath at the entry to the individual tenancies.



6. Figure 4 - Screening to large format retail area

5. Design and Architectural Diversity

Objectives

- To achieve architectural diversity and interest in the architectural character of the neighbourhood.
- To ensure that each building contributes to the design quality of Dee Why Town Centre through innovative architecture and landscaping.
- To provide solar access to the ground level and reduce the appearance of building bulk from the public domain.
- To provide a mix of dwellings to cater for the needs of the resident population and to encourage a diverse population.
- To allow dwelling adaptation that that meets the changing needs of people.

Requirements – Architectural Design

1. New developments must be designed to avoid the use of blank walls fronting streets and the public domain. In circumstances where blank walls are unavoidable, they are to be designed in a manner that is consistent with the overall building form that contributes to the public domain and create visual interest.
2. Corner sites must:
 - a. Adequately address both street frontages;
 - b. Combine architectural features, materials and landscape design to define corners.

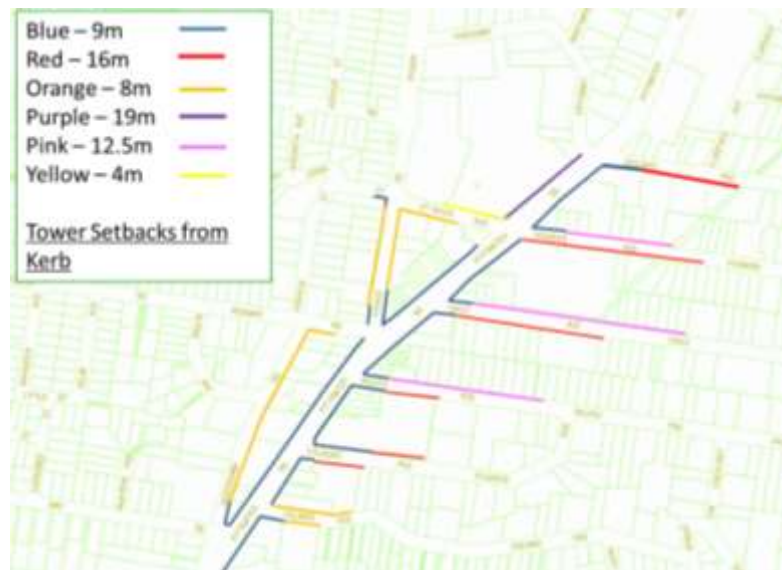
Requirements –Housing

1. Housing in new developments must provide for a mix of 1, 2 and 3 bedroom dwellings. For developments with 10 or more dwellings, at least 20 percent of 3 bedroom dwellings must be provided.
2. A mix of one and three bedroom apartments are to be located where accessibility is more easily achieved for disabled, elderly people or families with children.
3. Developments achieve a benchmark of 20% of the total apartments incorporating the *Livable Housing Guideline* silver level universal design features.
4. Where a development comprises at least 5 dwellings, 10% (rounded up to the next whole number) of dwellings shall be capable of being adapted (Class C) under AS 4299. .

Note: Evidence of compliance with the Adaptable Housing Class C requirements of Australian Standard (AS) 4299 shall be submitted when lodging a development application to Council and certified by an experienced and qualified building professional (e.g. Architect or Accredited Building Certifier).

Requirements – Tower Setbacks

1. Development is to maintain minimum tower setbacks from the kerb as outlined in Figure 5.
2. An exception to the tower setbacks can be provided on building corners where they are given visual prominence through a change in articulation, materials or colour or roof expression.



7.

8. Figure 5 – Tower setbacks from the kerb

6. Site amalgamation

Objectives

- To avoid the isolation of small sites which may result in poor built form outcomes and inability for such sites to be developed to their potential.

Requirements

1. Development should not result in the isolation of land adjacent to the development site, preventing the reasonable development of that land.

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

7. Traffic and Parking

Objectives

- To encourage walking, cycling, public transport and car sharing.
- To encourage integrated basement car parking areas with shared access in suitable locations.
- To reduce overall building bulk and scale (particularly within podiums) by locating parking underground.
- To ensure the security of residential parking areas in mixed use developments.

Requirements – General

1. Site amalgamation is encouraged to enable integrated carparking and service provision using shared driveways where possible.
2. New developments are to be accompanied by a service delivery and loading dock plan.
3. Car parking and vehicle access points shall incorporate the following design elements:
 - a. Recessed car park entries from the main building facade alignment;
 - b. Avoidance of large voids in the facade by providing security doors or decorative grills to car park entry;
 - c. Returning the facade finishes into the car park entry recess for the extent visible from the street;
 - d. Concealing all services, pipes and ducts.
4. Parking should be:
 - a. Provided underground;
 - b. Designed and located to optimise deep soil planting.
5. Walking routes through large car parks are to be clearly delineated with appropriate markings, pedestrian crossings and signposting.
6. Car parking areas should be designed and constructed so that electric vehicle charging points are either installed with the development or can be installed at a later time.

7. Security arrangements must be in place to ensure residential car parking areas cannot be accessed by the public (e.g. retail parking to be separated from residential parking by security shutters).

Note: All development applications for new buildings are to be accompanied by a detailed traffic and parking impact assessment prepared by a suitably qualified traffic consultant. The analysis shall confirm any impacts upon road network performance and propose measures to manage and mitigate those impacts. For developments determined by Council as being likely to have a significant level of traffic impact Council may require the developer to update Council's Aimsun traffic modelling to model the impact of the development on the broader traffic network during peak traffic periods and to model the benefits of any proposed mitigation measures.

8. Car Share

Objectives

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

Requirements – General

1. For properties with more than 25 dwellings, one (1) car share space must be provided per 25 dwellings with each car share space replacing one (1) regular car parking space.
2. Where the proposed number of car share spaces exceed the above minimum, Council may consider reduced private parking, where suitable evidence and justification is provided to Council of the benefits to the road network.
3. Development Applications proposing car share spaces must be accompanied by:
 - a. Clearly marked plans identifying the location of all car share parking spaces;
 - b. Written evidence demonstrating that offers of a car share space have been made to providers together with the outcome of the offers or a letter of commitment to the service. Letters of commitment must demonstrate the operator's intentions and method of management of the car share space(s).
4. All car share spaces are to be located and designed as follows:
 - a. Accessible 24 hours a day, seven days a week by any member of the car share provider, and by employees or contractor of the car share operator in order to clean, detail or service the car;
 - b. In front of boom gates where feasible;
 - c. In the first level of the basement car park;
 - d. In a separate location to where other, assigned / subdivided car spaces are provided;
 - e. Where security arrangements are not required or are simple to follow (and where customers can use the same mechanism that they use to get into the vehicle);
 - f. In a well-lit part of the site;
 - g. A short distance from an entry point, lift or staircase;
 - h. In a standard car space where manoeuvring in and out of the space is limited to no more than three movements;

- i. On common property managed by the Owners' Corporation;
 - j. Minimum height clearance of 2.2 m to allow a cleaning van to enter, manoeuvre and exit;
 - k. With access to mobile data and GPS reception;
 - l. With markings for exclusive use of the car share vehicle.
5. Car share spaces located on private land are to be retained as common property by the Owners Corporation of the site and not to be sold or leased to an individual owner or occupier at any time.

Note: Council will place a condition of consent that the provision of 'car share services' must be actively in place prior to the provision of an Occupation Certificate.

Definitions

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

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

9. Sustainability

Objectives

- To supplement controls contained within Part D22 Conservation of Energy and Water.
- To ensure substantial new developments incorporate best practice sustainability.
- To establish benchmarks for building rating scheme compliance.

Requirements – General

1. New development with a cost of works equal to or greater than \$5 Million must achieve a minimum 4 Star, Green Star – Design and As Built rating in the Green Building Council of Australia rating system.
2. Compliance with another rating tool may be considered by Council, so long as it can be demonstrated this tool:
 - a. Is a holistic third party certifying green building rating system covering at least energy, indoor environmental quality, water, transport and waste;
 - b. Awards ratings following a review by impartial third-party certifying bodies that meet the 'Principles for Inspiring Confidence' outlined in the international standard ISO/IEC 17021.

9. Note:

- Green Star is a sustainability rating system by the Green Building Council of Australia. Green Star – Design and As Built, Interiors and Communities projects can achieve a Green Star certification of 4 to 6 Star Green Stars. The Green Star rating system is:
 - 4 Green Star: Best Practice
 - 5 Green Star: Australian Excellence
 - 6 Green Star: World Leadership

10. Water Sensitive Urban Design (WSUD)

Objectives

- To integrate water sensitive urban design features in the built environment.

- To improve stormwater quality.
- To provide increased biodiversity, amenity and micro-climate benefits which can reduce the heat island effect.

Requirements – General

1. A water sensitive urban design (WSUD) Strategy shall be prepared for all new buildings. The Strategy shall demonstrate compliance with WSUD objectives of this DCP and with Council's Water Management Policy (PL 850). The Strategy must be prepared by a Civil Engineer, who has membership to the Institution of Engineers Australia (NPER-3). The Strategy shall include the following:
 - a. Proposed development – Describe the proposed development at the site, including site boundaries and proposed land uses;
 - b. Catchment analysis plan – Clearly showing the surface type (roof, road, landscape, forest etc) and the total areas. This must be consistent with the land use nodes within the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) Model;
 - c. Stormwater quality requirements – Demonstrate how Stormwater Quality Requirements of the Water Management Policy will be met, including the location, size and configuration of stormwater treatment measures proposed for the development;
 - d. MUSIC model - Prepared in accordance with the draft NSW MUSIC Modelling Guidelines unless alternative modelling parameters are justified based on local studies. Details of the modelling of those elements, parameters and assumptions used. All MUSIC data files must be provided to Council. Two models are required to be submitted – the existing site, and the proposed development. The modelling should demonstrate a neutral or beneficial effect over the existing scenario;
 - e. Integration with the urban design – Identify how the treatment measures will integrate with the development layout and the surrounding area. Proprietary devices in isolation to WSUD features are unlikely to be approved.

11. Landscaping

Objectives

- To integrate landscaping into development and the built environment as envisaged by the NSW Government's Greener Places Policy.
- To provide for the protection of existing and provision of new trees, shrubs and ground-covers in the public and private realm.
- To reduce the dominance of built form in the streetscape.
- To enhance the urban forest and reduce the urban heat island effect.
- Protection of existing and provision of new landscaping at ground and above ground levels by all new developments and public domain improvements.

Requirements – General

1. Where possible, existing trees should be retained, particularly where they are adjacent to the public domain.
2. A minimum of 20% of the site area is to be provided as landscaped area, which may be located on balconies, ground, podium and roof top levels or green walls of buildings.

3. Facades at the street level may incorporate planting on structures to enhance views from the public domain.
4. Where green walls are provided, they must be via a cladding structure with growing medium to facilitate extensive plant growth.

10. Definitions

Landscaped area - means a part of a site used for growing plants, grasses and trees, but does not include any hard paved area.

Planting on structures – means the incorporation of design solutions to contribute to the quality and amenity of communal and public open spaces, for example with green walls, green roofs, planter boxes (see Objective 4P-3 of the Apartment Design Guide).

12. Key Sites

Applies to Land

Land identified in the Key Sites map (Figure 2).

Objectives

- To facilitate the delivery of public domain infrastructure for Key Sites C, D & E.
- To detail the proposed conditions under which additional building heights and/or floor space ratios will be considered in exchange for public benefits.
- To ensure that publicly accessible open space is integrated with private development.
- To restrict vehicular access from arterial roads to optimise traffic flow and pedestrian safety.
- To ensure that the significance of nearby heritage items are identified and retained.

Requirements – Key Site A

1. The new pedestrian/vehicular roadway must be 20 metres wide and designed to accommodate:
 - a. 2 x 3.5m wide traffic lanes, one in each direction;
 - b. 2 x 2.5m wide parking lanes;
 - c. Parking/standing facilities for wedding and funeral vehicles adjacent to St Kevins Church;
 - d. 2 x 4m wide footpaths or provision of both a footpath and shared path;
 - e. Roundabouts at both intersections with Oaks Avenue and Howard Avenue.
2. The new building must be designed to:
 - a. Respect the heritage significance of adjoining heritage items;
 - b. Address the main street frontages and new roadway;
 - c. Provide spaces between buildings to add interest to the skyline, reduce the mass of development and facilitate the sharing of views and sunlight.

Requirements - Key Site C

3. The bonus development provisions outlined in WLEP 2011 for Key Site C are subject to the construction and dedication to Council of a new shared pedestrian/vehicular roadway mid-block between Oaks Avenue and Pacific Parade, in accordance with the Key Sites Map within WLEP 2011.
 - a. Maximum building heights:
 - i. 46m for land fronting Oaks Avenue (refer to building heights map);
 - ii. 16m for land fronting Pacific Parade.

- b. Maximum floor space ratio of 3.6:1.
- 5. The new pedestrian/vehicular roadway must be 15 metres wide and designed to accommodate:
 - a. Parking lane/s;
 - b. Adequate space for pedestrians, cyclists and outdoor seating and dining;
 - c. Priority controlled intersections at Oaks Avenue and Pacific Parade.

Requirements - Key Site D

- 1. The bonus development provisions outlined in WLEP 2011 for Key Site D are subject to the provision and dedication of an additional bus turning lane on the corner of Pittwater Road and Pacific Parade, in accordance with the Key Sites Map within WLEP 2011.
 - a. Allow the development to exceed the maximum floor space ratio by 240m².
- 2. The bus turning lane must be designed to facilitate bus and other heavy vehicle movements turning left from Pittwater Road into Pacific Parade.

Requirements - Key Site E

- 1. The bonus development provisions outlined in WLEP 2011 for Key Site E are subject to the provision of a publicly accessible through site shared pedestrian /vehicular link, landscaped open space areas and other pedestrian connections to Pittwater Road , in accordance with the Key Sites Map within WLEP 2011:
 - a. Maximum building heights:
 - i. 49 metres for land fronting Pittwater Road;
 - ii. 20 metres for land fronting Fisher Road and St David Avenue.
- 2. The new buildings are to designed to:
 - a. Provide generous ground level circulation space including a direct path of travel between Fisher Rd and St Davids Ave with a minimum width of 10m;
 - b. Maximise solar access to pedestrian areas;
 - c. Address the heritage significance of the heritage item known as 'Commonwealth Bank' at 691 Pittwater Rd, Dee Why;
 - d. Retain trees on the Fisher Road frontage;
 - e. Provide rear lane access for residents, visitors, garbage, service and delivery vehicles for premises fronting Pittwater Road;
 - f. Prioritise pedestrian access at the ground level either through restricting vehicular access at certain hours or allowing servicing from the basement.

13. Civic Centre Site

Applies to Land

This section applies to Lot 100, DP 1041823, 725 Pittwater Road, Dee Why, which is also known as 'Civic Centre', as set out in Figure 6.



11. Figure 6 – Civic Centre Site

Objectives

- To preserve the landscape and heritage qualities of the site.
- To provide new pedestrian connections that address changes in topography.
- To achieve Council’s Vision for a Community Hub in the Dee Why Town Centre by providing a range of community facilities and services relating to health, early childhood, government services, performing arts and entertainment, cuisine and retail.

Requirements

1. Redevelopment of the Civic Centre Site must be designed with regard to the indicative layout (Figure 7), and:
 - a. Provide individual building sites that are interconnected via Civic Drive with new pedestrian pathways and civic plazas, located between buildings;
 - b. Retain mature trees along St David Avenue and Pittwater Road;
 - c. Retain and respect the heritage significance of Dee Why Public Library and Northern Beaches Council Civic Centre;
 - d. Retain and enhance the heritage significance of the Civic Centre landscaping including sandstone outcrops and vegetation between the existing Council administration building, the existing library and along the western side of Civic Drive;
 - e. Retain the view corridors to and from the public buildings and landscaping.
2. A new civic plaza must be provided on the corner of Pittwater Road and St David Avenue and be designed to:
 - a. Define the corner as a point of interest and main pedestrian access to the site;
 - b. Accommodate high quality landscape treatments, outdoor dining, shaded seating and water sensitive urban design features.
3. Development must improve connectivity within the Civic Centre Site (with the Police Citizen’s Youth Club and public car park) and with the Dee Why Town Centre.

4. Minimum front building setbacks are to be provided as follows:
 - a. 15 metres to Pittwater Road to retain and enhance the existing Norfolk Island Pine trees;
 - b. Nil to St David Avenue.



12.

13. *Figure 7 – Indicative Civic Centre Site Layout*

14. Residential Flat Buildings

Applies to land

- Lots that share a boundary with the Civic Site (Figure 8):
 - Part Lot 11 DP 577062 (23 Fisher Road);
 - Lot CP SP 81758 (25 Fisher Road);
 - Lot CP SP 75040 (20 Kingsway);
 - Lot CP SP 4066 (18 Kingsway);
 - Lot CP SP 83379 (4-16 Kingsway);
 - Lot CP SP 1902 (Kingsway Court 2 Kingsway).
- Where sites are redeveloped for residential flat buildings on the northern side of Pacific Parade (Figure 9).

Objectives

- To provide apartment style housing in landscape settings of a similar scale to adjacent residential zones.

- To ensure adequate light, solar access and privacy by providing spatial separation between buildings.
- To maintain the existing visual continuity and pattern of buildings, rear gardens and landscape elements.

Requirements – General

1. New development will address the street by locating car parking below ground and maximising the number of premises with pedestrian entrances directly from the street.
2. Shared driveway access will be used where possible.
3. The minimum rear building setback is 6 metres. The rear building setback area is to be landscaped and free of any above or below ground structures. The rear building setback does not apply to corner allotments.
4. Buildings must be sited within an envelope determined by projecting planes at 45 degrees from a height of 5 metres above natural ground level at the side boundaries.
5. The minimum setback from a building to a side boundary is 4.5 metres.
6. On corner allotments, the side boundaries are taken to be the boundaries that do not have frontage to a public street. Fascias, gutters, downpipes, eaves, masonry chimneys, flues, pipes, or other services infrastructure may encroach beyond the side envelope.
7. The minimum area of landscaped open space is 40 per cent of the site area.
8. Above and below ground structures and private open space including basement carparking, vehicle access ramps, balconies, terraces and the like shall not encroach beyond the side boundary envelope or side setback except:
 - a. light fittings, electricity or gas meters, or other services infrastructure and structures not more than 1 metre above natural ground level including steps, landings, pedestrian ramps and stormwater structures may encroach beyond the required setback to within a minimum of 2 metres of a side boundary.
 - b. entrance and stair lobbies at ground floor level may encroach beyond the required setback to within a minimum of 2 metres of a side boundary.
 - c. waste management facilities.

Requirements – Pacific Parade

9. Development is to maintain a minimum front building setback of 4 metres.

Requirements – Lots adjoining the Civic Centre Site

10. Development is to maintain a minimum front building setback of 6 metres from the Kingsway and Fisher Road.



14.

15. *Figure 8 - Lots that share a boundary with the Civic Site that are physically and functionally separated by their topography to neighbouring civic uses*



16. *Figure 9 - Lots zoned B4 Mixed Use on Pacific Parade within Dee Why Town Centre which currently contain apartment style housing*

DCP PART H Parking

Appendix 1 Car Parking Requirements

17. The proposed amendments to the parking schedule are highlighted in red text.

18. Note: As expressed within the requirements table below, specific parking rates apply to certain uses within the Dee Why Town Centre. The boundaries of the Dee Why Town Centre are shown in Figure 1 of Part G1 Dee Why Town Centre.

Residential	
Use	Requirement
Multi-dwelling housing, Residential flat buildings, Serviced apartments (including holiday flats), Shop-top housing (residential component)	<p>19. General:</p> <p>20. 1 space per 1 bedroom dwelling</p> <p>21. 1.2 spaces per 2 bedroom dwelling</p> <p>22. 1.5 spaces per 3 bedroom dwelling</p> <p>23. 1 visitor space per 5 units or part of dwellings</p> <p>24. Within the Dee Why Town Centre:</p> <p>25. 0.6 spaces per 1 bedroom dwelling</p> <p>26. 0.9 space per 2 bedroom dwelling</p> <p>27. 1.4 spaces per 3 bedroom dwelling</p> <p>28. 1 visitor space per 5 units or part of dwellings</p> <p>29. 1 car share space per 25 dwellings (for properties with more than 25 dwellings) with each car share space replacing one (1) regular car parking space).</p>
Office and Business	
Use	Requirement
Business premises	<p>1 space per 40 m² GFA excluding customer service/access areas, plus, (NB – tmas recommends 44m² – pg 121)</p> <p>for customer service/access areas 1 space per 16.4 m² GFA.</p> <p>30.</p>

Office premises

1 space per 40 m² GFA.

Retail and Commercial	
Use	Requirement
Shop (includes retail / business component of shop top housing, retail premises and neighbourhood shop)	<p>General:</p> <p>1 space per 16.4 m² GLFA (6.1 spaces per 100 m² GLFA).</p> <p>The above rate may be varied in shopping centre complexes, such as shopping malls, where multi-purpose trips predominate, in accordance with the following:</p> <p>for 0-10,000 m² GLFA - 6.1 spaces per 100 m² GLFA</p> <p>for 10,000-20,000 m² GLFA - 5.6 spaces per 100m² GLFA</p> <p>for 20,000-30,000 m² GLFA - 4.3 spaces per 100 m² GLFA</p> <p>for more than 30,000 m² GLFA - 4.1 spaces per 100 m² GLFA</p> <p>31. Within the Dee Why Town Centre:</p> <p>1 space per 23.8m² GLFA (4.2 spaces per 100 m² GLFA)</p>