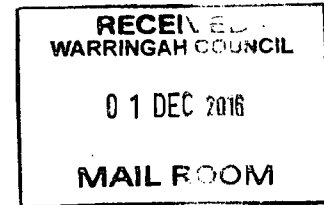
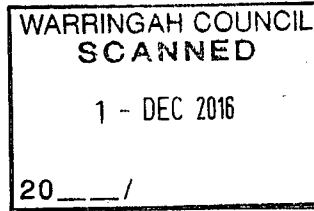




**Transport
for NSW**

Mr Neil Cocks
Manager Strategic Planning
Northern Beaches Council
Civic Centre, 725 Pittwater Road
Dee Why NSW 2099



ATTN: Maxine Szeto Project Officer

Dear Mr Cocks

**Dee Why Town Centre Planning Proposal – Consultation under Section 56(2)(d)
of Environmental Planning and Assessment Act 1979**

Thank you for your letter dated 18 October 2016 requesting Transport for NSW (TfNSW) to provide comments on the Dee Why Town Centre Planning Proposal. I would like to apologise for the delay in providing this response.

TfNSW has reviewed the Dee Why Town Centre Planning Proposal, April 2016 WSP Paramics Traffic Model Memo and Key Site Maps and provides a response which has consolidated issues from TfNSW at **TAB A**.

TfNSW supports planning and place making strategies that aim to intensify land use in close proximity to transport hubs. Providing homes and jobs closer to key transport infrastructure nodes helps to reduce the reliance on the private vehicle and promotes travel behavioural changes toward more sustainable travel choices.

TfNSW would work closely with Dee Why Council to achieve the proposed Dee Why Town Centre Masterplan and help identify transport infrastructure improvements to support the level of growth anticipated for the Dee Why Town Centre.

TfNSW advises a proposal of this size requires a transport impact assessment to understand the impacts of the proposed changes to the Floor Space Ratio (FSR) and Building Heights proposed in the amendments to the Warringah Local Environmental Plan 2011. There is insufficient information provided in the Planning Proposal to determine the impacts the proposed increase to FSR and Building Height will have the surrounding transport system.

TfNSW will be happy to host a Scoping meeting to discuss and agree upon an appropriate methodology to assess the proposed development densities.

Thank you again for the opportunity to provide feedback on the Dee Why Town Centre Planning Proposal. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



24/11/16

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD16/15065

TAB A — Detailed Transport for NSW Comments

Part 1 – Objectives or Intended Outcomes

3. Increase the overall building height across the Dee Why Town Centre by 3 metres, in exchange for a reduction in building podium height.

Table 1 provides a comparison of current and proposed FSR and height of buildings. It is unclear how the 3 metre has been applied. Key sites C, E and F appear to propose double the current building height planning control while maintaining "Proposed 3m increase for land within the Dee Why Town Centre (except for Sites A & B) to 27m. Please clarify.

(h) Monitoring the quantum of gross floor area and associated incremental increase of traffic generation in the context of overall road network and transport capacity.

TfNSW supports monitoring and assessment of the cumulative impact of traffic generated from the proposal with existing and approved development in the area.

It is not evident in the Planning Proposal how Council will implement a monitoring program, or how Council will assess cumulative transport impacts within the Dee Why Town Centre. The Transport Impact Assessment should assess the cumulative impacts of all proposed changes to the FSR and Building Height within the Dee Why Town Centre.

General Comment

The proposed rezoning includes changes to zoning which will increase the density within the Dee Why Town Centre. This will constitute a benefit for walking and cycling by bringing people closer to destinations. TfNSW suggests adding language to the LEP/DCP that will encourage end of trip facilities which allows developers to exclude end of trip facilities from their floor space calculation.