

20 December 2016

Tricia Zapanta
Strategic Land Use Planner
Roads and Maritime Services
PO Box 973
PARRAMATTA NSW 2150

Our Ref: 2016/413396

Dear Ms Zapanta

Referral comments - Dee Why Town Centre Planning Proposal

I refer to your letter dated 1 December 2016 regarding Roads and Maritime Services' comments on the Dee Why Town Centre Planning Proposal (planning proposal). Council appreciates the time taken to review the planning proposal and would like to clarify the following matters.

The intended outcome of the planning proposal is to implement the adopted Dee Why Town Centre Masterplan (2013) (Masterplan). The Masterplan proposes changes to building height controls, the application of a floor space ratio (FSR) control so as to limit the potential future development potential of the centre, and bonus development controls for certain key sites. The Masterplan does not propose any density/ floorspace ratio changes which have not been accounted for in previous traffic studies.

A number of traffic studies have been completed as part of the Dee Why master planning process. We understand that Matthew Lynch and John Begley from Roads and Maritime were involved in the consideration of the most recent studies. The studies include the study completed in 2007 by GTA Consultants, an updated study in 2014 by GHD, and the most recent study by WSP Parsons Brinckerhoff in 2016, which we previously provided to you.

A summary of the conclusions from each of the traffic studies is provided below:

1) Dee Why Town Centre Traffic Study – GTA Consultants (2007)

The 2007 GTA study determined the capability of the existing road network to accommodate the additional traffic that would be generated by the proposals for Key Sites A and B. It also provided advice on the level of overall development that could be accommodated in Dee Why as a whole under Warringah Local Environmental Plan 2000. This was undertaken in consultation with the then Roads and Traffic Authority (RTA) and State Transit Authority (STA).

The study took into consideration development arising from recently Council approved development application (DA) sites (including the Dee Why Hotel site), Council pending DA sites (including Key Sites A and B), and future potential development sites within Dee Why.

The study recommended modest infrastructure changes including a one-way road system at Howard and Oaks Avenues to effectively accommodate future potential development under the LEP over the next 20 years.

2) Dee Why Town Centre Traffic Model Update – GHD (2014)

The 2014 GHD study is an updated traffic study based on the 2007 GTA report. It determined the level of development in the Dee Why Town Centre that could be accommodated under the Option 2A2 scenario road network under a revised set of land use assumptions reflecting likely market take up. These assumptions included changes in land use mix and adoption of the updated trip generation rates prescribed by Roads and Maritime Services (RMS) in 2013.

A sensitivity analysis in the town centre found that the floor space for 28 developable sites within the town centre could be increased by 5 percent before the road network was affected.

3) Memo – WSP Parsons Brinckerhoff (PB) (2016)

The 2016 WSP Parsons Brinckerhoff report provided updated traffic modelling for the Dee Why Town Centre. The purpose of this report was to investigate whether a two-way road system could be accommodated as an alternative infrastructure upgrade for future growth.

PB reviewed the revised model undertaken by GHD and undertook model optimisation. The methodology included, amongst other things, removing traffic generated by sites already developed, revised traffic generations for certain key sites and removal of double counting or incorrectly applied traffic generations.

The results concluded that the two-way road system could be accommodated and would have greater benefits in terms of infrastructure requirements, costs and local community impacts.

Clarification on building height controls

The proposed 3 metre (one storey) increase in height is in exchange for a one storey reduction in the podium height. The new requirements will apply to the redefined Dee Why Town Centre (all B4 Mixed Use zoned land). The intent of this amendment is to create slimmer, slightly taller buildings to enhance sunlight and public amenity.

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).

Clarification on floor space ratio (FSR) controls

There are currently no FSR controls under Warringah Local Environmental Plan 2011 (LEP). The FSRs proposed in the Dee Why Town Centre Planning Proposal were developed having regard to the setback and height controls under Council's LEP 2000, and subsequently transferred to Council's current DCP.

FSRs have been introduced to ensure that the overall floor space and/or density in the town centre do not exceed the capacity identified in sensitivity analysis testing by GHD.

Next steps

We would welcome the opportunity to meet with representatives from Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) to discuss these matters in more detail. We would be available for a meeting in the week beginning 16th January 2017. Please contact Maxine Szeto on (02) 9942 2932 to confirm a meeting date/time and for other queries regarding this letter.

Yours faithfully

Neil Cocks
Manager Strategic Planning

cc: Robert Rutledge, Transport for NSW