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1 Introduction

1.1 OVERVIEW

On behalf of Dee Why RSL Club (Club), Urbis has prepared this site specific amendment to Part G6 of Warringah DCP 2011 (WDCP). Part G6 of the DCP is specific to the Dee Why RSL Club site. Embedded in the DCP is reference to an adopted site specific Masterplan for the Dee Why RSL Club site.

Warringah Council (now Northern Beaches Council) adopted a site-specific Masterplan for the Dee Why RSL Club site on 17th July 2001. The original Masterplan was incredibly detailed and responsive to a specific development outcome.

The originally adopted Masterplan incorporated five stages of development and has been amended over time due to the specific nature of the masterplan and changes in the market. WDCP references the June 2011 version of the masterplan and Stage 4 Amendment, which was the last substantial development works undertaken by the Club (pursuant to DA2011/1335).

This request for an amendment to the Warringah DCP 2011 is responsive to the next phase of works for the Dee Why RSL Club that will ultimately 'complete' the final stage of works as envisaged under the site specific Masterplan. The works are known as 'Stage 5'.

Understandably, the DA for the current proposed Club works can not be determined until such time as the DCP is amended and adopted by Council. The proposal is generally consistent with the provisions in the current DCP with the exception of the reference to the site specific masterplan and minor text changes. The Masterplan is the component of the DCP that has compelled this requirement for a DCP amendment.

This report contains the following sections:

- Background to the proposed amendment and the development history under the masterplan
- Planning Context
- Consultation with Northern Beaches Council (Council)
- Details of the proposed WDCP amendment
- Assessment of the proposed amendment and key planning considerations and including a demonstration that the proposed WDCP amendment and associated development works are consistent with the "design principles" that originally guided the built form contemplated in the Masterplan
- Summary and concluding comments

The following documents are attached to this request:

- Extract of the existing provisions of Part G6 of WDCP – refer to **Appendix A**
- A track change DCP Amendment document (and electronic word version) has been submitted – Refer to **Appendix B**
- Amended Masterplan drawings that accompany the DCP Amendment prepared by Altis Architecture – Refer **Appendix C**
- Traffic statement prepared by TTPA commenting on the change in car parking and the appropriateness of the proposed car parking numbers – refer to **Appendix D**.

1.2 BACKGROUND

1.2.1 DEVELOPMENT HISTORY

The recent Club development history and alignment to the previous masterplan stages is summarised below and in Table 1.

The original 2001 masterplan made provision for a five stage upgrade of the Club to broadly include:

- Refurbishment and additions to the Club building;
- A bowling alley at the lower level of the Club;
- A multi-level car park consisting 539 spaces (comprising 277 in the basement, 200 at level 1, 61 at level 1M (mezzanine);
- Enhanced landscaping;
- 130 room tourist accommodation component with associated car parking;
- Consent was granted for Stage 1 of the works along with approval of the site Masterplan.

The Club has been progressively implementing the approved stages of work. Modifications to the Masterplan have occurred over time and the recent planning history for the site is summarised below.

DEVELOPMENT APPLICATION	DETAILS	DATE
DA 2001/0394	Five stage Masterplan for the site and Stage 1 works	Approved 17/07/01
DA 2005/0292	<p>Revision to the Masterplan for Stage 2 works, comprising:</p> <p>The introduction of external terraces for patrons wishing to smoke due to the introduction of the NSW State Government's anti-smoking legislation.</p> <p>A partial reconfiguration of the internal spaces of the Club.</p> <p>A new lounge, bar and kitchen area in the north east corner of the site also providing an external terrace area</p> <p>Reconfiguration to the car park including the construction of an additional car parking level, improved access arrangements and more efficient layout providing improved circulation.</p> <p>Landscaping works</p> <p>Upgraded Pittwater Road façade treatment adjacent to the existing club entrance.</p>	Approved 13/09/05
DA 2008/0997	<p>Stage 2.5 Amendment comprises:</p> <ul style="list-style-type: none"> ▪ Provision of a partially enclosed area with a large internal courtyard at the North West portion of the Club. 	Approved 03/06/09

	<ul style="list-style-type: none"> ▪ Refurbishment of the existing café to provide for a new outdoor gaming area. ▪ An amendment to the current Masterplan to cater for the above proposed development. 	
DA 2009/0822	Alterations and additions to an existing club for a new outdoor gaming terrace including reconfiguration of an existing kitchen, toilets and changes to the club entry area.	Approved 18/09/09
DA2011/1335	<p>Alterations and additions to the Club including extension of outdoor gaming facilities, refurbishment of Level 3 function facilities, relocation of entrance foyer, internal alterations including rationalisation of dining areas and upgrade of the Pittwater Road façade.</p> <p>A concurrent amendment to the Masterplan was sought.</p>	Approved 14/03/12

This report outlines details of a proposed amendment to DCP, specifically the references and drawings of the adopted Masterplan, directly applying to Stage 5.

1.2.2 CURRENT PROPOSED CLUB WORKS

Concurrent to the request to amend the DCP, the Club is seeking consent under a Development Application (DA) for the following works (known as Stage 5);

- Demolition of the existing southern carpark;
- Construction of six levels of car parking, including four levels of basement parking and two levels above, comprising a total of 600 new car spaces;
- Construction of one additional floor level of club expansion space above the proposed carpark adjoining the existing registered club;
- Landscaping treatment along Clarence Avenue; and
- Staged construction works

Images of the proposed Club works contemplated in Stage 5 are below.

FIGURE 1 – PROPOSED STAGE 5 WORKS - CLARENCE AVE



FIGURE 2 – CLARENCE AVENUE ENTRY AND STREET ACTIVATION



2 Planning Context

2.1 WARRINGAH LEP 2011

The Warringah LEP 2011 is the principal planning instrument governing development on the site. The site is zoned R3 Medium Density Residential and Clause 2.5 relates to additional permitted uses on land nominated in Schedule 1 of WLEP 2011. Clause 9 of Schedule 1 states;

This clause applies to land at Pittwater Road, Dee Why, being Lot 1, DP 706230, shown as "Area 9" on the Additional Permitted Uses Map.

Development for the purposes of recreational facilities (indoor) (provided that the facility operates in conjunction with a registered club) and registered clubs is permitted with consent.

The current LEP was developed in accordance with the Standard Instrument - Principal LEP issued by the NSW Department of Planning and has no provisions requiring the preparation of site masterplan for any land uses or land size.

Notably, 'tourist and visitor accommodation' is a prohibited land use in the R3 zone and can not be realised as provided in Stage 5 of the Masterplan.

2.2 WARRINGAH LEP 2000

Historically the preparation of a site specific masterplan was a requirement under the previous Environmental Planning Instrument that was applicable to the site; Warringah LEP 2000. Clause 19 of WLEP 2000 states where a masterplan is required and the matters to be considered. The Locality Statement that was relevant to the Club site called up the preparation of the masterplan.

The Dee Why RSL was located in the E16 Pittwater Road North Locality as detailed in WLEP 2000. The E16 Locality Statement, in part, states as follows:

The Dee Why RSL Club will continue to cater for the recreational and leisure needs of the community. Development involved in the further expansion of the existing approved building and car parking areas is to be assessed with regard to a Master Plan for the site. This Master Plan will address issues such as views, visual impact, management of traffic and impact upon the amenity of the locality.

Clause 19 states:

19 When is a masterplan required?

(1) A masterplan is a document (consisting of written information, maps and diagrams) that makes more detailed provisions relating to development of the land to which it relates than this plan. A masterplan:

(a) outlines long-term proposals for development of the entire site to which the masterplan relates, and

(b) explains how those proposals address the range of matters outlined below.

(2) Where a Locality Statement requires development of land to be assessed with regard to a masterplan, the consent authority must not grant consent to that development unless:

(a) a masterplan for the development of the land has been adopted by the consent authority and the consent authority has had regard to it, or

(b) the consent authority has waived the requirement for the masterplan under subclause (3), or

(c) a draft masterplan for the land has been submitted to the consent authority for adoption, but either has been rejected by the consent authority or has not been adopted before the development application is deemed to have been refused by the Act.

If a Locality Statement requires development of land to be assessed with regard to a masterplan, but paragraph (b) or (c) applies, the consent authority must not grant consent to that development unless it has had regard to all matters listed in subclause (5) that are relevant to the proposed development.

(3) The consent authority may waive the requirement for a masterplan, but only if it is satisfied:

- (a) that the proposed development is of a minor nature only and is ancillary to the current use of the land, or*
- (b) that the development to which the development application relates is for the purpose of providing public infrastructure or utility installations, or*
- (c) that the proposed development complies, without variation, with all of the built form controls in the Locality Statement.*

(4) A masterplan may be prepared by, or on behalf of, the owner of the land concerned following consultation with the consent authority.

(5) A masterplan is to address, illustrate and explain, where appropriate, proposals covering the following range of matters (but is not limited to them):

- (a) design principles drawn from an analysis of the site and its context,*
- (b) phasing of development,*
- (c) distribution of land uses, including foreshore public access and open space,*
- (d) subdivision pattern,*
- (e) building envelopes and built form controls,*
- (f) pedestrian, cycle and road access and circulation network, with particular regard to public transport servicing,*
- (g) parking provisions,*
- (h) infrastructure provision,*
- (i) heritage conservation, including both Aboriginal and European heritage,*
- (j) remediation of the site,*
- (k) provision of public facilities,*
- (l) provision of open space, its function and landscaping,*
- (m) impact on, and improvements to, the public domain,*
- (n) identification and conservation of native flora and fauna habitat on the site, including any threatened species, populations or ecological communities,*
- (o) the principles of ecologically sustainable development,*
- (p) stormwater drainage and water management,*
- (q) bushfire hazard management,*

- (r) the relevant general principles of development control outlined in Part 4, and
- (s) any other matter it is required to address by the relevant Locality Statement.

Previous applications for refurbishment works to the Club have involved concurrent masterplan amendments given the prescriptive nature of the endorsed masterplan. The amendments were subject to Clause 19(8) and 19(9) of the WLEP 2000, which states,

"(8) A Master Plan may be amended by a subsequent Master Plan.

(9) An amendment to a Master Plan may be dealt with concurrently with a development application".

Warringah Council subsequently adopted the Masterplan on 17 July 2001 under the provisions of WLEP 2000.

2.3 WARRINGAH DCP 2011 (WDCP)

Warringah DCP 2011 (WDCP) is applicable to the site and contains guidelines for the future development of the Club land. In addition to the general provisions there are site specific guidelines (under Part G6) for the Club land identified as Lot 1 DP 706230.

WDCP contains objectives and requirements for development on the Club site in the following sections:

- 1. Masterplan
- 2. Built form
- 3. Boundary envelope
- 4. Boundary setbacks
- 5. Safety and security
- 6. Views
- 7. Landscaping and Civic Improvements
- 8. Economic and social sustainability
- 9. Traffic generation, car parking and vehicular access
- Attached copy of the 2001 Site Masterplan, as amended in 2011.

Section 1 – Masterplan in Part G6 of WDCP references the 2001 Dee Why RSL Club Masterplan and as such calls on consistency with both the DCP and Masterplan. The DCP states, *"Stage 5 of the Masterplan continues to have relevance in the DCP to identify the built form parameters for the Stage 5 works. A range of land uses, including residential accommodation, are permitted on the site by the LEP. Hence, the Masterplan will continue to have relevance to control the built form of future development options that propose development permitted by the LEP"*.

The proposed development will be the final stage of the current Masterplan relating to the site. Stage 5 as per WDCP relates to 'tourist style accommodation'. As detailed in Section 2.1, the Masterplan was first adopted by Council in 2001 but the LEP has subsequently been amended (WLEP 2011) and 'tourist and visitor accommodation' is now a prohibited use. The proposed and future development on the subject site relates to the expansion of the existing registered club use only and does not include tourist accommodation.

This application seeks an amendment to Part G6 of the WDCP.

3 Consultation with Northern Beaches Council

A pre-DA for the proposed works as detailed in Section 1.2 was held on 3 May 2016. Subsequent discussions and additional information was provided to Council including an analysis of the DCP guidelines and the masterplan plan-set and an argument that an amendment to the DCP was not required.

Notably a position was made by the Club that the *Environmental Planning and Assessment Amendment Act 2012*, which commenced on 1 March 2013, clarified the purpose and status of development control plans, being to **'provide guidance'** to proponents and Councils in achieving land use zone objectives and facilitating permissible development under an environmental planning instrument. Furthermore, to assist in the assessment of DAs, the amended legislation states that where a proposal does not comply with DCP controls, the consent authority is to be **'flexible in applying those provisions'** and allow for **'reasonable alternative solutions'** that achieve the objectives of those standards for dealing with that aspect of the development.

Council ultimately determined that given the change in the approved masterplan drawings, floor space and car parking numbers that form part of the DCP provisions, that the proposed works require the amendment of the DCP as the masterplan is an integral part of the DCP.

Council stated that in modifying the masterplan the issues of views, visual impact, traffic and amenity impacts should be discussed. Council officers agreed that amendments to the Masterplan drawings and text changes would be required to Part G6 but no fundamental change were required to the majority of the provisions in the DCP that apply to the Club site.

4 Details of the Proposed DCP Amendment

The proposed amendment to the DCP is required to accommodate the works as contemplated in a Development Application, lodged concurrently with this request, for:

- Demolition of existing southern rear car park and construction of a new 6 level car park (four basement and two above);
- One level of club extension accommodating bar lounge and restaurant space centred around an internal courtyard; and
- Refurbishment of the existing loading dock and porte cochere from Clarence Avenue.

A DCP amendment is required given the high level of detail within the approved Masterplan drawings, the change in permitted land use, the stipulated numbers of car parking and floor space for each stage. As the DCP references the masterplan drawings, there is an inconsistency with the proposed works and the current Stage 5 Masterplan drawings.

In order to accommodate the above development, the DCP is proposed to be amended broadly as follows:

DCP SECTION	DETAIL
Update the Masterplan drawings	<p>Stages 1 to 4 are developed and constructed. The current Stage 5 entails:</p> <ul style="list-style-type: none"> ▪ car parking ▪ tourist style accommodation ▪ outdoor pond ▪ fit out of admin office <p>An amended Stage 5 is proposed which details the proposed club refurbishment works and comprising car parking and club extension.</p> <p>Altis Architecture has prepared updated staging drawings detailing the Masterplan stages and is attached as Appendix A.</p> <p>The summary drawing and the Area schedule is removed as this is overly prescriptive.</p>
Section 1- Masterplan	<p>Update the requirements section of the DCP that draw reference to Masterplan drawing references. Provide a statement to clarify the applicability of the Masterplan on any future works.</p> <p>The Notes section is largely deleted as the revised drawings do not reflect a tourist style development as it is prohibited. This commentary is no longer required.</p>
Section 3 – Boundary envelope	<p>An additional statement included to allow for minor encroachments where the DCP objectives are still satisfied.</p>

Section 4 - Boundary setbacks	Removal of the residential reference which related to tourist style accommodation.
Section 8 - Economic and Social Sustainability	Update the requirements that reference that development is to be in accordance with the Masterplan.
Design Principles - stated throughout Part G6	The design principles have intrinsically been included in the Objectives and Requirements of the DCP. Some design principles are no longer relevant as they may refer to completed stages or variations to works. An assessment of the amendment against the Masterplan Design principles (in Section 6.1) demonstrates that the proposal is consistent with the overall intent and objectives of the Masterplan.

As such, the following documents are attached to this request:

- A track change DCP Amendment document (and electronic word version) has been submitted – Refer to **Appendix A**
- Amended Masterplan drawings that accompany the DCP prepared by Altis Architecture – Refer **Appendix B**.
- Traffic statement prepared by - commenting on the change in car parking and the appropriateness of the proposed car parking numbers – refer to **Appendix C**.

5 Assessment against Warringah LEP 2011, Warringah DCP 2011 and Warringah LEP 2000

5.1 WARRINGAH LEP 2011

The matters of relevance to the proposed amendment in WLEP 2011 are summarised in the table below along with a comment:

TABLE 1 – WLEP COMPLIANCE

WLEP PROVISION	RESPONSE
<p>The site is zoned R3 Medium Density Residential.</p> <p>Clause 2.5 relates to additional permitted uses on land nominated in Schedule 1 of <i>WLEP 2011</i>. Clause 9 of Schedule 1 permits the existing land use.</p>	<p>The proposed amendment corrects an anomaly with the listed land uses as 'tourist and visitor accommodation' is prohibited in WLEP 2011.</p> <p>Permissible land uses are contemplated in Stage 5 of the masterplan amendment and all other amended provisions of DCP.</p>
<p>Clause 4.3 – Height</p> <p>Maximum building height of 12m</p>	<p>The DCP remains consistent with the maximum permitted building height in WLEP. Any height non compliances would be justified in a DA submission pursuant to Clause 4.6 of WLEP. Refer to separate DA submission for the Stage 5 works.</p>
<p>Clause 6.2 – Earthworks + Clause 6.4 Development on Sloping Land</p> <p>The site is identified on Council's Landslip Risk Map</p>	<p>The amendment has been considered in relation to Clause 6.2 of WLEP which aims to ensure that earthworks do not impact on surrounding properties or result in an unsatisfactory environmental impact.</p> <p>Given the construction of basement carpark, a Geotechnical Report prepared as part of the detailed DA for the works demonstrates that the proposed Stage 5 works, including the basement carpark, can be constructed without a risk of landslip or impact on adjoining properties.</p>
<p>Clause 6.3 – Flooding</p> <p>The site is identified within a Flood Planning Area</p>	<p>No implications on Part G6 of WDCP. A Flood report will form part of the detailed works for Stage 5 and any other future development if required.</p>

5.2 WARRINGAH DCP 2011

The proposed amendments do not fundamentally change the built form provisions in Part G6 of WDCP. Overall the building envelope controls, building setbacks and objectives and requirements of all parts of the DCP are unchanged. The amendments assists in the legibility of the built form controls as the built form articulated in the current masterplan drawings, including Stage 5, does not neatly correlate with the existing DCP provisions. The amendments will clarify the requirements for the amended Stage 5 but also future development on the Club site.

The matters of relevance to the proposed amendment to Part G6 of WDCP 2011 are summarised in the table below along with a comment:

WDCP PROVISION	COMMENT
Preliminary	The removal of the design principles were considered appropriate as they have been incorporated into each of the objectives and requirements of the DCP. A comment is provided against each removed design principle, below.
1. Masterplan	<p>The references to the Masterplan set have been updated to reflect the current, proposed design and the intended development outcome on the site. This corrects an anomaly that exists whereby a prohibited land use (and its subsequent built form) is detailed within Stage 5 of the Masterplan drawings.</p> <p>As Stage 5 completes the Masterplan, an additional requirement assists in articulating how future development is to be assessed on the subject site.</p>
Masterplan - Notes	The commentary in relation to prohibited land uses is no longer required as 'tourist and visitor accommodation' has been removed from the drawing set.
2. Built Form	The design principles in the notes section have been deleted as the overarching aims and intent within these principles are contained within the stated objectives in this section of the DCP.
3. Boundary Envelope	<p>This section is largely unaltered except for the inclusion of an additional statement that allows for minor non compliances to the building envelope control. This would only be allowed where the objectives remain satisfied. The concurrent DA submission proposes minor encroachments and are justified within the Statement of Environmental Effects.</p> <p>Architectural features were considered reasonable to be included in the 'Exceptions' as they are not bulky, constitute floor space and are similar to the other listed exceptions. The objectives of the section still need to be satisfied if these encroachments are permitted in any future DA.</p>
4. Boundary Setbacks	The removal of the reference to residential development was appropriate given Stage 5 no longer proposes 'tourist and visitor' accommodation and as such corrects this historical anomaly. The amended Stage 5 only relates to Club uses.
5. Safety and Security	The design principle does not add any new considerations that are not already addressed in the Objectives and general CPTED considerations that would be required for any development on the site as part of a DA.

6. Views	There is no change to this section. The concurrent DA submission appropriately addresses the works contemplated in Stage 5, including the increase in building height under Clause 4.6 of the LEP. This is a DA consideration.
7. Landscaping and civic improvements	The design principle does not add any new considerations as R3 includes commentary in relation to the war memorial. How the 'ANZAC spirit' and 'RSL movement' is articulated into the landscaping or site generally would be best advised by the RSL Club itself. The Club's intrinsic values are important but does not need to be defined in a DCP.
8. Economic and Social Sustainability	As the amended Stage 5 works completes the works as contemplated in the Masterplan, more general requirements are appropriate to satisfy the economic and social objectives. The former design principles are incorporated into the requirements and do not need to be duplicated in the 'Notes' section.
9. Traffic generation, car parking and vehicular access	The deletion of the design principle is appropriate as this was driven by the works proposed in Stages 3 and 4 of the adopted Masterplan. The pedestrian access has been enhanced from Pittwater Road and constructed in previous stages. No change is proposed in the amended Stage 5 or in the immediate future.

5.3 WARRINGAH LEP 2000 – MASTERPLAN PROVISIONS

Although Warringah LEP 2000 does not apply to the land, a high level assessment of the provisions of Clause 19(5) of WLEP 200 has been undertaken given the Masterplan remains referenced in the DCP amendment. This Masterplan was prepared under this previous instrument and the relevant considerations. As an amended Stage 5 is sought in the current amendment and concurrent DA, a summary of the proposal's compliance is provided in the table below:

TABLE 2 – WLEP 2000 – CLAUSE 19(5) CONSIDERATIONS

CLAUSE 19(5) OF WLEP 2000/ MASTERPLAN REQUIREMENTS	COMMENT
Design principles drawn from an analysis of the site and its context	A separate site analysis has been undertaken for the development application for Stage 5 works. The proposed amendment is in keeping with the design principles contained within the original Masterplan. The amendment ensures the principles are covered in the objectives and requirements of the DCP.
Phasing of the development	The proposed Masterplan has been progressively implemented on the site. The amendment completes the fifth and final stage of development.
Distribution of land uses, including foreshore public access and open space	The proposal, as outlined in the concurrent Stage 5 SEE, is consistent with the Masterplan in that it will increase the diversity of facilities available to the public, whilst considering the surrounding environment.

Subdivision pattern	No variation to the surrounding subdivision pattern is proposed in the application.
Building envelopes and built form controls	The amendment to the Masterplan does not increase beyond the existing height of the Club building. A full assessment of the built form and appropriateness of the development (including any non compliances with WLEP 2011) are contained in the Stage 5 development application lodged with this amendment.
Pedestrian, cycle and road access and circulation network, with particular regard to public transport servicing	The Club is well serviced by public transport by services along Pittwater Road and within walking distance of the Dee Why town centre. No variation to the existing transport arrangements are proposed as part of this amendment.
Parking provisions	The proposed amendment do not increase the demand for car parking as the total GFA originally contemplated in the Masterplan is decreased. Additional levels of basement car parking are however proposed as part of the Stage 5 works to accommodate any future Club works and to meet a demand for car parking to ensure there is no on street parking on residential streets. The SEE for the Stage 5 works has fully assessed the traffic and car parking implications for the development and concludes that the proposal is appropriate. A traffic statement has been prepared as part of this amendment and provides comment on the provision of car parking and traffic generation. Refer to Section 6 .
Infrastructure provision	The current services to the Club will not be adversely affected by this amendment and the existing infrastructure can cater for the proposed development.
Heritage conservation, including Aboriginal and European heritage	The site is not located in an area of Aboriginal or European heritage significance.
Remediation of the site	The site is an established and constructed site. The Stage 5 amendment seeks additional basement levels and this has been adequately assessed in the concurrent DA submission in terms of land stability, geotechnical and contamination. The site does not require remediation.
Provision of public facilities	The Club is a "Community" Club that delivers services and support to the surrounding areas and is accessible by the general public. The proposed amendment does not alter this.
Provision of open space, its function and landscaping	The Club site is an already developed site however the DCP amendment will make no substantial changes to the existing overall landscaped objectives of the site. The concurrent Stage 5 DA proposes a substantial improvement to the landscaping along Clarence Avenue.

Impact on and improvements to the public domain	<p>The amendment will alter the public domain at the Clarence Avenue frontage through the creation of a new car park and club level. However the proposed building is designed to be within the established setbacks of the DCP and within the building envelope controls as well as meeting the built form objectives. The current layout articulated in the Masterplan drawings was tourist accommodation and was responsive to that land use. The design proposed in Stage 5 allows for the continuation of the Club building to the south. The landscaping treatment will also be enhanced improving the public domain on this frontage.</p> <p>A full assessment of the Stage 5 works is contained in the concurrent DA submission.</p>
Identification and conservation of native flora and fauna habitat on the site, including threatened species, populations or ecological communities	The site does not contain any species, flora or fauna of any significance.
Principles of ecologically sustainable development	The proposed amendment will be consistent with those principles of ESD contained in the Masterplan. Any future proposed works will incorporate energy and water saving devices where appropriate and comply with the remaining applicable sections of WDCP 2011.
Stormwater drainage and water management	The amendment to the Masterplan will not be detrimental to the stormwater drainage and water management as envisaged in the Masterplan.
Bushfire hazard management	The site is not bush fire prone.
Relevant general principles of development control outlined in Part 4	<p>Relevant principles that were used to inform Council's original decision in 2001 to approve the Masterplan are contained in WLEP 2000 and are; CL38 Glare & Reflection; CL42 Construction Sites; CL43 Noise; CL47 Flood Affected Land; CL51 Front Fences & Walls; CL53 Signs; CL61 Views; CL63 Landscape Open Space; CL66 Building Bulk; CL67 Roofs; CL 69 Accessibility; CL70 Site Facilities; CL71 Parking Facilities (visual impact); CL72 Traffic Access & Safety; CL73 On Site Loading and Unloading; CL74 Provision of Car Parking; CL75 Design of Car Parking Areas; CL78 Erosion & Sedimentation.</p> <p>These provisions are no longer in force and the proposed Stage 5 works is assessed against the relevant development controls of WLEP 2011 and WDCP 2011. The assessment forms part of the SEE/DA for the works, lodged concurrently.</p>
Any other matter is required to address by the relevant Locality Statement	There are no additional matters outlined in the locality statement that have not already been addressed in this amendment.

6 Assessment of the Proposed DCP Amendment

Overall, the proposed amendment is appropriate as:

- The proposal maintains the established use of the site for recreational and leisure purposes of the club for the local community. The approved site Masterplan is being amended to incorporate the proposed changes at Stage 5 to continue this use.
- The proposed Stage 5 works complies with the DCP for ongoing development of the Dee Why RSL Club, and the works have been assessed in the DA submission lodged concurrently with this amendment. The proposed development is consistent with the objectives and desired future character of the locality as a registered club and associated activities.
- Views, visual impact, traffic management and impact on the amenity of the locality are considered to not be unreasonably impacted upon by the development.

The following sections address the key planning considerations of the proposed DCP Amendment.

6.1 CONSISTENCY WITH THE ORIGINAL MASTERPLAN DESIGN PRINCIPLES

6.1.1 OVERVIEW

Whilst it is important to note that the proposed DCP amendment is largely required because of the lack of consistency with the floor space, car parking and staged drawing set that formed part of the site Masterplan. Accordingly, an assessment against the original Masterplan is contained in this section.

The adopted 2001 Masterplan is premised on four design principles that when satisfied will achieve a built form outcome in accordance with the stated Masterplan aims and objectives for Club upgrading. These aims and objectives and the design principles are largely transposed into Part G6 of WDCP 2011 Objectives in Requirements in some way. This amendment does not propose to undermine the adopted design principles, recognising that some components are less applicable as the site has developed.

The following analysis demonstrates that the proposed amended Stage 5 works are consistent with the aims and objectives of the original masterplan and the design principles.

6.1.2 AIMS AND OBJECTIVES OF THE MASTERPLAN

The aims and objectives of the original Masterplan were formulated taking into consideration the needs of the RSL Club at that point in time as well as the opportunities and constraints of the site, Council's relevant planning controls, and the social impact of the Club in the locality. The aims and objectives were:

1. *To substantially upgrade the quality and quantity of services and amenities provided by the club for the benefit of members, visitors and the vast number of community groups supported by the club;*
2. *To ensure the long term economic viability of the club and provide a variety of services that will achieve this objective;*
3. *To improve the scenic quality of the site by providing an urban design solution that respects the topography of the site and the nature of surrounding development;*
4. *To retain the existing views to, from and through the site and promote a high quality outlook for surrounding residential areas;*
5. *To provide high quality landscaping throughout the site including dedication of land to the public domain;*

6. *To provide appropriate and well considered traffic planning solutions to minimise the impact of the Club activities and the surrounding road network; and,*
7. *To provide adequate car parking facilities to accommodate the demand for off-street car parking, based on patronage and user surveys of the existing Club facilities and similar club developments.*

The proposed amendment is consistent with the aims of the Masterplan for the following reasons:

- The proposed works contemplated in Stage 5 DA will upgrade the Dee Why RSL Club through a refurbishment of some existing internal space and to provide new Club space to benefit members and visitors to the Club.
- The scenic quality of the development will not be jeopardised by the proposal as good architectural design will be used utilising compatible and high quality finishes and material as well as generous landscaping provided.
- The proposal does not propose any increase in height beyond the highest point of the Club, noting the current Club is non compliant with the WLEP 2011. The proposal will therefore retain existing views and will not diminish the outlook of the surrounding residential areas. Refer to Section 6.4, below.
- The proposal provides high quality landscaping surrounding the built form of the Club.
- The amendment for new Club floor space facilities ensures the economic viability of the Club by providing additional facilities for patrons and a new address to Clarence Avenue. The Club regards the investment in providing quality leisure facilities for casual social activity assists in the long term viability of the Club by offering a choice of comfortable attractive venue facilities to meet community demands.
- The proposed parking provision will be adequate and appropriate, and that any increase in GFA and car parking spaces will not have an adverse impact on traffic generation. All car parking can be readily accommodated on the road system without any adverse implications. Further, the club has good access to public transport and taxi services and the use if these transport options are encouraged to reduce the potential incidence of drink driving with private car use to/from the site. Refer to Section 6.2, below.

6.1.3 PRINCIPLE - BUILDING PROFILE AND STREETScape

To utilise the existing topography to provide a Club building of 3 storeys in height when viewed from Pittwater Road and to step down in height to provide a transition to the scale of residential development to the north and east. Built elements to the northern frontage should be set back to provide a wide landscaped strip to match residential development to the north. Built structures on the western and southern frontages should adopt the residential nature of surrounding development.

Comment

- The proposed works are compliant with this design principle and the principle has been embedded into the objectives and requirements of the DCP provisions. The amendment seeks to refurbish internal areas of the club, provide new Cub area, provide additional car parking and improve the eastern frontage of the Club. There will be no change in the current setback along Hawkesbury Avenue. The Club will continue the existing 3 storeys presentation to Pittwater Road and will not have a substantial impact on the approved building profile. Development will respond to the residential interface on Clarence Avenue by building within the building envelope controls.
- A two level tourist accommodation built form was proposed on the Clarence Avenue frontage. The proposed amendment will result in minimal changes to the existing built form (albeit a change in land use) when considering the whole development.
- The proposed car park and Club extension will use materials compatible with the existing built form and provide landscaping in front of the carpark, to improve the appearance and streetscape.

- The proposal will maintain the predominate building setbacks along the eastern frontage to provide a positive visual outcome and streetscape to the residential development to the east. The proposal retains the established urban relationship with the surrounding residential development.
- The design of the proposal mirrors the existing external materials and finishes of the Club therefore ensuring compatibility with the surrounding development.
- The spatial relationship between the proposed Stage 5 works and adjacent residential areas to the south and east ensures that the proposed additional building profile will not give rise to any unreasonable loss or effect on solar access to those adjacent residences. See commentary below.
- In terms of height, the proposed amended built form is consistent with the existing club and the prevailing residential height limits that are considered to be consistent with the desired future character for this locality.

6.1.4 PRINCIPLE – VIEW ASSESSMENT

To ensure that the existing views across the site are maintained by limiting the height of the development on the western frontage to the maximum height of the existing Club building as it presents to Pittwater Road. This does not preclude structures on the site exceeding the height limit under Council's LEP, as a result of topography or by virtue of retaining the existing structures.

Comment

- The proposal does not contain any increase in height beyond the highest point of the Club. The proposal will therefore retain existing views and will not diminish the outlook of the surrounding residential areas, particularly from properties located to the west of the site.
- Similarly, views towards the club from the northern and eastern adjacent residential areas will remain characterised by the predominance of club facilities, as they have done for many decades. The built form however will be slightly altered with the provision of a glazed roof form internalised in the site. Given the landscaping topography and orientation of proximate dwellings towards the Club on Clarence Avenue, the proposed design is as much intended to prevent views from the site into adjacent residences thereby minimising any potential effects on privacy.
- Existing views across the site will be maintained. A detailed view analysis is provided in the concurrent DA. Refer also to Section 6.4 below.

6.1.5 PRINCIPLE – LANDSCAPING AND CIVIC IMPROVEMENTS

To provide appropriate landscaping that complements the design philosophy of the built structures on the site and provides for an appropriate transition to the surrounding residential areas, particularly those to the north and east. The northern portion of the site should be specifically set aside for open spaces and civic improvements such as a war memorial. Landscaping elements should be designed to contribute to the public domain and should consider the safety and security of both public and private spaces.

Comment

The proposed works are compliant with this principle for the following reasons:

- The proposal makes no changes to the existing landscaping setbacks fronting Pittwater Road. It retains a pleasant visual appearance and provides an appropriate transition to surrounding residential areas. Hawkesbury and Clarence Avenues will be embellished as part of the Stage 5 works providing a consistent theming and improved appearance along these frontages.
- The northern portion of the site will remain as a war memorial and civic space and no immediate works are proposed in Stage 5. Further, the key function of the Memorial Garden as a civic space to commemorate Anzac Day will remain unchanged.
- The Stage 5 works are centred on the Clarence Avenue frontage and streetscape and will provide appropriate landscaping that complements the design philosophy of the existing and proposed built

structures on the site and provides for an appropriate transition to the surrounding residential areas, particularly those to the east and south.

- The proposal continues the theme of ensuring a high quality landscaping outcome for the Club.

6.1.6 PRINCIPLE – TRAFFIC GENERATION, CAR PARKING AND VEHICULAR ACCESS

The future development of the site should consider the rationale and recommendations of the separate Traffic and Parking Report prepared by Gary Shiels and Associates. Additional peak traffic generation should be assessed using the rates provided within the Master Plan. Similarly, car parking should be provided in accordance with the calculation methods with the Master Plan. Vehicular access should be restricted to Clarence Avenue and Pittwater Road and should comprise separate ingress and egress driveways.

Comment

Overall, restricting the site access to Clarence Ave and existing approved Club use is unchanged by the proposed Stage 5 works. The traffic and car parking has also been assessed in detail as part of the concurrent DA submission for the Stage 5 works. The following comments are made:

- Part C3 of WDCP 2011 does not specify any standards for 'Registered Clubs', rather that the base parking demands be based on comparison with similar facilities. The previously approved development applications (DA 2001/394, DA2005/0292 and DA2008/0997) and adopted Masterplan, established a rate of 1 space per 18.3sqm of floor space. The current traffic assessment for the Stage 5 works, undertook patronage, parking and traffic surveys at the Club on normal peak nights. These are considered to be the most pertinent as there are no clubs of comparable size, socio economic catchment, geographical and urban development or public transport circumstances.
- The projected traffic generation is based on the surveys of the existing Club as the RMS Development Guidelines do not have any criteria for RSL clubs. The traffic generation and associated impact on the surrounding road network was assessed as appropriate.
- The proposal includes additional car parking spaces than was contemplated in the amended Masterplan. This is to account for potential future changes in the buildings use over time and/or further development of the site via future LEP changes and given the inability for further basement parking being able to be constructed on the site, the provision of surplus on-site car parking is beneficial to the Club and the Dee Why community.
- Refer to Section 6.3 below for additional commentary.

6.2 FLOOR SPACE IMPLICATIONS

Overall the total amount of floor space contemplated in the five stages of development is reduced from the original Masterplan and the 2011 amended version.

The total floor space proposed in 2001 was 18,226sqm and 18,438sqm in 2011. The proposed floor space at the completion of Stage 5 as detailed in the concurrent DA proposal will be 16,533sqm. This represents a reduction of 1,693 to 1,905sqm from the approved masterplan. When examining the current proposed Stage 5 works, the amount of floor space of the former tourist accommodation was 5,247sqm compared to the 3,911sqm of additional Club floor space.

A summary table has been devised below to assist in the understanding of the floor space across the stages.

TABLE 3 – MASTERPLAN COMPARISON TABLE

GROSS FLOOR AREA & CARPARKING SUMMARY			
CARPARKING NO.S			
	APPROVED MP (2008)	AMENDED MP (2011)	AMENDED MP (2016)
STAGE 1	157	157	157
STAGE 2	74	74	74
STAGE 3	--	--	--
STAGE 4	--	--	--
STAGE 5	326	326	600
TOTAL	557	557	831
CLUB AREAS			
STAGE 1	8,043 sqm	8,043 sqm	8,043 sqm
STAGE 2	4,367 sqm	4,367 sqm	4,367 sqm
STAGE 3	(995 sqm)*	(995 sqm)*	(995 sqm)*
STAGE 4	569 sqm	212 sqm (2,595 sqm)*	212 sqm (2,595 sqm)*
STAGE 5	--	569 sqm	3,911 sqm
SUB TOTAL	12,979 sqm	13,191 sqm	16,533 sqm
ACCOMMODATION AREAS			
STAGE 1	--	--	--
STAGE 2	--	--	--
STAGE 3	--	--	--
STAGE 4	--	--	--
STAGE 5	5,247 sqm	5,247 sqm	0 sqm
SUB TOTAL	5,247 sqm	5,247 sqm	0 sqm
TOTAL	18,226 sqm	18,438 sqm	16,533 sqm

* REFURBISH EXISTING CLUB AREA. NOT ADDITIONAL AREA

6.3 TRAFFIC AND CAR PARKING

The Statement of Environmental Effects, as part of the DA for the Stage 5 works, includes an assessment of the proposed works which concludes that the proposed car parking is sufficient to accommodate the works now proposed along with a surplus for future growth.

The proposed number of car parking spaces are summarised in Table 3 above.

A comprehensive traffic statement is included in the concurrent DA submission and assesses the additional floor space and provision of car parking. A summarised statement is included in this report as an Appendix. It states,

"As part of the traffic & parking report prepared to accompany the Stage 5 planning application we have assessed the parking demand for the site and concluded that:

Adopting the "worst case" peak patron assessment of 1,680 persons on Friday and 1,004 persons on Saturday with the survey established "cars per patron" characteristic from the survey results the projected future peak parking demand will be 588 cars on Friday and 482 cars on Saturday. This projection indicates a generous buffer of some 242 spaces available which will provide for:

- absorbing the existing on-street parking by Club patrons
- peak seasonal activities at the club (e.g. Christmas)
- occasional concurrence of peak activity (e.g. concurrent use of the auditorium and function areas)

- a "future club extension" use which generates additional parking than that assessed
- potential further development of the site (subject to future planning control changes)

It is apparent however that the proposed 830 parking spaces will be a robust provision which is an appropriate outcome for the amended Masterplan".

It should be noted that the amount of floor space proposed in this amendment is less than was contemplated in the Masterplan.

Additional car parking is proposed beyond that required to accommodate the Stage 5 floor space. However given the proximity of the RSL Club to the Dee Why town centre, the potential for future changes in the building use over time and/or further development of the site via future LEP changes and given the inability for further basement parking being able to be constructed on the site, a surplus of on-site car parking is beneficial to the Club and the Dee Why community.

6.4 VIEWS

The Masterplan requires that view sharing be considered for any development with reference to the Land and Environment Court planning principles of view sharing which arose from *Tenancy Consulting v Warringah Council*.

The principal of view sharing involves a four step assessment to decide whether view sharing is reasonable. The steps include;

- Assessment of views affected,
- The part of the property to which the views are obtained,
- The extent of the impact with respect to the whole of the property, not just for the view that is affected,
- Reasonableness of the proposal that is causing the impact.

As demonstrated by extract from the view impact assessment as part of the DA submission for the Stage 5 works (see Figure below), the proposed addition does not result in any impact on the water views currently obtained from the western side of Pittwater Road.

The proposed building height is comparable to the existing Club, Ocean grove and other residential buildings and the Club extension southward does not impede upon views of importance or significance.

FIGURE 3 – EXTRACT FROM VIEW IMPACT ANALYSIS



6.5 BUILT FORM

A key objective of the Stage 5 works is to upgrade the Clarence Avenue façade of the building to be more in line with the club's façade along Pittwater Road. With the removal of the permissibility of tourist accommodation, this provided the opportunity to upgrade this frontage and extend the Club building.

The Stage 5 work proposes redevelopment of the south-eastern portion of the site. In order to connect the existing building to the proposed addition, the new club level will be consistent with the height of the existing building. The proposed façade treatment on the eastern boundary provides for a clear entrance way that addresses Clarence Avenue and connects with the public domain. This façade of the building includes a unique architectural design including the use of concrete blades to articulate the building. This will be further softened through the planting of multiple trees along the Clarence Avenue frontage. We consider this treatment to be compatible with the existing site conditions and surrounding development. The proposal meets the intent of the objectives.

The proposed development is to be sited within a building envelope controls of the DCP determined by projecting planes at 45 degrees from a 5m height above ground level on the eastern boundary. The façade is setback 6m – 9m from the boundary and integrates appropriately with the public domain interface at Clarence Avenue. The proposal meets the intent of the DCP objectives.

The Architectural Design Statement prepared by Altis as part of the DA submission states,

"The aim is to provide some glimpses into the addition to level 2 of the club to provide activation to the street while also respecting the privacy of the residential buildings to the east of Clarence Avenue. To provide this activation, the club will have a glazed façade that runs from the south east corner of the proposed addition to the new entry. This glazing will be visible from the street in some areas and obscured with formal landscaping in other instances. As well as providing activation to the street, the level of finishes to the façade will also be upgraded to include a Zinc cladding component at the entry. The zinc was chosen as it references the zinc cladding on the fascia on the Pittwater Road façade of the building

As noted above, the glazing starts at entry and ends at childcare as one continuous element weaving behind landscaped blades while taking a more prominent position at the clubs main

entry and southern corner with the aim of providing a cohesive and undulating façade along the length of the development

The car park is set back from the level 2 façade and painted in a dark colour so that it appears recessive against the playful and undulating aesthetic of the club glazed facade over. The loading dock is set back further from the car park and again painted out in dark colours to recess further from the main architectural features and landscaping

To breakdown the length of the façade and also provide a substrate for the landscape to climb on the façade, vertical fibre cement blades have been added to the façade. This architectural feature specific to the battery house zone acts as an interface between the internal spaces and glass façade with the external planting".

6.6 AMENITY IMPACTS

The DCP amendment does not propose any change to the fundamental built form controls within Part G6 namely the building envelope controls, setbacks or built form objectives in Section 2 of Part G6. These are guiding principles which aim to minimise impact on the surrounding residential amenity.

A shadow impact study has been conducted by Altis Architecture as part of the DA submission. The analysis indicates that the majority of the shadow cast from the proposed development would not effect the existing residences on Clarence Avenue between 9am and 12pm. The front gardens of the dwellings would be shadowed at 3pm. Notwithstanding, the dwellings will receive solar access in line with the ADG guidelines and the proposal will have a minimal impact on the residences.

The proposed work aim is to provide some glimpses into the addition to level 2 of the club to activate the public domain while also respecting the privacy of the residential buildings to the east of Clarence Avenue.

The DA submission and detailed design of the Club building will ensure privacy, overlooking and shadowing is appropriately addressed to the benefit of surrounding residential area to the south and east.

7 Summary and Conclusion

Overall, the proposed amendment to Part G6 of the DCP is considered to be appropriate for the following reasons:

- The proposed amendments assists in the legibility of the site specific controls as the built form articulated in the current masterplan drawings, including Stage 5, does not neatly correlate with the existing DCP provisions in Part G6. The amendments will clarify the design principles and guidelines for the amended Stage 5 but also future development on the Club site.
- The amendment is consistent with the aims, objectives and design principles of the adopted Masterplan for the site.
- The Stage 5 works have been assessed in accordance with the applicable planning policies including the previous Environmental Planning Instrument, Warringah LEP 2000, specifically Clause 19, and found to be appropriate.
- The proposed amendment corrects an anomaly with the listed land uses as 'tourist and visitor accommodation' is prohibited in WLEP 2011. The proposed works therefore better align with the intended development outcome on the site.
- The built form controls within Part G6 are largely unchanged with no amendment to the building envelope controls, setbacks or built form objectives and requirements. A more detailed analysis of the impact considerations and merit issues of the Stage 5 works are addressed in the concurrent DA submission.

It is considered that the proposed DCP amendment and accompanying Masterplan should be endorsed by Northern Beaches Council enabling Council to proceed to assess and determine the concurrent development assessment of the Stage 5 works development application.

Appendix A

Extract of Existing Provisions of Part G6 of WDCP

Appendix B

A Track-Change Document of the WDCP Amendment

Appendix C

Amended Masterplan Drawings

Appendix D

Traffic Statement

Disclaimer

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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G6 Dee Why RSL Club

PRELIMINARY

This part of the DCP is for future development and in particular the application of Stage 5 of the approved Masterplan over Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Part B Built Form Controls do not apply to this land. All other parts of the DCP apply to this land.

In the event of any conflict between this part and other parts of the DCP, the provisions of this part shall prevail in relation to development on this land.

Unless otherwise specified, 'Exceptions' apply only to the 'Requirements' of the relevant control. The 'Objectives' of the control are still applicable, irrespective of any 'Exceptions'.

Design Principles extracted from the Masterplan Report for Dee Why RSL Club 930-932 Pittwater Road Dee Why prepared by Gary Shiels and Associates March 2001 are included as Notes where relevant to the DCP.

1. MASTERPLAN

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To deliver the Master Plan's aims and objectives	<p>R1. Development will be generally in accordance with the Dee Why RSL Club -Masterplan prepared by Altis Architecture Stage 4 Amendment, Issue 4, June 2011 comprising:</p> <ul style="list-style-type: none"> • Summary sheet • MP01_Proposed Level B1 Carpark • MP02_Proposed Level I • MP03_Proposed Mezzanine Level IA • MP04_Proposed Level 2 • MP05_Proposed Level 3 • MP06_Proposed Level 4

Note

1. *The Masterplan is at Dee Why RSL Master Plan June 2011 and is copied at the end of this document for information.*
2. *The Masterplan identifies that Stage 5 works include 'Tourist Style Accommodation'.*

The Masterplan was first adopted by Council in 2001 and, at the time, Warringah LEP 2000 allowed the land use as a Category Three development.

Under the LEP, the site is zoned R3 Medium Density Residential. 'Tourist Style Accommodation' is not a permitted land use in the zone. By referring to the Masterplan the DCP does not authorise this use as the LEP prevails in determining land use permissibility. All references on the Masterplan at the end of this document to 'Tourist Style Accommodation' are to be interpreted as 'Future expansion space'.

Stage 5 of the Masterplan continues to have relevance in the DCP to identify the built form parameters for the Stage 5 works. A range of land uses, including residential accommodation, are permitted on the site by the LEP. Hence, the Masterplan will continue to have relevance to control the built form of future development options that propose development permitted by the LEP.

2. BUILT FORM

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To complement the area surrounding the site.</p> <p>O2. To provide a transition to the scale of residential development</p> <p>O3. To provide an urban design solution that respects the topography of the site</p> <p>O4. To provide an urban design solution that respects the nature of surrounding development</p>	<p>R1. Development will step down to the north and east</p> <p>R2. Residential development will adopt the residential nature of the surrounding area</p>

Note

Design Principles

To create an architectural image that enhances the landscape form of the surrounds.

To create an architectural form that enhances the entertainment image of the complex.

To provide high quality indoor / outdoor facilities adjacent to water and landscaping areas.

3. BOUNDARY ENVELOPE

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To ensure that development does not become visually dominant by virtue of its height and bulk.</p> <p>O2. To ensure adequate light, solar access and privacy by providing spatial separation between buildings.</p> <p>O3. To ensure that development responds to the topography of the site</p>	<p>R1. Development on this land must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) of 5m at the southern and eastern boundaries.</p>

Exceptions

E1. Balconies, eaves, fascias, gutters, downpipes, masonry chimneys, flue pipes or other services infrastructure provided it is integrated with the building design may encroach beyond the boundary envelope.

4. BOUNDARY SETBACKS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To create a sense of openness.</p> <p>O2. To protect and enhance the visual quality of streetscapes and public spaces</p> <p>O3. To maintain the visual continuity and pattern of buildings and landscape elements</p>	<p>R1. Boundary setback areas are to be landscaped and generally free of any structures or site facilities other than driveways, letter boxes, garbage storage areas and fences</p>
<p>O4. To provide a wide landscaped strip on the northern frontage of the site.</p>	<p>R2. Northern boundary: development with frontage to Hawkesbury Avenue must not extend at any point beyond the existing building</p>
<p>O5. To ensure that the scale and bulk of buildings is minimised.</p> <p>O6. To provide adequate separation between buildings and adjacent land to ensure a reasonable level of privacy, amenity and solar access is maintained.</p> <p>O7. To ensure articulation and modulation of facades.</p>	<p>R3. Southern boundaries: development is to maintain a minimum setback of 5.0m from the southern boundaries.</p> <p>R4. Eastern boundary: development is to maintain a minimum setback of 6.5m from the Clarence Avenue boundary and is not to encroach at any point beyond the existing building.</p> <p>R5. Western boundary: development is to maintain a minimum setback of 6.5m from the Pittwater Road boundary and is not to encroach at any point beyond the existing building.</p> <p>R6. Any storey above the second storey is to be set back a minimum of 2.5m from the face of the second storey.</p> <p>R7. Residential development is to be articulated and varied in its setbacks generally in accordance with the Masterplan.</p>

Exceptions

E1. Light fittings, electricity or gas meters or other services infrastructure and structures not more than 1m above ground level (existing) (including steps, landings, pedestrian ramps and stormwater structures) may encroach into the setback up to 2m from a boundary.

E2. Entrance and stair lobbies at ground floor level may encroach into the setback up to 2m from a boundary.

E3. Basement car parking may extend:

- Up to 2m from the boundary, and
- No more than 1m above ground level (existing).

Note

Maximum height of buildings is determined by reference to the WLEP. To measure the height in storeys:

The number of storeys of the building are those storeys which may be intersected by the same vertical line, not being a line which passes through any wall of the building; and

Storeys that are used for the purposes of garages, workshops, store rooms, foundation spaces or the like, that do not project, at any point, more than 1 metre above ground level (existing) are not counted.

5.SAFETY AND SECURITY

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To enhance the safety and security of public and private spaces.	R1. The built form and landscaping elements are to: <ul style="list-style-type: none"> ▪ achieve casual observation of public domain, and ▪ discourage vandalism
O2. To incorporate appropriate lighting	R2. Provide lighting in areas intended for night use and/or areas accessed by pedestrians after dark

Note

See also DCP Clause D20 for general requirements for safety and security.

Design Principle

Provide a safe and friendly environment for all age groups.

6. VIEWS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To retain the existing views to, from and through the site	R1. Views from the site to the east (Dee Why coastline, Dee Why Lagoon and the South Pacific Ocean) are to be considered and retained.
O2. To promote a high quality outlook for surrounding residential areas	R2. Development shall provide for the reasonable sharing of views
O3. To achieve reasonable view sharing to and from public and private properties	

Note

*Assessment of applications will refer to the Planning Principle established by the Land and Environment Court in *Tenacity Consulting v Warringah Council* (2004) NSWLEC 140.*

7. LANDSCAPING AND CIVIC IMPROVEMENTS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To provide high quality landscaping throughout the site including dedication of land to the public domain.</p> <p>O2. To contribute to the public domain</p>	<p>R1. Substantial landscaping is to be achieved on the site generally by the provision of</p> <ul style="list-style-type: none"> • trees at 1/10m², • shrubs and ground-covers at a rate of 4 plants/m². <p>R2. Opportunities for deep soil landscape areas are to be provided on the site.</p> <p>R3. The northern portion of the site is to be set aside for open spaces and civic improvements such as a war memorial</p>
<p>O3. To make an appropriate transition to the surrounding residential areas.</p> <p>O4. To soften and improve the built edge and facade</p>	<p>R4. The northern and eastern boundaries of the site are to be landscaped appropriately utilising predominately local native species reflecting the character of the adjoining Dee Why Lagoon. Exotic species may be used in the context of memorial design and entry definition.</p> <p>R5. Landscaping will provide a vegetative screen of the car park when viewed from adjacent streets</p>
<p>O5. To create a unique complex</p>	<p>R6. Landscaping is to be used as part of the building fabric both internally and externally</p>

Note

Design Principle

Enhance the communities' awareness of the spirit of the ANZACs and the RSL movement.

8.ECONOMIC AND SOCIAL SUSTAINABILITY

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To upgrade the quality and quantity of services and amenities provided by the Club for the benefit of members, visitors and community groups supported by the Club.	R1 .Development will be undertaken in accordance with the approved Masterplan prepared by Altis Architecture and the applicable controls in this DCP
O2. To provide a variety of services that will achieve long term economic viability	

Note

Design Principles

Provide a major high quality and unique entertainment complex for Dee Why. Provide additional employment within the Dee Why district.

9. TRAFFIC GENERATION, CAR PARKING AND VEHICULAR ACCESS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To provide appropriate and well-considered traffic planning solutions.</p> <p>O2. To minimise the impact of the club activities and the surrounding road network</p>	<p>R1. Vehicular access is to be restricted to Clarence Avenue with separate entry and exit driveways</p>
<p>O3. To accommodate the demand for off-street car parking</p> <p>O4. To provide adequate car parking facilities</p>	<p>R2. The Club shall undertake patronage and user surveys of the existing Club facilities and similar club developments.</p> <p>R3. Additional peak traffic generation is to be assessed using the RMS <i>Guide to Traffic Generating Developments</i>, and surveys undertaken by the Club</p>
<p>O5. To provide for safe and convenient pedestrian and vehicular movements within the site and in the car park</p>	<p>R4. Design and layout of the carpark must demonstrate safe and convenient access for all users</p>

Note

See also DCP Part C Siting Factors C2 Traffic, Access and Safety for general controls and C3 Parking Facilities.

Design Principle

Provide an improvement of pedestrian access to the complex from Pittwater Road.

Copy of Masterplan

G6 Dee Why RSL Club

PRELIMINARY

This part of the DCP is for future development ~~and in particular the application of Stage 5 of the approved Masterplan of the Dee Why RSL site~~ over Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Part B Built Form Controls do not apply to this land. All other parts of the DCP apply to this land.

In the event of any conflict between this part and other parts of the DCP, the provisions of this part shall prevail in relation to development on this land.

Unless otherwise specified, 'Exceptions' apply only to the 'Requirements' of the relevant control. The 'Objectives' of the control are still applicable, irrespective of any 'Exceptions'.

~~Design Principles extracted from the Masterplan Report for Dee Why RSL Club 930-932 Pittwater Road Dee Why prepared by Gary Shiels and Associates March 2001 are included as Notes where relevant to the DCP.~~

1. MASTERPLAN

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To deliver the Master Plan's aims and objectives	<p>R1. Development will be generally in accordance with the Dee Why RSL Club -Masterplan prepared by Altis Architecture Stage 4 <u>5</u> Amendment, Issue 4, June 2014<u>16</u> comprising:</p> <ul style="list-style-type: none"> • Summary sheet • MP00_Proposed Level B2-B4 Carpark (Issue 1) • MP01_Proposed Level B1 Carpark • MP02_Proposed Level I • MP03_Proposed Mezzanine Level IA • MP04_Proposed Level 2 • MP05_Proposed Level 3 • MP06_Proposed Level 4 <p>• R2. Upon completion of the development contemplated in the Masterplan, future land uses and built form will be guided by the</p>

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	provisions in Sections 2-9 of Part G6 of WDCP.
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Note

~~1. The Masterplan is at the Dee Why RSL Master Plan June 2011 and is copied at the end of this document for information. Indicative drawings show a five stage development of the Club site. Future works are subject to permissible development under WLEP and the remaining provisions of WDCP.~~

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~~2. The Masterplan identifies that Stage 5 works include 'Tourist Style Accommodation'.~~

~~The Masterplan was first adopted by Council in 2001 and, at the time, Warringah LEP 2000 allowed the land use as a Category Three development.~~

~~Under the LEP, the site is zoned R3-Medium Density Residential. 'Tourist Style Accommodation' is not a permitted land use in the zone. By referring to the Masterplan the DCP does not authorise this use as the LEP prevails in determining land use permissibility. All references on the Masterplan at the end of this document to 'Tourist Style Accommodation' are to be interpreted as 'Future expansion space'.~~

~~Stage 5 of the Masterplan continues to have relevance in the DCP to identify the built form parameters for the Stage 5 works. A range of land uses, including residential accommodation, are permitted on the site by the LEP. Hence, the Masterplan will continue to have relevance to control the built form of future development options that propose development permitted by the LEP.~~

2. BUILT FORM

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To complement the area surrounding the site.	R1. Development will step down to the north and east
O2. To provide a transition to the scale of residential development	R2. Residential development will adopt the residential nature of the surrounding area
O3. To provide an urban design solution that respects the topography of the site	
O4. To provide an urban design solution that respects the nature of surrounding development	

Note

Design Principles

~~To create an architectural image that enhances the landscape form of the surrounds.~~

~~To create an architectural form that enhances the entertainment image of the complex.~~

~~To provide high quality indoor / outdoor facilities adjacent to water and landscaping areas.~~

3. BOUNDARY ENVELOPE

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To ensure that development does not become visually dominant by virtue of its height and bulk.</p> <p>O2. To ensure adequate light, solar access and privacy by providing spatial separation between buildings.</p> <p>O3. To ensure that development responds to the topography of the site</p>	<p>R1. Development on this land must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) of 5m at the southern and eastern boundaries. <u>Minor encroachments may be considered where the development complies with the objectives O1 to O3.</u></p>

Exceptions

E1. Architectural roof features, Balconies, eaves, fascias, gutters, downpipes, masonry chimneys, flue pipes or other services infrastructure provided it is integrated with the building design may encroach beyond the boundary envelope.

4. BOUNDARY SETBACKS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To create a sense of openness.</p> <p>O2. To protect and enhance the visual quality of streetscapes and public spaces</p> <p>O3. To maintain the visual continuity and pattern of buildings and landscape elements</p>	<p>R1. Boundary setback areas are to be landscaped and generally free of any structures or site facilities other than driveways, letter boxes, garbage storage areas and fences</p>
<p>O4. To provide a wide landscaped strip on the northern frontage of the site.</p>	<p>R2. Northern boundary: development with frontage to Hawkesbury Avenue must not extend at any point beyond the existing building</p>
<p>O5. To ensure that the scale and bulk of buildings is minimised.</p> <p>O6. To provide adequate separation between buildings and adjacent land to ensure a reasonable level of privacy, amenity and solar access is maintained.</p> <p>O7. To ensure articulation and modulation of facades.</p>	<p>R3. Southern boundaries: development is to maintain a minimum setback of 5.0m from the southern boundaries.</p> <p>R4. Eastern boundary: development is to maintain a minimum setback of 6.5m from the Clarence Avenue boundary and is not to encroach at any point beyond the existing building.</p> <p>R5. Western boundary: development is to maintain a minimum setback of 6.5m from the Pittwater Road boundary and is not to encroach at any point beyond the existing building.</p> <p>R6. Any storey above the second storey is to be set back a minimum of 2.5m from the face of the second storey.</p> <p>R7. Residential development is to be articulated and varied in its setbacks generally in accordance with the Masterplan.</p>

Exceptions

E1. Light fittings, electricity or gas meters or other services infrastructure and structures not more than 1m above ground level (existing) (including steps, landings, pedestrian ramps and stormwater structures) may encroach into the setback up to 2m from a boundary.

E2. Entrance and stair lobbies at ground floor level may encroach into the setback up to 2m from a boundary.

E3. Basement car parking may extend:

- Up to 2m from the boundary, and
- No more than 1m above ground level (existing).

Note

| Maximum height of buildings is determined by ~~reference to the~~ WLEP. To measure the height in storeys:

The number of storeys of the building are those storeys which may be intersected by the same vertical line, not being a line which passes through any wall of the building; and

Storeys that are used for the purposes of garages, workshops, store rooms, foundation spaces or the like, that do not project, at any point, more than 1 metre above ground level (existing) are not counted.

5.SAFETY AND SECURITY

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To enhance the safety and security of public and private spaces.	R1. The built form and landscaping elements are to: <ul style="list-style-type: none"> ▪ achieve casual observation of public domain, and ▪ discourage vandalism
O2. To incorporate appropriate lighting	R2. Provide lighting in areas intended for night use and/or areas accessed by pedestrians after dark

Note

See also DCP Clause D20 for general requirements for safety and security.

Design Principle

Provide a safe and friendly environment for all age groups.

6. VIEWS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To retain the existing views to, from and through the site	R1. Views from the site to the east (Dee Why coastline, Dee Why Lagoon and the South Pacific Ocean) are to be considered and retained.
O2. To promote a high quality outlook for surrounding residential areas	R2. Development shall provide for the reasonable sharing of views
O3. To achieve reasonable view sharing to and from public and private properties	

Note

Assessment of applications will refer to the Planning Principle established by the Land and Environment Court in Tenacity Consulting v Warringah Council (2004) NSWLEC 140.

7. LANDSCAPING AND CIVIC IMPROVEMENTS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
<p>O1. To provide high quality landscaping throughout the site including dedication of land to the public domain.</p> <p>O2. To contribute to the public domain</p>	<p>R1. Substantial landscaping is to be achieved on the site generally by the provision of</p> <ul style="list-style-type: none"> • trees at 1/10m², • shrubs and ground-covers at a rate of 4 plants/m². <p>R2. Opportunities for deep soil landscape areas are to be provided on the site.</p> <p>R3. The northern portion of the site is to be set aside for open spaces and civic improvements such as a war memorial</p>
<p>O3. To make an appropriate transition to the surrounding residential areas.</p> <p>O4. To soften and improve the built edge and facade</p>	<p>R4. The northern and eastern boundaries of the site are to be landscaped appropriately utilising predominately local native species reflecting the character of the adjoining Dee Why Lagoon. Exotic species may be used in the context of memorial design and entry definition.</p> <p>R5. Landscaping will provide a vegetative screen of the car park when viewed from adjacent streets</p>
<p>O5. To create a unique complex</p>	<p>R6. Landscaping is to be used as part of the building fabric both internally and externally</p>

Note

Design Principle

Enhance the communities' awareness of the spirit of the ANZACs and the RSL movement.

8.ECONOMIC AND SOCIAL SUSTAINABILITY

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To upgrade the quality and quantity of services and amenities provided by the Club for the benefit of members, visitors and community groups supported by the Club.	R1. Development will be undertaken in accordance with the approved Masterplan prepared by Altis Architecture and the applicable controls in this DCP
O2. To provide a variety of services that will achieve long term economic viability	<u>R1. Development will support the site's use as a major, high quality and unique entertainment venue in Dee Why.</u> <u>R2. Development will contribute to employment within the Dee Why district</u>

Note

Design Principles

~~Provide a major high quality and unique entertainment complex for Dee Why. Provide additional employment within the Dee Why district.~~

9. TRAFFIC GENERATION, CAR PARKING AND VEHICULAR ACCESS

Applies to Land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives and Requirements

Objectives	Requirements
O1. To provide appropriate and well-considered traffic planning solutions. O2. To minimise the impact of the club activities and the surrounding road network	R1. Vehicular access is to be restricted to Clarence Avenue with separate entry and exit driveways
O3. To accommodate the demand for off-street car parking O4. To provide adequate car parking facilities	R2. The Club shall undertake patronage and user surveys of the existing Club facilities and similar club developments. R3. Additional peak traffic generation is to be assessed using the RMS <i>Guide to Traffic Generating Developments</i> , and surveys undertaken by the Club
O5. To provide for safe and convenient pedestrian and vehicular movements within the site and in the car park	R4. Design and layout of the carpark must demonstrate safe and convenient access for all users

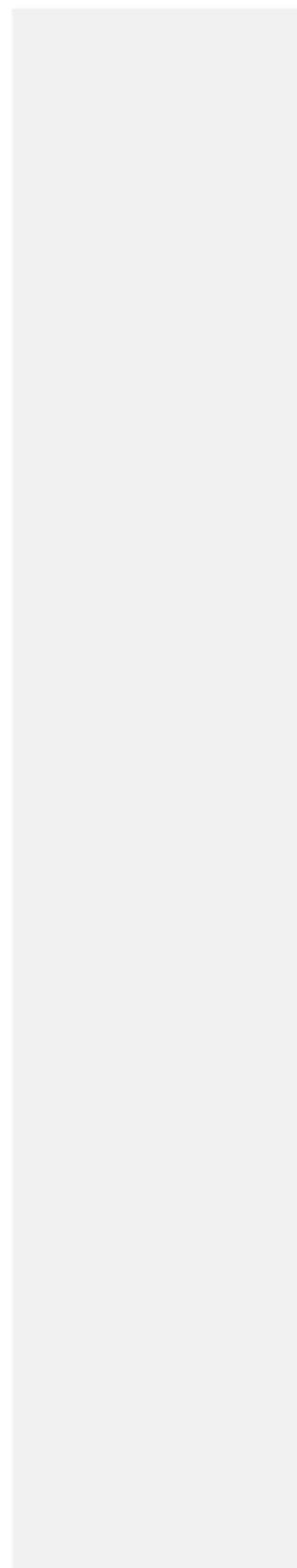
Note

See also DCP Part C Siting Factors C2 Traffic, Access and Safety for general controls and C3 Parking Facilities.

Design Principle

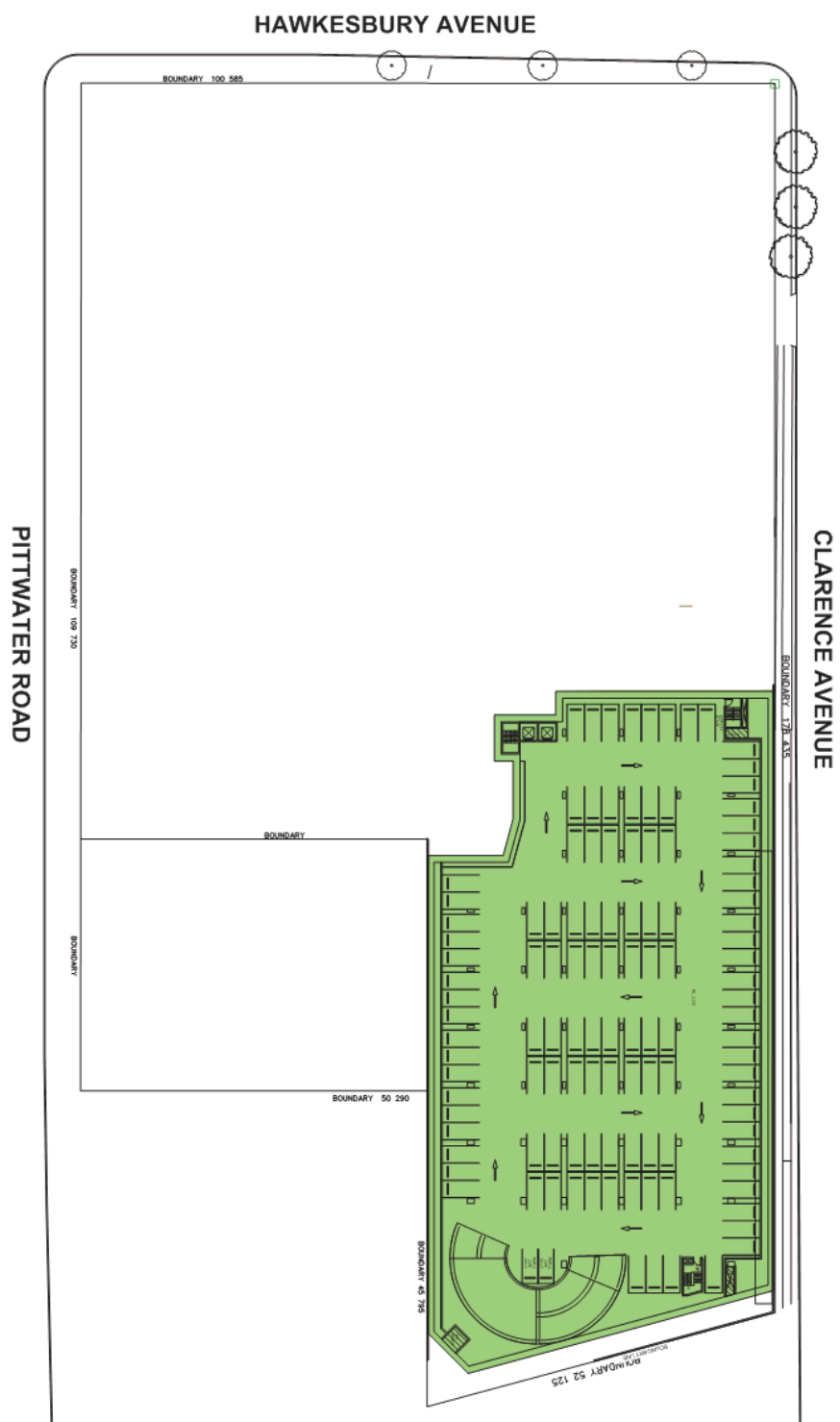
Provide an improvement of pedestrian access to the complex from Pittwater Road.

Copy of Masterplan, as amended 2016

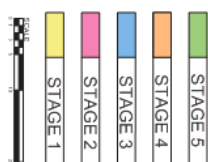


DEE WHY RSL CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
932 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

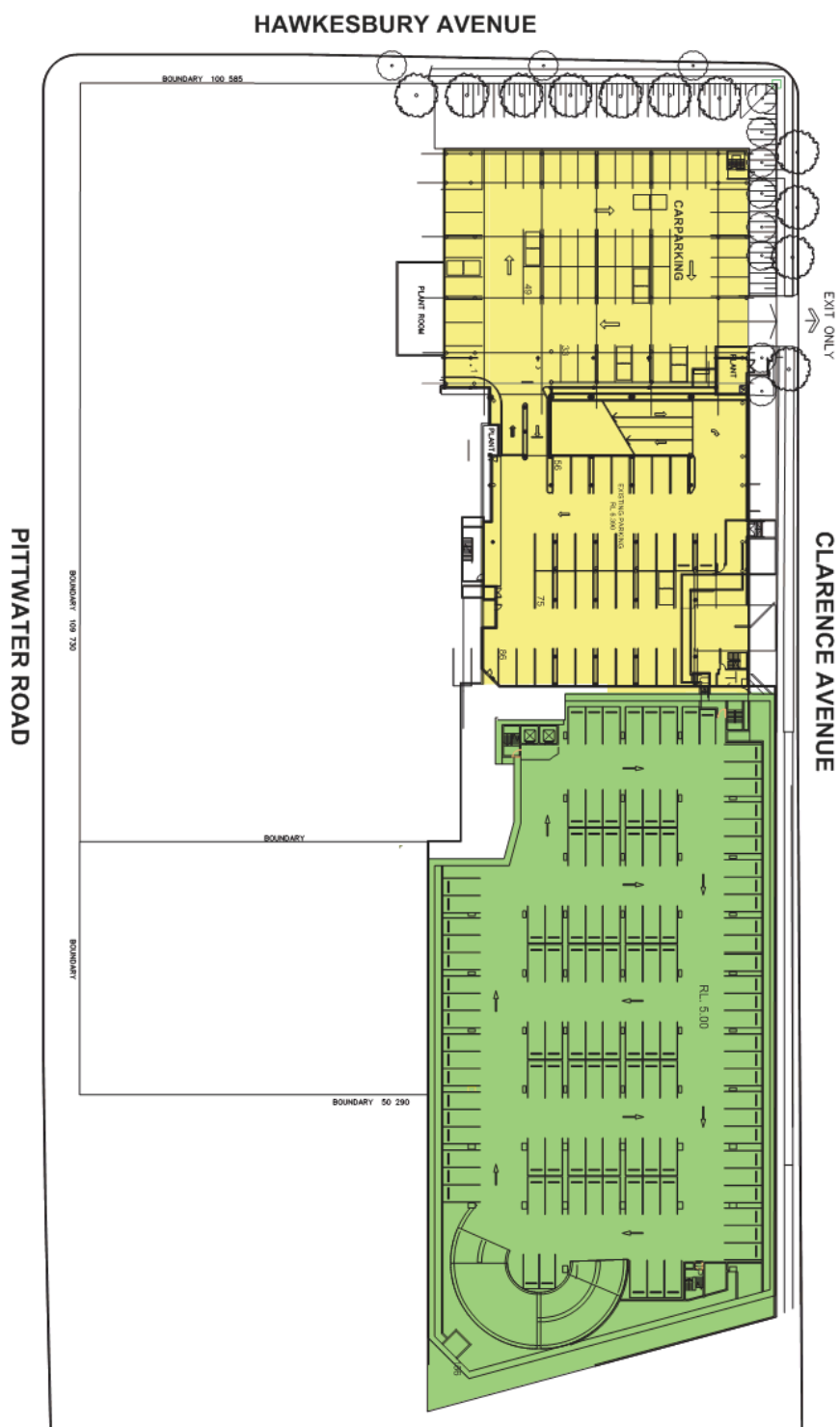


MP00 PROPOSED LEVEL B2-B4 CARPARK
ISSUE 1
ALTIS



DEE WHY RSU CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
922 PITTWATER ROAD, DEE WHY

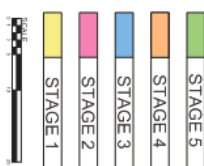
NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE



MP01 PROPOSED LEVEL B1 CARPARK
ISSUE 5

DEVELOPMENTAL ARCHITECTURE

ALTIS

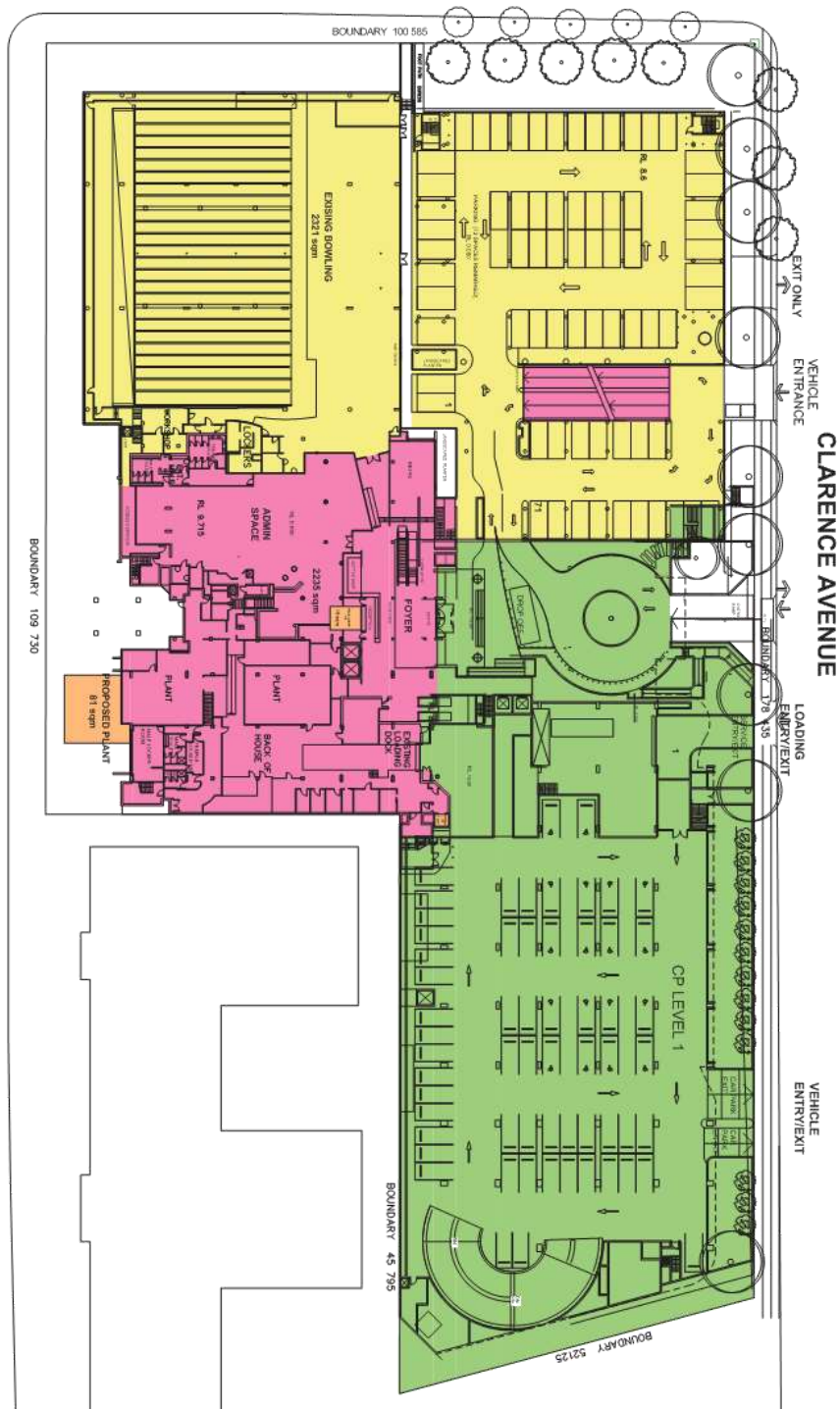


DEE WHY RSL CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
922 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

PITTWATER ROAD

HAWKESBURY AVENUE



MP02, PROPOSED LEVEL 1
ISSUE 5

DEVELOPMENT/ALTERNATIVE

ALTIS



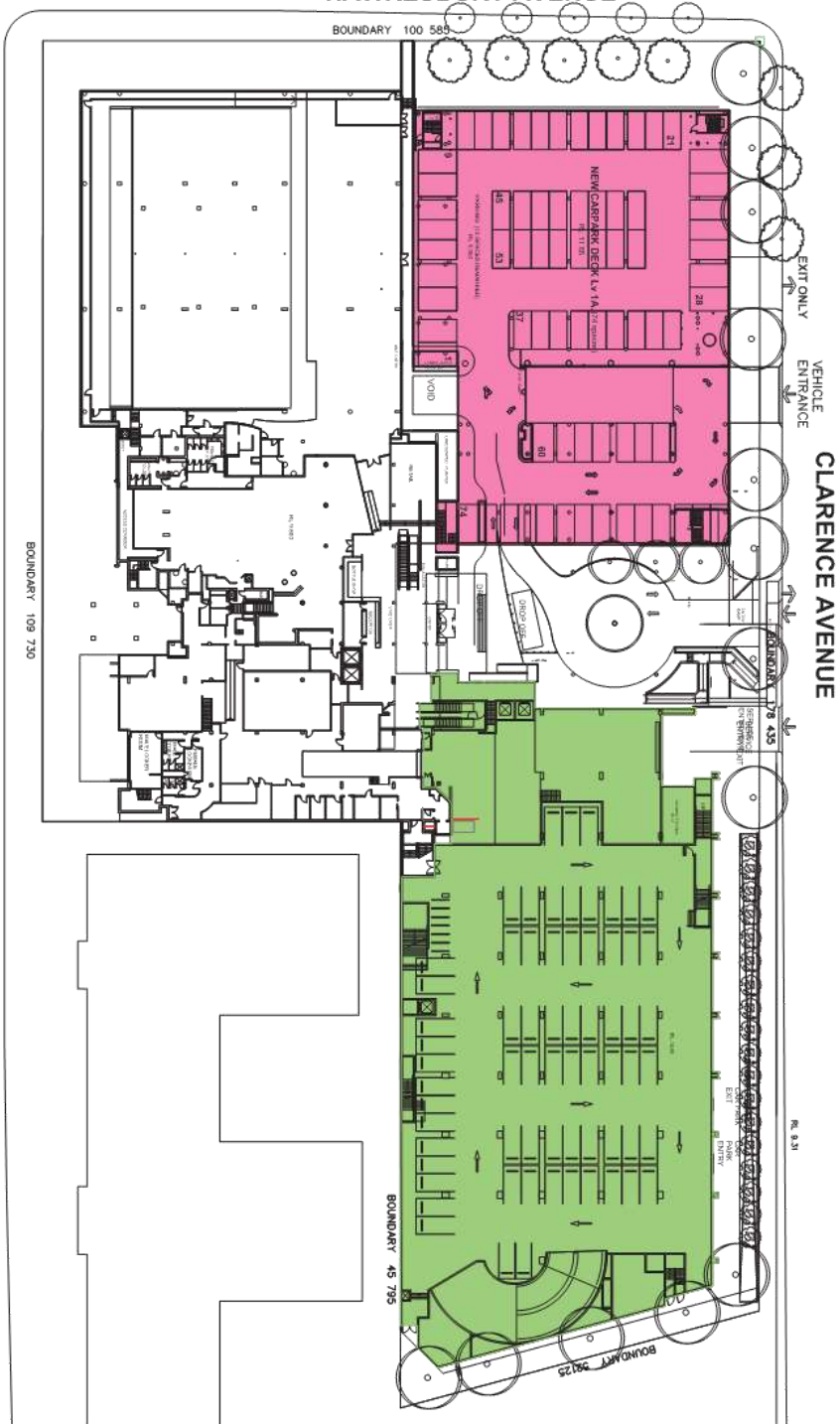
DEE WHY RSL CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
922 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

PITTWATER ROAD

HAWKESBURY AVENUE

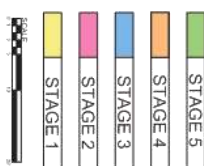
CLARENCE AVENUE



MP03 PROPOSED MEZZANINE LEVEL 1A
ISSUE 5

DEVELOPMENTAL IMPLICATIONS

ALTIS



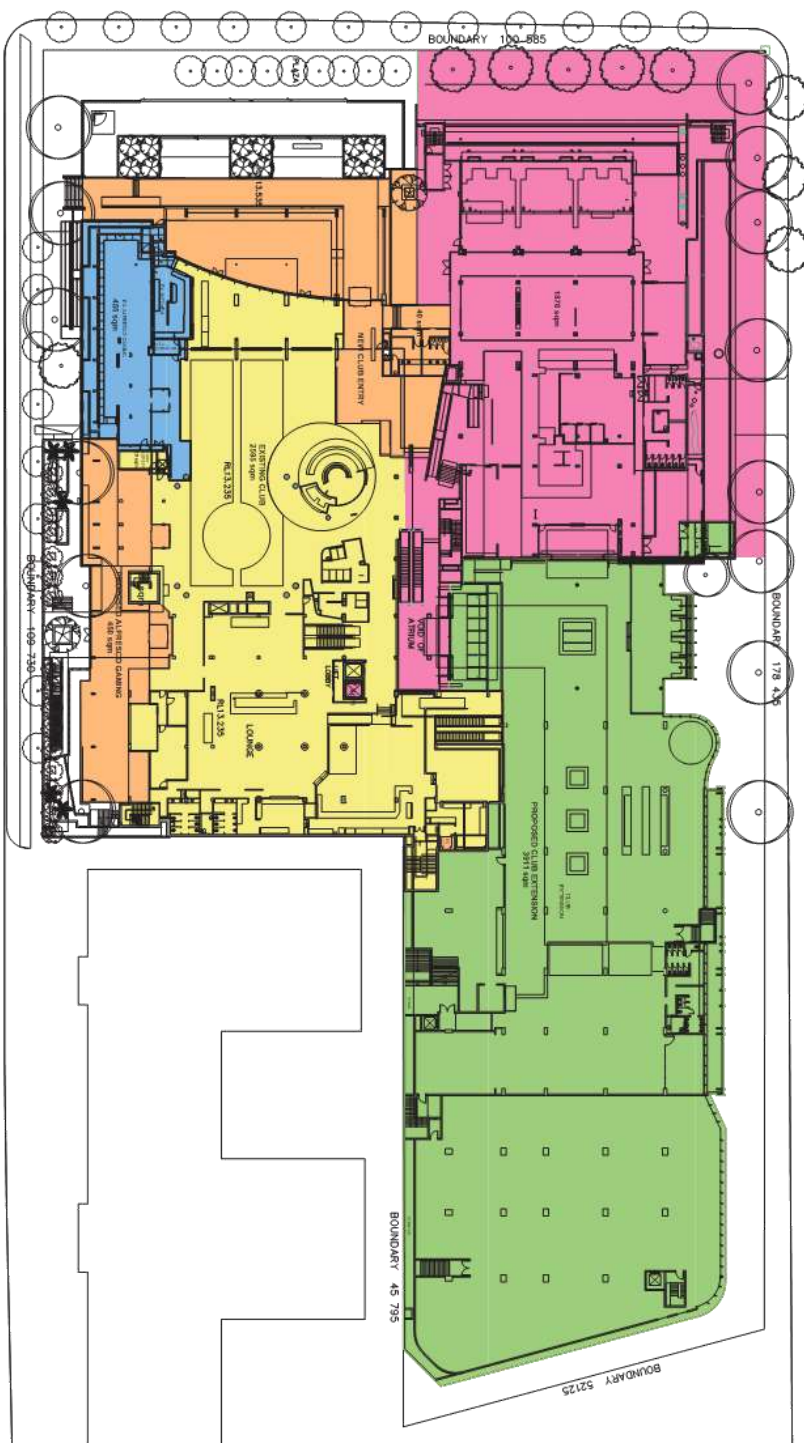
DEE WHY RSU CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
932 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

PITTWATER ROAD

HAWKESBURY AVENUE

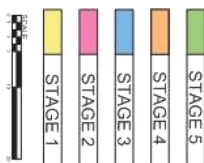
CLARENCE AVENUE



MP04 PROPOSED LEVEL 2
ISSUE 5

DEVELOPMENTAL IMAGINATION

ALTIS



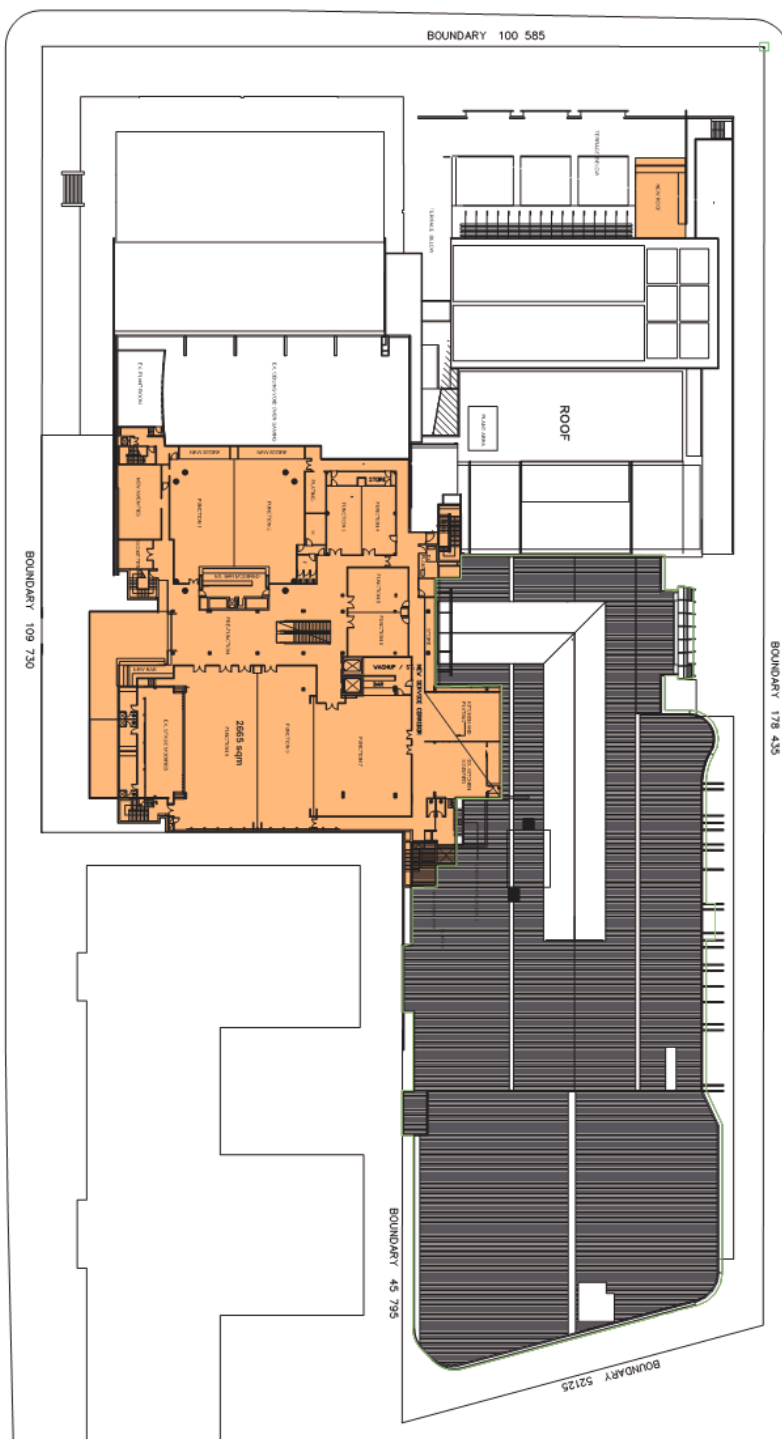
DEE WHY RSL CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
522 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

PITTWATER ROAD

HAWKESBURY AVENUE

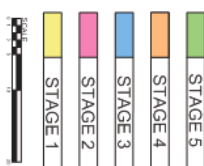
CLARENCE AVENUE



MP05 PROPOSED LEVEL 3
ISSUE 5

DEVELOPMENTAL ARCHITECTURE

ALTS



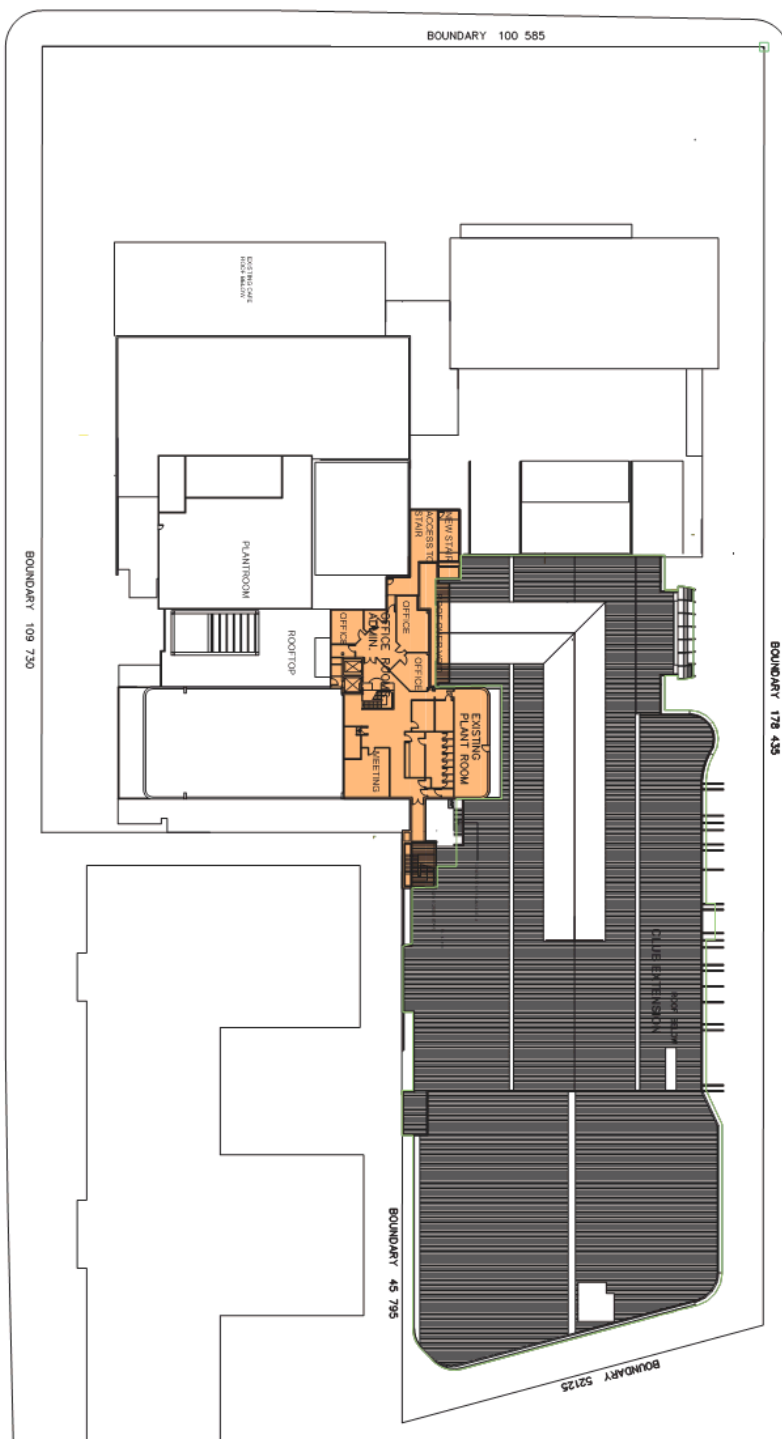
DEE WHY RSL CLUB MASTERPLAN - STAGE 5 AMENDMENT JUNE 2016
922 PITTWATER ROAD, DEE WHY

NOTE: ALL LAYOUTS ARE INDICATIVE AND SUBJECT TO CHANGE

PITTWATER ROAD

HAWKESBURY AVENUE

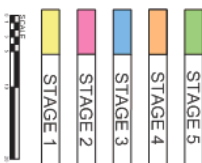
CLARENCE AVENUE



MP06 PROPOSED LEVEL 4
ISSUE 5

DEVELOPMENT/ALTERNATIVE

ALTIS





TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

A division of Monvale Pty Ltd ACN 060 653 125
ABN 44 060 653 125

29 June 2016
Our Ref: 16048

Mr Ben Bacon
Principal
Census Advisory Pty Ltd

E: Ben.Bacon@censusadvisory.com.au

Dear Ben

Re: Dee Why RSL Club DCP and Master Plan Amendment

We refer to the proposed DCP and Master Plan amendment for the Dee Why RSL Club.

We note that the revised master plan contemplates total GFA and car spaces of 16,533sqm and 830 respectively.

As part of the traffic & parking report prepared to accompany the Stage 5 planning application we have assessed the parking demand for the site and concluded that:

Adopting the "worst case" peak patron assessment of 1,680 persons on Friday and 1,004 persons on Saturday with the survey established "cars per patron" characteristic from the survey results the projected future peak parking demand will be 588 cars on Friday and 482 cars on Saturday. This projection indicates a generous buffer of some 242 spaces available which will provide for:

- *absorbing the existing on-street parking by Club patrons*
- *peak seasonal activities at the club (e.g. Christmas)*
- *occasional concurrence of peak activity (e.g. concurrent use of the auditorium and function areas)*

. / cont'

Transportation, Traffic and Design Consultants

Suite 502 Level 5, 282 Victoria Avenue PO Box 1160 Chatswood NSW 2067 ph (02) 9411 5660 fax (02) 9904 6622
Email ross@ttpa.com.au

Transport and Traffic Planning Associates
Ben Bacon – 29 June 2016

Page 2 of 2

- a "future club extension" use which generates additional parking than that assessed
- potential further development of the site (subject to future planning control changes)

It is apparent however that the proposed 830 parking spaces will be a robust provision which is an appropriate outcome for the amended Masterplan.

Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates

Extract from Warringah Development Control Plan 2011
Part G6 Dee Why RSL Club

Table of Contents

Contents of this section

Preliminary

1. Masterplan

2. Built Form

3. Boundary envelope

4. Boundary setbacks

5. Safety and security

6. Views

7. Landscaping and civic improvements

8. Economic and social sustainability

9. Traffic generation, car parking and vehicular access

Copy of Masterplan

Preliminary

This part of the DCP is for future development and in particular the application of Stage 5 of the approved Masterplan over Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Part B Built Form Controls do not apply to this land.

All other parts of the DCP apply to this land.

In the event of any conflict between this part and other parts of the DCP, the provisions of this part shall prevail in relation to development on this land.

Unless otherwise specified, 'Exceptions' apply only to the 'Requirements' of the relevant control.

The 'Objectives' of the control are still applicable, irrespective of any 'Exceptions'.

Design Principles extracted from the Masterplan Report for Dee Why RSL Club 930-932 Pittwater Road Dee Why prepared by Gary Shiels and Associates March 2001 are included as Notes where relevant to the DCP.

1. Masterplan

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To deliver the Master Plan's aims and objectives.	<p>R1. Development will be generally in accordance with the Dee Why RSL Club – Masterplan prepared by Altis Architecture Stage 4 Amendment, Issue 4, June 2011 comprising:</p> <ul style="list-style-type: none"> • Summary sheet • MP01_Proposed Level B1 Carpark • MP02_Proposed Level 1 • MP03_Proposed Mezzanine Level 1A • MP04_Proposed Level 2 • MP05_Proposed Level 3 • MP06_Proposed Level 4

Note

1. The Masterplan is at Dee Why RSL Master Plan June 2011 and is copied at the end of this document for information.

2. The Masterplan identifies that Stage 5 works include 'Tourist Style Accommodation'. The Masterplan was first adopted by Council in 2001 and, at the time, Warringah LEP 2000 allowed the land use as a Category Three development.

Under Warringah Local Environmental Plan 2011, the site is zoned R3 Medium Density Residential. 'Tourist Style Accommodation' is not a permitted land use in the zone. By referring to the Masterplan the DCP does not authorise this use as LEP 2011 prevails in determining land use permissibility. All references on the Masterplan at the end of this document to 'Tourist Style Accommodation' are to be interpreted as 'Future expansion space'.

Stage 5 of the Masterplan continues to have relevance in the DCP to identify the built form parameters for the Stage 5 works. A range of land uses, including residential accommodation, are permitted on the site by LEP 2011. Hence, the Masterplan will continue to have relevance to control the built form of future development options that propose development permitted by LEP 2011.

2. Built form

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To complement the area surrounding the site.</p> <p>O2. To provide a transition to the scale of residential development.</p> <p>O3. To provide an urban design solution that respects the topography of the site.</p>	<p>R1. Development will step down to the north and east.</p>
<p>O4. To provide an urban design solution that respects the nature of surrounding development.</p>	<p>R2. Residential development will adopt the residential nature of the surrounding area.</p>

Note

Design Principles

To create an architectural image that enhances the landscape form of the surrounds.

To create an architectural form that enhances the entertainment image of the complex.

To provide high quality indoor / outdoor facilities adjacent to water and landscaping areas.



3. Boundary envelope

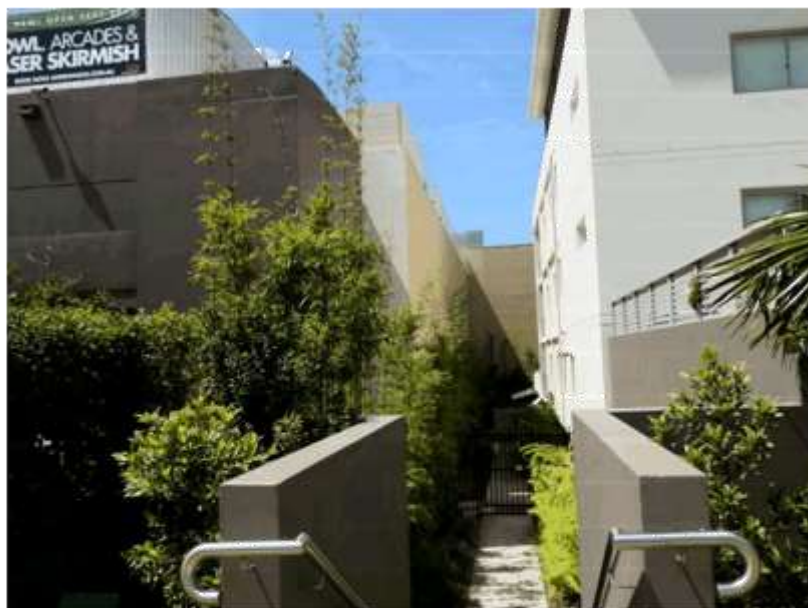
Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To ensure that development does not become visually dominant by virtue of its height and bulk.</p> <p>O2. To ensure adequate light, solar access and privacy by providing spatial separation between buildings.</p> <p>O3. To ensure that development responds to the topography of the site.</p>	<p>R1. Development on this land must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) of 5m at the southern and eastern boundaries.</p>

Exceptions

Balconies, eaves, fascias, gutters, downpipes, masonry chimneys, flue pipes or other services infrastructure provided it is integrated with the building design may encroach beyond the boundary envelope.



4. Boundary setbacks

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirement
<p>O1. To create a sense of openness.</p> <p>O2. To protect and enhance the visual quality of streetscapes and public spaces.</p> <p>O3. To maintain the visual continuity and pattern of buildings and landscape elements.</p>	<p>R1. Boundary setback areas are to be landscaped and generally free of any structures or site facilities other than driveways, letter boxes, garbage storage areas and fences.</p>
<p>O4. To provide a wide landscaped strip on the northern frontage of the site.</p>	<p>R2. Northern boundary: development with frontage to Hawkesbury Avenue must not extend at any point beyond the existing building.</p>
<p>O5. To ensure that the scale and bulk of buildings is minimised.</p> <p>O6. To provide adequate separation between buildings and adjacent land to ensure a reasonable level of privacy, amenity and solar access is maintained.</p> <p>O7. To ensure articulation and modulation of facades.</p>	<p>R3. Southern boundaries: development is to maintain a minimum setback of 5.0m from the southern boundaries.</p> <p>R4. Eastern boundary: development is to maintain a minimum setback of 6.5m from the Clarence Avenue boundary and is not to encroach at any point beyond the existing building.</p> <p>R5. Western boundary: development is to maintain a minimum setback of 6.5m from the Pittwater Road boundary and is not to encroach at any point beyond the existing building.</p> <p>R6. Any storey above the second storey is to be set back a minimum of 2.5m from the face of the second storey.</p> <p>R7. Residential development is to be articulated and varied in its setbacks generally in accordance with the Masterplan.</p>

Exceptions

- E1. Light fittings, electricity or gas meters or other services infrastructure and structures not more than 1m above ground level (existing) (including steps, landings, pedestrian ramps and stormwater structures) may encroach into the setback up to 2m from a boundary.
- E2. Entrance and stair lobbies at ground floor level may encroach into the setback up to 2m from a boundary.
- E3. Basement car parking may extend:
- Up to 2m from the boundary, and
 - No more than 1m above ground level (existing).

Note

Maximum height of buildings is determined by reference to the WLEP.

To measure the height in storeys:

The number of storeys of the building are those storeys which may be intersected by the same vertical line, not being a line which passes through any wall of the building; and Storeys that are used for the purposes of garages, workshops, store rooms, foundation spaces or the like, that do not project, at any point, more than 1 metre above ground level (existing) are not counted.



5. Safety and security

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To enhance the safety and security of public and private spaces.	R1. The built form and landscaping elements are to: <ul style="list-style-type: none"> • achieve casual observation of public domain, and • discourage vandalism.
O2. To incorporate appropriate lighting.	R2. Provide lighting in areas intended for night use and/or areas accessed by pedestrians after dark.

Note

See also Warringah DCP Clause D20 for general requirements for safety and security.

Design Principle

Provide a safe and friendly environment for all age groups.

6. Views

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To retain the existing views to, from and through the site.	R1. Views from the site to the east (Dee Why coastline, Dee Why Lagoon and the South Pacific Ocean) are to be considered and retained.
O2. To promote a high quality outlook for surrounding residential areas.	R2. Development shall provide for the reasonable sharing of views.
O3. To achieve reasonable view sharing to and from public and private properties.	

Note

Assessment of applications will refer to the Planning Principle established by the Land and Environment Court in Tenacity Consulting v Warringah Council (2004) NSWLEC 140.



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7. Landscaping and civic improvements

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To provide high quality landscaping throughout the site including dedication of land to the public domain.</p> <p>O2. To contribute to the public domain.</p>	<p>R1. Substantial landscaping is to be achieved on the site generally by the provision of</p> <ul style="list-style-type: none"> trees at 1/10m², shrubs and ground-covers at a rate of 4 plants/m². <p>R2. Opportunities for deep soil landscape areas are to be provided on the site.</p> <p>R3. The northern portion of the site is to be set aside for open spaces and civic improvements such as a war memorial.</p>
<p>O3. To make an appropriate transition to the surrounding residential areas.</p> <p>O4. To soften and improve the built edge and façade.</p>	<p>R4. The northern and eastern boundaries of the site are to be landscaped appropriately utilising predominately local native species reflecting the character of the adjoining Dee Why Lagoon. Exotic species may be used in the context of memorial design and entry definition.</p> <p>R5. Landscaping will provide a vegetative screen of the car park when viewed from adjacent streets.</p>
<p>O5. To create a unique complex.</p>	<p>R6. Landscaping is to be used as part of the building fabric both internally and externally.</p>

Design Principle

Enhance the communities' awareness of the spirit of the ANZACs and the RSL movement.



8. Economic and social sustainability

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To upgrade the quality and quantity of services and amenities provided by the Club for the benefit of members, visitors and community groups supported by the Club.</p> <p>O2. To provide a variety of services that will achieve long term economic viability.</p>	<p>R1. Development will be undertaken in accordance with the approved Masterplan prepared by Altis Architecture and the applicable controls in this DCP.</p>

Note

Design Principles

Provide a major high quality and unique entertainment complex for Dee Why.
Provide additional employment within the Dee Why district.

9. Traffic generation, car parking and vehicular access

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To provide appropriate and well-considered traffic planning solutions.	R1. Vehicular access is to be restricted to Clarence Avenue with separate entry and exit driveways.
O2. To minimise the impact of the club activities and the surrounding road network.	
O3. To accommodate the demand for off-street car parking.	R2. The Club shall undertake patronage and user surveys of the existing Club facilities and similar club developments. R3. Additional peak traffic generation is to be assessed using the <i>RMS Guide to Traffic Generating Developments</i> , and surveys undertaken by the Club.
O4. To provide adequate car parking facilities.	
O5. To provide for safe and convenient pedestrian and vehicular movements within the site and in the car park.	R4. Design and layout of the carpark must demonstrate safe and convenient access for all users.

Notes

See also DCP Part C Siting Factors C2 Traffic, Access and Safety for general controls and C3 Parking Facilities.

Design Principle

Provide an improvement of pedestrian access to the complex from Pittwater Road.

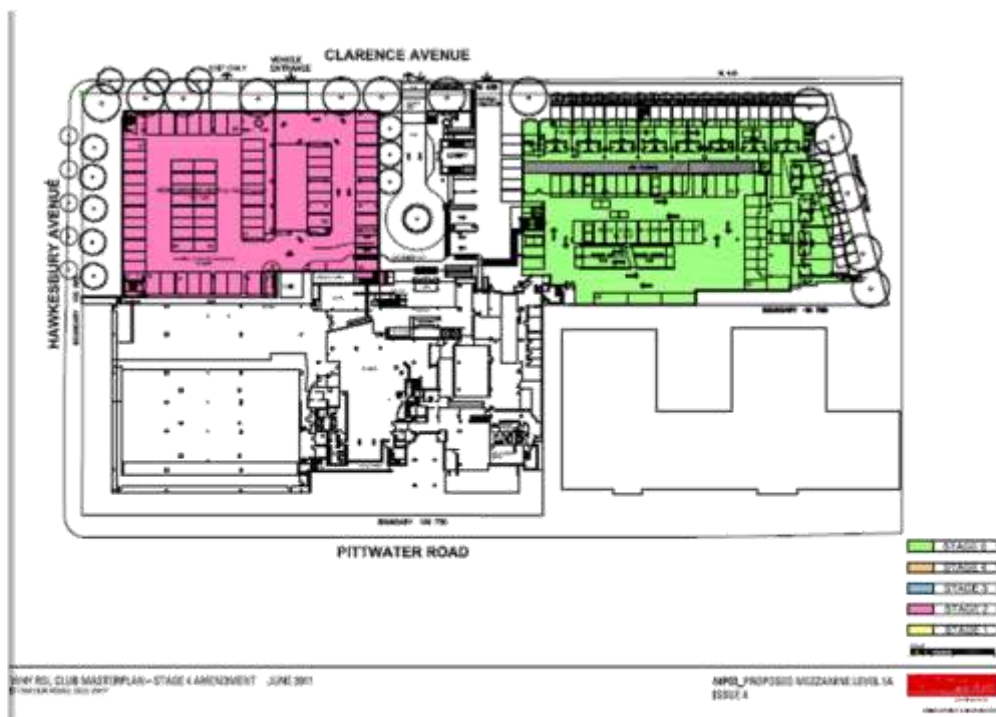
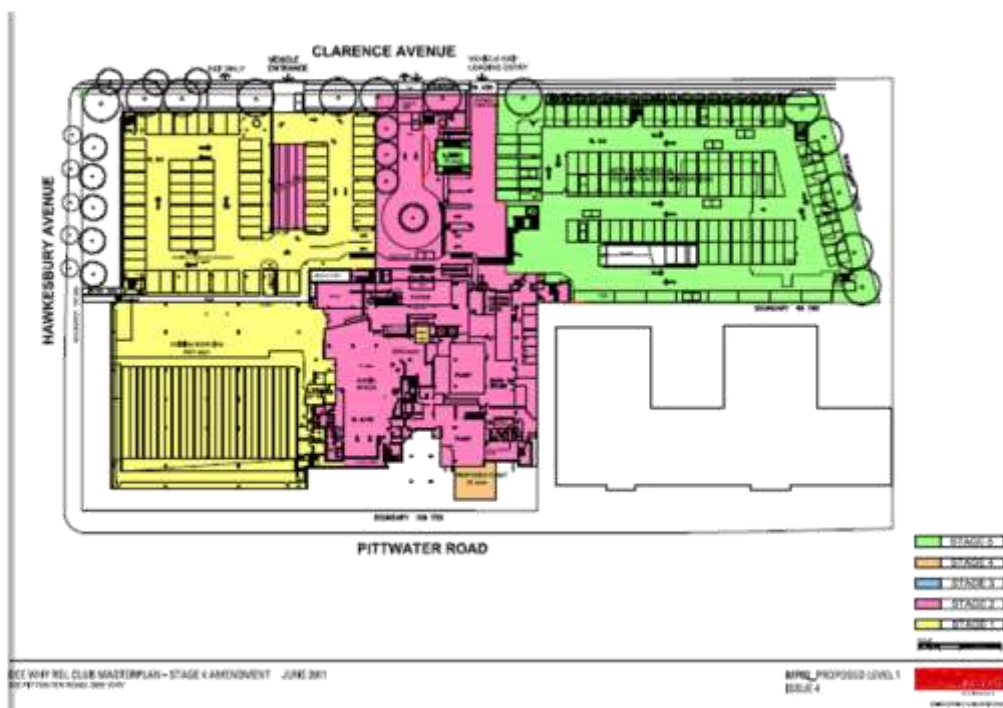


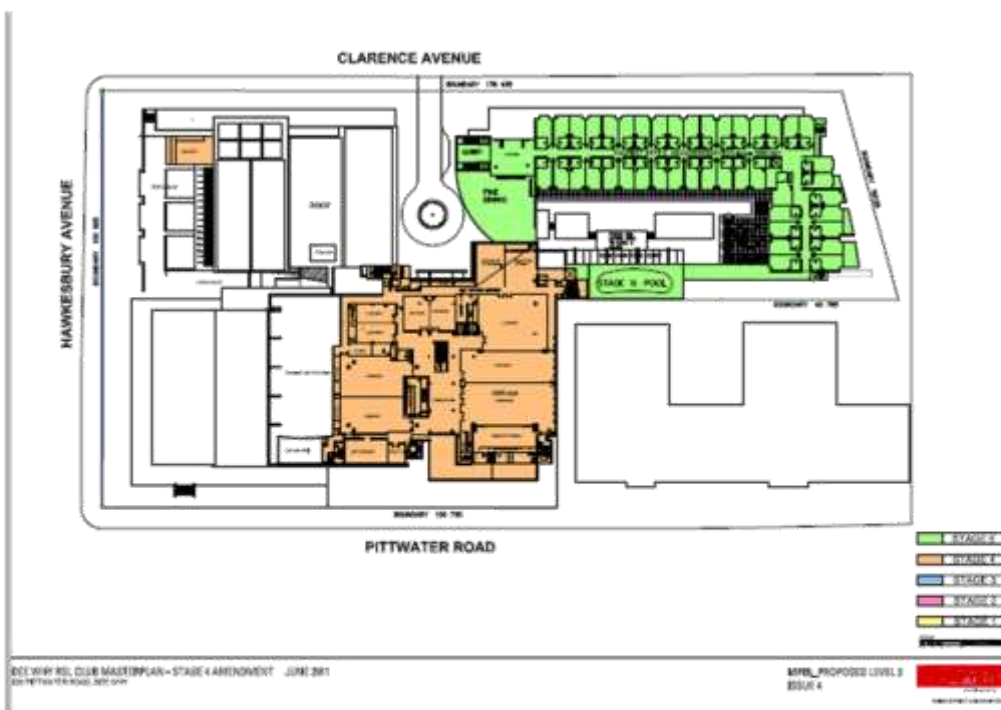
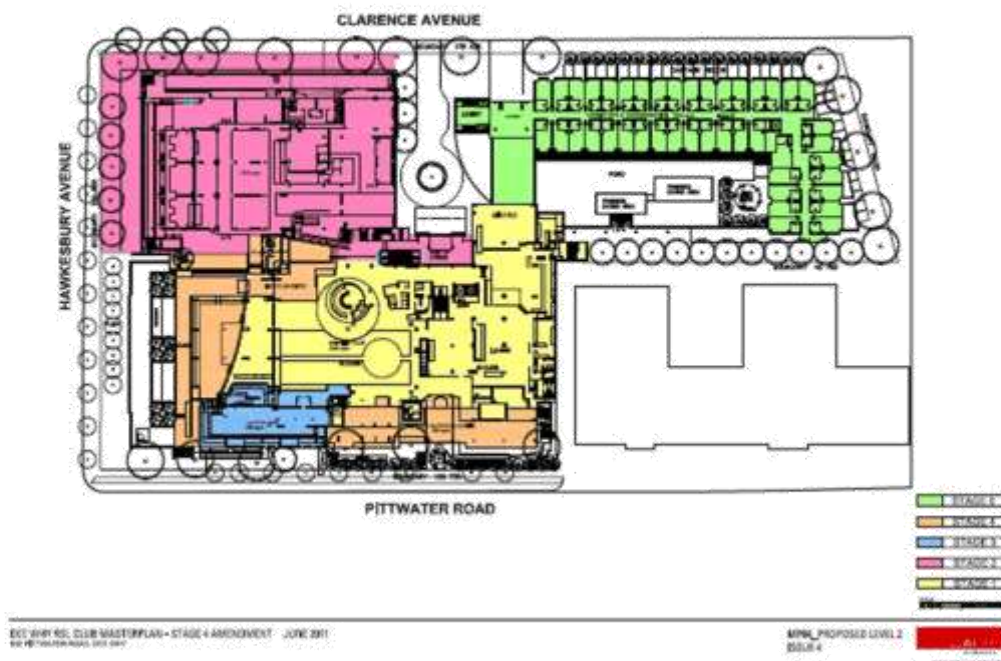
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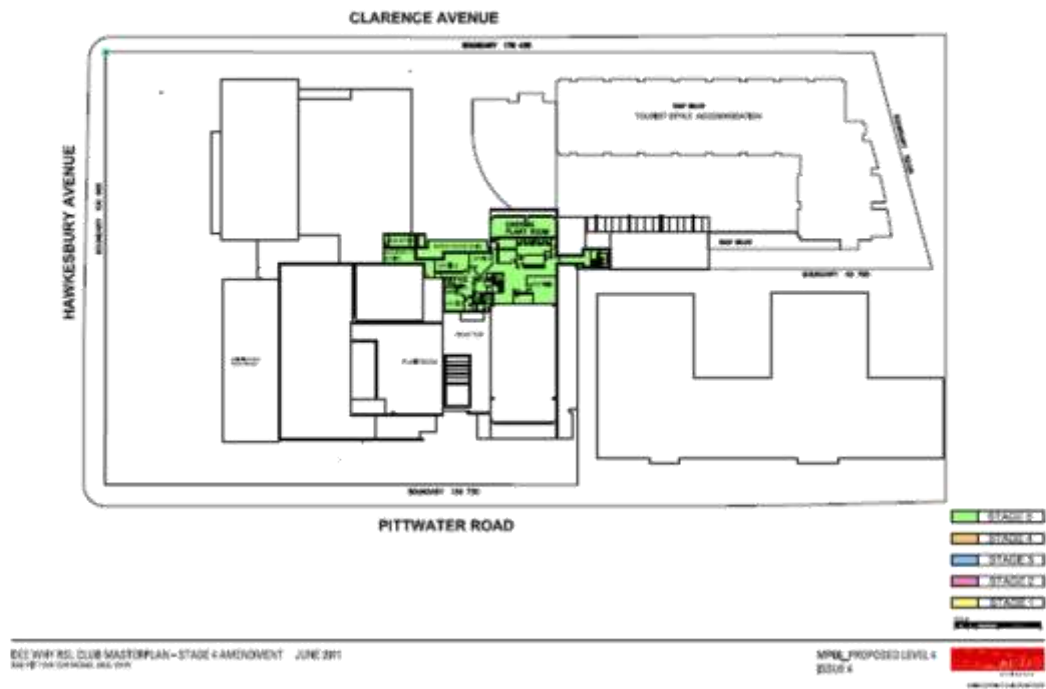
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Copy of Masterplan









Draft Warringah Development Control Plan (Amendment 8)

Purpose of this Development Control Plan

This plan replaces controls into the Warringah Development Control Plan 2011, Part G6 Dee Why RSL Club in relation to:

- precinct specific controls for development on the Dee Why RSL Club site.

Name of plan

This plan is called Warringah Development Control Plan (Amendment 8).

Land to which this plan applies

This plan applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Relationship of this Development Control Plan to Warringah Development Control Plan

This plan amends the Warringah Development Control Plan (approved by Council 8 June 2010; came into effect 9 December 2011) in the manner set out in Schedule 1.

Schedule 1 Amendments

Replace Part G6 Dee Why RSL Club with the following:

Part G6 Dee Why RSL Club

Contents of this section

Preliminary

1. Built Form
2. Boundary envelope
3. Boundary setbacks
4. Safety and security
5. Views
6. Landscaping and civic improvements
7. Economic and social sustainability
8. Traffic generation, car parking and vehicular access

Preliminary

This part of the DCP is for future development on Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Part B Built Form Controls do not apply to this land.

All other parts of the DCP apply to this land.

In the event of any conflict between this part and other parts of the DCP, the provisions of this part shall prevail in relation to development on this land.

Unless otherwise specified, 'Exceptions' apply only to the 'Requirements' of the relevant control.

The 'Objectives' of the control are still applicable, irrespective of any 'Exceptions'.

1. Built form

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To complement the area surrounding the site.</p> <p>O2. To provide a transition to the scale of residential development.</p> <p>O3. To provide an urban design solution that respects the topography of the site.</p>	<p>R1. Development will step down to the north and east.</p>
<p>O4. To provide an urban design solution that respects the nature of surrounding development.</p>	<p>R2. Residential development will adopt the residential nature of the surrounding area.</p>



2. Boundary envelope

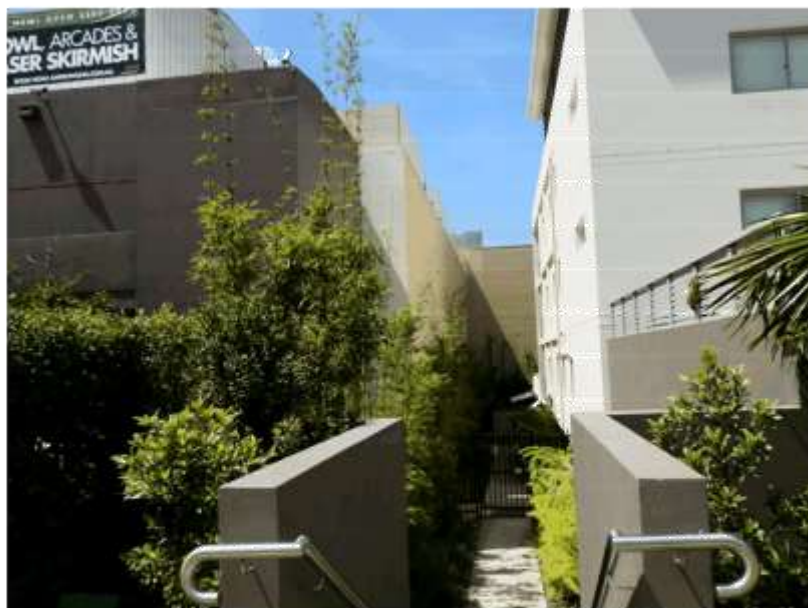
Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To ensure that development does not become visually dominant by virtue of its height and bulk.</p> <p>O2. To ensure adequate light, solar access and privacy by providing spatial separation between buildings.</p> <p>O3. To ensure that development responds to the topography of the site.</p>	<p>R1. Development on this land must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) of 5m at the southern and eastern boundaries.</p>

Exceptions

Balconies, eaves, fascias, gutters, downpipes, masonry chimneys, flue pipes or other services infrastructure provided it is integrated with the building design may encroach beyond the boundary envelope.



3. Boundary setbacks

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirement
<p>O1. To create a sense of openness.</p> <p>O2. To protect and enhance the visual quality of streetscapes and public spaces.</p> <p>O3. To maintain the visual continuity and pattern of buildings and landscape elements.</p>	<p>R1. Boundary setback areas are to be landscaped and generally free of any structures or site facilities other than driveways, letter boxes, garbage storage areas and fences.</p>
<p>O4. To provide a wide landscaped strip on the northern frontage of the site.</p>	<p>R2. Northern boundary: development with frontage to Hawkesbury Avenue must not extend at any point beyond the existing building.</p>
<p>O5. To ensure that the scale and bulk of buildings is minimised.</p> <p>O6. To provide adequate separation between buildings and adjacent land to ensure a reasonable level of privacy, amenity and solar access is maintained.</p> <p>O7. To ensure articulation and modulation of facades.</p>	<p>R3. Southern boundaries: development is to maintain a minimum setback of 5.0m from the southern boundaries.</p> <p>R4. Eastern boundary: development is to maintain a minimum setback of 6.5m from the Clarence Avenue boundary and is not to encroach at any point beyond the existing building.</p> <p>R5. Western boundary: development is to maintain a minimum setback of 6.5m from the Pittwater Road boundary and is not to encroach at any point beyond the existing building.</p> <p>R6. Any storey above the second storey is to be set back a minimum of 2.5m from the face of the second storey.</p>

Exceptions

- E1. Light fittings, electricity or gas meters or other services infrastructure and structures not more than 1m above ground level (existing) (including steps, landings, pedestrian ramps and stormwater structures) may encroach into the setback up to 2m from a boundary.
- E2. Entrance and stair lobbies at ground floor level may encroach into the setback up to 2m from a boundary.
- E3. Basement car parking may extend:
 - Up to 2m from the boundary, and
 - No more than 1m above ground level (existing).

Note

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Maximum height of buildings is determined by the WLEP.

To measure the height in storeys:

The number of storeys of the building are those storeys which may be intersected by the same vertical line, not being a line which passes through any wall of the building; and Storeys that are used for the purposes of garages, workshops, store rooms, foundation spaces or the like, that do not project, at any point, more than 1 metre above ground level (existing) are not counted.



4. Safety and security

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To enhance the safety and security of public and private spaces.	R1. The built form and landscaping elements are to: <ul style="list-style-type: none"> • achieve casual observation of public domain, • Maximise activity in publicly accessible areas, • Reduce opportunities for crime and antisocial behaviour, and • discourage vandalism.
O2. To incorporate appropriate lighting.	R2. Provide lighting in areas intended for night use and/or areas accessed by pedestrians after dark.

Note

See also Warringah DCP Clause D20 for general requirements for safety and security.

5. Views

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To retain the existing views to, from and through the site.	R1. Views from the site to the east (Dee Why coastline, Dee Why Lagoon and the South Pacific Ocean) are to be considered and retained.
O2. To promote a high quality outlook for surrounding residential areas.	R2. Development shall provide for the reasonable sharing of views.
O3. To achieve reasonable view sharing to and from public and private properties.	

Note

Assessment of applications will refer to the Planning Principle established by the Land and Environment Court in Tenacity Consulting v Warringah Council (2004) NSWLEC 140.



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6. Landscaping and civic improvements

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
<p>O1. To provide high quality landscaping throughout the site including dedication of land to the public domain.</p> <p>O2. To contribute to the public domain.</p>	<p>R1. Substantial landscaping is to be achieved on the site generally by the provision of</p> <ul style="list-style-type: none"> trees at 1/10m², shrubs and ground-covers at a rate of 4 plants/m². <p>R2. Opportunities for deep soil landscape areas are to be provided on the site.</p> <p>R3. The northern portion of the site is to be set aside for open spaces and civic improvements such as a war memorial.</p>
<p>O3. To make an appropriate transition to the surrounding residential areas.</p> <p>O4. To soften and improve the built edge and façade.</p>	<p>R4. The northern and eastern boundaries of the site are to be landscaped appropriately utilising predominately local native species reflecting the character of the adjoining Dee Why Lagoon. Exotic species may be used in the context of memorial design and entry definition.</p> <p>R5. Landscaping will provide a vegetative screen of the car park when viewed from adjacent streets.</p>
<p>O5. To create a unique complex.</p>	<p>R6. Landscaping is to be used as part of the building fabric both internally and externally.</p>



7. Economic and social sustainability

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To upgrade the quality and quantity of services and amenities provided by the Club for the benefit of members, visitors and community groups supported by the Club.	R1. Development will support the site's use as a major, high quality and unique entertainment venue in Dee Why.
O2. To provide a variety of services that will achieve long term economic viability.	R2. Development will contribute to employment within the Dee Why district

8. Traffic generation, car parking and vehicular access

Applies to land

This control applies to Lot 1, DP 706230, 932 Pittwater Road Dee Why.

Objectives	Requirements
O1. To provide appropriate and well-considered traffic planning solutions.	R1. Vehicular access is to be restricted to Clarence Avenue with separate entry and exit driveways.
O2. To minimise the impact of the club activities and the surrounding road network.	
O3. To accommodate the demand for off-street car parking.	R2. The Club shall undertake patronage and user surveys of the existing Club facilities and similar club developments. R3. Additional peak traffic generation is to be assessed using the <i>RMS Guide to Traffic Generating Developments</i> , and surveys undertaken by the Club.
O4. To provide adequate car parking facilities.	
O5. To provide for safe and convenient pedestrian and vehicular movements within the site and in the car park.	R4. Design and layout of the carpark must demonstrate safe and convenient access for all users. R5. Maintain high quality pedestrian access to the Club from Pittwater Road.

Notes

See also DCP Part C Siting Factors C2 Traffic, Access and Safety for general controls and C3 Parking Facilities.



