



northern
beaches
council

URBAN DESIGN STUDY PHASE 2A2/A3 BUSINESS & INDUSTRIAL BUILT FORM CONTROLS

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AJ+C
ALLEN JACK+COTTIER

Tract

ALLEN JACK+COTTIER ARCHITECTS AND TRACT CONSULTANTS

Overview

1 Overview

This chapter proposes built form controls for the business and industrial zones across the Northern Beaches LGA.

A brief overview of the zones, the building typologies they contain, examples of recent developments, and precedents showing good and poor practice introduces the chapter. More detailed analysis of each zone can be found in the Phase 1B - Place Based Analysis report.

1.1 B1 & B2 Zones

B1 and B2 zones in the Northern Beaches are both typified by street-fronting retail typologies. B1 Neighbourhood Centre zones vary from single standalone shops to small retail clusters, both within otherwise residential areas. Development interest in these areas can largely be expected to be oriented towards residential uses. B2 Local Centres refer to the larger 'destination' centres of one or more main streets, with the same building typologies as B1 centres. The larger private retail centres are also located in B2 zones.

The main B1 & B2 typologies are covered in this chapter by the Local Centre Place Controls, the Retail Centre Heads of Consideration, the Main Street Building Typology and the Component Modifiers of Active Frontage (Retail) and Awnings.

1.2 B3 Zones

Warringah Mall, a super-regional retail centre, is the single property zoned B3 in the Northern Beaches. Assuming this unique status is to be retained, this indicates Warringah Mall will continue to be controlled through direct negotiation with the landowner. Within this chapter, the Retail Centre Heads of Consideration for Warringah Mall will inform any potential future master plans with corresponding changes to the current statutory framework.

1.3 B4 Zones

B4 Zones in the Northern Beaches cover the Mona Vale and Dee Why Strategic Centres. In terms of building typologies, they are largely in line with the B1 and B2 local centres except for the introduction of residential towers (existing or allowable), either as residential flat buildings or as shop top housing. The residential components of those typologies will be covered in Part 2A1 Residential Built Form Controls. The business components are covered in this chapter by the controls listed under B1&B2 Zones above.

1.4 B5, B6 & B7 Zones

B5 Business Development (a mix of business and warehouse uses and specialised retail premises that require a large floor area), B6 Enterprise Corridor (promoting businesses along main roads with a mix of compatible uses) and B7 Business Park (office and light industrial uses) are all typified by large plate commercial buildings.

The B5 and B6 zones in the Northern Beaches have similar strategic objectives and consequently have similar built form. The B5 land use zone is used only in the former Warringah, while the B6 land use zone is used only in the former Manly and Pittwater LGAs. The use cases are similar, with both B5 and B6 zones clustered around main roads featuring bulky goods and other large retailers, medical centres, storage units, and other large-format uses. The four B7 zones in the Northern Beaches - two in Warriewood, one in Belrose and one in Frenchs Forest - are larger contiguous areas than the B5/B6 zones and so less oriented towards single roads, instead forming small commercial neighbourhoods. The building typologies within them are similarly dominated by large plate commercial and industrial buildings with many of the same tenant types as the B5/B6 zones. B7 zones are more focused on office uses and feature fewer bulky goods outlets.

Light industrial buildings are allowable in all three zones and the typical large plate commercial buildings in the B5, B6 and B7 zones are, typologically, very similar to the large plate industrial buildings. This is made clear where these zones are adjoining: for example, there is little perceptible change noticed from street level when transitioning between the IN1 and B5 zones in Brookvale nor the IN2 and B7 zones in Warriewood.

The typical B5, B6, and B7 typologies are covered in this chapter by the Building Typology Controls for Large Commercial/Industrial Buildings and multiple Component and Context modifiers.

1.5 IN1 & IN2 Zones

There are two large IN1 General Industrial zones in the Northern Beaches: Brookvale and Cromer, both in the former Warringah LGA. The Brookvale industrial area is divided into two separate sections by a B5 zone that runs the length of Condamine Street/Pittwater Road.

There are numerous IN2 Light Industrial zones across the former Warringah and Pittwater LGAs. Some, such as in Warriewood and Mona Vale, are the same size as the Cromer IN1 zone or one of the Brookvale sections, with largely the same building typologies as those areas. There are also numerous smaller IN2 zones, typically surrounded by low-density residential areas. Across all IN1 and IN2 zones the building typologies are very similar, dependent primarily on lot size rather than land use zone. As identified, the range of building typologies are also similar to the larger scale Business zones (B5-B7), with an expected focus on warehouses over office but a similar number of retail buildings despite their nominal exclusion from the zones.

The typical IN1 and IN2 typologies are covered in this chapter by the Building Typology Controls for Large Commercial/Industrial Buildings and multiple Component and Context modifiers.

1.6 Contemporary Building Typology Examples

Examples of contemporary buildings (defined here as being completed in the last 10 years) for each of the Business and Industrial land use zone used in the Northern Beaches are shown here. These are included to confirm the proposed building typology controls are relevant to all current development trends.



91-93 McIntosh Rd. Narrabeena

Land Use Zoning: B1 Neighbourhood Centre
Estimated Year Completed: 2020

Typology Control: Main Street Building, Active Frontage, Awnings



385 Sydney Rd. Balgowlah

Land Use Zoning: B2 Local Centre
Estimated Year Completed: 2015

Typology Control: Main Street Building, Active Frontage, Awnings



Warringah Mall

Land Use Zoning: B3 Commercial Core

Note: the image above represents the 2019-approved development application for a major extension to Warringah Mall.

Typology Control: Retail Centre Heads of Consideration



9-37 Howard Ave, Dee Why

Land Use Zoning: B4 Mixed Use

Estimated Year Completed: 2019

Typology Control: Main Street Building, Active Frontage, Awnings



624 Pittwater Rd, Brookvale

Land Use Zoning: B5 Business Development

Estimated Year Completed: 2017

Typology Control: Commercial/Industrial Building, Side Parking



1416 Pittwater Rd, North Narrabeen

Land Use Zoning: B6 Enterprise Corridor
Estimated Year Completed: 2017

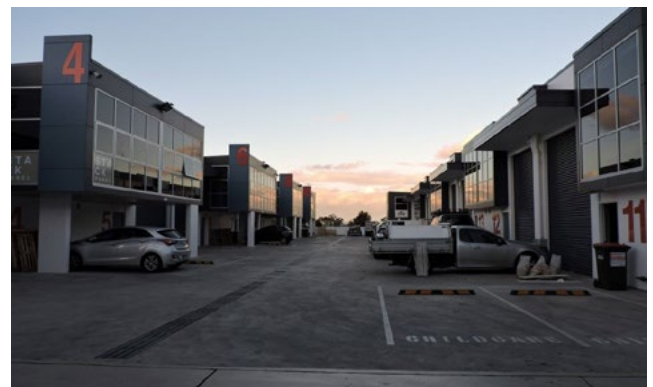
Typology Control: Commercial/Industrial Building, Rear Parking



12 Narabang Way, Belrose

Land Use Zoning: B7 Business Park
Estimated Year Completed: 2014

Typology Control: Commercial/Industrial Building



97-99 Old Pittwater Rd. Brookvale

IN1 General Industrial
Built 2016

Typology Controls: Commercial/Industrial Building, Central Parking



14-21 Inman Rd, Cromer

IN1 General Industrial
Estimated Year Completed: 2017

Typology Control: Commercial/Industrial Building, Side Parking



9-13 Cook St, Forestville

IN2 Light Industrial
Estimated Year Completed: 2020

Typology Control: Commercial/Industrial Building, Side Parking



14 Harkeith St, Mona Vale

IN2 Light Industrial
Estimated Year Completed: 2011

Typology Controls: Commercial/Industrial Building, Front Parking

Practice Guide

1.7 Examples of Poor Practice

Examples of poor building outcomes are shown here, to indicate the aims of the built form controls that follow. All examples are from the Northern Beaches LGA.



Building to an uncharacteristic street wall height.

Ignoring its 1- and 2-storey neighbours, this 2009 constructed shoptop residential building established a new street wall height of 3-storeys before an upper level setback to an additional fourth storey. The 2018 constructed shoptop residential building immediately adjacent then justifiably followed the newly established 3-storey street-wall height, together changing the predominant height of this section of the street. These buildings should have followed the 2-storey street wall height of the street, with the upper level setback occurring at the third storey.

Active frontage and awning design that are inconsistent with adjoining buildings, with features designed to accentuate individual buildings rather than maintain the continuity of a retail street.

These buildings use colonnades, retractable awnings, and accentuated residential lobbies to replace traditional retail frontages. This impacts the ground level perception of a continuous retail street by changing view lines, reducing or removing weather protection, and making retail tenancies less visible from outside of the building.

Pictured: 385 & 387-391 Sydney Rd. Balgowlah (zoned B2)



**Long distances between entrances in active frontages;
lack of openings into food and beverage tenancies.**

This 70m continuous building facade on a main street of Dee Why has only one 2.5m wide restaurant entrance and one 4m wide residential entrance facing the public street.

Pictured: 26 Oaks Ave. Dee Why (zoned B4)



**Awnings & active frontage ignoring topography;
active frontage set back within a colonnade.**

Both the glazed awning and the active frontage in this building ignores the existing topography, with a single fixed awning height and finished floor level that continues along an 80m property length despite a 2m level change on the street. This results in an awning that is too distanced from the pavement for adequate weather protection, poor accessibility to shopfronts, and a long length of blank wall at eye level.

The setting back of the active frontage within a colonnade, required by the mismatch between kerb and floor level, is generally regarded as poor practice (including in this case) as it reduces visibility of shopfronts and so the perceived extent of active frontage.

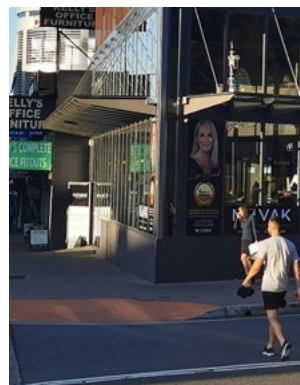
Pictured: 629-635 Pittwater Rd. Dee Why (zoned B4)



Opaque coverings applied to glazed portions of active frontage.

Although not easily addressed by built form controls, adding opaque coverings and/or advertising to glazed areas negates their contribution to active frontage. Once coverings are applied, these sections of façades can be considered blank frontages.

Pictured: 1-5 Dee Why Pde. Dee Why (zoned B4)



**Unnecessary gaps in awning coverage;
including discontinuity of awnings at corners.**

Gaps in awnings impact weather protection and reduce the ground level perception of a continuous retail street.

Pictured, left: 10-12 Bungan St. Mona Vale (zoned B4)

Pictured, right: 822 Pittwater Rd. Dee Why (zoned B4)



Consolidation of service, parking and other non-contributory uses to create extensive blank frontage.

Although large buildings require extensive service and parking frontages (including substations) that require street access, they should only be consolidated where they front a service laneway, rather than this example that consolidates poor frontage on a major retail street opposite active frontage and along a main pedestrian route.

Pictured: 9-37 Howard Ave. Dee Why (zoned B4)



Insufficient landscaped area and contribution to tree canopy.

This building extends built form on a raised parking deck to its zero side and rear setbacks, with a minimal front setback used for an artificial turfed child care play area. All buildings, including in industrial areas, should contribute to the landscaped character of the Northern Beaches, and help offset the overall heat island effect of the area. Even when building dimensions and lot sizes do not support at-grade landscape within setbacks, it should still be expected to be provided on-deck.

Pictured: 97-99 Old Pittwater Rd. Brookvale (zoned IN1)



Excessive hard-surface paving of setbacks.

All street setbacks of this building are fully paved, used for customer parking at the front and goods storage (including for sale) on the side/secondary setback. These uses are appropriate, but only where adequate landscape is provided for. The landscaping visible around this building is entirely within the public domain of the road reserve. The private lot therefore contributes nothing to the landscaped character of the street it benefits from, while adding to the overall heat island effect of the suburb.

Pictured: 21 Mitchell Rd. Brookvale (zoned IN1)



Use of artificial turf on rooftop, increasing contribution to heat island compared to most other roof treatments.

Pictured right: 888 Pittwater Rd, Dee Why (zoned B4)



Large street-fronting surface parking lots, unscreened undercroft parking presenting to street, with sparse landscaping and/or no screening by contributory uses.

Parking lots along street fronts should generally be limited to accessible parking or visitor parking to commercial buildings. Although surface parking lots such as that shown at Warringah Mall benefit retail outlets, they are detrimental to street quality and should be avoided.

Pictured left: Warringah Mall, Brookvale (zoned B3)

Pictured right: 8 Jubilee Ave. Warriewood (zoned B7)



Unnecessary or excessive number of kerb cuts.

Kerb cuts impact walkability and pedestrian safety while emphasising car dominance. Oversized kerb cuts also impact measures to control stormwater runoff. One large kerb cut in this medical centre, on the left of the image, provides little to no circulation benefit for vehicles that could instead use the two-lane aisle (with separate kerb cut) adjacent.

Pictured: 612-624 Pittwater Rd. Brookvale (zoned B5)



Excessive parking and/or service entries for lot size, access, and building type.

Parking and service entries should be minimised, consolidated, and appropriate to their lot size and context. This building has a single street frontage with four separate parking entry/exits. A one way loop ramps up and down to rooftop parking on either side of the building, and a separate one way loop continues to the rear/undercroft parking. Although the four entries are partially-combined into two (rather than four) large kerb cuts, the entrances nonetheless occupy the majority of ground level street frontage and dominate the street for a significant length.

Pictured: 1416 Pittwater Rd. North Narrabeen (zoned B6)



High visibility into parking/service areas from public domain.

Parking and service areas should be concealed from the street as far as practicable, both by garage doors as well as through internal building design when the doors are open.

Pictured: 97-99 Old Pittwater Rd. Brookvale (zoned IN1)

1.8 Examples of Good Practice

Examples of good building outcomes are shown here, to indicate the aims of the built form controls that follow.

All examples are from the Northern Beaches LGA.



Provision of fine-grain retail tenancies minimising extent of residential frontage.

Pictured: 15 Old Barrenjoey Rd. Avalon Beach (zoned B2)



Continuation of awning around street corner, with chamfering of building line to improve connectivity.

Pictured: 91-93 McIntosh Rd. Narrabeena (zoned B1)



High level of visibility into retail frontage, even where tenant type (such as this supermarket) does not support fine grain tenancies.

Pictured: 37 Howard Ave, Dee Why (zoned B4)



Visual interest added to visible blank walls with colour, quality and depth of surface material.

Pictured, left: 635 Pittwater Rd. Dee Why (zoned B4)

Pictured, right: 21-27 Mitchell Rd. Brookvale (zoned IN1)



Use of three-dimensional / extruded articulation to break up long walls, where more major steps in the built form are not possible.

Pictured: 178 Condamine St. Balgowlah (zoned B6)



Provision of large trees and dense landscaping within front setbacks of this large-format commercial building.

Pictured: 4 Daydream St. Warriewood (zoned B7)



Integration of parking entries and ramps with landscaping.

Shared positioning / consolidation of landscaped areas between adjoining lots.

Pictured: 10 & 12 Narabang Way, Belrose (zoned B7)



Green walls to provide contributory façades to otherwise blank or service frontages.

Pictured: TfNSW Park & Ride, 216 Condamine St. Manly Vale (zoned B2)



Canopy trees and extensive landscaped areas on roof decks, to expand communal or public open spaces and reduce contribution to heat island effect.

This example is a public park on the roof above the Stockland Balgowlah retail centre.

Pictured: 197-215 Condamine St, Balgowlah (zoned B2)



Extensive canopy coverage and/or other shading of surface and structured car parks.

Pictured: Public Car Park, 189 Condamine St, Balgowlah (zoned B2)

Built Form Controls

2 General Recommendations

2.1 Recommended Changes to LEP Controls

Although this chapter generally recommends DCP-level controls, certain LEP changes are also recommended for consideration:

1. Introduction of Floor Space Ratio (FSRs) across B4 Mixed-Use zones.

Refer to Phase 1D report on the support of using FSR as a way to control shoptop residential development, and potentially other higher density uses. As noted in that report, establishing appropriate FSRs across the LGA will require a future study, either to establish an LGA-wide approach calibrated to site area, or else as an area-by-area study.

As a starting point, for shoptop residential we recommend the rule-of-thumb of an 0.3:1 FSR per storey achievable within the HOB limit be considered. For example, a 22m HOB area would support a 6-storey shoptop residential building, resulting in a 1.8:1 FSR.

2. Review Height of Building (HOB) limits in industrial areas to reflect standard warehouse typologies.

The typical HOB limit across industrial zones in the Northern Beaches is currently 10m. This will support typical strata industrial buildings with mezzanine, but constrains larger format warehouses.

Given the industrial areas of the Northern Beaches are relatively unconstrained by overshadowing concerns, we recommend the height limits be more flexible to permit further building uses. A height limit of 15m is common, which allows a 13.7m ridge-height (associated with the maximum fixing height of fire sprinklers) plus venting and minor rooftop plant.

3. Review Height of Building (HOB) limits in local centres.

The local centres studied in this report are typically 2- to 3-storeys along main streets. Where the dominant street wall height is 2-storeys (regardless if there is an occasional 3-storey building) the HOB limit in the Northern Beaches is typically 8.5m. Where the dominant street wall height is 3-storeys, the HOB limit in the Northern Beaches is typically 11m. We recommend these heights be increased to permit:

- Ground Level: 4.0-4.5m to support retail
- Level 1: 3.6m to support office
- Level 2+: 3.1m to support residential
- Roof: 1.2m to support increased roof construction tolerance, parapet and minimum lift overrun

This results in the following recommended HOB limits:

- 2-storeys: 8.8m, rounded to 9.0m (ideally 9.5m)
- 3-storeys: 11.9m, rounded to 12.0m (ideally 12.5m)

Additional context modifiers to the HOB limits are also proposed, similar to those in the current Pittwater LEP:

- Sloping site: additional HOB allowance of between 0.5m and 1.5m between a 15% and a 30% slope
- Flood: HOB limit measured from Flood Planning Level.

2.2 Recommended Changes to DCP Controls

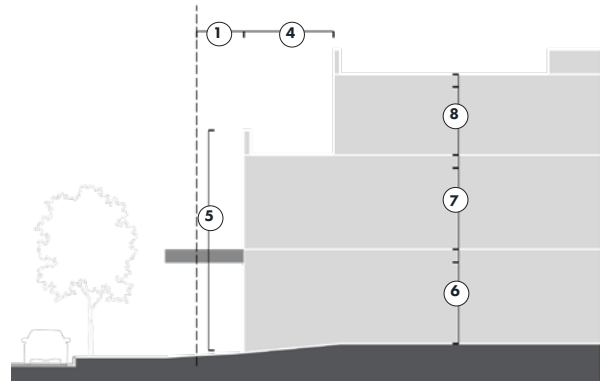
Each Building Typology, Component Modifier and Context Modifier sheet are designed to define DCP-level controls. These deal only with issues of built form and are not intended to be complete sets of controls. They will be complemented by the wider DCP. Review the Methodology Chapter for further details.

Building Typology Sheets

Building Typology Control: Main Street

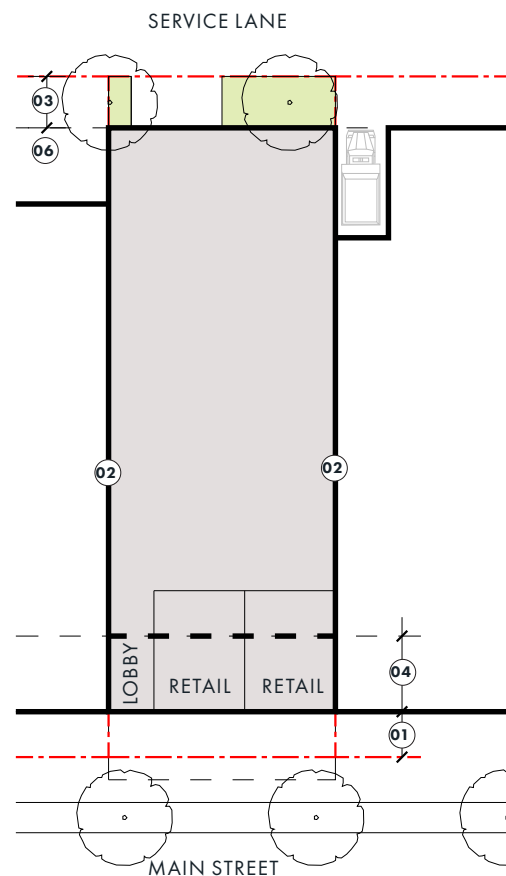
Controls

	Min Building Line Setbacks	
1	Front	Per LCPC. Where no LCPC exists or the control is not listed for the site location: 2m
-	Secondary for corner lots	As per Front Setback
2	Side	Per LCPC. Where no LCPC exists or the control is not listed for the site location: 0m
3	Rear	Per LCPC. Where no LCPC exists or the control is not listed for the site location:
		Adjoining commercial zone Merit, integrating landscaping
		Adjoining residential zone Transitional to residential, must be landscaped to allow deep soil landscaping and trees
		Adjoining laneway Refer to Laneway Modifier
4	Upper Level Setback	Per LCPC. Where no LCPC exists or the control is not listed for the site location: 5m (W) at predominant street wall height. Where no predominant height exists, upper level setback to occur on third storey. Balustrades and retractable shade awnings permitted within setback.
5	Street Wall Height in Storeys	Per LCPC. Where no LCPC exists or the control is not listed for the site location: 2-storeys
	Min Floor-to-Ceiling Heights	
6	Ground	4.6m in B1 and 4m in B2 & B4
7	Level 1	3.3m
8	Level 2+	2.7m
	A minimum 25% of total GFA shall be for non-residential uses, not including any area used for parking or services.	
	All utilities, services and waste areas are to be concealed from public streets.	
	Driveway entrances should always be positioned on the rear or side street where one exists (refer to Active Frontage context modifier).	



Notes

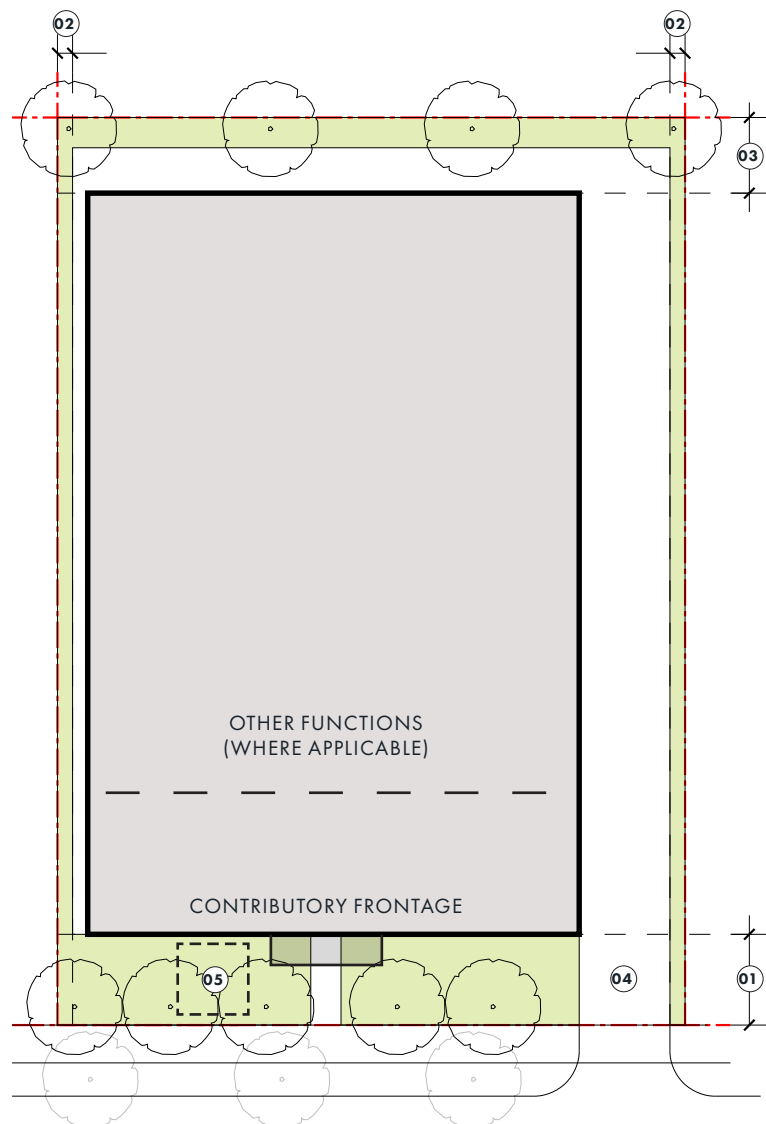
P	Pittwater DCP/LEP
W	Warringah DCP/LEP
M	Manly DCP/LEP
LCPC	Local Centre Place Controls
CMDG	Central Melbourne Design Guide
FPL	Flood Planning Level



Building Typology Control: Large Format Commercial & Industrial

Controls

	Min Building Line Setbacks	
1	Front	Zoning Setback
		B5 Predominant
		B6 4.5m*
		B7 10m*
		IN1 4.5m*
		IN2 6.5m*
	* Main Roads	10m-30m (refer DCPs)
-	Secondary (e.g. corner)	Min. 3m (CDC) + Merit
2	Side	Merit (W)
3	Rear	Merit (W)
-	Refer to Transition Areas Context Modifier for sites adjacent or within Public Open Spaces or Reserves, Environmentally Sensitive Areas, lower-density areas and/or residential areas.	
	<p>Min. 4m depth of front setback area must be landscaped area, except for minimum driveway width and pedestrian entry.</p> <p>Any other setback 2m or larger is to include min. 1m landscaped area, and any setback 3m or larger to include min. 2m landscaped area, continuous along the boundary. Alternatively, equivalent landscaped areas may instead be consolidated in discrete sections.</p> <p>Incorporate WSUD measures as appropriate.</p>	
	Included in the requirements listed above, street frontages are to be provided with a min. 3m deep section of soil along the full front setback with trees spaced at maximum 3m centres (CDC).	
	<p>Min. tree planting 1 small to medium (8m height (CDC)) sized tree and 1 small shrub per 3m² of landscaped area.</p> <p>1 large tree (13-18m height, 1>6m spread [ADG]) can be used to replace the requirement for 2 small-to-medium trees.</p> <p>Trees requirements are to be distributed between front and rear setbacks.</p>	
4	Developments shall include a maximum of one street-facing parking /service entry with associated kerb cut per bounding street.	
5	Where appropriate to the building's use, provide a communal area for staff away from parking.	



Modifiers

Component Modifier: Laneways

Controls

1	Laneway Width	<p>Min. 7m</p> <p>Where existing laneways are less than 7m widening may be required.</p> <p>Where new laneways are required, they must be 7m in width (5.5m carriageway with 0.75m dish drain on either side).</p>
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Laneway Setbacks & Building Separation - Commercial/Mixed-Use Opposite Residential

2	Rear Setback	Transitional to residential, must be landscaped to allow deep soil landscaping and trees
3	Building wall height	Building wall height must be limited to 2 storeys before upper level setback.
4	Upper Level Setbacks	Min. 3m, plus ADG requirements. ADG separation measured from centreline of laneway.

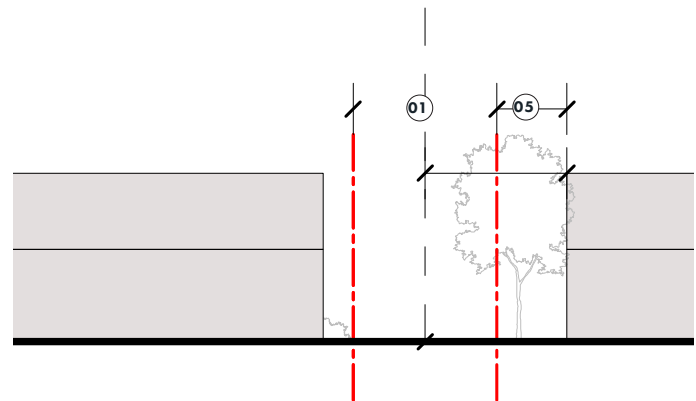
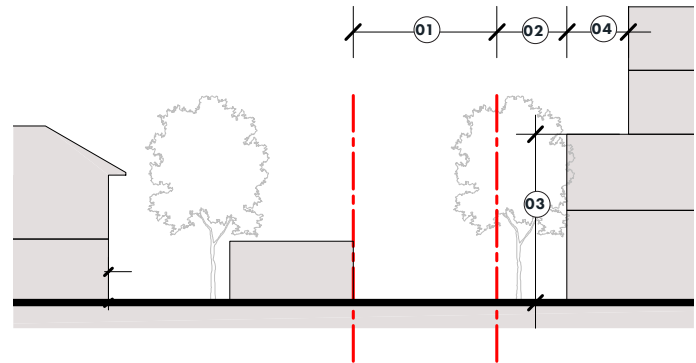
Laneway Setbacks & Building Separation - Commercial Opposite Commercial

5	Rear Setback	Merit, integrating landscaping and having regard to the function and use of the laneway.
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Primary pedestrian access into commercial or mixed use buildings must not be via laneways.

All laneways must be designed and treated to improve their amenity and should include things such as:

- lighting
- vertical gardens
- landscape beds where appropriate
- public art
- possible active uses (where appropriate)
- no visible waste storage areas,
- any utilities/services must be screened from view

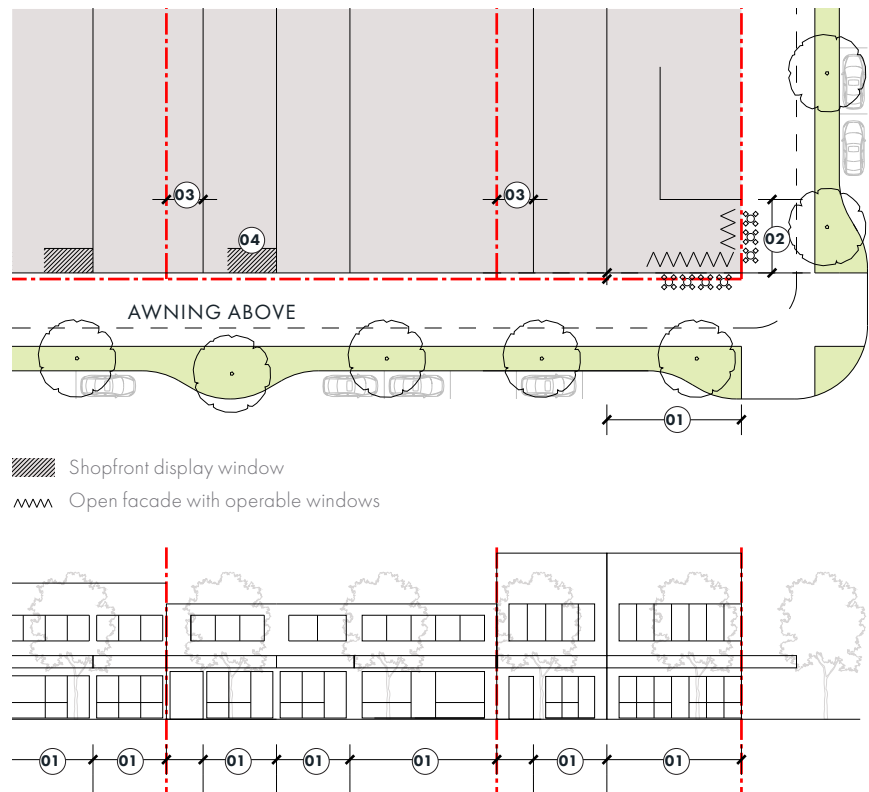


Component Modifier: Active Frontage

Controls

1	A minimum of 10 shopfronts/retail tenancies with individual entries are to be provided for every 100m of street frontage or part thereof.
2	Wherever active frontage is positioned on a building corner - such as an intersection, arcade entry or through-site link - it is required to 'turn the corner' (P) with a minimum of 6m length of active frontage continuing around the secondary / non-active street.
	Minimum 70% transparent glazing provided to ground floor active frontage. Opaque coverings including glazing, or visible goods storage positioned against the shopfront, are not permitted within this figure. Percentage may be reduced where in keeping with the existing character of a particular retail street, such as in heritage areas.
	Colonnades are generally not permitted. However, the consent authority may allow colonnades where: a. They are open and allow views of retail frontages; b. They do not separate street frontage activity from the street; c. They provide a high level of visual and physical access to shopfronts; d. They provide adequate weather protection. e. They provide a sunlit environment for active pedestrian use including outdoor dining. (W)
3	Primary pedestrian access should be incorporated into either primary or secondary street frontages. Foyers and other non-active spaces are not to occupy more than 20% or 8m of a property's street frontage, whichever is smaller.
	Ground floor levels for active frontages are to be at the same level as the footpath. To address this requirement within Flood Planning Areas, the floor level may extend below the FPL for 5m from the front entrance with a maximum overall area of 30m ² . Street-facing retail within the Flood Planning Area are to incorporate flood risk management measures such as flood compatible building materials, flood louvres and floodproof services without reliance on electrical, mechanical or manual exclusion.
4	Security grills and roller shutters, where necessary, are required to be set back a sufficient distance behind shopfront glazing to permit window displays. (M)
	For cafe/dining uses, openable window areas in association with seating overlooking the street is to be provided

Where there is a laneway or secondary street frontage, activate the laneway where possible by including active uses and passive surveillance from upper levels.
Driveways are generally not permitted along any facades where active frontage is required. All access and loading should be provided off a laneway or side street where one exists.
Ensure servicing e.g. waste bins/utility provision/substation etc are not visible from primary frontage and/or rear lanes. Ground floor services including waste, loading and parking etc must be less than 40% of the total site area. Additional service could be located underground or to the upper floors to reduce service footprint on the ground floor. (CMDG)

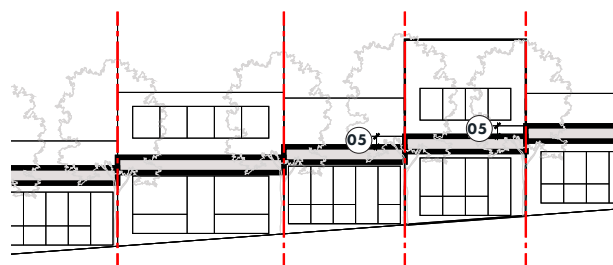
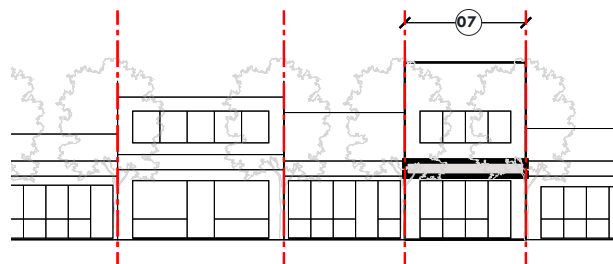
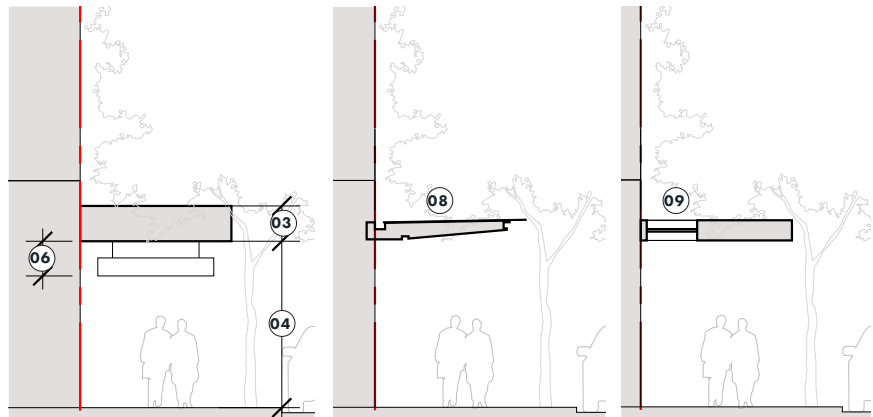


Component Modifier: Awning

This section refers to contemporary awnings in new or redeveloped shoptop/main street developments. Awning design in heritage areas should be established through a Conservation Management Plan or Heritage Impact Statement.

Controls

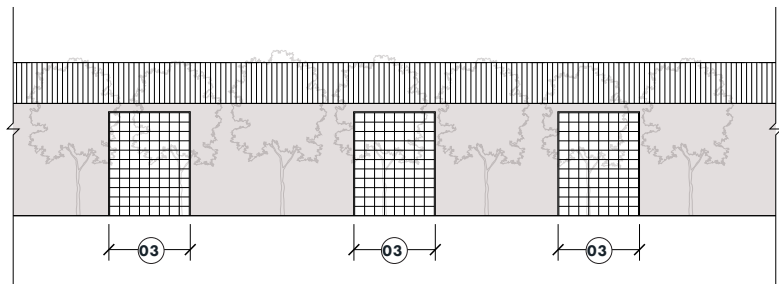
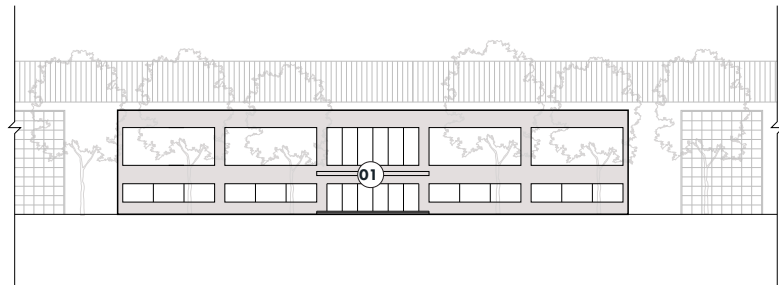
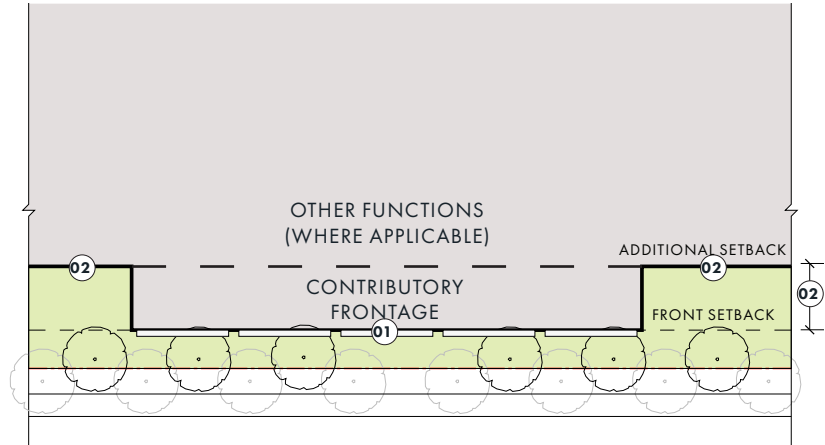
1	Awning depth shall match predominant depths along street. Min. depth of awning 2m.
2	Wider awnings may be required in locations where street trees cannot be accommodated, in areas of high pedestrian volumes, or where they are required to afford weather protection to areas where pedestrians cluster such as retail centre entrances, bus stops, rideshare/taxi stands, etc. Provision of awnings to provide adequate amenity and shelter for public transport users should be prioritised.
3	Awning depth should generally stop a min. 1m clear of the kerb line, or 1.5m where trees are positioned on the footpath.
4	Awning fascia height to match predominant awnings along street. Sufficient depth shall be provided to conceal construction of box awnings. Maximum 0.7m.
5	Awning clearance shall match that of immediately adjacent awnings, with a minimum clearance of 3.2m and maximum clearance of 4.2m.
6	Awnings are to step with the topography (P) while providing continuous weather protection.
7	Signage shall hang a maximum 0.7m below the soffit of the awning.
8	Awning to continue 100% across lot frontage, with no gaps between surrounding awnings. Exceptions due to existing street trees will be considered on merit.
9	Awnings to continue min 3m around corners at all intersections to provide weather protection at crossing points.
-	Cut out in awnings should be avoided except where they are the only appropriate solution to retain existing trees. In these cases the design of the cut out should be adequate for the future growth and survival of the tree while also ensuring appropriate weather protection is maintained for pedestrians.
8	All-glass awnings are generally not supported. Where introduced, they must satisfy the same depth requirement as standard box awnings.
9	Glazed sections (all or part) are to be patterned in a durable finish to mask dirt, dust and windblown debris. Glass may not be substituted with perspex or any other heat-transmitting materials. (P)
-	Where awnings are required, retractable awnings can be used to complement (extend) permanent awnings but may not replace them or reduce their dimensional requirements.



Component Modifier: Commercial/Industrial Frontage

Controls

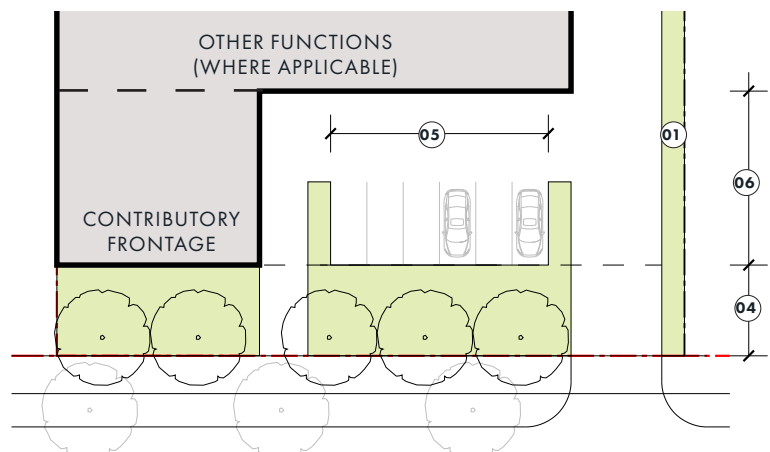
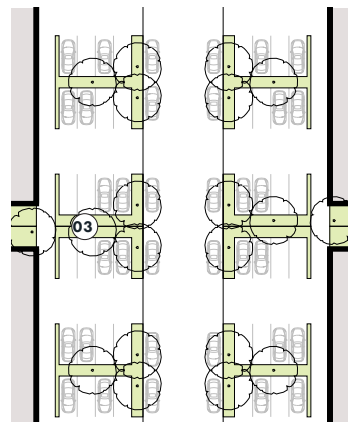
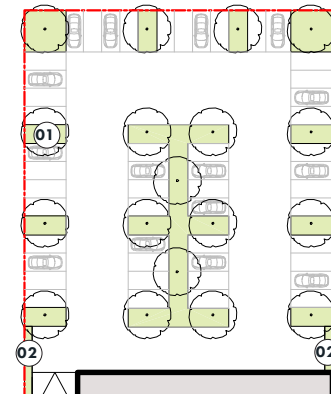
	<p>Commercial and industrial buildings shall maximise contributory frontage and minimise blank frontage on all facades visible from streets and the rest of the public domain.</p> <p>Contributory frontages are those areas of a facade with prominent entrances and transparent glazing that allow occupiers to surveil the street and passersby to see activity inside the building.</p> <p>Blank frontages are those areas of a facade without transparent glazing and/or major entrances.</p>
	Contributory frontages, particularly building entrances, shall occupy the majority of any boundary shared with a public street.
1	Primary building entrances shall face public streets, and be identified through canopies, bays, double-height glazing and/or other accents.
2	Front and secondary setbacks in front of blank frontage shall be 1.0m additional on top of the minimum setbacks to support denser landscaping, including larger trees than in front of areas of contributory frontage.
3	<p>Large blank walls must be avoided; windows should be provided wherever possible. Where this is not achievable in the design, and those walls are visible from a public place, treatments for the walls, including provision of :</p> <ul style="list-style-type: none"> • Public art; • Contrasting building materials; • Green walls; • Or other treatments. <p>To break up the expanse of the wall and provide visual interest.</p> <p>Council may request a Public Art Plan in these circumstances. This clause also applies where a blank wall may be visible for a 'temporary' period. In such cases temporary art treatments will be considered.</p>
	Sun shading devices, screens or canopies must be provided for each glazed wall or window in a direction that is between north and west. (CDC)
	All glazing must be of low reflective glass. (CDC)



Component Modifier: Commercial/Industrial Surface Parking

Controls

1	<p>Min Tree Planting: 1 small to medium (8m height) sized tree per 4 vehicle parking spaces throughout all parking areas.</p> <p>Trees are to be interspersed within parking areas to maximise canopy coverage.</p> <p>Consolidated plantings may be considered on merit where no alternate solution is available to accommodate vehicular movements likely to be associated with the development. Where consolidated tree planting is proposed, trees must have a minimum 15m mature height, or alternatively be able to accommodate 2 x trees with 8m mature height.</p>
	<p>Rooftop vehicle parking must provide for perimeter landscape treatment, including shade trees where appropriate, as well as solar panel shade structures, green roofs and green walls on the rooftop parking areas.</p>
	<p>Trees are to be planted in landscaped area. Minimum dimensions for planter areas are 2.5m x 5.5m for single trees and 5.5m x 5.5m for consolidated larger trees, with a strata vault subsurface system below of 6mx4m or 12m x 8m respectively.</p>
	<p>The gradient of car parking areas should be directed to kerb breaks around tree pits or landscaping that has a finished ground level lower than that of the carpark to direct drainage to the tree pits and reduce runoff. Refer to Council's WSUD requirements.</p>
2	<p>Min. 1m of landscaping should be provided alongside drive aisles within side setbacks. This may be consolidated into sections where this supports canopy trees.</p>
3	<p>Central parking, typical to strata industrial/commercial tenancies, must intersperse minimum tree requirements through the site to ensure all tenants benefit.</p>
4	<p>Any parking along the primary and/or secondary street frontages is to be positioned behind the fully landscaped setback area.</p>
5	<p>Parking spaces are to occupy a maximum of 50% of the street frontage.</p>
6	<p>Front-of-building parking should be limited to a single row of spaces on one side of the drive aisle to reduce visual impact.</p>
	<p>Landscaping should not block passive surveillance, particularly at building entries.</p>



Context Modifier: Transition Areas

Controls

Note: Modifier applies to all commercial and industrial zones, including 'Main Street' and mixed-use typologies.

Transition to Public Open Spaces or Reserves, such as land zoned RE1, RE2.

1	Continuous landscaped area minimum 3m wide along sensitive boundary, planted with dense low shrubs and interspersed with small trees designed to screen development without obstructing casual surveillance of the public open space.
2	Development shall be designed to maximise casual surveillance of the public space (W) through transparent glazing in facing facades and low or open fencing along sensitive boundary.
-	Where increased overshadowing is unavoidable, development shall maintain at least 4 hours of sunlight from 9am to 3pm on 21 June for at least 50% of the usable areas of public open spaces.

Transition to Environmentally Sensitive Areas, such as riparian corridors, biodiversity areas, and/or land zoned E1, E2,E3, W1 or W2

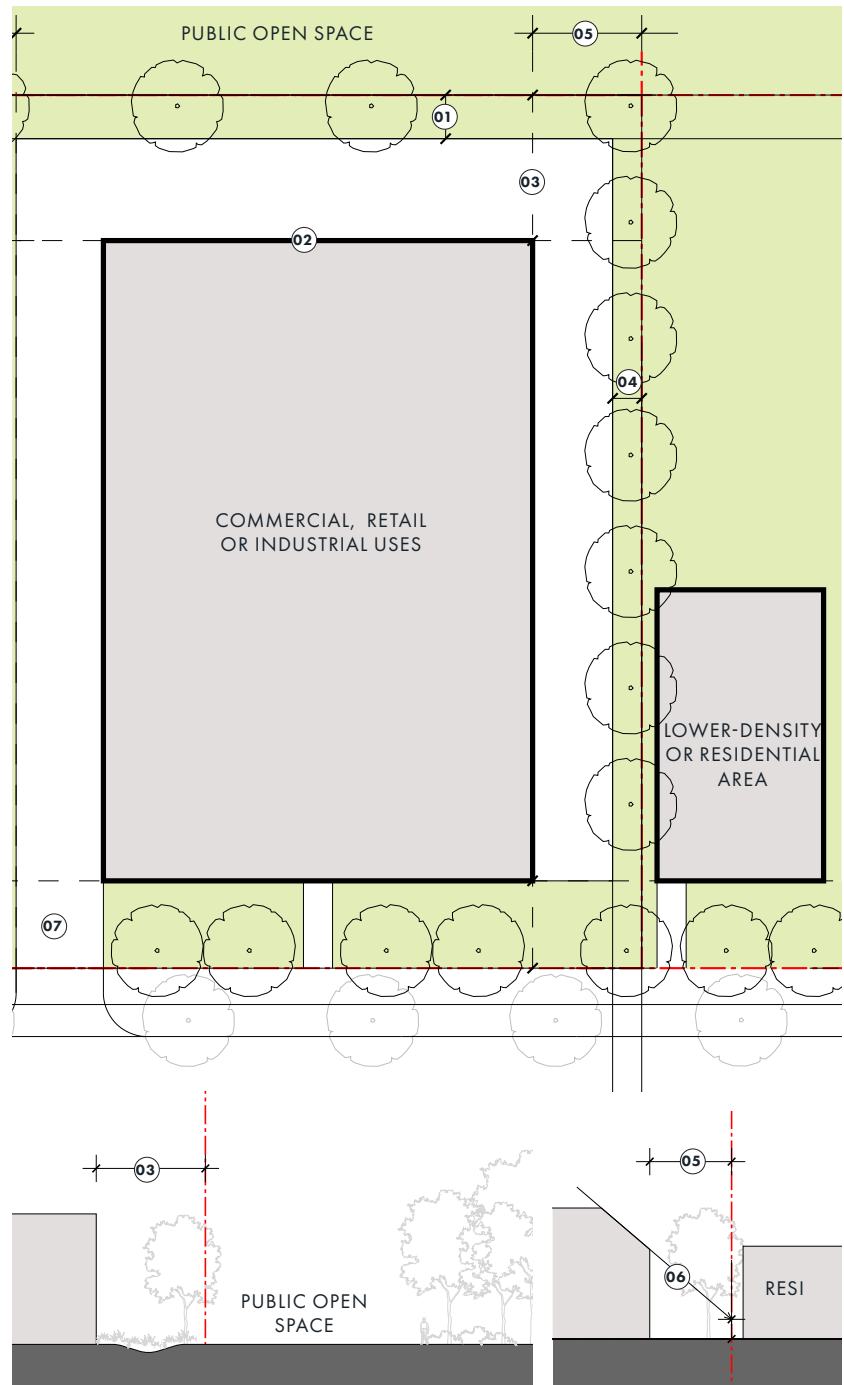
1	Continuous landscaped area minimum 3m wide along sensitive boundary, planted with landscape of similar plant densities and species selection as adjoining sensitive area; or refer to relevant controls/maps regarding specific sensitive area, which ever is greater.
3	Minimum 10m front/rear/side setbacks to property boundary adjoining sensitive feature.
	Building materials shall be of a non-reflective quality using muted colours that blend with the adjoining natural environment (M).

Transition to lower-density areas and/or residential uses.

4	Continuous landscaped area minimum 3m wide along sensitive boundary, planted with medium-to-large trees at close centres designed to fully screen development from adjacent residential.
5	Setback between sensitive boundary and relevant building line of 3m up to 6m in building height and 4.5m above 6m in building height.
6	Further upper level setbacks may be required where necessary to avoid overshadowing and overlooking.

All Transition Areas

-	Development should generally be designed so to not increase overshadowing of sensitive neighbours.
7	Building entrances, driveways, aisles, parking ramps, and service areas to be positioned along facades furthest from sensitive boundaries.
-	Where there are heritage items/HCAs, the transition response shall respond to site-specific curtilage assessment.

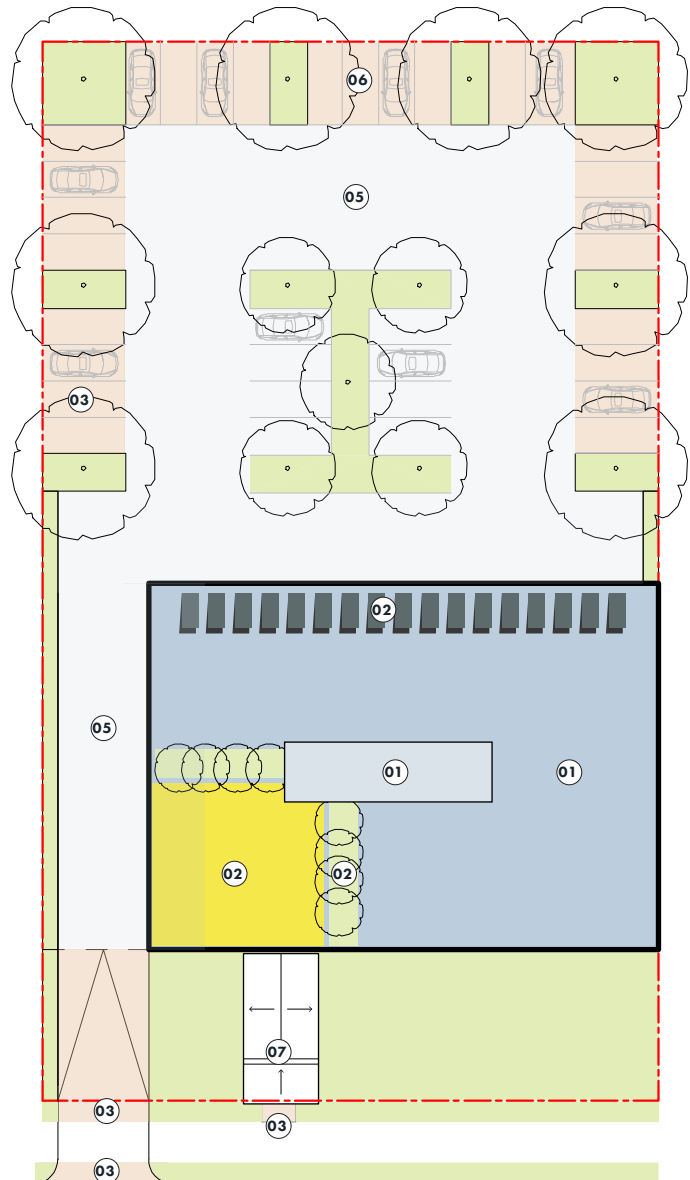


Component Modifier: Sustainability Considerations

Controls

All building typologies shall meet certain sustainability requirements. These controls should be read in conjunction with larger qualitative requirements throughout the NBC DCPs.

Material	
1	The surfaces of rooftops and podiums shall be of a material with a minimum solar reflectivity index (SRI) of 82 for flat roofs or an SRI of 39 for roof pitched >15° (Green Star).
2	Rooftop or podium surfaces covered by vegetation (not including artificial turf), solar panels or heat rejection plant, and those areas of roof tops or podiums used for communal or public open space do not require a minimum SRI rating.
3	Where driveways, pedestrian pathways and other hard surfaces stop the continuity of permeable areas in road reserves they must be composed of permeable materials.
4	Where hard surfaces within the site connect permeable areas, they should be composed of permeable materials where possible.
5	Hard surfaces (including driveways, drive aisles and paving) shall be composed of cool materials with high solar reflectance and infrared emittance.
6	Any consolidated parking areas shall maximise shading by trees, shade canopies and adjoining buildings.
7	All roofs – including pergolas, carports and other structures – are to drain into the lot and not into public stormwater systems.



Local Centre Place Controls

3 Local Centre Place Controls

3.1 Introduction

The Local Centre Place Controls are plan-view diagrams of 11 B2 Local Centres, matching the extent of the B2 land use zoning. They reflect prior studies including master plans or NBC 'Place Plans', as well as the DCPs currently in force.

Each sheet identifies:

- Location/Extent
- Setbacks
- Active Frontages
- Awnings, landscaping & street tree planting
- Pedestrian & vehicular connections
- Vehicular access/servicing
- Amalgamation/frontage
- Through-block connections
- Public open spaces

Building envelope controls are provided as indicative sections. Per the note below, we recommend these be replaced with the Main Street Building Typology Sheet.

3.2 Local Centres Included

The following local centres are included in this chapter:

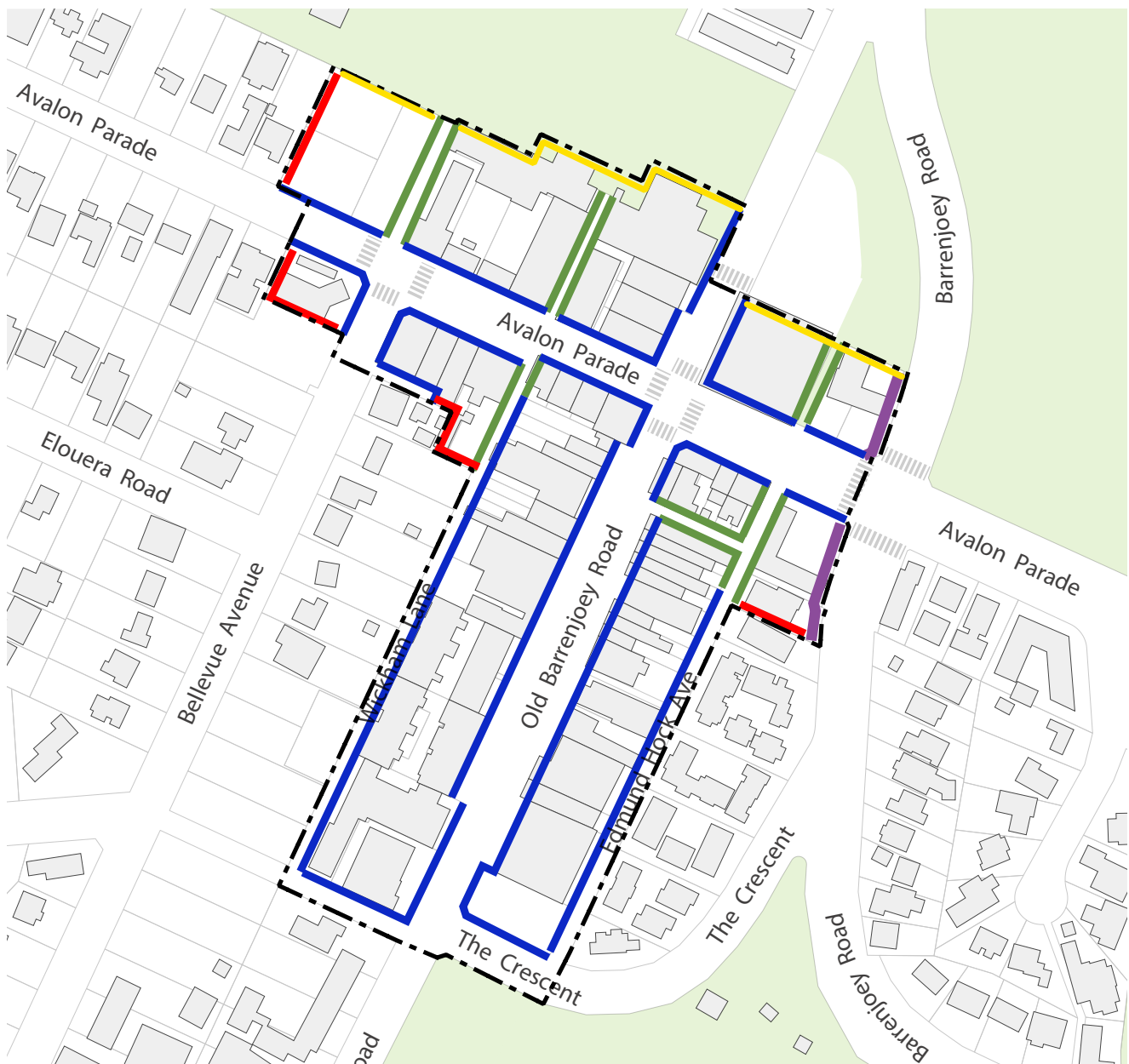
1. Avalon (Pittwater Ward)
2. Newport (Pittwater Ward)
3. Freshwater (Curl Curl Ward)
4. Narrabeen (Narrabeen Ward)
5. Forestville (Frenchs Forest Ward)
6. Manly Vale (Manly Ward)
7. Balgowlah Sydney Road – excluding Stocklands Shopping Centre development (Manly Ward)
8. Seaforth (Manly Ward)
9. Collaroy (Narrabeen Ward)
10. North Narrabeen (Narrabeen Ward)
11. The Strand - Dee Why (Curl Curl Ward)

Place Controls: Avalon Local Centre



Legend

	STUDY AREA		APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE
	MAIN VEHICLE PASSAGE THROUGH STUDY AREA		ACTIVE FRONTAGE WITH AWNING
	MAIN STREET, PROMOTE NEW STREET TREES		PROTECT & ENHANCE PUBLIC OPEN SPACE
	SECONDARY STREET, PROMOTE STREET TREES		PROTECT & ENHANCE STREET LANDSCAPE BY PROMOTING STREET TREES, GREEN WALLS AND GREEN ROOFS
	PEDESTRIAN LINKS		RESPECT HERITAGE CURTILAGE
	PEDESTRIAN CROSSING		INCREASE TREES/SHADING TO AT-GRADE CAR PARKS; IMPROVE CAR PARK EDGES WHERE THEY ADJOIN PUBLIC OPEN SPACES INCLUDING CREEKLINE
	VEHICLE ENTRANCES		



Legend

- STUDY AREA
- 1.5M SETBACK*
- 3.5M SETBACK*
- 10M SETBACK
- TRANSITION TO RESIDENTIAL
- MERIT ASSESSMENT

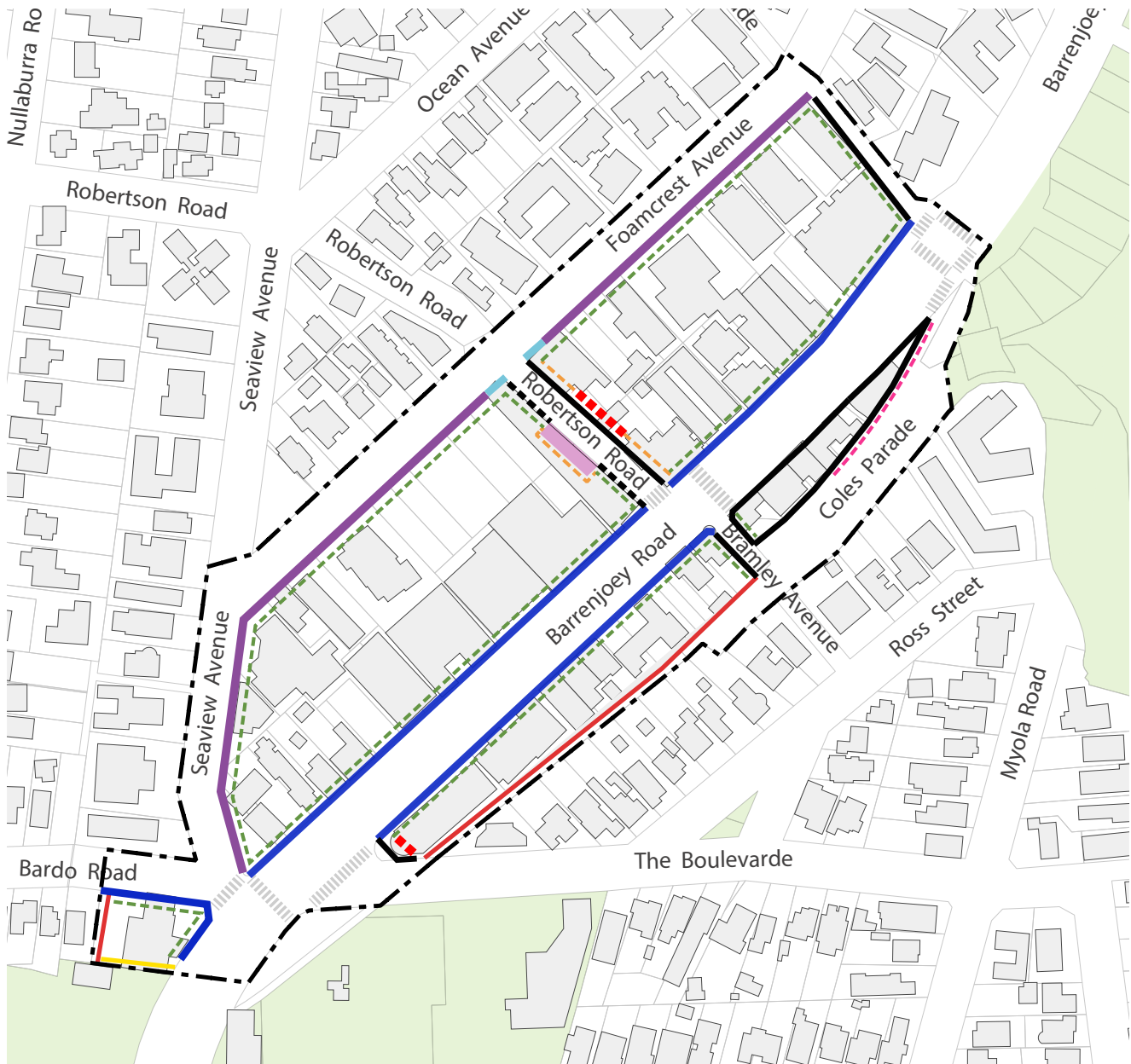
* Refer to DCP height planes for upper level setbacks

Place Controls: Newport Local Centre



Legend

	STUDY AREA		APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE
	MAIN VEHICLE PASSAGE THROUGH STUDY AREA		6M MINIMUM FROM CENTRE OF STREET TO SUPPORT SMALL PUBLIC PLAZA
	MAIN STREET, PROMOTE NEW STREET TREES		ACTIVE FRONTAGE WITH AWNING
	ENHANCE EXISTING THROUGH-SITE LINKS, ENTRY ARCADES ARE 6M MIN. IN WIDTH AND HAVE GENEROUS HEIGHT		PROTECT OR ENHANCE PUBLIC OPEN SPACE
	DCP THROUGH-SITE PEDESTRIAN LINKS		PROTECT & ENHANCE STREET LANDSCAPE BY PROMOTING STREET TREES, GREEN WALLS AND GREEN ROOFS
	PEDESTRIAN CROSSING		INCREASE TREES/SHADING TO AT-GRADE CAR PARK



Legend

- | | | | |
|--|--|--|--|
| | STUDY AREA | | ADDITIONAL 3M UPPER LEVEL SETBACK |
| | 0M SETBACK, GROUND & FIRST | | ADDITIONAL 4M UPPER LEVEL SETBACK |
| | AS ABOVE, UP TO 30M FROM CORNER | | 4M MAX OVERHANG OVER CARPARK WITH 5.5M CLEARANCE BELOW |
| | 3.5M SETBACK | | THIRD STOREY PROHIBITED (REFER TO DCP) |
| | 5M SETBACK, MAXIMUM 10M LENGTH FROM CORNER | | 6M SETBACK TO CREATE PUBLIC PLAZA |
| | 8M SETBACK | | TRANSITION TO RESIDENTIAL |
| | | | MERIT ASSESSMENT |

Place Controls: Freshwater Local Centre



Legend

- | | | | |
|--|--|--|---|
| | STUDY AREA | | ACTIVE FRONTAGE WITH AWNING |
| | MAIN VEHICLE PASSAGE THROUGH STUDY AREA | | PROTECT OR ENHANCE PUBLIC OPEN SPACE |
| | MAIN STREET, PROMOTE NEW STREET TREES | | PROTECT OR ENHANCE STREET TREES |
| | PEDESTRIAN LINKS | | RESPECT HERITAGE CURTILAGE |
| | PEDESTRIAN CROSSING | | INCREASE TREES/SHADING TO AT-GRADE CAR PARK |
| | APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE | | |

















Legend

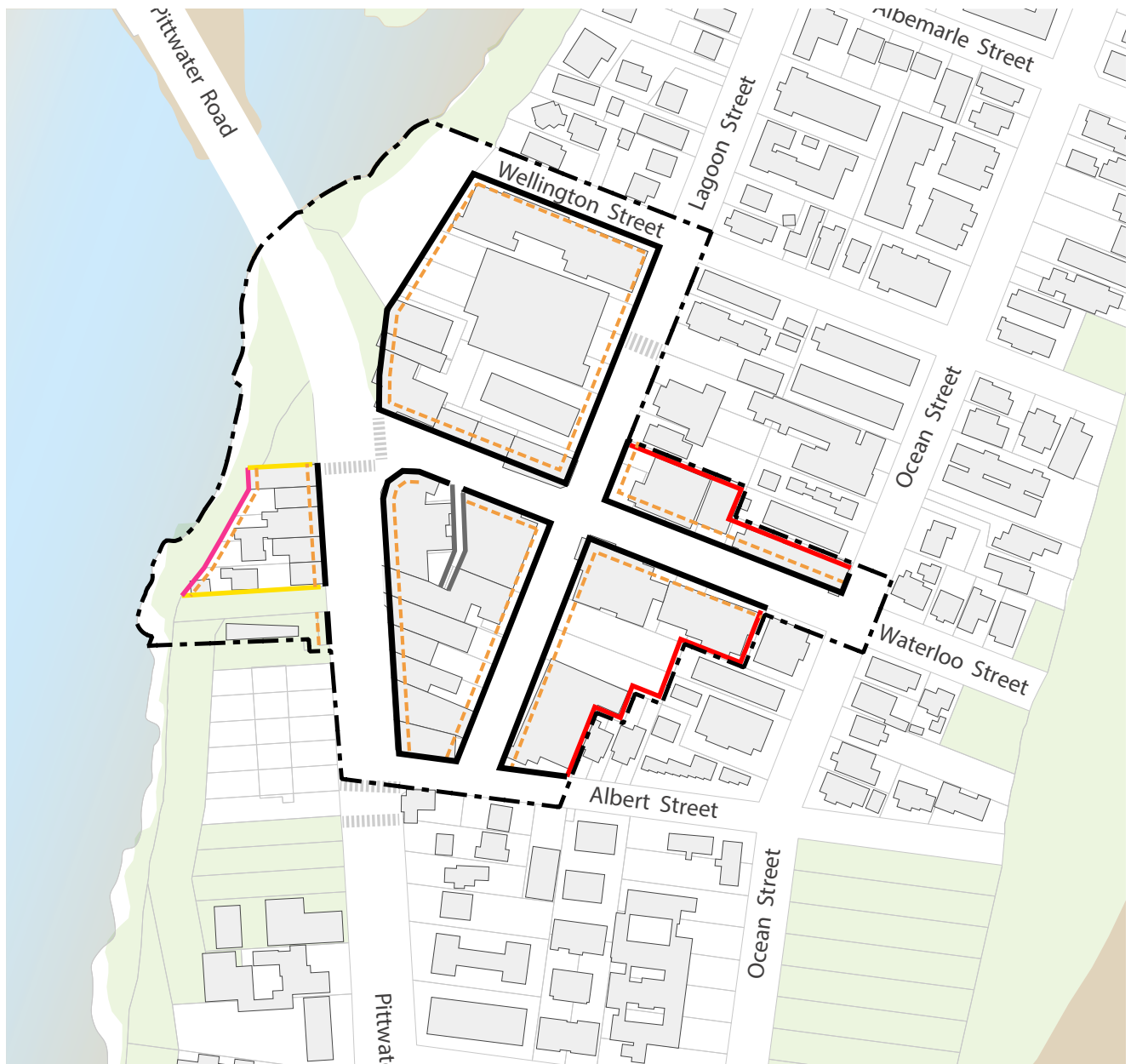
- STUDY AREA
- 0-3M SETBACK
- ADDITIONAL 5M UPPER LEVEL SETBACK
- TRANSITION TO RESIDENTIAL

Place Controls: Narrabeen Local Centre



Legend

- | | |
|---|--|
|  STUDY AREA |  APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE |
|  MAIN VEHICLE PASSAGE THROUGH STUDY AREA |  ACTIVE FRONTAGE WITH AWNING |
|  ARTERIAL ROAD, PROMOTE NEW STREET TREES |  PROTECT OR ENHANCE PUBLIC OPEN SPACE |
|  MAIN STREET, PROMOTE NEW STREET TREES |  PROTECT OR ENHANCE STREET TREES |
|  PEDESTRIAN LINK |  PROMOTE NEW STREET TREES |
|  PEDESTRIAN CROSSING |  RESPECT HERITAGE CURTILAGE |
|  IMPROVE PEDESTRIAN CROSSING |  INCREASE TREES/SHADING TO AT-GRADE CAR PARK |



Legend

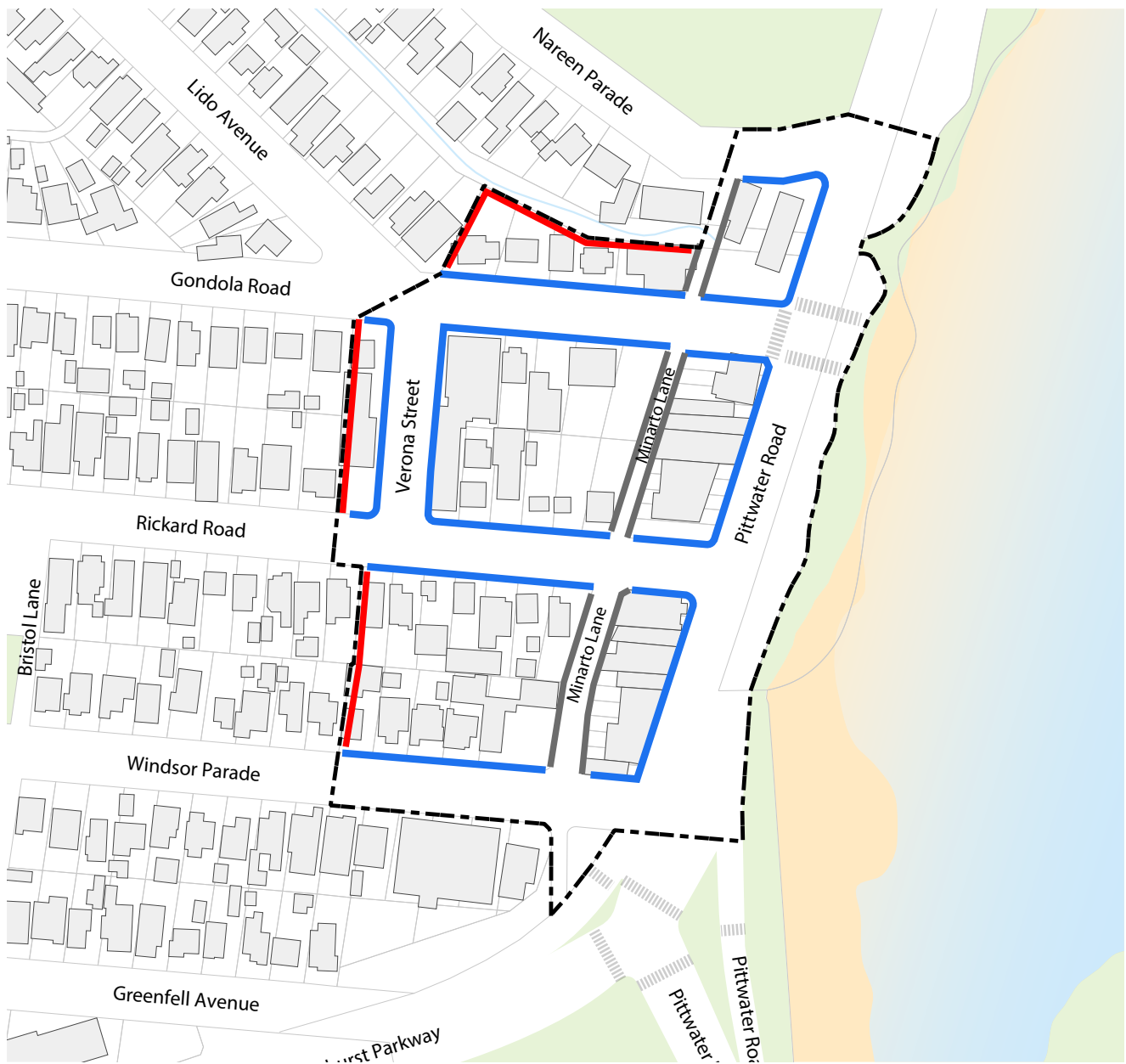
- STUDY AREA
- MAINTAIN EXISTING GROUND & FIRST SETBACK
- 6M GROUND & FIRST SETBACK
- ADDITIONAL 5M UPPER LEVEL SETBACK
- TRANSITION TO RESIDENTIAL
- SETBACKS PER LANEWAY MODIFIER
- MERIT ASSESSMENT

Place Controls: North Narrabeen Local Centre



Legend

	STUDY AREA		ACTIVE FRONTAGE WITH AWNING
	MAIN VEHICLE PASSAGE THROUGH STUDY AREA		IMPROVE FRONTAGE AND INCLUDE AWNING
	ARTERIAL ROAD, PROMOTE NEW STREET TREES		PROTECT OR ENHANCE PUBLIC OPEN SPACE
	PEDESTRIAN LINK		PROTECT OR ENHANCE STREET TREES
	PEDESTRIAN CROSSING		PROMOTE NEW STREET TREES
	APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE		INCREASE TREES/SHADING TO AT-GRADE CAR PARK



Legend

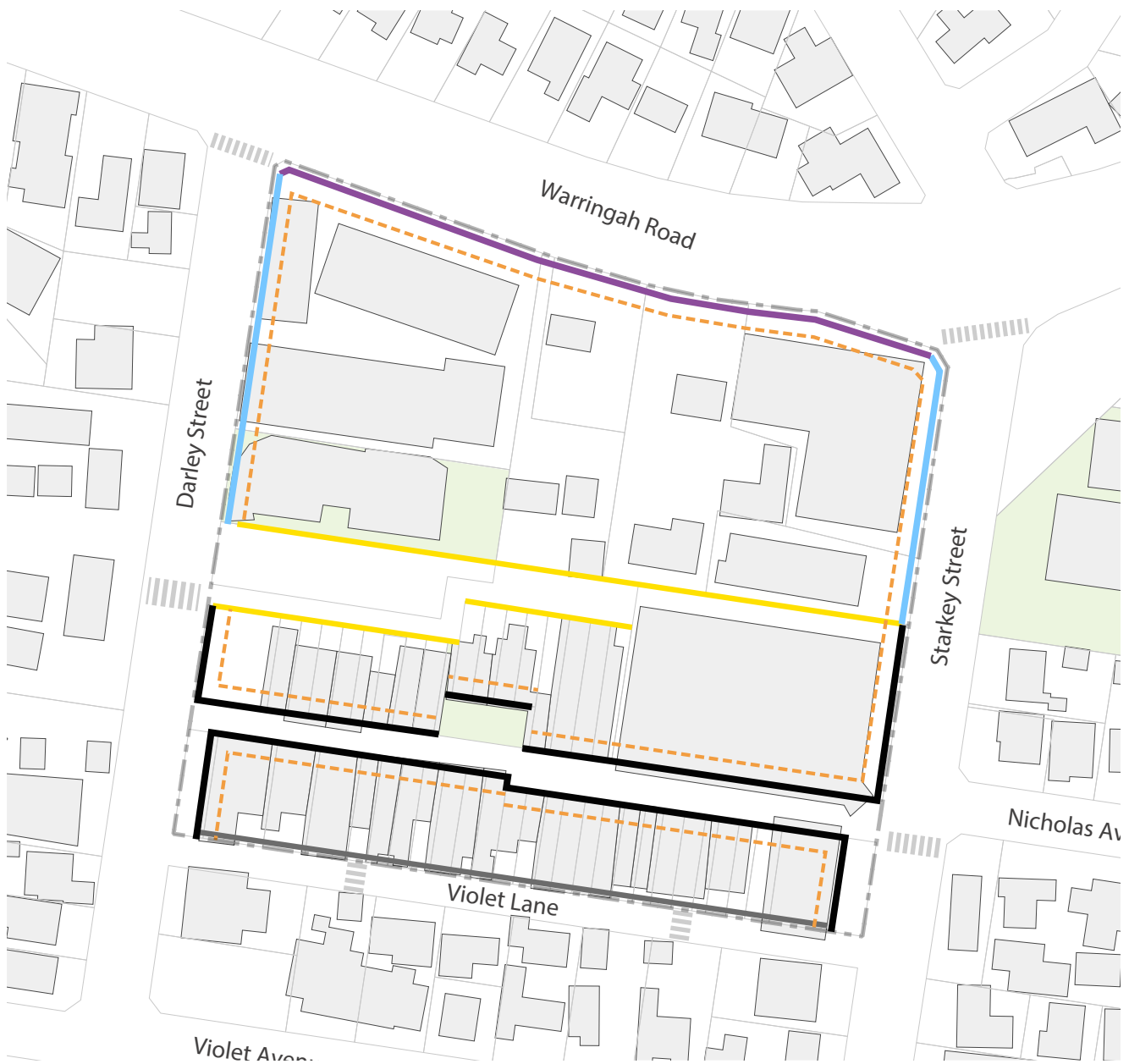
- STUDY AREA
- 3.5M SETBACK, GROUND & FIRST
- TRANSITION TO RESIDENTIAL
- SETBACKS PER LANEWAY MODIFIER

Place Controls: Forestville Local Centre










Legend

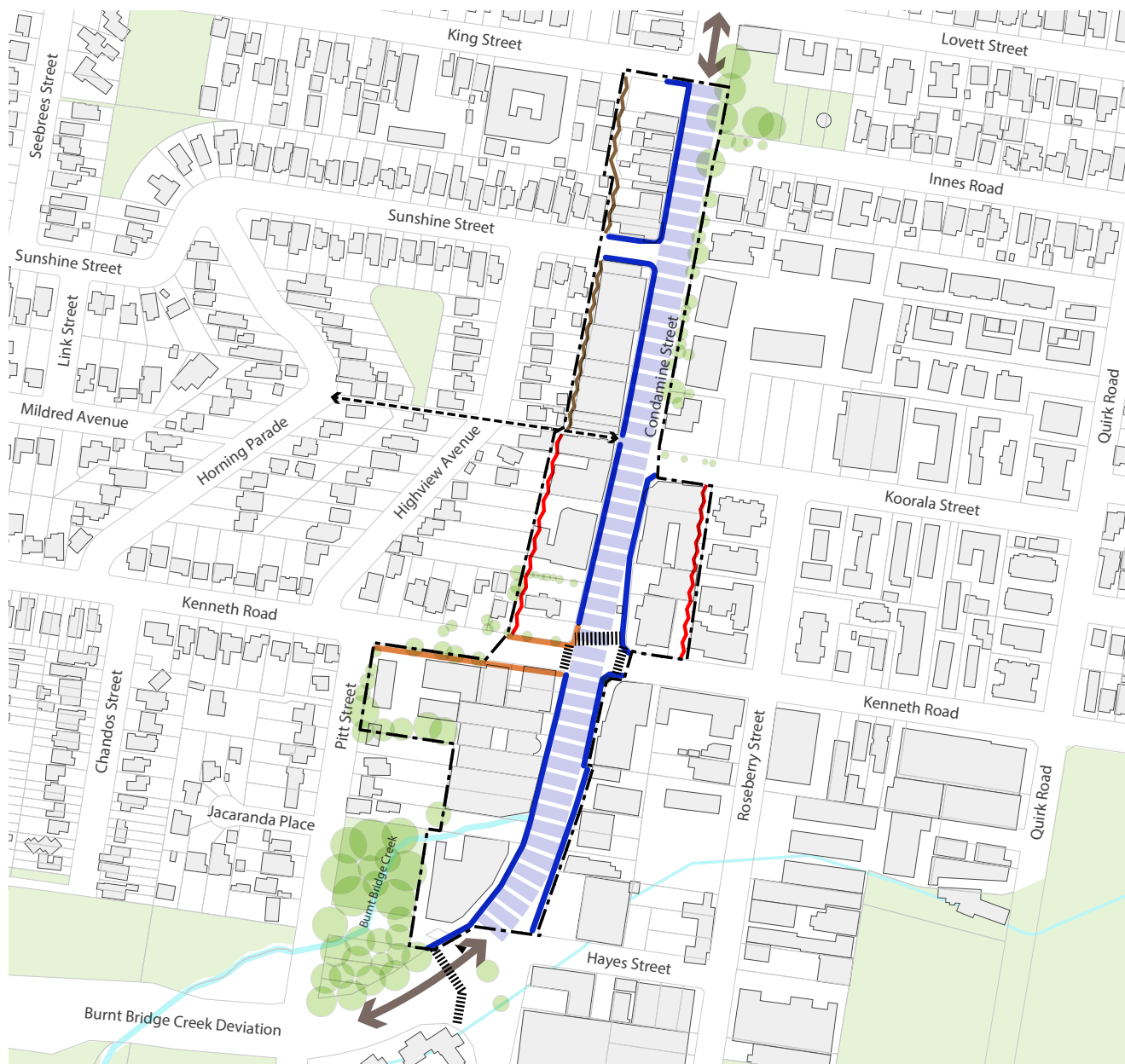
	STUDY AREA		ACTIVE FRONTAGE WITH AWNING
	VEHICLE ENTRANCE TO STUDY AREA		IMPROVE FRONTAGE AND INCLUDE AWNING
	ARTERIAL ROAD, PROMOTE STREET TREES		PROTECT OR ENHANCE PUBLIC OPEN SPACE
	SECONDARY ROAD, PROMOTE STREET TREES		PROTECT OR ENHANCE STREET TREES
	PEDESTRIAN LINKS		ENCOURAGE NATIVE TREE PLANTING IN CAR PARK
	PEDESTRIAN MALL		INCREASE TREES/SHADING TO AT-GRADE CAR PARK
	PEDESTRIAN CROSSING		
	APPROPRIATE LOCATION FOR PARKING/LOADING, WHILE IMPROVING LANEWAY AMENITY		



Legend

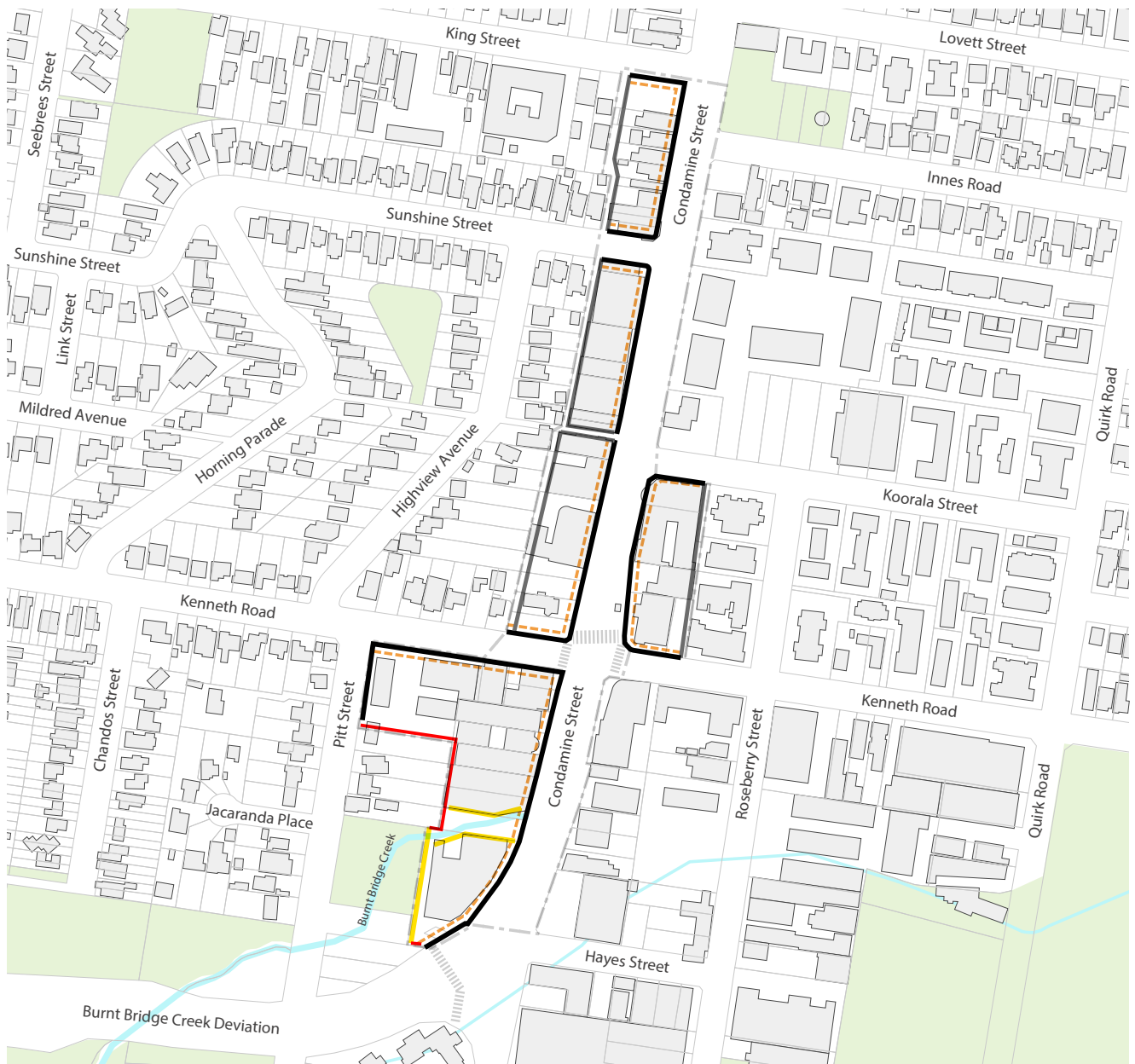
-  STUDY AREA
-  MAINTAIN EXISTING GROUND & FIRST SETBACK
-  5M ADDITIONAL UPPER LEVEL SETBACK
-  4M SETBACK
-  10M MAIN ROAD SETBACK
-  SETBACKS PER LANEWAY MODIFIER
-  MERIT ASSESSMENT

Place Controls: Manly Vale Local Centre



Legend

- | | | | |
|--|---|--|--------------------------------------|
| | STUDY AREA | | ACTIVE FRONTAGE WITH AWNING |
| | MAIN VEHICLE PASSAGE THROUGH STUDY AREA | | IMPROVE FRONTAGE AND INCLUDE AWNING |
| | ARTERIAL ROAD, PROMOTE NEW STREET TREES | | PROTECT OR ENHANCE PUBLIC OPEN SPACE |
| | PEDESTRIAN LINKS | | PROTECT OR ENHANCE STREET TREES |
| | EXISTING PEDESTRIAN CROSSING | | |
| | IMPROVED LOCATION FOR PARKING/SERVICE TO DISCOURAGE SUCH ON MAIN STREET | | |
| | AS ABOVE, IN DESIRED NEW LANEWAY | | |



Legend

- STUDY AREA
- MAINTAIN EXISTING GROUND & FIRST SETBACK
- ADDITIONAL 5M UPPER LEVEL SETBACK
- SETBACKS PER LANEWAY MODIFIER
- TRANSITION TO RESIDENTIAL
- MERIT ASSESSMENT

Place Controls: Balgowlah Local Centre



Legend

- | | | | |
|--|---|--|---|
| | STUDY AREA | | LOADING/SERVICE |
| | MAIN VEHICLE PASSAGE THROUGH STUDY AREA | | ACTIVE FRONTAGE WITH AWNING |
| | MAIN STREET, PROMOTE NEW STREET TREES | | PROTECT OR ENHANCE PUBLIC OPEN SPACE |
| | SECONDARY STREET, PROMOTE STREET TREES | | PROTECT OR ENHANCE STREET TREES, CONSIDER PLANTING NEW MATURE NATIVE TREES IN VERGE |
| | PEDESTRIAN LINKS | | INCREASE TREES/SHADING TO AT-GRADE CAR PARK |
| | EXISTING PEDESTRIAN CROSSING | | |
| | APPROPRIATE LOCATION FOR PARKING/ | | |



Legend

- STUDY AREA
- 0M SETBACK UP TO 10.5M
- SETBACKS PER LANEWAY MODIFIER
- TRANSITION TO RESIDENTIAL
- MERIT ASSESSMENT

Place Controls: Collaroy Local Centre









Legend

- | | | | |
|--|--|--|---|
| | STUDY AREA | | ACTIVE FRONTAGE WITH AWNING |
| | MAIN VEHICLE PASSAGE THROUGH STUDY AREA | | PROTECT OR ENHANCE PUBLIC OPEN SPACE |
| | MAIN STREET, PROMOTE NEW STREET TREES | | PROTECT OR ENHANCE STREET TREES |
| | PEDESTRIAN LINKS | | RESPECT HERITAGE CURTILAGE |
| | PEDESTRIAN CROSSING | | INCREASE TREES/SHADING TO AT-GRADE CAR PARK |
| | APPROPRIATE LOCATION FOR PARKING/LOADING/SERVICE | | EXTENT OF REDUCED FOUNDATION CAPACITY |
| | | | EXTENT OF WAVE IMPACT AND SLOPE ADJUSTMENT |



Legend

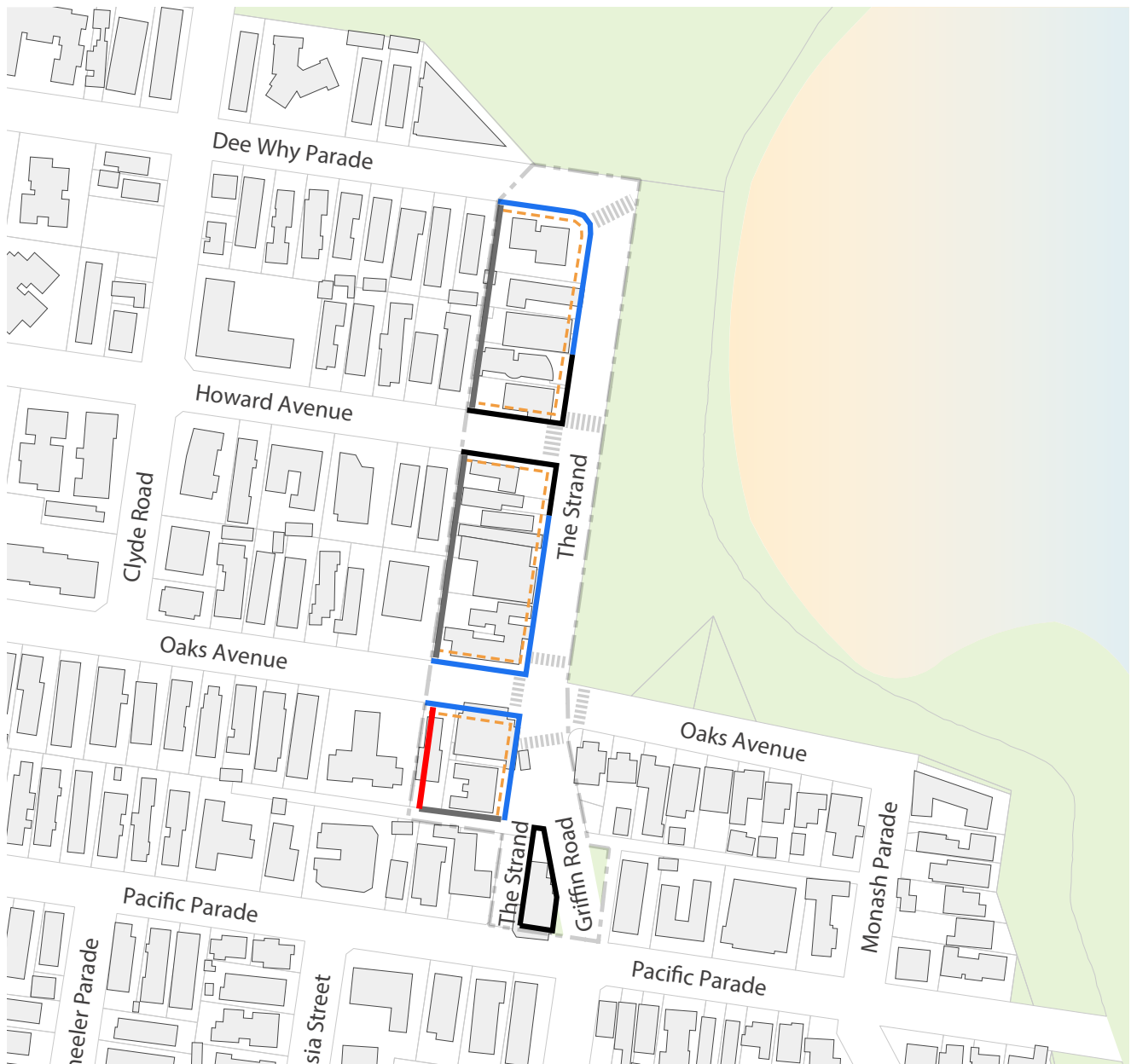
-  STUDY AREA
-  MAINTAIN EXISTING GROUND & FIRST SETBACK
-  ADDITIONAL 5M UPPER LEVEL SETBACK
-  SETBACKS PER LANEWAY MODIFIER
-  TRANSITION TO RESIDENTIAL
-  MERIT ASSESSMENT

Place Controls: Dee Why The Strand Local Centre









Legend

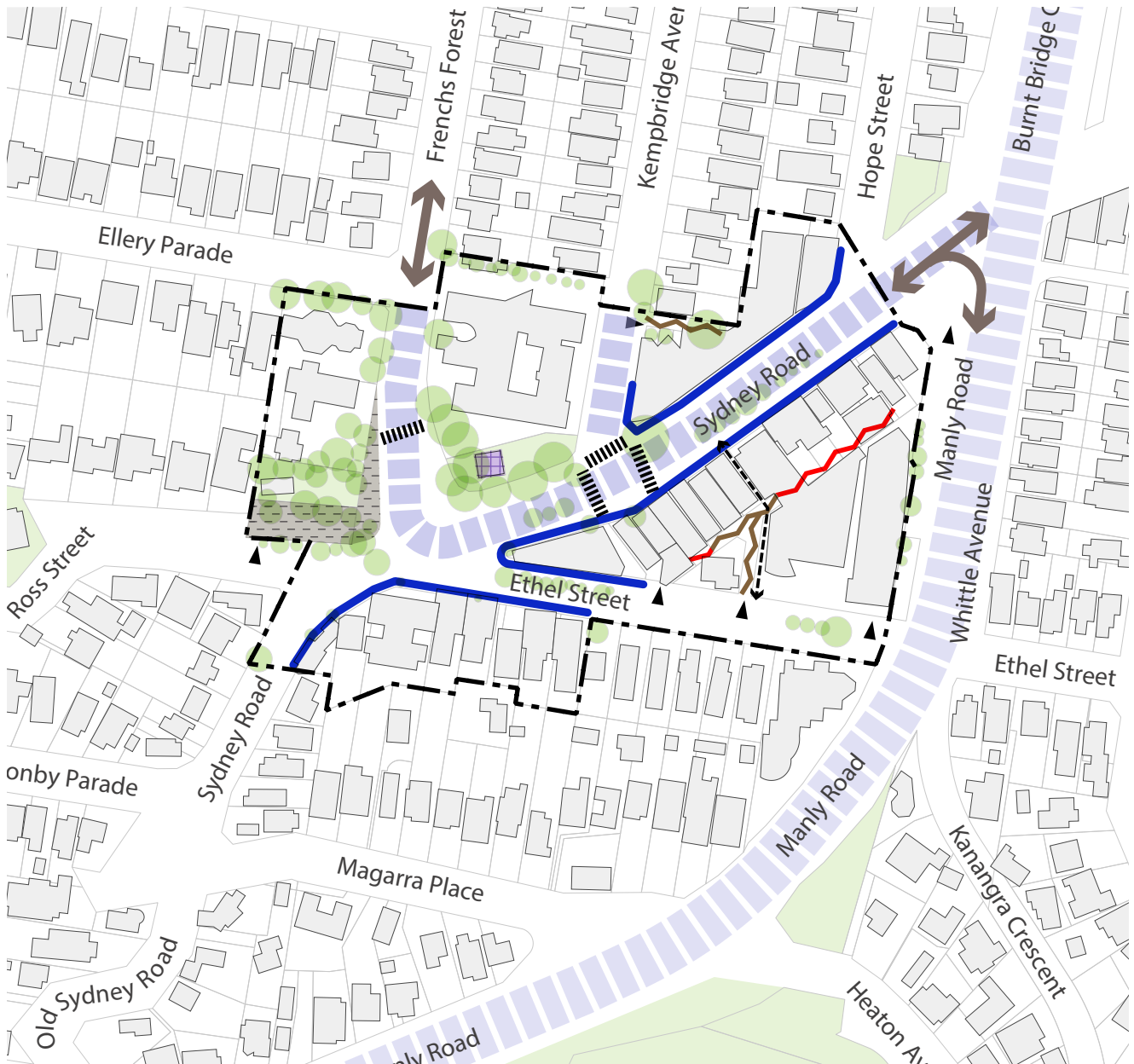
- | | | | |
|--|--|--|--------------------------------------|
| | STUDY AREA | | ACTIVE FRONTAGE WITH AWNING |
| | MAIN VEHICLE PASSAGE THROUGH STUDY AREA | | PROTECT OR ENHANCE PUBLIC OPEN SPACE |
| | MAIN STREET, PROMOTE NEW STREET TREES | | PROTECT OR ENHANCE STREET TREES |
| | PEDESTRIAN LINKS | | |
| | PEDESTRIAN CROSSING | | |
| | APPROPRIATE LOCATION FOR PARKING/SERVICE | | |
| | DESIRED NEW LANEWAY FOR PARKING/SERVICE ACCESS | | |



Legend

- | | |
|--|---|
|  STUDY AREA |  SETBACKS PER LANEWAY MODIFIER |
|  MAINTAIN EXISTING GROUND & FIRST SETBACK |  TRANSITION TO RESIDENTIAL |
|  2.5M GROUND & FIRST SETBACK | |
|  ADDITIONAL 4M UPPER LEVEL SETBACK | |

Place Controls: Seaforth Local Centre











Legend

	STUDY AREA		ACTIVE FRONTAGE WITH AWNING
	MAIN VEHICLE PASSAGE THROUGH STUDY AREA		PROTECT OR ENHANCE PUBLIC OPEN SPACE
	MAIN OR SECONDARY STREET, PROMOTE NEW STREET TREES		PROTECT OR ENHANCE STREET TREES
	ARTERIAL ROAD, PROMOTE NEW STREET TREES		ENCOURAGE MATURE AND NATIVE STREET TREE PLANTING
	PEDESTRIAN LINKS		INCREASE TREES/SHADING TO AT-GRADE CAR PARK
	PEDESTRIAN CROSSING		RESPECT HERITAGE CURTILAGE
	APPROPRIATE LOCATION FOR PARKING/SERVICE		
	DESIRED NEW LANEWAY		



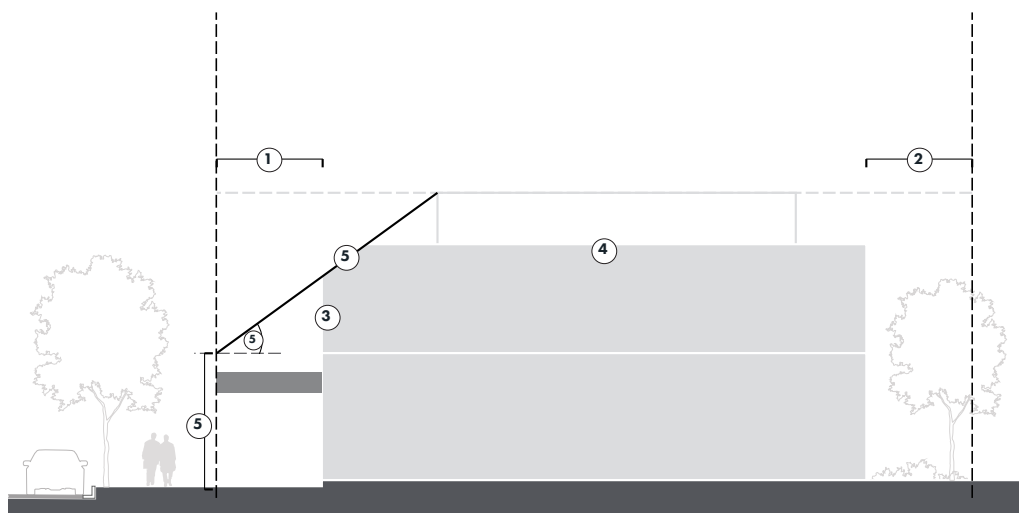
Legend

- | | |
|---|--|
|  STUDY AREA |  SETBACKS PER LANEWAY MODIFIER |
|  OM SETBACK TO 7.5M |  REFER TO DETAILED PRECINCT DIAGRAMS IN DCP |
|  OM SETBACK TO 10.5M |  DCP PRECINCT NUMBERS (REFER TO DCP) |
|  MAINTAIN EXISTING BUILDING ENVELOPES, SETBACKS & HERITAGE CURTILAGE | |
|  ADDITIONAL 3M UPPER LEVEL SETBACK | |

Avalon Local Centre: Main Street Building Typology Control

Avalon Envelope Controls

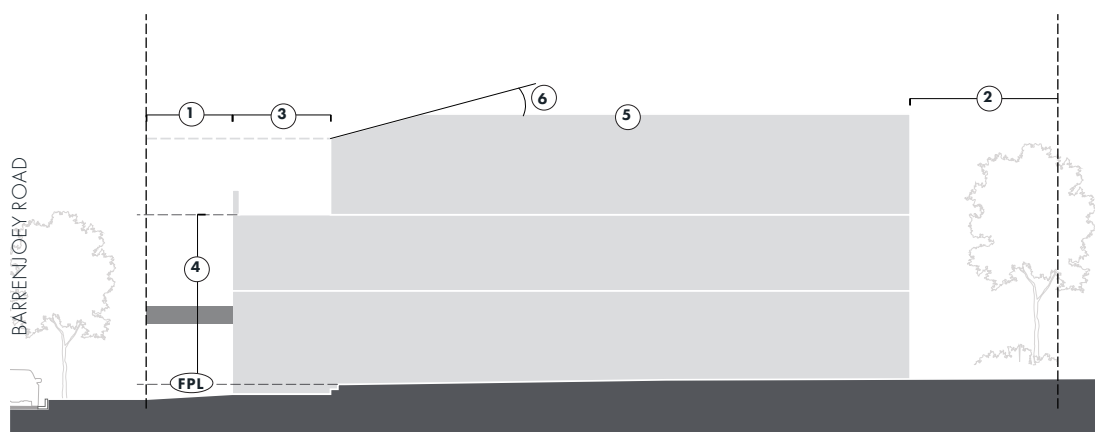
	Min Building Line Setbacks	
1	Front	Refer to Local Centre Place Control
	Side	Zero
	Side setback to streets, laneways and R1, R2, RE1, SP2 zones	Refer to Local Centre Place Control
2	Rear	Refer to Local Centre Place Control
3	Street Wall Height	2 storeys
4	Max Building Height in Storeys	2 storeys
5	Building Envelope	Buildings are to be sited within the following projected building envelope planes, measured from a height 4.2m above existing ground level at the boundary line: 45° on south and west side of street, 36° on east and north side of street, 60° on side boundaries
	Min Floor-to-Ceiling Heights	Refer to Main Street Building Typology Control



Newport Local Centre: Main Street Building Typology Control

Newport Envelope Controls

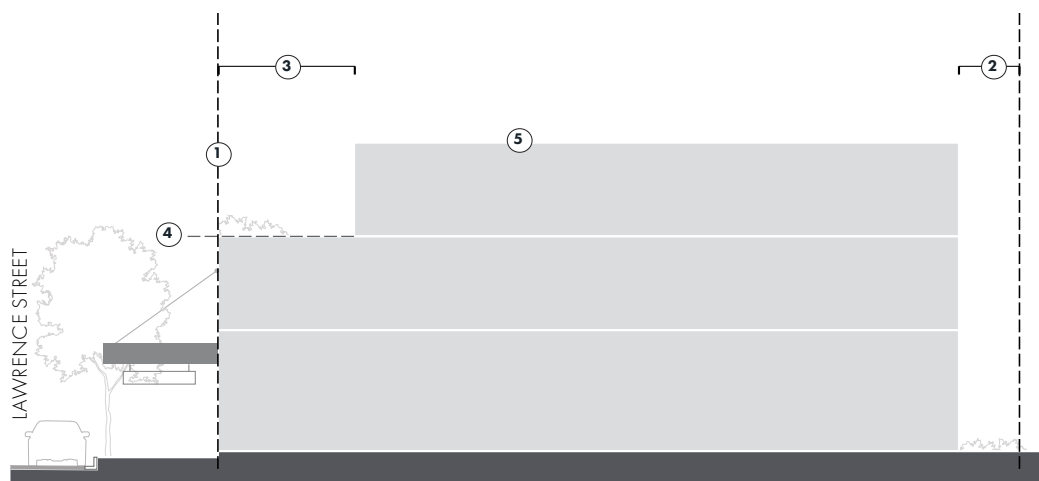
	Min Building Line Setbacks	
1	Front	Refer to Local Centre Place Control.
-	Side	Refer to Local Centre Place Control. An additional side upper level setback of 3m is required on the third storey.
2	Rear	6m (refer to DCP for variations)
3	Upper Level (Lvl 2)	4m except where adjoining plaza in Robertson Rd. (refer to DCP)
4	Street Wall Height	7m, measured from FPL or existing ground level (whichever is higher)
5	Max Building Height in Storeys	2 storeys in LEP HOB Zones <10m 3 storeys in LEP HOB Zones >10m
6	Roof angle	15 degrees, measured from 10.5m above FPL or existing ground level (whichever is higher)
	Min Floor-to-Ceiling Heights	Refer to Main Street Building Typology Control
FPL	Flood Planning Level	



Freshwater Local Centre: Main Street Building Typology Control

Freshwater Envelope Controls

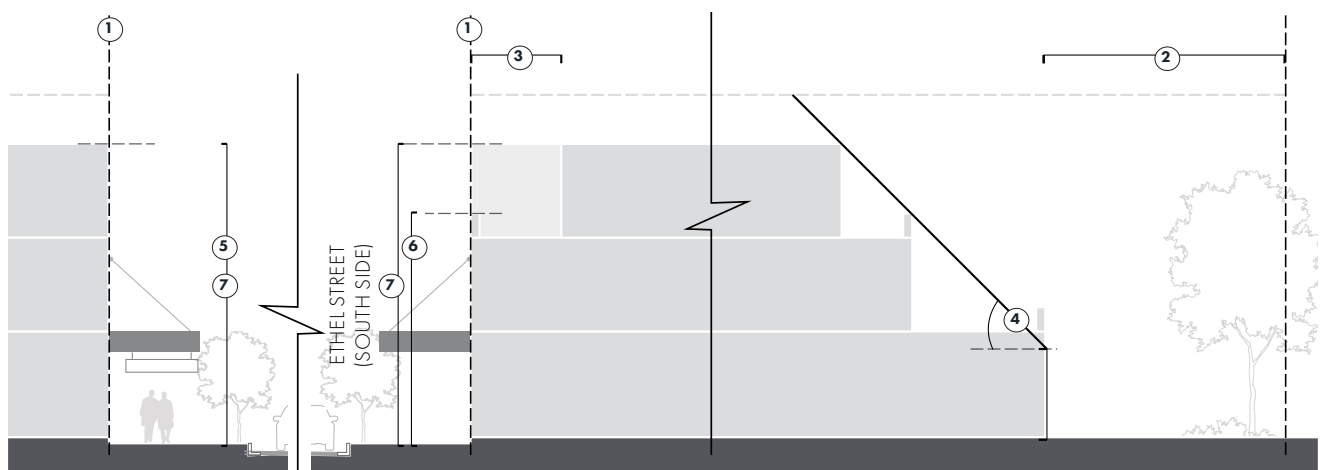
	Min Building Line Setbacks	
1	Front	Refer to Local Centre Place Control
-	Side	Refer to Local Centre Place Control
2	Rear	Refer to Local Centre Place Control and to Main Street Building Typology Control
	Rear setback to R2 zones	Minimum 2m to rear boundary/laneway. Rear setbacks shall generally include landscaped area between driveways and service areas. Min landscaped area dimension 1.5m to accommodate mature trees.
3	Upper Level (Lvl 2)	5m Landscaping or gardens within the 5m setback are encouraged
4	Street Wall Height	2 storeys
5	Max Building Height in Storeys	3 storeys
	Min Floor-to-Ceiling Heights	Refer to Main Street Building Typology Control



Seaforth Local Centre: Main Street Building Typology Control

Seaforth Envelope Controls

	Min Building Line Setbacks	
1	Front	Refer to Local Centre Place Control
-	Side	Refer to Local Centre Place Control
2	Rear	Refer to Local Centre Place Control, Main Street Building Typology Control & DCP.
3	Upper Level Front	3m
4	Rear, Ethel St. South only	45 degree plane, 3m above ground level of the site, commencing at the rear setback point.
5	Street Wall Height Sydney Rd, east of Kempbridge Ave	3 storeys and 10.5m
6	and Ethel St South	2 storeys and 7.5m
7	Max Building Height in Storeys	3 storeys
	Min Floor-to-Ceiling Heights	Refer to Main Street Building Typology Control



Retail Centre Heads of Consideration

Retail Centre Heads of Consideration

General Considerations

PROMOTE MIXED-USE

Aggregate a variety of non-retail uses to within centres to strengthen local neighbourhoods, enhance transport economy, maximise activation of the public realm and enhance retail trade.

Examples of additional uses that could be included in retail centres include: residential (shoptop housing, apartments, retirement living, etc.); education (child care, schools, TAFE, etc.); community facilities (libraries, halls, recreation centres, men's sheds, etc.); business uses (offices, co-working space, business incubators, etc.); medical centres; etc.

CREATE OR ENHANCE PUBLIC SPACES

Activate key public spaces – streets, pedestrian shared zones, malls, squares, parks, etc. – by locating entries and active retail frontages on main pedestrian routes.

The extent of active frontage should be proportionate both with the scale of retail centre and the amount of frontage it has on to streets and key public spaces.

ENCOURAGE NIGHT-TIME ECONOMY

Encourage the night-time economy and improve safety by clustering food and beverage shops on key public spaces and include residential uses for extended activation and passive surveillance.

ENHANCE THE STREETSCAPE

Reduce the extent of surface carparking and services area facing on to key streets and pedestrian areas through encouraging carparking in basements and podiums. Above ground parking should be sleeved with active or contributory uses as a preference, or by significant landscaping if sleeving development is not possible. Surface and open rooftop car parking should include interspersed canopy trees and/or solar canopies. Protect and conserve heritage-listed and contributory buildings on retail high streets component.

IMPROVE CONNECTIVITY

Contribute to an interconnected and co-ordinated network of footpaths providing easy and convenient access to key locations and destinations by creating additional and enhancing existing pedestrian connections from retail centres into the neighbouring community. Large developments should improve walkability, strengthen local centres and reduce reliance on car transport.

SUPPORT RETAIL ANCHORS

Allow viable tenancy areas to accommodate retail anchors – supermarkets, mini-majors, discount department stores, etc. – to generate sufficient patronage to support a wide variety of small shops and to activate public spaces. Locate entries to retail anchors where they best activate small shops and public spaces.

Carpark and service areas should be designed and positioned to allow retail anchors to provide on-line fulfilment (i.e.. 'click & collect' bays, parcel lockers, etc.). Note – the value of on-line fulfilment should be included in total turn-over where retail turnover is a consideration in negotiation of land value, rent, etc. with Council.

TRAFFIC MANAGEMENT

Undertake a traffic management plan for the whole centre to identify opportunities to resolve any significant traffic issues, provide integrated carparking solutions, integrated and servicing solutions.

Examples of options to address traffic issues include: carpark management systems; car sharing; integrated basement parking areas; provision of / enhanced street parking; integrated service facilities (e.g. combine docks and waste facilities as 'consolidated freight hubs', locate loading entries at rears of centres); road maintenance levy (for road maintenance based on number and size of service vehicles); trolley management plan (e.g. trolley locks to prevent trolleys from leaving the centre).

Food and beverage precincts should always include good access and short-term parking for food delivery services.

Warriewood Square

Jacksons Road, Warriewood

Warriewood Square is a long established sub-regional retail centre, with 29,740sqm GLA anchored by Kmart, Coles Woolworths & Aldi, with Aldi and a multi-deck carpark added in 2016. Of the General Considerations, any future master planning of the centre should seek to address the following:

CREATE OR ENHANCE PUBLIC SPACES

Warriewood Square is surrounded by Council owned parkland, wetlands, and public school, but the distances to the sport centre, community centre and school are not considered walkable. Warriewood Square should improve its interface to the adjoining creeks and wetlands to improve these areas, and in doing so improve the Centre's performance in a flood event.

ENCOURAGE NIGHT-TIME ECONOMY

The centre doesn't have an externally facing food and beverage precinct that can contribute to the night-time economy. Neighbouring buildings that might help activate the centre are located too far away, with the Warriewood cinema complex ~500m to the east of the centre and the Northern Beaches Indoor Sports Centre ~500m to the south. No neighbouring residential development is available to contribute to activation or passive surveillance. The greatest opportunity to enhance the activation of the retail centre may be through redevelopment of existing surface parking lots.

IMPROVE CONNECTIVITY

Warriewood Square is surrounded by Council owned parkland, wetlands, and public school, but the distances to the sport centre, community centre and school are not considered walkable. The greatest opportunity to improve connectivity may therefore be through improved public transport.

ENHANCE THE STREETScape

The centre has a relatively small setback at the east and west ends of the Jacksons Road frontage, but these frontages are by the multi-deck carpark on the eastern side and blank wall at the rear of the Coles supermarket on the western side. The middle of the Jacksons Road frontage is occupied by a surface carpark, and so the centre has a poor streetscape on the main street frontage. However, Jacksons Road is predominantly an arterial road with bushland and playing field frontages, and establishing a more urban streetscape for the retail centre may be unwarranted. There may be opportunities in future development to insert tenancies with active shopfronts on the street side of the multi-deck carpark and mixed-used development on the southern side of the surface carpark, although the centre has no surplus carparking to support a future reduction in carparking that would result from the new floorspace.

Glenrose Village

Glen Street, Belrose.

Glenrose Village is an approximately 10,000sqm GLA neighbourhood retail centre anchored by Woolworths and Aldi, which replaced an older centre long established in this location. Of the General Considerations, any future master planning of the centre should seek to address the following:

CREATE OR ENHANCE PUBLIC SPACES

A public park and tennis club are located on the north side of Glenrose Village, providing pedestrian connections into suburban streets north of the centre. The opportunity to provide a 24/7 pedestrian link through the centre to connect these community facilities to the library, theatre and playing fields to the south should be incorporated into any future redevelopment.

ENCOURAGE NIGHT-TIME ECONOMY

Glenrose Village has a food and beverage precinct along the southern frontage, continuing the 'eat street' established by the original centre and so contributing to the night-time economy. The Glen Street Theatre opposite and a separate mixed-use development at the eastern end of the centre also contribute to night-time activation. However, the food and beverage precinct faces onto a surface car park, which should be addressed in future either through improved landscaping or the replacement of some parking with more contributory uses. Future mixed-use development along the Glen Street would further improve night-time activation, subject to resolving the issues with car parking supply.

IMPROVE CONNECTIVITY

A public park and tennis club are located on the north side of Glenrose Village, providing pedestrian connections into suburban streets north of the centre. Future development of the centre should provide a 24/7 pedestrian link through the centre to connect these community facilities to the library, theatre and playing fields to the south.

ENHANCE THE STREETScape

Glenrose Village is setback approximately 40m from Glen Street with two aisle of surface parking on the street frontage above basement parking below, and so the centre has a poor streetscape on the main street frontage. Redevelopment of the surface parking would provide more contributory frontage, or at the least a landscape solution including planter boxes, shade and seating interspersed around the car park. Attention should also be made on the adjoining properties, with planting (rather than wide drive aisles) provided along setbacks to screen from residential uses.

Glen Street is predominantly a suburban street with houses to the north and playing fields and bushland to the south, and the only contribution to a more urban streetscape is the recent Glen Street Library addition to Glen Street Theatre which has a minimal landscaped setback and an effectively two-storey high 'shopfront'.

There may be opportunity to improve the streetscape by adding retail / mixed-use buildings on the Glen Street frontage, but there is a significant level difference between the street and retail centre and the centre has no surplus carparking to support a future reduction in carparking that would result from the new building. Future development would be best located in the south-west corner to create a better interface and pedestrian connection with Glen Street Library and Theatre.

Forestway Shopping Centre

Warringah Road, Frenchs Forest.

Forestway Shopping Centre is a long established neighbourhood retail centre of 9,577sqm GLA anchored by Woolworths and Aldi supermarkets. A Development Application to double the size of the centre was refused in December 2020. Of the General Considerations, any future master planning of the centre should seek to address:

PROMOTE MIXED-USE

Forestway Shopping Centre predominantly contains retail tenancies, with a small area of first floor commercial floorspace and the Yoyo's Forest Youth Centre in the south-east corner and future development should include a wider variety of uses to strengthen the local centre.

CREATE OR ENHANCE PUBLIC SPACES

The centre contains no public spaces and makes a poor contribution to streetscape. Future development should address these issues, such as through the landscape design of the surface car parks fronting the street or through contributory/sleeving development.

ENCOURAGE NIGHT-TIME ECONOMY

The centre does not have an externally facing food and beverage precinct that can contribute to the night-time economy. Future development should address this issue.

ENHANCE THE STREETSCAPE

The centre has poor presentation on all street frontages, with a three level carpark along the whole Forest Way frontage and the blank walls and service areas facing on to Russell and Grace Avenues. Future development should enhance the streetscape across all these frontage, through the consolidation, sleeving and replacement of loading and car park functions with contributory uses.

IMPROVE CONNECTIVITY

The Forestway Shopping Centre is poorly connected with neighbouring uses – Frenchs Forest Public School to the south and retail and service on the eastern side of Forest Way and north side of Russell Avenue. Future development should address pedestrian connectivity – in particular across Forest Way to the future town centre and Northern Beaches Hospital

TRAFFIC MANAGEMENT

The centre has significant traffic management issues both for access from Forest Way – particularly for traffic turning right into the centre, and at Grace Avenue with congestion at the beginning and end of school days. There is also safety issues with trucks reversing into the Woolworths loading dock in the western carpark which adjoins the entry to Frenchs Forest Public School. And there is a safety issue for pedestrians entering the centre from the south – east, where there's no safe pedestrian path past the youth centre and supermarket. Future development should address these issues.

Westfield Warringah Mall

Condamine Street, Brookvale.

Warringah Mall is a long-established regional shopping centre of ~130,000sqm GLA, with development approval for a further ~10,000sqm GLA. Warringah Mall is the only regional centre located within 10km of the northern beaches.

Of the General Considerations, any future master planning of the centre should seek to address:

CREATE OR ENHANCE PUBLIC SPACES

The centre contains two semi-public outdoor spaces primarily provided for customers of adjoining food tenancies. The approved Stage 2 development includes a further street level entry plaza space that, if delivered will improve activation of the Condamine Street frontage but is unlikely to function well as a public space it is not located on a significant pedestrian route. A functional public space usable by nearby residents as well as patrons of the centre is more likely to be successful located at the northern end of the Pittwater Road frontage where it is closer to the established town centre, the B-Line and local bus stops.

ENCOURAGE NIGHT-TIME ECONOMY

Warringah Mall's food court is anchored with a cinema complex, games centre and gym that create an entertainment and lifestyle precinct (ELP) extending activity into the evening. However, this is an internalised space that is not connected to the street. Future development should include a significant public space activated by F&B tenancies to provide night-time activation at the northern end of the Pittwater Road frontage.

ENHANCE THE STREETScape

The existing centre has poor presentation to all surrounding streets, with at-grade and multi deck car parks occupying most frontages. New built form along the Condamine Street frontage would create the opportunity for a 'gateway' building on the corner of Condamine Street and Old Pittwater Road. Green-wall screening to the multi-deck car parks along the east and south frontages could also enhance the presentation of the centre from Condamine Street.

Future development should also replace or sleeve any surface parking lots, focusing on the Condamine and Cross Street frontages to improve presentation from the north and provide connected built form to the town centre. There is also opportunity to provide built form to enhance the internal streets connecting between Pittwater Road and Cross Street at Dole and Green Streets.

IMPROVE CONNECTIVITY

Warringah Mall is located at the southern gateway to the Brookvale centre but presents poorly at the end of long vista along Condamine Street, with a conglomeration of large blank walls and extensive signage. The existing centre has relatively poor pedestrian connections to neighbouring land uses. In particular, the connection from the Pittwater Road B-Line and local bus stops involves a 200m walk through the at-grade and multi-deck car parks. The centre also has poor pedestrian connection with the town centre to the north via Pittwater Road or Cross Street. And the centre has no apparent pedestrian connection with The Northern Beaches TAFE to the south nor to recent office development to the west. Future development should address these pedestrian connectivity issues.

Westfield Warringah Mall (cont.)

TRAFFIC MANAGEMENT

The existing centre and surrounding areas are frequently impacted by traffic congestion. Compared to typical retail centres, the centre is under supplied with carparking with ~3.5 car spaces / 100sqm of retail area. While at-grade and lower multi-deck carpark levels are heavily utilised, there is frequently a significant amount unoccupied roof level parking due to the lack of express ramp connections to roof levels. The carpark circulation is also impacted by the lack of interconnection of eastern and southern multi-deck car parks, which won't be rectified in the approved Stage 2 development. The centre is also under supplied with carpark entry and exits and queuing areas to service the ~4,600 car spaces. The congestion is further compounded by seven bus routes being routed through the centre. While the centre is well located to allow a relative high proportion of visits by public transport, it has poor pedestrian connection to the B-Line and local bus stops on Pittwater Road. Future development should address these traffic management issues.

Stockland Balgowlah

Condamine Street, Balgowlah

Stockland Balgowlah is a relatively new (opened in 2009) approximately 13,000sqm GLA neighbourhood centre anchored by a Coles supermarket. The centre is part of a larger mixed-use development including nearly 250 apartments, a club and a large fitness centre, with the retail component largely located below ground, other than an entry and some shopfronts on Condamine Street as well as food and services shops around a small plaza area above the centre. There is little opportunity future expansion of the retail centre, however there may be potential a future remix of plaza tenancies, which currently have a high vacancy rate, as well as a potential remix of the two-storey club and fitness centre.

The centre achieves good community and urban design outcomes across most of the General Considerations. In particular: it is a mixed-use centre with a residential component; has an external plaza area activated by pedestrian traffic between the retail centre and residential development, club, neighbouring shops, bus stops, and residential to the east, west and south; supports neighbouring shops and commercial with a full-line supermarket and large carpark; enhances streetscape with multiple entry points, some activate shopfront and by locating the majority of the centre and service areas below ground level; and the centre has good traffic management systems with four vehicle entries and separate access for residents and customer cars and service vehicles.

Consequently we recommend this centre not be included in the Heads of Consideration.

If Stockland Balgowlah is retained in the Heads of Consideration, future development could address:

IMPROVE CONNECTIVITY

Pedestrian connections between the retail centre and shops and commercial on Sydney Road would be improved with a second pedestrian link in a future development on Sydney Road. An existing connection through 360-364 Sydney Road would also benefit from updated treatments.

Belrose Super Centre

Niangala Close, Belrose.

Belrose Super Centre is an ~37,000sqm homemaker centre, with neighbouring homemaker / bulky goods uses (e.g. Bunnings Belrose). The land is zoned B7 Business Park with retail premises a prohibited use. The centre is not considered a shopping centre and the locality should not be considered a local centre.

The existing centre currently fails to meet the community and urban design outcomes identified in the General Considerations, except for traffic management with the good access via Forest Way and Mona Vale Road, and appropriate separation of car and service access.

The business park area is in a non-urban area surrounded by bushland, and there so there is no established streetscape nor any neighbouring public spaces or other uses to connect with. This bushland should be protected, limiting expansion potential of the Centre. Both night-time activation and residential uses in any future redevelopment would be inappropriate and is not permitted under the current zoning.

Permitting general retail uses in future redevelopment would start to establish a retail centre with limited prospect of achieving most of the desired outcomes, would compete with established local centres, and would not be aligned with strategic direction set for the area in the NBC LSPS.

Consequently we recommend this centre not be included in the Heads of Consideration.