



northern
beaches
council

Planning Proposal

Brookvale Precinct

Amendments to Warringah Local Environmental Plan 2011

July 2026

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Version Control

No.	Date	Description
A	05/05/26	For Council review
B	28/05/26	For Local Planning Panel

Appendices

Appendix	Author
A. Planning Framework	Colliers Urban Planning
B. Existing and Proposed LEP Maps	Colliers Urban Planning
C. Urban Design and Public Domain Report	Colliers Urban Planning & JMD Design
D. Transport Strategy	Bitzios Consulting
E. Contamination	Epic Environmental
F. Greening Strategy and Heat Benchmarking Study	SMM
G. Heritage Report & Interpretation Strategy	GML Heritage
H. Noise Assessment	Rodney Stevens Acoustics
I. Open Space Strategy	Cred Consulting
J. Demographics and Social Infrastructure Analysis	Mecone
K. Utilities Assessment	SMEC
L. Water Management Strategy	Alluvium
M. Bushfire	Meridian Urban

Executive Summary

This Planning Proposal applies to land known as the Brookvale Town Centre and seeks to implement the land use strategy and built form outcomes identified in the *Brookvale Structure Plan 2023*. It provides for increased capacity for housing, employment, public open space and community facilities over the next 15 years, focused within approximately 400m walking distance from the B-Line bus stop on Pittwater Road.

Specifically, the Planning Proposal seeks to amend the Warringah Local Environmental Plan 2011 (WLEP 2011) to facilitate the delivery of approximately 2,900 dwellings in a highly accessible location, including increased building heights and floor space ratios on larger consolidated sites, while ensuring appropriate transitions to surrounding residential and industrial areas. In addition, the proposed LEP amendments will support the delivery of approximately 49,500m² of non-residential floor space, a new town square and public open spaces totalling a combined 10,000m², and approximately 3,650m² of community facilities.

Council has progressively developed this Planning Proposal in response to updated technical studies, feasibility testing, traffic modelling, and strategic priorities. Early community consultation for the *Brookvale Structure Plan* was undertaken between 1 December 2022 and 28 February 2023, as outlined in Part 5 of this Planning Proposal. Feedback from the Northern Beaches community indicated broad support for the *Structure Plan* and its vision for the future of Brookvale.

Key themes raised through consultation included concerns regarding existing and future traffic congestion, the limited availability of parking for workers and retailers, development feasibility, and mixed views on proposed building heights and density, with feedback both in support of and against increased development intensity. The community also sought further clarity on noise mitigation measures, particularly in relation to the interface between new residential uses and established breweries and live music venues. In addition, questions were raised regarding the capacity of the existing B-Line bus service to accommodate anticipated growth associated with the proposed development outcomes.

These matters informed the refinement of the *Structure Plan*, which was endorsed by Council on the 28 November 2023. These matters also informed the preparation of this Planning Proposal.

To give effect to the *Structure Plan*, the Planning Proposal proposes targeted amendments to the WLEP 2011, including the following key changes to the following planning controls:

Land Zoning

Amendments to the Land Zoning Map will introduce the MU1 Mixed Use zoning in targeted locations to support a broader mix of employment, commercial and residential uses, while largely retaining the E4 General Industrial zoning in industrial areas to preserve employment land.

Additional permitted uses will be provided in E4 General Industrial zones fronting Dale Street to enable additional low-impact employment, business and health-related uses where these uses can provide a suitable transition between employment and residential uses.

A new local street connecting between Roger Street and Green Street is proposed to be zoned SP2 Infrastructure (Local Street). The Planning Proposal will also rectify a zoning anomaly on the south-east corner of Cross Street and Green Street (26-36 Green Street) to ensure zoning consistency with adjoining land.

Building Heights and Floor Space Ratio

The Planning Proposal makes only targeted amendments to height of buildings controls and retains the existing FSR controls across much of the Town Centre.

Incentive-based height of buildings and floor space ratio provisions are proposed to facilitate the coordinated delivery of public infrastructure and public domain improvements throughout the precinct. These incentive controls are implemented through new Incentive Height of Buildings and Incentive Floor Space Ratio Maps, supported by precinct specific clauses that apply to identified Key Sites.

Non Residential Floor Space Ratio

The Planning Proposal introduces a minimum non-residential FSR requirement for development within the MU1 Mixed Use zone in the Brookvale Town Centre. This provision is intended to secure the long-term retention of employment-generating uses within the Town Centre.

Affordable Housing

A new affordable housing contribution framework is applied across the Town Centre through amendments to the Affordable Housing Contribution Scheme Map. Contribution rates vary from 5% to 10%.

Land Acquisition

Land is proposed to be acquired to facilitate road network upgrades and to provide for new local streets and laneways to improve permeability and movement through the Town Centre.

Design Excellence

A design excellence clause is provided to help guide taller development, ensuring high-quality built form and public domain outcomes as the Town Centre transforms.

The proposed amendments are supported and informed by a suite of strategic and technical documents, including:

- An Urban Design and Public Domain Report, which provides detailed guidance on built form, land use mix, public domain outcomes and connectivity.
- A new site-specific chapter for Brookvale Town Centre within the Warringah Development Control Plan 2011 addressing built form, design excellence, interfaces and amenity.
- Supporting technical studies, including traffic and transport, flooding and stormwater, economic feasibility, social infrastructure, heritage, and other relevant environmental assessments.

1.0 The Brookvale Town Centre

1.1 Location

The Brookvale Town Centre forms one half of the Brookvale–Dee Why Strategic Centre and represents the most significant concentration of employment on the Northern Beaches. It accommodates the largest industrial centre within Greater Sydney's North District, covering approximately 86 hectares. The Town Centre primarily functions as an employment hub, with its industrial lands supporting niche manufacturing, urban services and wholesale activities. It is also home to Warringah Mall, one of the largest single-roof shopping centres in Greater Sydney. The Town Centre is distinct in both character and culture, reflecting the existence of both traditional industrial uses alongside emerging creative industries.

The Town Centre occupies an area of approximately 249 hectares centred on the suburb of Brookvale within the Northern Beaches Local Government Area (LGA). Its boundaries broadly align with the established Brookvale suburb boundary, with refinements made to better reflect the street network and incorporate adjacent land uses. The Town Centre boundary was further amended in 2023 within the *Brookvale Structure Plan* to focus on land identified for rezoning under the future Planning Proposal, shown in red below.

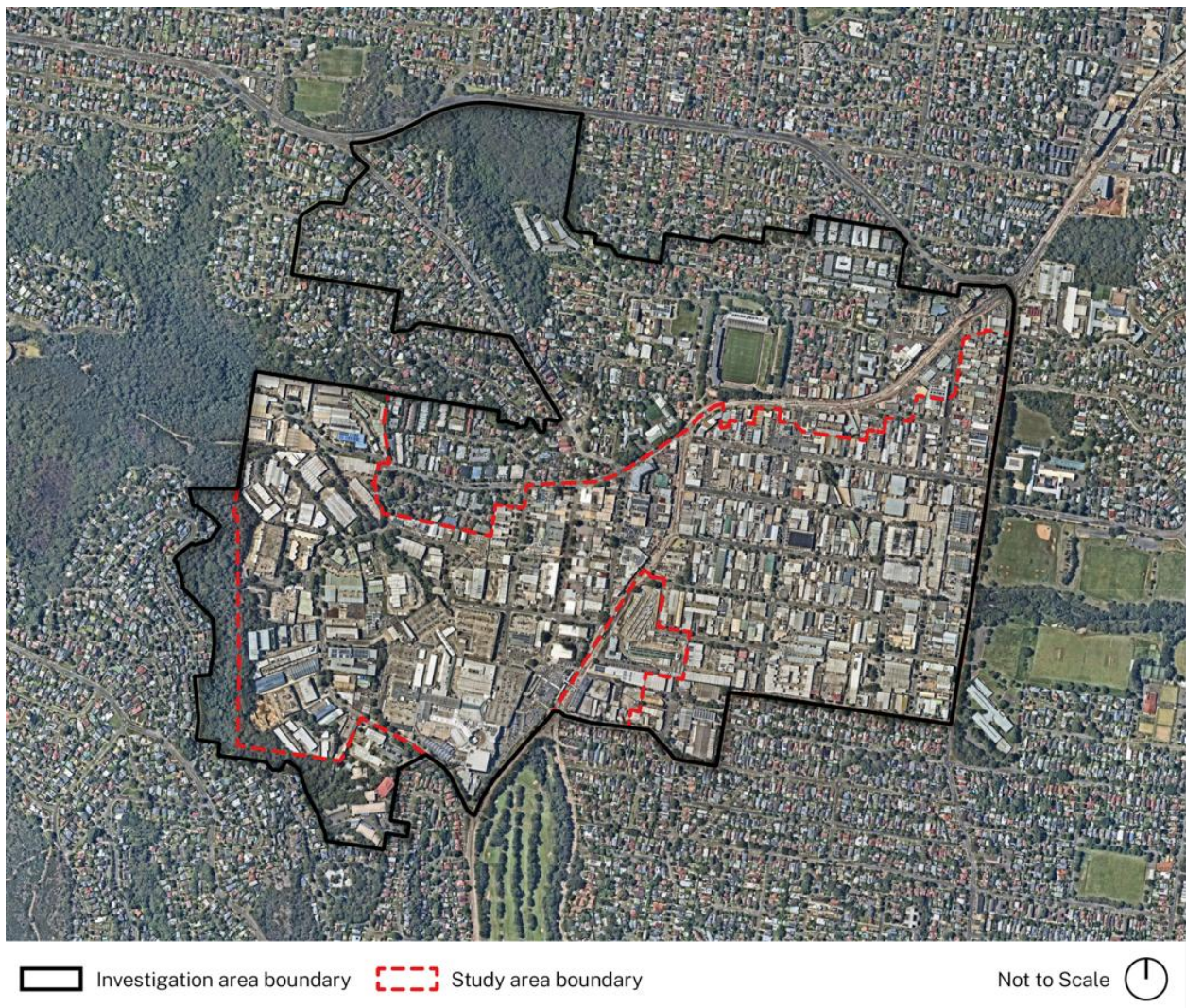


Figure 1 Site Aerial of Brookvale Town Centre

Source: NearMap & Colliers Urban Planning

1.2 Existing development

Brookvale Town Centre contains the largest area of industrially zoned land within the Northern Beaches LGA, comprising approximately 86 hectares of dedicated industrial land. These areas accommodate a range of small warehouses, manufacturing operations and commercial wholesalers, predominantly located to the east of Pittwater Road. Land to the west of Pittwater Road includes a mix of larger industrial warehouses and manufacturing businesses. Commercial activity is concentrated along Pittwater Road, extending northwards and comprising a diverse range of retail and commercial uses. This activity culminates at the Westfield Warringah Mall commercial core, located at the intersection of Pittwater Road and Old Pittwater Road. Residential neighbourhoods frame the northern and southern edges of the Town Centre, complemented by a range of dispersed public open spaces and educational facilities.

Scentre Group holds the largest landholding within the Town Centre, encompassing the Warringah Mall Westfield Shopping Centre. Other significant landholders include Transport for NSW, which owns the Brookvale Bus Depot; TAFE NSW, which owns the Northern Beaches TAFE campus; and the Department of Education, which owns Brookvale Public School. Northern Beaches Council also owns Brookvale Park, along with several smaller land parcels distributed throughout the area.

Development within the Town Centre is characterised by varied building heights and floor plate sizes, with low-rise development of one to two storeys being predominant. Warringah Mall features the largest retail floor plates in the area, reaching up to three storeys. In contrast, retail and commercial premises along Pittwater Road are predominantly smaller floor plates of up to two storeys in height. Shop top housing is located towards the northern part of the precinct towards Old Pittwater Road with heights reaching up to five storeys. Large-format industrial warehouses, typically one to two storeys with expansive open hardstand areas, are concentrated to the east of Pittwater Road. Two stand-alone commercial office developments support a range of small local professional and creative businesses.



Figure 2 Existing built form

Source: Colliers Urban Planning

1.3 Access and transport

Pittwater Road functions as the primary north–south arterial route through the Town Centre and plays a critical role within the regional road network. It accommodates both regional movements between the Northern Beaches and the Lower North Shore, as well as local trips within the Town Centre. The presence of the Brookvale Bus Depot, together with the regional draw of Warringah Mall, has resulted in Brookvale being one of the most highly serviced locations by public transport on the Northern Beaches. Numerous local bus routes commence or terminate at the bus interchange within the Warringah Mall site, while the B-Line bus service provides frequent and reliable regional connections to Sydney CBD and northwards to Mona Vale.

The main arterial roads within the Town Centre, including Pittwater Road and Old Pittwater Road are identified as movement corridors under the Movement and Place framework, reflecting their high volumes of through traffic including public transport, private vehicles and freight. In addition, high-frequency bus services provide all-day connections between Dee Why and Frenchs Forest.

Designated cycle routes extend across much of the Town Centre, primarily aligned with major arterial roads and select local streets. However, many existing cycle lanes lack clear delineation or physical protection.

Shared pedestrian and cyclist paths are generally located along surrounding green corridors that connect into the Town Centre, as well as along certain local roads, supporting both recreational and commuter movement within and through the Town Centre.

1.4 Open space

The Brookvale Town Centre is characterised by a notable absence of open space. With only a very small pocket of natural land and no functional public open spaces, the Town Centre itself does not currently provide opportunities for informal recreation or everyday social use. As a result, Brookvale relies almost entirely on surrounding open space networks to meet recreational needs.

Beyond the Town Centre, the broader open space context is more substantial. A wide catchment of parks, sportsgrounds and natural areas surrounds Brookvale and provide regional-scale recreational opportunities. Large natural areas, including Allenby Park and the Manly Warringah War Memorial State Park, form an important environmental backdrop and offer opportunities for nature-based recreation and wider connections to larger green corridors.

Urban parks in the surrounding area are predominantly configured for sport. Sportsfields and outdoor courts support a wide range of activities and contribute to Brookvale's role as an active recreation hub for the Northern Beaches. In addition, play spaces and indoor recreation facilities are present within walking distance of the Town Centre and provide important recreational functions, particularly at the district level.

2.0 Part 1 – Objectives or Intended Outcomes

2.1 Objective

To amend the Warringah Local Environmental Plan 2011 to provide for the urban renewal of the Brookvale Town Centre by increasing housing and employment opportunities close to existing services and public transport.

The proposed controls will guide the development of the precinct over the next 15 years, generally in accordance with the land use framework established in Council's adopted Brookvale Structure Plan.

Development controls have been adjusted to account for updated market conditions and new opportunities for community facilities and open space.

The Planning Proposal will be supported by amendments to the Warringah Development Control Plan (DCP) 2011 and Northern Beaches Section 7.12 Development Contributions Plan 2024.

2.2 Intended Outcomes

The intended outcomes of this Planning Proposal are to give effect to the Brookvale Structure Plan by implementing the following outcomes:

- Support Brookvale as a Strategic Centre in Greater Sydney.
- Increase housing close to existing services and public transport.
- Provide a range of housing types to meet the changing housing needs of the community.
- Ensure the long-term retention of employment generating uses in the Brookvale Town Centre.
- Retain and allow for the intensification of industrial lands in the Brookvale Industrial Precinct.
- Accommodate taller buildings through incentive provisions whilst ensuring appropriate land use interfaces and design excellence.
- Enable the provision of new local streets, community facilities and open space to service community and visitor needs.
- Facilitate the delivery of affordable housing throughout the Precinct.

3.0 Part 2 – Explanation of Provisions

To implement the Planning Proposal, an amendment to the *Warringah Local Environmental Plan 2011* (WLEP 2011) is proposed. This will be supported by a new site-specific chapter in the *Warringah Development Control Plan 2011* (WDCP 2011).

3.1 Proposed amendments to the WLEP 2011

In summary, the following amendments of the WLEP 2011 are proposed:

- Precincts Map
- Land Zoning Map
- Height of Buildings Map
- Lot Size Map
- Affordable Housing Contributions Scheme Map
- Additional Permitted Uses Map
- Land Reservation Acquisition Map
- Key Sites Map.

The Planning Proposal also proposes a new precinct-specific Part within the WLEP 2011 applying to the Brookvale Town Centre, including design excellence and incentive provisions to deliver public infrastructure. This will be supported by the following additional maps:

- Incentive Height of Buildings Map
- Incentive Floor Space Ratio Map
- Non-Residential Floor Space Ratio Map

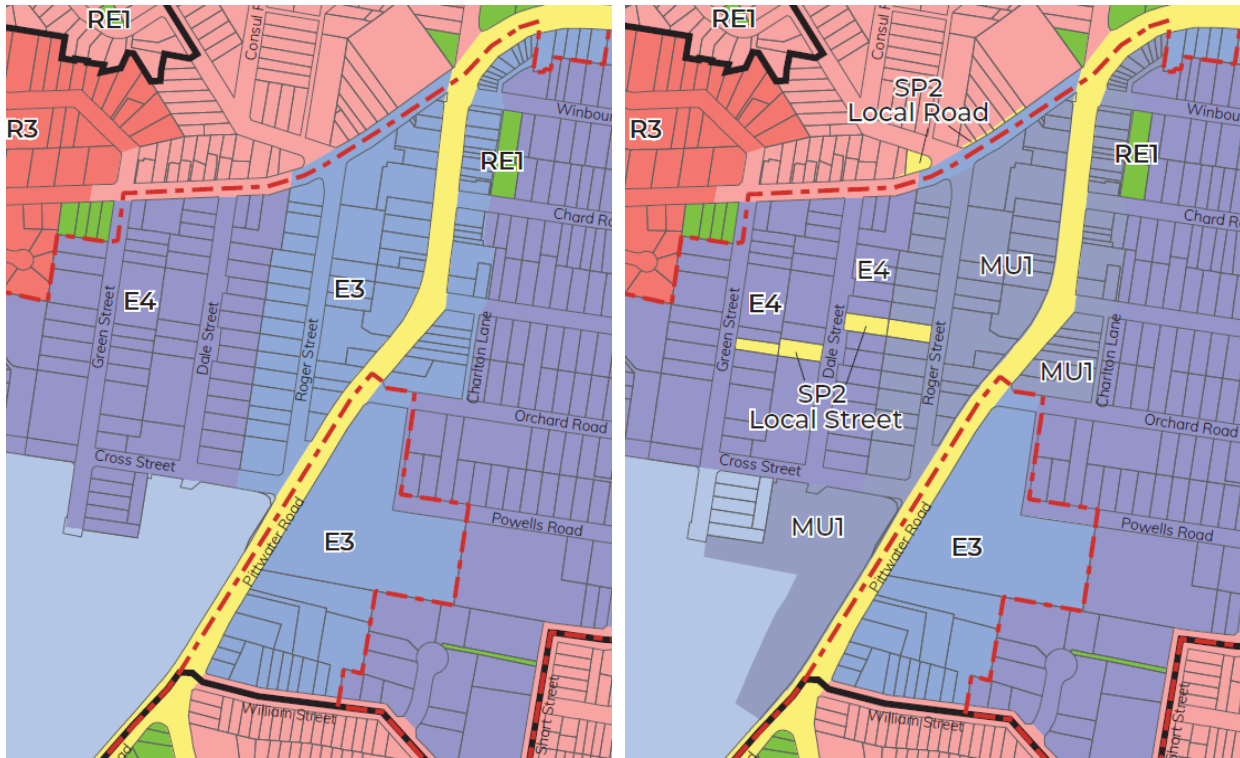
The recommended amendments to the WLEP 2011 are described further below.

Clause 2.1 - Land Use Zoning

The proposed land use zone changes as set out in the preferred scenario include the following:

- Amend parts of the Town Centre to **MU1 Mixed Use** in areas along Pittwater Road, Roger Street and the north-east corner of Warringah Mall. This zone will facilitate the delivery of a diversity of land uses, including office and business premises, retail, car showrooms, creative industries and high technology industries, artisan food and drink industries, light industries and shop top housing.
- Amend from E4 General Industrial to **E2 Commercial Centre** for the 26-36 Green Street site to align with the existing uses on the site and the land zoning on the surrounding Warringah Mall site.
- Amend from E4 General Industrial to **SP2 Infrastructure (Local Street)** for the proposed east-west connections between Roger Street and Green Street.
- Amend from E4 General Industrial to **MU1 Mixed Use** for 1 Chard Road to allow for the extension of Charlton Lane between Sydenham Rd and Chard Rd and a suitable development plot for land fronting Pittwater Road.
- Amend from RE1 Public Recreation to **E4 General Industrial** for a drainage reserve to match the adjoining industrial zone and rectify a zoning anomaly.
- Amendments to the zoning of various land within the Town Centre to **SP2 Infrastructure (Local Road)** to facilitate delivery of road infrastructure required to support the proposed increased density. This land is proposed to be acquired.

The above changes will be facilitated through an amendment to the Land Zoning Map. An extract of the existing and proposed Land Zoning Map is identified in **Figure 3** to **Figure 5** below.



Existing Land Zoning Map

Proposed Land Zoning Map

- | | |
|--|---|
| C2 - Environmental Conservation | R3 - Medium Density Residential |
| E2 - Commercial Centre | RE1 - Public Recreation |
| E3 - Productivity Support | RE2 - Private Recreation |
| E4 - General Industrial | MU1 - Mixed Use |
| R2 - Low Density Residential | SP2 - Infrastructure |

Figure 3 Existing and Proposed Land Zoning Map

Source: WLEP2011 and Colliers Urban Planning

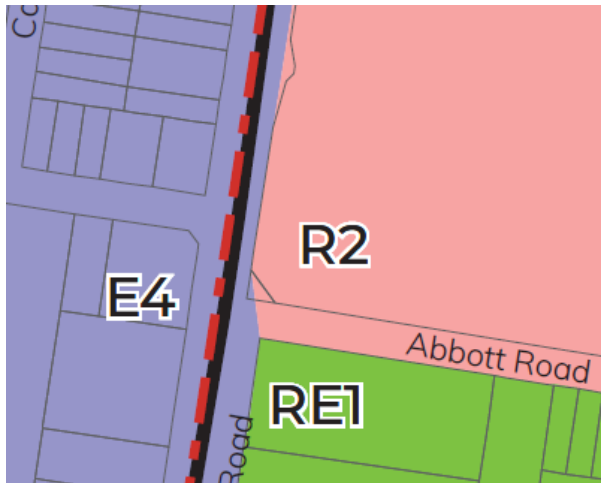


Existing Land Zoning Map

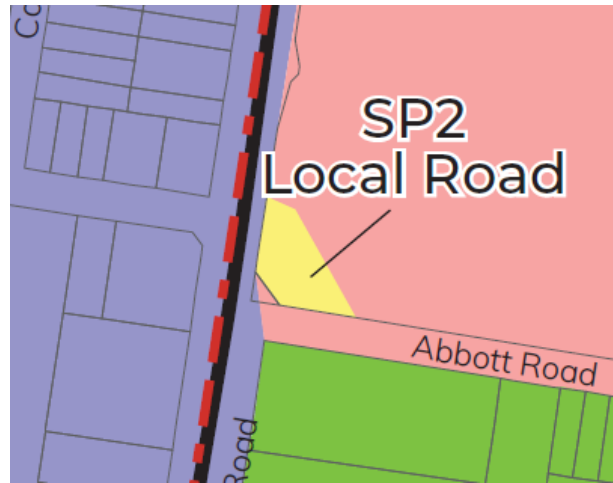
Proposed Land Zoning Map

Figure 4 RE1 Zoned Land – Existing and Proposed Land Zoning Map

Source: WLEP2011 and Colliers Urban Planning



Existing Land Zoning Map



Proposed Land Zoning Map

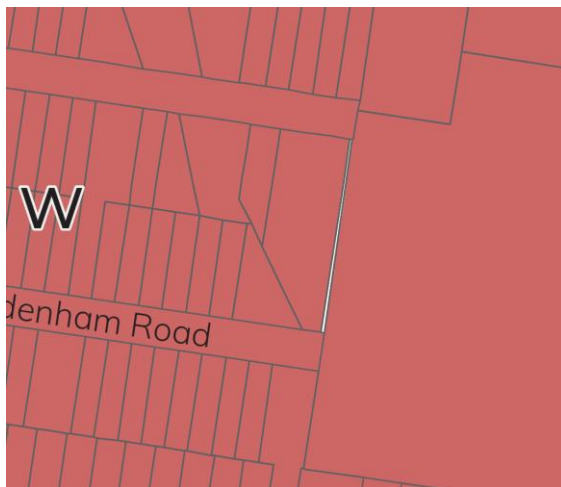
Figure 5 SP2 Zoned Land – Existing and Proposed Land Zoning Map

Source: WLEP2011 and Colliers Urban Planning

Clause 4.1 – Minimum Subdivision Lot Size

It is proposed to amend the Lot Size Map to include a minimum lot size of 4,000m² for the site at Lot 34 Sec 3 DP 6033 Chard Road, Brookvale to match the minimum lot size of adjoining industrial sites.

An extract of the existing and proposed Land Zoning Map is identified in **Figure 6** below.



Existing Minimum Lot Size Map



Proposed Minimum Lot Size Map

- G - 450 m²
- M - 600 m²
- W - 4,000 m²
- AB - 200,000 m²

Figure 6 Minimum Lot Size – Existing and Proposed Minimum Lot Size Map

Source: WLEP2011 and Colliers Urban Planning

Schedule 1 Additional Permitted Uses

Dale Street East

Additional permitted uses are proposed for the eastern side of Dale Street to support a range of low-impact employment and service uses. These amendments are intended to strengthen employment diversity while providing a more suitable land-use transition that manages potential interface impacts on future residential development along Roger Street. It is noted that these areas will be retained as E4 General Industrial as a result of this Planning Proposal.

The introduction of these uses will provide the opportunity for business, office and health-related activities that are compatible with nearby residential uses, support diversity of commercial floorspace ownership in the precinct and contribute to the overall functionality and amenity of the Town Centre. This change will be implemented through an amendment to the Additional Permitted Uses Map. The proposed Additional Permitted Uses Map is identified in **Figure 7** below.

An additional clause identifying “Area 28” will be inserted into Schedule 1 of the WLEP 2011 to permit the following uses in the eastern side of Dale Street with development consent:

- (a) business premises,*
- (b) office premises,*
- (c) health services facilities*
- (d) veterinary hospitals.*

Residential flat buildings in the MU1 zone

Under the WLEP 2011, residential flat buildings are currently prohibited within the MU1 Mixed Use zone, with shop top housing being the only permissible form of residential accommodation with consent. This limitation constrains the intended mixed-use outcomes for the Brookvale Town Centre, particularly where developments incorporate ground-floor light industrial and/or creative industry uses. As these uses do not meet the definition of commercial premises or health services, they cannot utilise shop-top housing provisions, thereby restricting these development outcomes.

To address this, this Planning Proposal seeks to introduce residential flat buildings as an additional permitted use where the ground floor is occupied by light industrial or creative industry uses. This amendment would be implemented through an additional clause for “Area 29” in Schedule 1 of the WLEP 2011 and would apply to land proposed to be zoned MU1 Mixed Use within the Brookvale Town Centre (excluding the Warringah Mall site). A minimum employment FSR is proposed to ensure a mixed use outcome across the MU1 zoned area.

Lots to the north of the study area, accessed via Winbourne Lane, will remain subject to the existing “Area 5” provisions under the LEP.

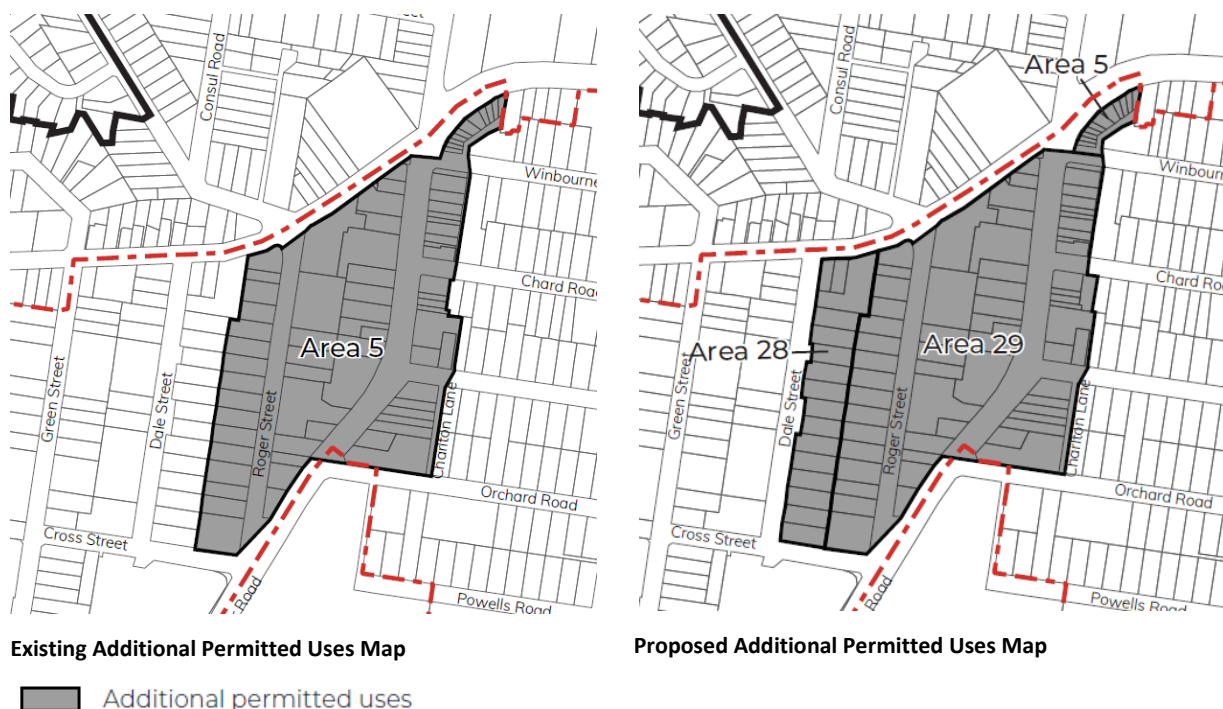


Figure 7 Existing and Proposed Additional Permitted Uses Map

Source: WLEP2011 and Colliers Urban Planning

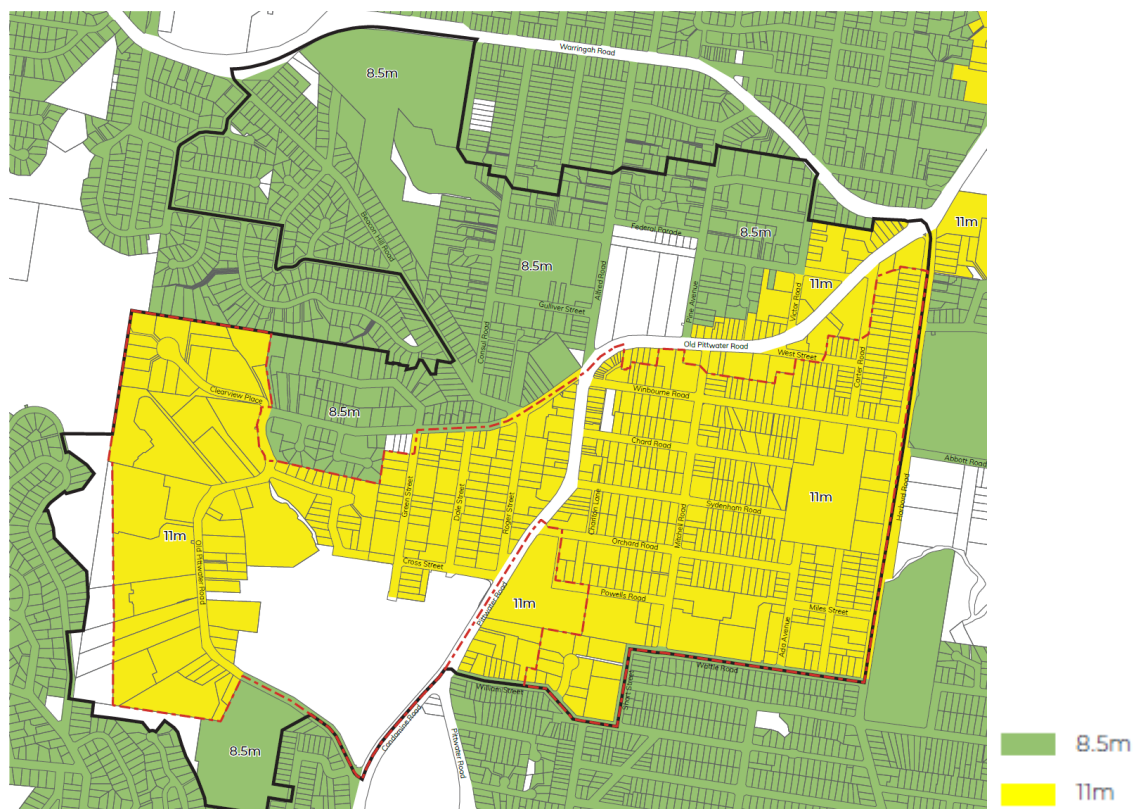
Clause 4.3 - Height of Building

Building heights within industrial areas are proposed to be increase to 18 to 24 metres to align with exempt and complying development provisions, support diverse employment uses and improve land efficiency. An 18 metre limit is proposed where a transition is needed to reduce impacts near future residential uses, bushfire prone land, and to improve solar access to future open space. A 24 metre height is proposed for industrial zoned land elsewhere.

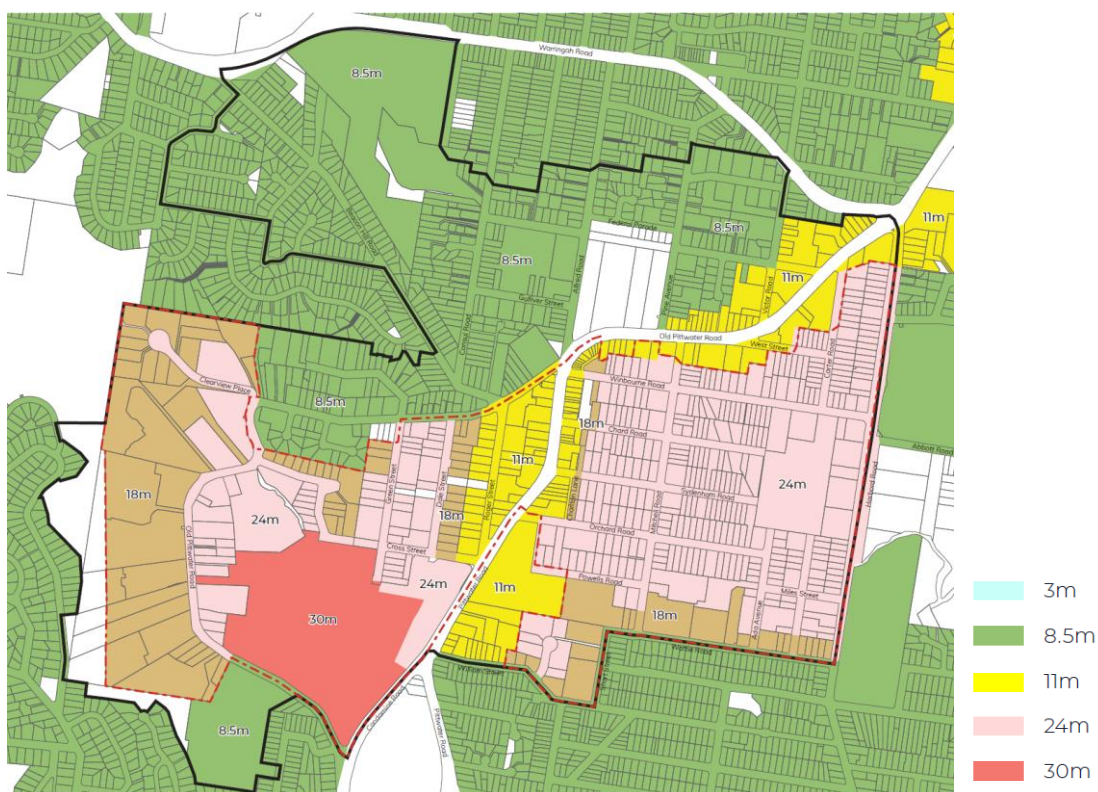
The Warringah Mall site currently has no mapped maximum building height under the Warringah LEP. Warringah DCP currently provides the maximum building height controls for the site, which are expressed as proposed building envelopes with a maximum reduced level (RL). Further urban design work has been undertaken to identify a suitable maximum building height. A maximum building height of 24 metres is proposed for the MU1 Mixed Use zone area to align with the height of surrounding land uses. It is noted that incentive height provisions apply to this site if certain criteria are met. For the E2 Commercial Centre zoned area of Warringah Mall, 30 metres is recommended to reflect the approximate building height of the approved development application on the site, match the height of surrounding developments and ensure consistency with the height of other comparable Westfield shopping centres in Sydney, which generally allow for five to six retail storeys.

To summarise, the proposed amendments to the Height of Building Map are illustrated in **Figure 8** and include:

- A maximum height of building for industrial areas between 18 to 24 metres.
- A maximum height of building for the MU1 portion of the Warringah Mall site of 24 metres and 30m for the E2 portion.



Existing Height of Building Map



Proposed Height of Building Map

Figure 8 Existing and Proposed Height of Building Map

Source: WLEP2011 and Colliers Urban Planning

Clause 5.1 - Land reservation acquisition map

It is proposed that a new land reservation be included on the acquisition map to enable a local street connection between Roger Street and Dale Street, and between Dale Street and Green Street. This connection is intended to improve local permeability and provide an alternative southbound route for residents travelling out of the precinct.

Land outside of the Brookvale Town Centre is also required to facilitate broader road upgrades. These road upgrades are identified in the supporting Transport Strategy and include a range of measures such as the realignment of roads, extending turning bays, providing additional slip lanes, lane extensions and undertaking road widening.

The proposed amendments to the Land Reservation Acquisition Map are illustrated in **Figure 9** and include:

List of properties identified for acquisition as per Figure 9				
Property address	Acquisition type	Purpose	Area (Approximate)	Acquisition authority
2-8 Old Pittwater Road, Brookvale	Partial – 3.5m between corner and driveway	Additional Lane capacity at intersection	255.04m ²	Transport for NSW
14 Old Pittwater Road, Brookvale	Full – proximity of dwelling to land required for works	Intersection upgrade	614.98m ²	Council
16 Old Pittwater Road, Brookvale	Partial – frontage triangle for turn lane provision	Intersection upgrade	19.07m ²	Council
138 Abbott Road, North Curl Curl	Partial – road realignment	Intersection upgrade	1,717.56m ²	Transport for NSW
20 Roger Street, Brookvale	Full – partial resale	Fine grain road network	1,008.24m ²	Council
19 Dale Street, Brookvale	Full – partial resale	Fine grain road network	1,014.06m ²	Council
14 Dale Street, Brookvale	Full – partial resale	Fine grain road network	1,012.95m ²	Council
14A Green Street, Brookvale	Full –partial resale	Fine grain road network	679.00m ²	Council



Figure 9 Proposed Land Reservation Acquisition Map

Source: WLEP2011 and Colliers Urban Planning

Clause 6.11 - Affordable housing contributions

It is proposed that an affordable housing contribution requirement be applied to development within the Town Centre. The proposed contribution rates reflect differences in development intensity and feasibility.

A summary of the proposed affordable housing contribution requirements is outlined below:

- For the Warringah Mall site - a 10% affordable housing contribution levy
- For all other key sites - a 5% affordable housing contribution levy.

Affordable housing contributions can be provided either as affordable dwellings within the development or as a monetary contribution, in line with Council's Affordable Housing Contributions Scheme. In most cases, Council prefers the contribution to be provided as dwellings. However, if the required floor space is less than 50 square metres, or if Council considers that a monetary contribution would achieve a better affordable housing outcome, a monetary contribution equal to the market value of the required dwellings will be required as a condition of consent. In some cases, the contribution may be a mix of dwellings and a cash payment.

The proposed change will be implemented through an amendment to the Affordable Housing Contribution Scheme Map as shown in **Figure 10** below and Council's Affordable Housing Contributions Scheme. Clause 6.11(6) would also need to be amended to identify the date that Council's Affordable Housing Contributions Scheme is published.



Figure 10 Proposed Affordable Housing Contribution Scheme Map

Source: WLEP2011 and Colliers Urban Planning

Part 9 – Brookvale Town Centre

Land to which this Part applies

A new clause is proposed to show the land to which this Part applies as illustrated in the Precincts Map in **Figure 11**.

Design excellence

Under the *Draft Northern Beaches Local Environmental Plan*, a site-specific Design Excellence clause is proposed to apply to development exceeding 12 metres in height or three storeys. The Design Excellence clause is intended to ensure high-quality design outcomes and may address, but is not limited to, the following matters:

- Architectural design, materials, and detailing.
- Bulk, massing, and modulation of buildings.
- Street frontage heights.
- Public domain impacts such as quality and amenity.
- Environmental impacts, such as sustainable design, overshadowing, and solar access, visual and acoustic privacy, noise, wind, and reflectivity.

- Pedestrian, cycle, vehicular, and service access and circulation requirements, including the permeability of any pedestrian network.
- Excellence and integration of landscape design.

Council's Design and Sustainability Advisory Panel (DSAP) will provide evaluation and advice on developments where design excellence is required. DSAP's advice will be considered by Council and the Local Planning Panel in its assessment and determination.

There is currently no equivalent Design Excellence provision within the WLEP 2011. Accordingly, it is proposed that a new Design Excellence clause be introduced within Part 9 of the LEP, to apply until such time as the *Draft Northern Beaches Local Environmental Plan* is finalised and implemented. The proposed Precinct Map, as shown in **Figure 11** below identifies the land to which the Design Excellence clause would apply.



Figure 11 Proposed Precinct Map

Source: WLEP2011 and Colliers Urban Planning

Minimum non-residential floor space ratio

A new clause is proposed to introduce a minimum non-residential FSR requirement for development within the MU1 Mixed Use zone. The purpose of this provision is to secure an ongoing amount of non-residential floorspace to ensure the long-term retention of employment-generating uses within the Brookvale Town Centre.

The proposed amendment will be implemented through the introduction of a Non-Residential Floor Space Ratio Map, as illustrated in **Figure 12**.

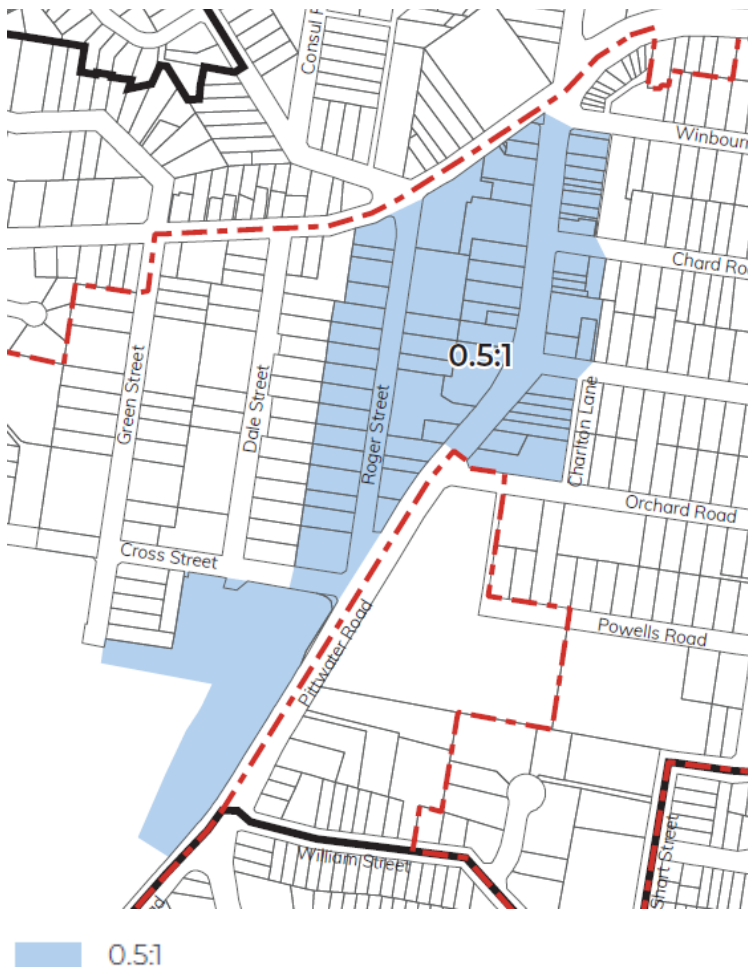


Figure 12 Non-Residential Floor Space Ratio Map

Source: Colliers Urban Planning

Additional requirements for increased building height and floor space ratios

Additional incentive building heights and FSRs are proposed for the Town Centre to deliver public domain and infrastructure outcomes. These outcomes exceed the planning controls identified in the *Brookvale Structure Plan* and are intended to deliver on enhanced built form and public domain outcomes beyond what was envisioned in the Structure Plan.

Where development satisfactorily delivers infrastructure that improves pedestrian permeability such as through-site links, setbacks, community facilities or areas of open space, it may be eligible to access the incentive building heights and FSRs. These requirements will be delivered using 'Key Site' clauses as found in **Table 1** below.

A summary of the proposed incentive height of buildings and FSRs is provided below.

Incentive height of buildings

The incentive maximum height of building provisions will apply the following heights:

- 87m for the Warringah Mall site and the Roger Street block
- 52m to 84m for sites east of Pittwater Road.
- 46m to 68m for sites fronting Roger Street.
- 3m for proposed public open space within Key Sites R and Y.

- 39m for development sites that are not proposed to be amalgamated with adjoining lots due to existing development being located on the site.

The above changes will be facilitated through a new Incentive Height of Buildings Map. The proposed Incentive Height of Buildings Map is identified in **Figure 13** below.

Incentive floor space ratio

The incentive floor space ratio provisions will apply the following FSRs:

- 3.5:1 for the Warringah Mall site
- 3.4:1 for the sites at the corner of Pittwater Road and Old Pittwater Road
- 3.5:1 to 4:1 for sites within the Roger Street block
- 3.8:1 to 5.4:1 for sites east of Pittwater Road.
- 3.4:1 to 3.5:1 for sites fronting Roger Street.

The proposed Incentive Floor Space Ratio Map is identified in **Figure 14** below.



Figure 13 Incentive Height of Buildings Map

Source: Colliers Urban Planning

Figure 14 Incentive Floor Space Ratio Map

Source: Colliers Urban Planning

Specific provisions for Key Sites

To facilitate quality development outcomes, including through site links, setbacks, open space and community and public facilities and infrastructure, a number of key sites have been identified in **Figure 15**. Supporting provisions outlining the specific requirements for key sites within the Town Centre are described under this Division in **Table 1** below.



Figure 15 Proposed Key Sites Map

Source: Colliers Urban Planning

Table 1 Proposed Key Site Provisions

Provision
Sites Delivering Community Facilities, Open Space and Carparking

9.7 Development on land in “Site J”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site J”, and
- (b) the development will include a land dedication at least 3m wide fronting Winbourne Road, and
- (c) the development will include a land dedication at least 3m wide fronting Chard Road, and
- (d) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (e) the development will provide at least 75 public car parking spaces.
- (f) The development will provide publicly available amenities to service commercial businesses and users of the open space.

9.8 Development on land in “Site K”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site K”, and

Provision

- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Roger Street, and
- (d) the development will include a land dedication for consolidated open space of at least 3,200m² in the northern portion of the site, and
- (e) the development will include floorspace dedication for a community facility of at least 1,000m² gross floor area fronting the open space on the southern side.
- (f) provision of public amenities to service commercial businesses, open space users and community space users to be maintained by the building.
- (g) the community facility will be designed and located in a way that will appropriately facilitate activities for the local community.
- (h) the recreation area will be designed and located in a way that will appropriately facilitate recreational activities for the local community.

9.9 Development on land in “Site L”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site L”, and
- (b) the development will include a land dedication at least 9m wide fronting Cross Street, and
- (c) the development will include a land dedication at least 8m wide fronting Pittwater Road, and
- (d) the development will include a pedestrian, cycling and vehicular access network with a suitable level of connectivity, and
- (e) the development will include a land dedication for an area of consolidated open space of at least 5,000m² with appropriate solar access, buffering from wind, noise and traffic, and
- (f) the development will include a community facility of at least 2,650m² gross floor area fronting the open space
- (g) the community facility will be designed and located in a way that will appropriately facilitate activities for the local community.
- (h) the recreation area will be designed and located in a way that will appropriately facilitate recreational activities for the local community.

Sites Delivering Laneways

9.10 Development on land in “Site M”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site M”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Chard Road, and
- (d) the development will include a rear publicly accessible laneway at least 6m wide on Lot B/-/DP356877.

9.11 Development on land in “Site N”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site N”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Sydenham Road, and
- (d) the development will include a rear publicly accessible laneway at least 9m wide on Lots 1/-/DP877292 and CP/-/SP72732.

9.12 Development on land in “Site O”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site O”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Sydenham Road.

Provision

- (d) the development will include a land dedication at least 3m wide fronting Charlton Lane.

9.13 Development on land in “Site P”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site P”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Orchard Road.
- (d) the development will include a land dedication at least 3m wide fronting Charlton Lane.

Sites Delivering Setbacks

9.14 Development on land in “Site Q”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site Q”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) the development will include a land dedication at least 3m wide fronting Roger Street.

9.15 Development on land in “Site R”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site R”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.16 Development on land in “Site S”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site S”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.17 Development on land in “Site T”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site T”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street, and
- (c) the development will include a land dedication at least 4.5m wide fronting Cross Street.

9.18 Development on land in “Site U”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site U”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road.

9.19 Development on land in “Site V”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site V”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.20 Development on land in “Site W”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site W”,
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road, and
- (c) suitable access arrangements are provided to the site from Roger Street.

9.21 Development on land in “Site X”

Provision

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site X”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.22 Development on land in “Site Y”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site Y”, and
- (b) the development will include a land dedication at least 3m wide fronting Pittwater Road.

9.23 Development on land in “Site Z”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site Z”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.24 Development on land in “Site AA”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site AA”, and
- (b) the development will include a land dedication at least 3m wide fronting Roger Street.

9.251 Development on land in “Site AB”

The incentive height of building and floor space ratios will not apply unless the consent authority is satisfied that:

- (a) the site area of the development will include all land in “Site AB”, and
 - (b) the development will include a land dedication at least 3m wide fronting Pittwater Road.
-

Schedule 4 Classification and reclassification of public land

A number of lots are proposed to be classified or reclassified to support changes in land use within the Brookvale Town Centre:

- The Winbourne Road Car Park (87 Winbourne Road, Brookvale) is proposed to be reclassified from community land to operational land to enable its temporary activation and support the delivery of a rear laneway connection. This reclassification will allow greater flexibility in the use of the site and support the activation of Brookvale and delivery of much needed public open space. The vision for the site is to create a new public park (approximately 2,600m² in size) with a provision for replacement underground parking.
- An existing drainage channel site (Lot 34 Sec 3 DP 6033), currently zoned SP2 Infrastructure, is proposed to be rezoned to E4 General Industrial. Reclassification of this parcel from community land to operational land is required to reflect its intended and ongoing function within the industrial precinct. The existing SP2 zoning arose as an unintended outcome of the transition to the Standard Instrument LEP, and does not appropriately reflect the role or operational management of these sites.

These changes will be implemented through amendments to the WLEP 2011, in accordance with the process outlined in LEP Practice Note PN 16-001. Council will undertake the required community consultation and independent public hearing process.

3.2 Proposed amendments to the WDCP 2011

As noted previously, a new site-specific DCP has been prepared for the Brookvale Town Centre that will form a new section within the WDCP 2011 – Part G. This aims to provide further detailed provisions to guide future development which correlate with the proposed LEP amendments for the Town Centre.

The recommended DCP controls has addressed the following:

- Desired future character
- Local infrastructure and public domain
- Movement network and public open space
- Land uses
- Site amalgamation
- Heritage
- Building layout, form and design
- Noise management
- Waste management
- Water management
- Traffic and parking
- Sustainability
- Green infrastructure
- Waste management
- Contamination
- Site-specific provisions (e.g. Warringah Mall).

The Draft DCP forms part of the draft rezoning proposal being on exhibition along with this Planning Proposal. The Draft DCP sets out the built form and urban design principles, objectives and provisions to guide and facilitate development across the Town Centre to ensure that new development achieves high quality outcomes for built form, public domain and heritage and seeks to improve the amenity of the Town Centre and its surrounds.

3.3 Proposed contributions framework

A revision to the Northern Beaches Section 7.12 Local Infrastructure Contributions Plan will be prepared to include the Brookvale Town Centre. The revision will help fund the delivery of local infrastructure required to support future development within the Town Centre. Specifically, this will establish a contribution levy to fund works and facilities that serve the future residents and workers within the precinct.

The Plan will operate in addition to contributions required under the regional Housing and Productivity Contribution and any other applicable State or local contribution mechanisms.

4.0 Reference Master Plan

4.1 Preferred Built Form Outcome

Following the adoption of the *Structure Plan*, Council has continued to progress and revise the preferred built form outcome to reflect the increasing demand for more affordable and diverse housing within the Town Centre. The accompanying *Urban Design and Public Domain Report* found in **Appendix C** seeks to enable the delivery of the intended outcomes of the *Structure Plan*, incorporating the findings of additional technical inputs including traffic and transport, stormwater, flooding, heritage considerations and feasibility testing.

The Master Plan scenario within the *Urban Design and Public Domain Report* establishes a comprehensive framework to guide the future character of the Brookvale Town Centre, addressing both built form and public domain outcomes, as shown in **Figure 16** below. The scenario considers key urban design elements including the distribution of public and private open space, land use mix, building heights, floor space ratios, vehicular access and servicing arrangements, and active transport connections.

The preferred urban design scenario supports buildings of up to 25 storeys in height within an approximate 400 to 800 metre catchment of the B-Line bus stop. This approach enables a high-density urban form that accommodates significant growth in housing and employment opportunities for the Northern Beaches community. A varied building height strategy is proposed to enhance visual interest and transition to lower density areas, supported by a high-quality public domain outcome.

In summary, the preferred built form scenario will deliver the following:

- Infill residential development delivering approximately 2,900 dwellings above non-residential podiums.
- Provision of approximately 49,500m² of non-residential GFA, including commercial, retail, and light industrial uses.
- Inclusion of over 10,000m² of public open space to be delivered in three areas, both adjacent to the B-Line bus stop and within the northern part of the Town Centre on both sides of Pittwater Road.
- Inclusion of approximately 3,650m² of community floor space.
- Delivery of through-site links to improve connectivity.
- The expansion of non-residential floor space as a result of increasing the height of building in industrial zones.

The preferred indicative reference scheme is illustrated in **Figure 16** below.



Figure 16 Proposed Masterplan

Source: Colliers Urban Planning

4.1.1 Land Uses

The proposed land uses for the Brookvale Town Centre responds to existing ownership patterns and likely land amalgamation outcomes. The Master Plan facilitates a more diverse and complementary mix of activities, strengthening Brookvale's role as a high-amenity town centre while building on its established employment base.

Brookvale will be anchored by a Core precinct, adjoining Warringah Mall that functions as the primary activity hub and civic heart of the centre. This area will accommodate a diverse mix of community and civic uses, retail, commercial offices and residential development, supporting activity throughout the day and night.

Pittwater Road will retain its mixed-use character, with ground level uses continuing to support vehicle and home goods showrooms, office, creative and maker spaces. Roger Street will maintain its light industrial function, prioritising a range of employment-generating uses at ground level with residential uses above.

The industrial areas will continue to function as a location for industrial urban services and population-serving uses, while also accommodating a strong concentration of creative and entrepreneurial activities, larger-scale industrial, manufacturing and urban service activities, alongside more bespoke industries such as health and wellbeing operators and recreational uses.

4.1.2 Built Form

The massing approach for the Town Centre concentrates the highest development densities in locations with strong public domain interfaces, including new through-block links, laneways and open spaces, with a gradual transition to lower densities on sites likely to redevelop through amalgamation. The proposed built form outcome is provided in **Figure 17** below.

Along Pittwater Road, varied building heights are proposed, typically ranging from 10 to 25 storeys, to promote visual interest and avoid a uniform built form outcome. Taller tower elements are characterised by reduced floorplate footprints, resulting in more slender forms that minimise perceived bulk while improving access to coastal views and northern solar access. Street wall and building heights are calibrated to maintain pedestrian amenity and a human-scaled streetscape and to manage transitions to adjoining industrial areas, supported by podium and upper-level setbacks and variations in podium and tower heights tailored to site-specific conditions to protect solar access.



Figure 17 3D Master Plan

Source: Colliers Urban Planning

4.1.3 Public Domain

A new town square is proposed within the Warringah Mall site to function as the principal civic open space, strategically positioned adjoining the B-Line stop, as shown in **Figure 18** below. It will anchor the future commercial, civic and entertainment core, delivering a highly activated and legible public place that supports everyday use and larger community events. The design is structured around east–west and north–south connections, enabling enhanced wayfinding and the cooling benefits of prevailing sea breezes. A unified ground plane, integrated WSUD elements and a network of planted spaces provide flexibility and comfort, while a central lawn, focal feature tree, play space and a series of adaptable sub-spaces accommodate diverse uses such as markets, performances, alfresco dining and informal recreation, ensuring the town square functions as a vibrant and inclusive civic heart for Brookvale.

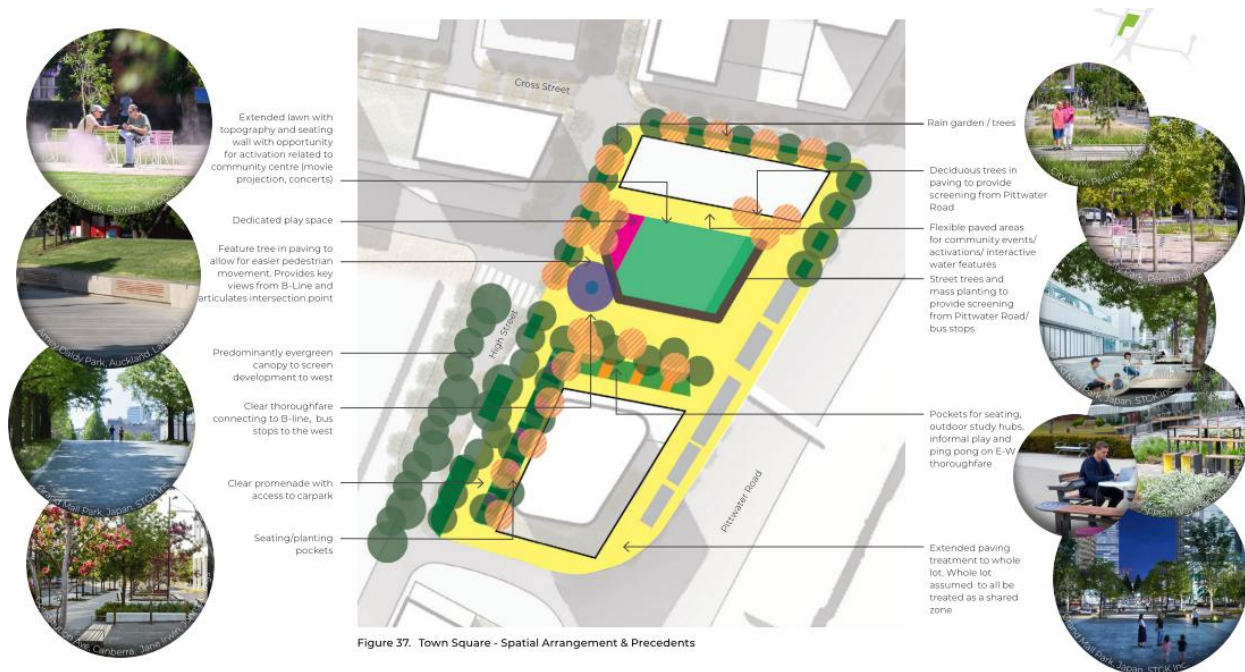


Figure 18 Proposed Town Square

Source: Colliers Urban Planning

As shown in **Figure 19**, Roger Park is proposed as a new northern open space, centrally located to provide a dedicated and activated connection from Pittwater Road to Roger Street. The park is designed to support activation, wayfinding and permeability along the through-block link between Pittwater Road and Roger Street, with a predominantly paved ground plane wrapping around a central lawn to respond to key pedestrian desire lines and ensure universal accessibility. Terraced levels to the north and south maximise usable open space, retain strong east–west connectivity and accommodate bleachers, informal seating, play opportunities and alfresco activation, supported by focal trees for legibility and orientation.



Figure 42. Roger Park - Spatial Arrangement & Precedents

Figure 19 Proposed Roger Park

Source: Colliers Urban Planning

The vision for Winbourne Park is shown in **Figure 20** below. The park is proposed as a linear open space that responds to the proposed basement car park of an additional 75 public car spaces, while establishing a continuous deep-soil green link between Winbourne Road and Chard Road. The design organises the space into three distinct sub-areas to soften the linear form and provide a range of flexible settings for different users. Raised planters and integrated seating introduce topography, accommodating tree planting and help define each sub-space, with a large feature tree anchoring the southern lawn area. Publicly available parking will be expanded and relocated to the basement, making adjoining commercial floorspace facing onto the park well suited for lunchtime food options to support nearby workers and residents.



Figure 47. Winbourne Park - Spatial Arrangement & Precedents

Figure 20 Proposed Winbourne Park

Source: Colliers Urban Planning

4.1.4 Movement and Connectivity

The proposed movement network for the Brookvale Town Centre introduces a series of new streets, laneways and public open spaces to reduce block sizes and significantly improve pedestrian and cyclist connectivity. Collectively, these interventions enhance walkability and permeability across the Town Centre and support improved access to public transport, services and key destinations.

New Streets

A new street is proposed between Roger Street, Dale Street and Green Street to improve local traffic circulation and enhance block permeability for both vehicles and pedestrians. In addition, a new laneway is proposed along the eastern edge of the Town Centre to facilitate vehicular and servicing access to mixed-use development fronting Pittwater Road, while also establishing a continuous connection between Orchard Road and a proposed new open space. A longer-term vehicular connection between Powells Road and Cross Street has also been identified to support future traffic movements, alongside improved connections between Green Street and Dale Street, and between Dale Street and Roger Street.

Pedestrian Links

A network of new pedestrian links is proposed throughout the Planning Proposal area, generally located mid-block to shorten walking distances and improve access between streets, open spaces and key destinations. These links are intended to prioritise pedestrian movement and support active frontages and activation along their edges.

Cycling Links

The proposed cycling network aligns with Council's 2020 Bike Plan and includes new and upgraded cycling infrastructure along major movement corridors such as Pittwater Road, Cross Street, Roger Street and Orchard Road. This network strengthens connections to the wider local and regional cycling system and supports increased uptake of active transport.

Public Domain and Road Widening

Targeted public domain and road widening works are also proposed to support movement and greening outcomes. Road widening along Cross Street will assist in easing traffic congestion and enable the provision of a shared pedestrian and cycling path, as illustrated in **Figure 21** below. Additional building setbacks are proposed along Dale Street, Roger Street, Pittwater Road and selected adjoining blocks to accommodate future footpath widening, tree planting and public domain improvements.

Public Parking

Additional public parking is proposed through the redevelopment and upgrade of the Winbourne Road car park and adjoining sites. The proposal provides 75 public spaces beneath the redeveloped Winbourne Road car park, with a further 75 public spaces to be delivered as part of the adjoining development at 674–698 Pittwater Road.

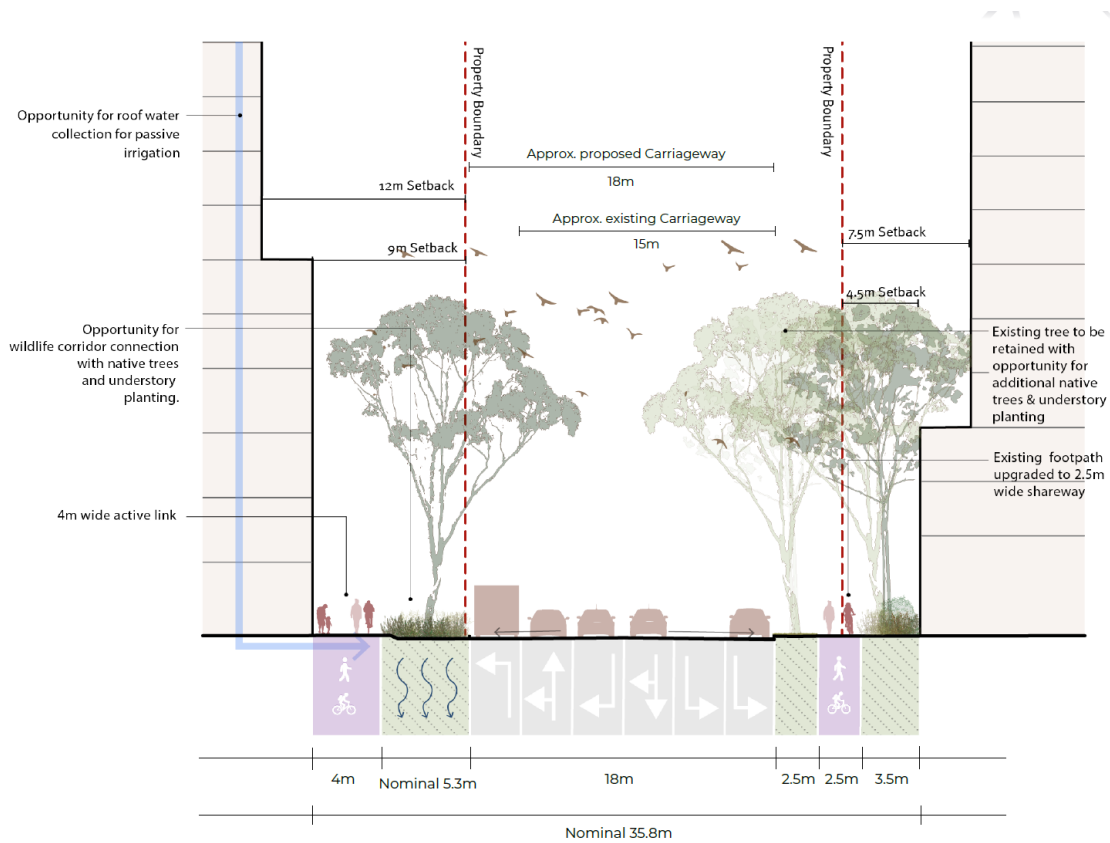


Figure 21 Proposed Cross Street Section

Source: Colliers Urban Planning

5.0 Part 3 – Justification

5.1 Section A – Need for the Planning Proposal

Q1: Is the Planning Proposal a result of an endorsed Local Strategic Planning Statement, strategic study or report?

The Planning Proposal is informed by and gives effect to Council's endorsed strategic planning framework, including the *Towards 2040 – Northern Beaches Local Strategic Planning Statement* and the *Brookvale Structure Plan 2023*.

The proposal implements the vision, objectives and planning directions established through these strategic documents, particularly those relating to Brookvale's role as a Strategic Centre, the delivery of additional housing and employment capacity, improved public domain outcomes and enhanced transport accessibility. The Planning Proposal also responds to updated evidence and changed circumstances identified through the Structure Plan process, including revised housing demand forecasts and transport capacity analysis.

Accordingly, the Planning Proposal is consistent with Council's Local Strategic Planning Statement and the supporting strategic study.

Q2: Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal represents the most appropriate and effective mechanism for achieving the intended objectives and outcomes for the Brookvale Town Centre. It provides a precinct-wide framework that aligns land use, built form, infrastructure delivery and public benefits, and gives effect to the *Brookvale Structure Plan*.

Alternative approaches to the delivery of the Structure Plan have been considered below:

Alternative 1 – Lower density or reduced dwelling yields

An alternative approach considered was to pursue a lower density development outcome, resulting in a reduced number of dwellings across the Town Centre. While this may lessen perceived impacts associated with scale and intensity, this approach would not achieve the strategic objectives for Brookvale for several reasons.

A reduced dwelling yield would undermine the role of Brookvale as a Strategic Centre, particularly given its high level of accessibility and proximity to the B-Line bus corridor. Lower density development would be unable to capitalise on existing transport infrastructure and would represent an inefficient use of well-located land, resulting in missed opportunities to support housing supply and affordability, including the delivery of affordable housing.

In current market conditions, reduced yields would also further exacerbate the feasibility challenges facing new development, diminishing the take-up of development opportunities within the Town Centre. This would likely result in delayed renewal, which would undermine the timely delivery of key public benefits, including new public open space, community facilities, upgraded pedestrian links, public domain improvements and affordable housing.

Alternative 2 – Site specific rezonings

Another alternative would be to pursue incremental site-by-site planning proposals, rather than a consolidated precinct-wide approach. This option was not supported, as it would result in ad-hoc, fragmented outcomes, reduced certainty for landowners and developers, and limit the ability to coordinate infrastructure funding and delivery.

A fragmented approach would compromise the delivery of through-site connections, laneways, open spaces and community facilities that require coordination across multiple sites.

Alternative 3 – Do nothing

A “do nothing” scenario, whereby existing planning controls are retained, was also considered. Under this scenario, development within the Town Centre would continue to be constrained by outdated zoning, height and FSR controls that no longer reflect Brookvale’s strategic role on the Northern Beaches.

Like Alternative 2, a “do nothing” scenario would not preclude landowner led applications to the NSW Government for a state-led rezoning and state significant development application through the Housing Delivery Authority pathway. This is likely to result in ad hoc and fragmented outcomes, disconnected from the broader vision for Brookvale, and would require Council to respond to uncoordinated infrastructure demands and associated amenity impacts. The technical studies supporting the Planning Proposal provide an evidence-based framework to inform the cumulative infrastructure demands and establish appropriate building densities and land uses.

5.2 Section B – Relationship to Strategic Planning Framework

This section outlines the relevant strategic planning framework and assesses the proposal’s consistency with applicable strategic plans and policies governing the Brookvale Town Centre. Overall, the strategic merit of the proposal and the renewal of the Town Centre is demonstrated through the following considerations:

- The proposal is consistent with, and gives effect to, the vision, strategic directions and objectives of the Region Plan, the relevant District Plan and applicable local strategic planning policies.
- The proposal appropriately responds to changed circumstances following Council’s endorsement of the *Brookvale Structure Plan* in 2023, including updated forecasts identifying additional dwelling demand across the Northern Beaches and the availability of capacity within existing and planned transport networks to support additional growth.
- The proposal reinforces and implements the vision, aspirations and guiding principles established by the *Brookvale Structure Plan*, supporting the planned evolution of Brookvale as a Strategic Centre.

Q3: Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Yes, the planning proposal gives effect to the following objectives and actions of the region and district plan as follows:

Greater Sydney Region Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan* (GSRP) is the overarching strategic plan for Greater Sydney. Adopted in March 2018, it establishes a 40-year vision to 2056 and a 20-year plan to manage growth across the metropolitan area through a balanced approach to social, economic and environmental outcomes. The Plan positions Sydney as a Metropolis of Three Cities, the Western Parkland City, Central River City and Eastern Harbour City, and identifies key directions to guide district and local planning.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney, as shown in **Table 2** below.

Table 2 Consistency with GSRP directions

Direction	Consistency of the proposal with the Direction
A city supported by infrastructure	The Planning Proposal helps provide growth within the established centre supported by existing infrastructure, including the B-Line bus corridor. It also enables the coordinated delivery of public open space, green infrastructure, active transport networks and community facilities alongside housing and employment growth, ensuring development is appropriately serviced.

Direction	Consistency of the proposal with the Direction
A collaborative city	The proposal has been informed by extensive consultation with government agencies, the local community and businesses. This process has shaped a shared vision for Brookvale's renewal as a prosperous and thriving mixed-use centre, while reinforcing its established industrial role.
A city for the people	The redevelopment of the Town Centre is guided by a comprehensive Urban Design Framework that places people at the centre of planning. The proposal prioritises walkability, new pedestrian connections, activation of streets and public spaces, and the creation of a diverse and inclusive neighbourhood that supports daily life and social interaction.
Housing the city	The North District is identified to accommodate a share of Sydney's growth, including new housing targets. The proposal facilitates the delivery of approximately 2,900 dwellings in a highly accessible location, supporting housing supply and affordability.
A city of great places	The proposed planning controls facilitate the delivery of high-quality public spaces, including a new 5,000m ² public plaza adjacent to the B-Line bus stop, and two open spaces of approximately 3,200m ² and 2,600m ² to the north and west. The planning controls will also facilitate two community facilities with a gross floor area of 2,650m ² and 1,000m ² .
A well-connected city	The proposal integrates land use and transport planning by locating increased housing and employment density within walking distance of high-frequency public transport, jobs, services and open space.
Jobs and skills for the city	The Planning Proposal reinforces Brookvale's role as a key employment centre by retaining and allowing for the intensification of existing industrial lands and enabling a diverse mix of commercial, creative and enterprise uses. This approach supports job creation, economic resilience and skills development within the strategic centre.
A city in its landscape	The proposal does not adversely affect protected biodiversity, remnant vegetation or significant natural features. Public domain improvements, including increased urban tree canopy and landscaping identified in the Public Domain Plan, will enhance the Town Centre's environmental quality and integration with its surrounding landscape.
An efficient city	The proposal supports efficient use of land and infrastructure by focusing growth within a transport-rich centre. Sustainability objectives are embedded through energy efficiency, reduced emissions and resource-efficient development outcomes as identified within the DCP.
A resilient city	The proposed planning controls require development to address flood risk, stormwater management, and other hazards, supporting resilient and adaptable urban outcomes over the long term.

North District Plan

The *North District Plan* gives effect to the *Greater Sydney Region Plan* at the district level and establishes a 20-year vision for growth and change across Sydney's northern area. It is structured around a series of Planning Priorities that translate the Region Plan's objectives into more locally specific actions relating to housing, employment, infrastructure, liveability, sustainability and connectivity.

The *District Plan* identifies Brookvale–Dee Why as a Strategic Centre, recognising its established role as the primary employment and service hub for the Northern Beaches, with the greatest concentration of jobs in the district. The Plan also highlights Brookvale's strong access to public transport, its regional retail function, and its potential to accommodate additional housing and employment growth by leveraging existing infrastructure.

The Planning Proposal gives effect to the *North District Plan* by implementing a place-based and infrastructure-led approach to growth within a Strategic Centre. The proposal supports the continued role of Brookvale as an employment-focused centre while enabling residential intensification, improved public domain outcomes and community infrastructure delivery in locations with the highest levels of accessibility, particularly around the B-Line bus corridor

Key priorities of the District Plan which this planning proposal would give effect to are discussed below:

Table 3 Consistency with District Plan directions

Direction	Consistency of the proposal with the Direction
A city supported by infrastructure	
E1: Planning for a city supported by infrastructure	– The Planning Proposal directs growth to an established strategic centre supported by existing infrastructure. It aligns increased housing and employment density with the B-Line bus stop and Warringah Mall bus interchange, maximising the use of existing public transport infrastructure. The proposal also facilitates the coordinated delivery of green infrastructure, active transport connections and social infrastructure alongside development, ensuring growth is well serviced and efficiently staged.
A city for people	
N3: Providing services and social infrastructure to meet people's changing needs	– The proposal enables the delivery of new and upgraded social infrastructure to support population growth associated with the renewal of the Town Centre. A community facility of approximately 1,000m² is proposed in the northern portion of the Town Centre. – In addition, it is proposed that development adjoining Warringah Mall will also include a 2,650m² multipurpose community facility.
E4: Fostering healthy, creative, culturally rich, and socially connected communities.	– The Planning Proposal supports the creation of a socially diverse and connected neighbourhood that promotes healthy and active lifestyles. The Town Centre is designed around walkable streets that provide direct, safe and accessible connections to areas of high amenity and surrounding open space, encouraging everyday walking and social interaction. – Brookvale's adjoining industrial area offers a diverse range of indoor recreation facilities, including gyms, bouldering, rock climbing, Pilates and martial arts, supporting year-round physical activity.
Housing the city	
E5: Providing housing supply, choice, and affordability with access to jobs, services, and public transport	– The North District Plan establishes a 20-year housing target of 3,400 dwellings for the Northern Beaches LGA. The Planning Proposal facilitates the delivery of approximately 2,900 dwellings through infill development, contributing significantly to this target and aligning with the direction to increase housing supply, diversity and affordability in well-located areas with ready access to employment, services, public transport and amenity. – The proposal also includes an affordable housing contribution within the LEP, enabling the delivery of affordable rental housing and improving access to housing for very low to moderate income households.
A city of great places	
E6: Creating and renewing great places and local centres, and respecting the District's heritage	– This priority promotes place-based planning to enhance local character and improve liveability within centres. The Planning Proposal responds to this direction by supporting the renewal of the Brookvale Town Centre in a manner that reinforces its distinctive identity.

Direction	Consistency of the proposal with the Direction
	– The proposal recognises Brookvale’s industrial heritage and long-standing role as an employment centre. It seeks to retain industrial vibrancy while facilitating the evolution of Pittwater Road. – The Planning Proposal facilitates the delivery of high-quality public open space in accordance with the Public Domain Plan. It enables two new areas of public open space to the north of the Town Centre, including an eastern space of approximately 2,600m² and a western space of approximately 3,200m². Together, these spaces will improve access to high-quality places for recreation and social interaction for the growing Town Centre population. – In addition, it is proposed that the Warringah Mall site also includes a 5,000m² public plaza adjacent to the B-Line bus stop, creating a high-quality civic space.
A well-connected city	
N12 - Delivering integrated land use and transport planning and a 30-minute city	– Brookvale accommodates the largest concentration of businesses and employment opportunities on the Northern Beaches, positioning it as a key location for integrating land use and transport planning. The Planning Proposal has been informed by a comprehensive AIMSUM transport model that has been endorsed by Transport for NSW to guide transport network capacity and modal shift. This Planning Proposal supports the 30-minute city objective by locating additional housing and services within close proximity to jobs, education, retail and recreation.
Jobs and Skills for the City	
N10 - Growing investment, business opportunities and jobs in strategic centres	– The Planning Proposal supports the growth of Brookvale as a strategic employment centre by prioritising the renewal of underutilised retail and commercial floorspace within the core of the Town Centre. In particular, it facilitates the transition of the Pittwater Road corridor away from its historic fine-grain high street retail function toward larger floorplates and increased ceiling heights, which maximise visibility and suitability for showroom-style and commercial uses that complement the long-established industrial clusters in the adjoining precinct. – The proposal also protects and enhances the long-term function and productivity of the industrial area by increasing permissible building heights up to 24m and 18m in transition areas, enabling greater flexibility for contemporary employment uses. – The proposal provides longer term opportunity for commercial office floorspace if commercial market dynamics change with Additional Permitted uses in the E4 Industrial zone on the East side of Dale st.
N11 - Retaining and managing industrial and urban services land	– The Planning Proposal recognises Brookvale as the largest and most significant industrial precinct in the North District of Sydney and seeks to protect and reinforce this role. – The proposal retains the majority of land zoned E4 General Industrial, while allowing for targeted rezonings of limited areas within the E2 Commercial Centre, E3 Productivity Support and E4 General Industrial zones where strategic and site specific justification exists. – To support the long-term viability and flexibility of industrial land, the proposal increases permissible building heights from 11m (and 18m as proposed in the consolidated LEP) to heights up to 24m. – The proposal also rationalises zoning anomalies in a manner consistent with the intent of this priority, converting small sites from E4 General Industrial to MU1 Mixed Use and E2 Commercial Centre.
A city in its landscape	

Direction	Consistency of the proposal with the Direction
N15 - Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	– The Planning Proposal supports the protection and improvement of the District's waterways through an integrated approach to water management and urban design. – Future development applications within identified flood planning areas will be required to submit site-specific flood assessments to demonstrate appropriate consideration and management of flooding risk. – The proposal also promotes the incorporation of best-practice water-sensitive urban design (WSUD) measures to manage stormwater onsite and minimise runoff impacts on downstream waterways.
E18: Delivering high-quality open space	– The Planning Proposal facilitates the delivery of high-quality public open space in accordance with the Public Domain Plan. It enables two new areas of public open space to the north of the Town Centre, including an eastern space of approximately 2,600m² and a western space of approximately 3,200m². Together, these spaces will improve access to high-quality places for recreation and social interaction for the growing Town Centre population. – In addition, it is proposed that the Warringah Mall site also includes a 5,000m² public plaza adjacent to the B Line bus stop, creating a high quality civic space.
E19: Increasing urban tree canopy cover and delivering Green Grid connections	– The NSW Government has set a target to increase tree canopy cover across Greater Sydney to 40 per cent. – The Planning Proposal aims to increase tree canopy coverage consistent with the <i>Greener Neighbourhoods Guide</i> (NSW Government, 2021) through the introduction of minimum deep soil areas ranging from 7% to 15%, in accordance with site area and development type. – Consistent with the Green Infrastructure strategy, the precinct will deliver defined tree canopy outcomes through minimum planting rates, soil depth and soil volume requirements, and the integration of planting within the public domain and built form, as outlined within the DCP controls. The DCP will also provide controls for thermal comfort and cool outdoor spaces.

Draft Sydney Plan

The draft *Sydney Plan* was introduced in December 2025 and intends to replace the Greater Sydney Region Plan – A Metropolis of Three Cities (2018) upon finalisation in later 2026. The plan sets out the State government's approach to Sydney's growth over the next 20 years providing guidance for population growth, housing, employment and services.

Key priorities that the draft Sydney Plan would give effect to are as follows:

Table 4 Consistency with draft Sydney Plan directions

Priority	Consistency of the proposal with the Direction
Aboriginal outcomes	– The Brookvale Precinct is located within a long-established industrial and employment area that has been subject to significant land disturbance over time. – As a result, there are no known items of Aboriginal cultural heritage within the precinct, and the area does not contain intact landscapes or waterways that would typically support strong physical expressions of Country. – Notwithstanding this context, the planning framework for the precinct recognises the importance of Aboriginal peoples' enduring connection to Country and the need to ensure that future development applications area undertaken respectfully and in accordance with statutory requirements.

Priority	Consistency of the proposal with the Direction
Housed	– The proposal will deliver approximately 2,900 dwellings through infill development and therefore aligns with direction to increase housing supply, choice and affordability in well located areas that have access to jobs, services, public transport and amenity. – The proposal will also provide opportunities for affordable housing rental opportunities by proposing to apply an affordable housing contribution rate of 5% to 10%.
Prosperous	– The Planning Proposal supports the growth of Brookvale as a strategic employment centre by prioritising the renewal of underutilised retail and commercial floorspace within the core of the Town Centre. In particular, it facilitates the transition of the Pittwater Road corridor away from its historic fine-grain high street retail function toward larger floorplates and increased ceiling heights, which maximise visibility and suitability for showroom-style and commercial uses that complement the long-established industrial clusters in the adjoining precinct. The proposal also protects and enhances the long-term function and productivity of the industrial area by increasing permissible building heights up to 24 metres and 18m in transition areas, enabling greater flexibility for contemporary employment uses. – The proposal provides longer term opportunity for commercial office floorspace if commercial market dynamics change with Additional Permitted uses in the E4 Industrial zone on the East side of Dale st.
Connected	– The Planning Proposal supports the creation of a socially diverse and connected neighbourhood that promotes healthy and active lifestyles. – The Town Centre is designed around walkable streets that provide direct, safe and accessible connections to areas of high amenity and surrounding open space, encouraging everyday walking and social interaction.
Resilient	– The proposed planning controls require development to address flood risk, stormwater management, and other hazards, supporting resilient and adaptable urban outcomes over the long term. – Built form setbacks and proposed green corridors along key streets support deep soil planting opportunities for canopy trees to reduce the urban heat island effect in Brookvale, improve air quality, improve water quality and support biodiversity outcomes.
Liveable	– This priority promotes place-based planning to enhance local character and improve liveability within centres. The Planning Proposal responds to this direction by supporting the renewal of the Brookvale Town Centre in a manner that reinforces its distinctive identity. – The proposal recognises Brookvale’s industrial heritage and long-standing role as an employment centre. It seeks to retain industrial vibrancy while facilitating the evolution of Pittwater Road. – The Planning Proposal facilitates the delivery of high-quality public open space in accordance with the Public Domain Plan. It enables two new areas of public open space to the north of the Town Centre, including an eastern space of approximately 2,600m² and a western space of approximately 3,200m². Together, these spaces will improve access to high-quality places for recreation and social interaction for the growing Town Centre population. – In addition, it is proposed that the Warringah Mall site also includes a 5,000m² public plaza adjacent to the B Line bus stop, creating a high quality civic space.

Priority	Consistency of the proposal with the Direction
	A community facility of approximately 1,000m² is proposed in the northern portion of the Town Centre. In addition, the development adjoining Warringah Mall will also include a 2,650m² multipurpose community facility.
Coordinated	The proposal concentrates future housing and employment growth within an existing strategic centre that is directly supported by high-capacity public transport infrastructure, most notably the B-Line bus corridor along Pittwater Road.

Q4: Will the Planning Proposal give effect to a Council's endorsed Local Strategic Planning Statement, or another endorsed local strategy or strategic plan?

Northern Beaches Local Strategic Planning Statement

The Northern Beaches Local Strategic Planning Statement (LSPS) contains planning priorities and actions of which this Planning Proposal aligns with. The LSPS represents Council's 20-year vision and strategy for the LGA's future direction, contains directions about infrastructure, liveability, productivity and sustainability at a local level. Key priorities identified within the LSPS include the following:

Table 5 Consistency with Northern Beaches Local Strategic Planning Statement directions

Priority	Consistency of the proposal with the Priority
Sustainability	
Priority 1: Healthy and valued coast and waterways	The proposal is located within the Dee Why Catchment, as identified in the LSPS. An Integrated Water Management Study was undertaken as part of the submission (Appendix O). The study found that the proposal would result in limited impacts on the water catchment, subject to the completion of further site-specific studies.
Priority 5: Greener urban environments	- Brookvale contains the lowest tree canopy coverage in the Northern Beaches LGA, at approximately 21% of the total area. The Town Centre is also significantly impacted by the Urban Heat Island Effect, with temperatures recorded as up to 9 degrees warmer than surrounding areas. - The proposal will contribute to increased tree canopy coverage within the Town Centre through the provision of high-quality open space. A minimum tree canopy target aligned to tree canopy planting rates is proposed, with smaller lots providing 1 small tree for every 350m² and larger lots providing 1 large tree or 2 medium trees per 575m². - Large areas of open space are proposed adjacent to Westfield and on sites to the north of the Town Centre, to be delivered through incentive provisions within the LEP.
Priority 6: High quality open space for recreation	The proposal will provide a suitable area and dimensions for the delivery of high-quality open space, as identified in the Urban Design and Public Domain Plan (Appendix C), supporting active lifestyles and enhancing community health and wellbeing.
Infrastructure and Collaboration	
Priority 9: Infrastructure delivered with employment and housing growth	- The proposal facilitates the co-location of additional residential density on the Northern Beaches with established transport infrastructure. The Town Centre is located on a high-volume arterial road with existing bus and vehicle servicing. - The Town Centre will also be served by the proposed open space areas and community infrastructure, supporting future employment and housing growth.
Liveability	

Priority	Consistency of the proposal with the Priority						
Priority 11: Community facilities and services that meet changing community needs	– A 1,000m² community facility is proposed to be delivered as part of this Planning Proposal co-located within open space within the western portion of the Town Centre. This location is well placed to support the emerging creative industries within Brookvale or to provide a neighbourhood facility that meets the needs of residents living in a high density environment. – A second multipurpose community facility, comprising approximately 2,650m², is proposed to the north-east of Warringah Mall. This facility responds to the identified shortfall in community infrastructure outlined in Council's Social Infrastructure Needs Assessment (Appendix J) and is consistent with the objectives of the LSPS.						
Priority 15: Housing supply, choice and affordability in the right locations	– The Planning Proposal facilitates the delivery of approximately 2,900 dwellings through infill development, contributing significantly to this target and aligning with the direction to increase housing supply, diversity and affordability in well-located areas with ready access to employment, services, public transport and amenity.						
Priority 16: Access to quality social and affordable housing	– The proposal also includes an affordable housing contribution of to 5% to 10%, enabling the delivery of affordable rental housing and improving access to housing for very low to moderate income households.						
Priority 17: Centres and neighbourhoods designed to reflect local character, lifestyle and demographic changes	– The proposal facilitates higher-density residential development that responds to local demographic change and anticipated future housing demand through the provision of diverse dwelling typologies.						
Priority 18: Protected, conserved and celebrated heritage	– A Heritage Interpretation Strategy together with an Indigenous and Non-Indigenous Heritage Report (Appendix G), has been prepared. The report identifies that the proposed development would result in limited impacts on heritage items within the Town Centre.						
Productivity							
Priority 22: Jobs that match the skills and needs of the community	– Brookvale is identified as a Strategic Centre with capacity to accommodate growth in high-skill employment and innovation-led activities, building on its established base of urban services, manufacturing, automotive, and construction industries. Proposed increases to building heights across the industrial area will support renewal of built form to provide increased industrial floorspace that better meets the needs of modern industrial businesses. – The proposal retains existing employment capacity in the mixed use area of the precinct through the application of a site-specific non-residential FSR control, ensuring ongoing provision of employment floorspace. This proposal increases longer term capacity across the industrial zone with increased heights up to 24m.						
Priority 24: Brookvale as an employment and innovation centre	– The LSPS identifies the following key principles for Brookvale as an employment and innovation centre: <table border="1"> <thead> <tr> <th>Principle</th><th>Response</th></tr> </thead> <tbody> <tr> <td>Support Brookvale as an employment-based centre.</td><td>– The Planning Proposal reinforces Brookvale's role as an employment-based centre through the introduction of site-specific planning provisions that retain and protect employment-generating land uses.</td></tr> <tr> <td>Establish a town centre-activity point and open space</td><td>– The Planning Proposal establishes a new community focal space to strengthen amenity and civic presence in the northern part of the Town Centre.</td></tr> </tbody> </table>	Principle	Response	Support Brookvale as an employment-based centre.	– The Planning Proposal reinforces Brookvale's role as an employment-based centre through the introduction of site-specific planning provisions that retain and protect employment-generating land uses.	Establish a town centre-activity point and open space	– The Planning Proposal establishes a new community focal space to strengthen amenity and civic presence in the northern part of the Town Centre.
Principle	Response						
Support Brookvale as an employment-based centre.	– The Planning Proposal reinforces Brookvale's role as an employment-based centre through the introduction of site-specific planning provisions that retain and protect employment-generating land uses.						
Establish a town centre-activity point and open space	– The Planning Proposal establishes a new community focal space to strengthen amenity and civic presence in the northern part of the Town Centre.						

Priority	Consistency of the proposal with the Priority	
	outside of Warringah Mall	
	Support the expansion of Warringah Mall and integrate it with surrounding built form.	- The expansion and integration of Warringah Mall with the surrounding Town Centre was envisaged as a key component of the <i>Brookvale Structure Plan (2023)</i>. - The Planning Proposal supports this outcome by ensuring surrounding planning controls facilitate appropriate interfaces, connectivity and integration between the expanded Mall precinct and the wider Town Centre.
	Bring life back to the streets, including revitalisation of the main commercial strip on Pittwater Road.	- The Planning Proposal facilitates the revitalisation of Pittwater Road through targeted infill development that prioritises commercial and retail uses at ground level, contributing to active and engaging street environments. An active street frontage control is proposed within the Development Control Plan to reinforce street-level activity. The proposal also supports the transition of Pittwater Road from a historic fine-grain retail high street to a commercial corridor enabling larger floorplates and double-height ground floor spaces to maximise main road visibility. These controls support a broader range of uses, reinforcing Brookvale's role as a vibrant, employment-focused Town Centre. - Streetscape activation is supported with built form setbacks enabling deep soil planting for canopy trees, providing a physical buffer for separated cycleways and footpaths, making Pittwater Road a more pleasant and active environment.
	Ensure appropriate interfaces between different land uses.	- Appropriate buffers and transitional outcomes are proposed between mixed-use development along Pittwater Road and the industrial areas to the east and west. These transitions are supported through a combination of zoning and built form controls that respond to these interfaces. - To protect the ongoing operation of industrial and creative activities, including Brookvale's established live music and brewery scene, the Development Control Plan will include noise-mitigation and acoustic performance controls. - The eastern side of Dale Street is proposed to support additional permitted uses including business premises, office premises, health consulting rooms and veterinary hospitals. These uses represent low-impact, higher-order employment activities that provide an effective transition between industrial uses to the east and future residential development on Roger Street.
	Enhance tree canopy and provide green links to Brookvale Park,	- The Planning Proposal seeks to increase urban tree canopy coverage within the Brookvale Town Centre by embedding greening outcomes within new and upgraded

Priority	Consistency of the proposal with the Priority	
	Warringah Mall and the B-Line	public spaces, as identified in the Public Domain Plan and Greening Strategy.
	Enhance Brookvale's identity and define gateways to create a sense of arrival.	– The Planning Proposal enhances Brookvale's identity and sense of place by directing built form, public domain improvements and streetscape outcomes to clearly define key gateways into the Town Centre, particularly those accessed via Old Pittwater Road
	Improve public transport and regional cycle networks to Sydney CBD, Frenchs Forest, Mona Vale and Manly	– The Planning Proposal strengthens connections to regional public transport and active transport networks by reinforcing existing and planned cycle routes identified in the Urban Design Framework and Public Domain Plan (Appendix C). These routes enhance connectivity between the Brookvale Town Centre and key regional destinations
	Support the night-time economy, creative and innovative industries and public art.	– The Planning Proposal supports the continued growth of the night-time economy and the expansion of creative and innovative industries within the Brookvale Town Centre. – the Development Control Plan will include noise-mitigation and acoustic performance controls. – The increase of building heights within the industrial area will enable redevelopment to include expanded floorspace and opportunities creative and innovative industries with more modern floorspace.
	Preserve the industrial integrity of the industrially-zoned land.	– The Planning Proposal preserves and strengthens the industrial integrity of land zoned E4 General Industrial across the Brookvale Town Centre. With the exception of two sites, all E4-zoned land is retained and enhanced to support Brookvale's ongoing role as the largest industrial precinct in the North District.

Northern Beaches Local Housing Strategy

The *Northern Beaches Local Housing Strategy* (LHS) establishes a framework for meeting the housing needs of the Northern Beaches community over the short, medium and long term. It considers existing housing supply, demographic change and future demand to identify priorities for housing delivery, diversity and affordability across the LGA. It is noted that the LHS was prepared prior to the National Housing Accord, which provides a further impetus for additional housing.

The Brookvale Town Centre Planning Proposal gives effect to the key priorities of the LHS, as outlined in **Table 6** below.

Table 6 Consistency with Northern Beaches Local Housing Strategy directions

Direction	Consistency of the proposal with the Direction
Priority 1: Housing targets - meet District Plan and 6-10 year housing target.	– The LHS identifies a projected dwelling shortfall of approximately 275 dwellings over the medium to long term to meet the District Plan housing targets for the Northern Beaches LGA. – The Planning Proposal facilitates the delivery of approximately 2,900 dwellings through infill development that is feasible in the short to medium term. This

Direction	Consistency of the proposal with the Direction
	represents a substantial contribution toward addressing the identified deficit and enables residential development in a location with limited environmental and infrastructure constraints.
Priority 2: Detailed planning for centres - Establish sufficient capacity to accommodate housing demand around existing centres	- The LHS identifies centre investigation areas, including Brookvale, as priority locations for detailed planning to facilitate additional housing within 800m of existing and future B-Line routes. - The Brookvale Structure Plan undertook this detailed investigation, identifying opportunities for additional housing while retaining Brookvale's role as a key employment centre. The Planning Proposal implements the Structure Plan outcomes and reinforces the delivery of additional housing capacity in a centre-based, infrastructure-led location, consistent with this priority.
Priority 3: Social and affordable housing - encourage the provision of affordable housing and plan for boarding houses in appropriate and accessible locations.	The LHS highlights the need to increase the supply of affordable housing across the LGA. The Planning Proposal introduces affordable housing contribution requirements through the LEP, creating opportunities for the delivery of additional affordable rental dwellings
Priority 5: Planning for seniors housing - incentivise the provision of seniors housing in the right locations.	The LHS identifies the need to provide additional seniors housing in accessible, well-serviced locations. The proposed rezoning to MU1 Mixed Use within the Town Centre permits a range of residential typologies, including seniors housing.

Brookvale Structure Plan

The *Brookvale Structure Plan* establishes the strategic land-use planning framework to guide the future growth and development of Brookvale over the next 15 years. It sets out a vision and land-use strategy that reinforces Brookvale's role as a Strategic Centre, balancing continued employment growth with new housing, community infrastructure and public domain improvements.

This Planning Proposal seeks to implement the vision and strategic directions of the *Brookvale Structure Plan*, with minor refinements arising from updated feasibility testing, traffic and transport modelling, and further technical analysis. The Proposal strongly aligns with the Aspirations, Structure Plan Moves, and sub precinct actions identified in the Structure Plan.

Where the Planning Proposal departs from elements of the *Structure Plan's* proposed planning framework, these variations are limited and are supported by technical justification. **Table 7** below outlines the key areas of variation and provides the rationale for each inconsistency.

Table 7 Consistency with the Proposed Planning Framework

Planning Controls	Response
Land Use Zoning	The proposed land-use zoning is broadly consistent with the <i>Brookvale Structure Plan</i>, with the following refinement: The eastern side of Dale Street has transitioned from E4 General Industrial to E3 Productivity Support to provide a more appropriate land-use transition between mixed-use residential areas to the east and industrial land to the west. Additional Permitted Uses (APUs) will be retained to support higher-order, lower-impact employment functions.

Planning Controls	Response
Affordable Housing	Updated feasibility modelling indicates that an adjustment to affordable housing rates is required to maintain development viability when compared with the assumptions of the Structure Plan. Council has resolved the following rates: – The Warringah Mall site, which benefits from scale and consolidation opportunities, 10% of residential GFA as affordable housing. – All other sites will deliver 5% of residential GFA as affordable housing.
Maximum Height of Building	The base maximum heights of building controls are as per the existing LEP controls. The Planning Proposal increases building heights in the industrial areas to 18 to 24 metres to retain and allow for the intensification of industrial lands. 18 metres is proposed to apply to sites which require a transition area to reduce impacts near sensitive uses and improve solar access to open space. The Planning Proposal also applies a height control of 24 metres for the Warringah Mall site as it currently has no mapped height under the Warringah LEP. Warringah DCP currently provides the maximum building height controls for the site, which are expressed as proposed building envelopes with a maximum reduced level (RL). 24 metres is proposed for the area to be zoned MU1 and 30 metres is proposed for the E2 zoned area. Incentive based height and floor space ratio controls also apply to this site. Incentive height provisions are proposed to allow additional height above the base controls where development delivers enhanced public benefits, including public open space, pedestrian links, community facilities and other public domain improvements. This incentive-based approach reinforces the Structure Plan's emphasis on the delivery of necessary infrastructure.
Maximum Floor Space Ratio	The base maximum FSR controls are as per the existing LEP controls. In addition, incentive FSR provisions are proposed to encourage the delivery of enhanced public domain infrastructure and high-quality built form outcomes on identified key sites.
Minimum Employment Gross Floor Area	A minimum non-residential floor space ratio is included in the proposed planning controls to retain essential employment, services and economic activity within the Town Centre, rather than the minimum Gross Floor Area required under the Structure Plan.

Q5: Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes. The Planning Proposal is consistent with relevant State and regional strategies by directing growth to well-connected centres, integrating land use and transport planning, and supporting walkable, accessible places.

Future Transport Strategy 2056

The *Future Transport Strategy 2056* sets the long-term vision for transport planning and investment across NSW. It prioritises the creation of 30-minute cities and 15-minute neighbourhoods, supported by an integrated Movement and Place Framework that balances transport efficiency with high-quality place outcomes. The Strategy emphasises concentrating growth in locations with existing and planned transport infrastructure to improve accessibility, reduce travel time and reduce reliance on private vehicles. The Planning Proposal gives effect to the key strategic directions of the *Future Transport Strategy* as outlined in **Table 8** below:

Table 8 Consistency with Future Transport Strategy directions

Direction	Consistency of the proposal with the Direction
C1 - Connectivity is improved across NSW	The Planning Proposal reinforces the 30-minute metropolitan city by concentrating housing, employment and services within Brookvale Town Centre, an established strategic centre serviced by high-frequency public transport
C2 - Multimodal mobility supports end-to-end journeys	The proposal strengthens multimodal transport outcomes by prioritising walking and cycling within the Town Centre and reinforcing connections to existing public transport services.
P1 - Supporting growth through smarter planning	The Planning Proposal supports growth in a transport-rich location, consistent with the Strategy's focus on smarter planning and efficient use of infrastructure.

State Infrastructure Strategy 2022-2042

The *State Infrastructure Strategy 2022–2042*, prepared by Infrastructure NSW, sets the long-term vision for infrastructure planning and investment across NSW. The Strategy emphasises aligning infrastructure delivery with sustainable growth, servicing growing communities, and integrating infrastructure, land use and service planning to maximise the value of public investment. The Planning Proposal is consistent with the Strategy's key directions, as outlined in **Table 9** below:

Table 9 Consistency with State Infrastructure Strategy 2022-2042 directions

Direction	Consistency of the proposal with the Direction
Service growing communities	– The Planning Proposal aligns additional housing growth with existing government investment in high-quality transport infrastructure, particularly the B-Line bus corridor. Additional local infrastructure, including parks and public open space, roads and community facilities, is proposed to be delivered in coordination with redevelopment through a combination of development contributions and/or Voluntary Planning Agreements.
Integrate infrastructure, land use and service planning	– The Planning Proposal collocates increased residential and employment density within a strategic centre already serviced by existing transport, utilities and community infrastructure. The Town Centre is located along a major transport corridor with established bus and vehicle access, enabling future residents to take advantage of frequent public transport services.

Draft Statewide Policy for Industrial Lands

The *Draft Statewide Policy for Industrial Lands* provides a framework for managing industrial land across NSW by clearly categorising its role, function and level of significance. Once finalised, the Policy will replace the current Retain and Manage Policy for industrial lands. Under the draft Policy, Brookvale's industrial lands are identified as regionally significant, reflecting their strategic role in the North District.

It is noted that the proposed MU1 Mixed Use land within the Planning Proposal area is identified as regionally significant under its current E3 Productivity Support zone. This classification is anomalous and does not align with the existing or proposed permissibility of residential uses within the MU1 zone (note existing permissibility for shop top housing via Additional Permitted Uses). Council has made a submission on the draft policy seeking to rectify this minor inconsistency.

The Planning Proposal is strongly aligned with the objectives of the Draft Policy by prioritising the retention, protection and intensification of industrial land within Brookvale. The proposal recognises Brookvale as the largest

industrial centre in the North District of Sydney and seeks to retain the vast majority of land zoned E4 General Industrial, protecting it from fragmentation or displacement by incompatible uses.

To support the ongoing viability and evolution of industrial activity, the proposal increases permissible building heights within the E4 zone from 11 metres to 24 metres in appropriate locations. This enables intensification and adaptability, allowing businesses to expand and respond to changing operational needs without placing additional pressure on industrial land supply elsewhere.

The proposal addresses several existing zoning anomalies in a manner that strengthens rather than undermines industrial capacity:

- 26–36 Green Street (Aldi site): This site is currently zoned E4 General Industrial but is currently occupied by a neighbourhood supermarket, a use not permitted in the E4 zone. The proposed rezoning to E2 Commercial Centre will align better with the established nonindustrial use and enable an increase in the quantum of employment generating floorspace. The site is surrounded by E2 zoned land on three sides with E4 industrial across the street.
- 1 Chard Road: The rezoning of this site from E4 General Industrial to MU1 Mixed Use is proposed to enable consolidation with adjoining MU1-zoned sites and enables the delivery of a laneway connection between Charlton Lane and Winbourne Road Car Park, improving access, servicing and functionality across the precinct.

In addition, the proposal incorporates measures to protect the ongoing operation and long-term capacity of the industrial area, including:

- Appropriate buffers and transitional interfaces between mixed-use development along Pittwater Road and industrial areas to the east and west.
- Noise and amenity controls within the DCP to prevent land-use conflict and safeguard industrial activities, including Brookvale’s established and emerging live music and creative industries.

Q6: Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The State Environmental Planning Policies applicable to the Planning Proposal are identified in **Table 10**.

Table 10 Consistency with State Environmental Planning Policies

SEPP	Consistent		N/A	Comment
	Yes	No		
State Environmental Planning Policy (Biodiversity and Conservation) 2021	✓			The Planning Proposal is consistent with the objectives of the Biodiversity and Conservation SEPP 2021. The proposal incorporates planning controls and development frameworks that respond to and mitigate risks associated with natural hazards, including stormwater management and flooding. Land identified for environmental conservation under the LEP are not affected by the proposed changes.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008			✓	Not relevant to proposed LEP amendment. The SEPP may apply to future development within the Town Centre at the development application stage, where relevant.
State Environmental Planning Policy (Housing) 2021	✓			The Planning Proposal is consistent with the objectives and provisions of the Housing SEPP 2021. The proposal facilitates additional housing supply in a well-located and accessible strategic centre, consistent with the Northern Beaches LHS and State housing priorities. The

SEPP	Consistent		N/A	Comment
	Yes	No		
				Housing SEPP 2021 will continue to apply to the Town Centre.
State Environmental Planning Policy (Industry and Employment) 2021	✓			The Planning Proposal is consistent with the provisions of the Industry and Employment SEPP 2021. The proposal retains and strengthens employment-generating land uses within the Town Centre and preserves the integrity of regionally significant industrial land. Matters such as signage compatible with the desired amenity and visual character of the area will be assessed through future development applications in accordance with this SEPP.
State Environmental Planning Policy (Planning Systems) 2021	✓			The proposal does not provide for any state significant development, development that is state significant infrastructure and critical state significant infrastructure, or development that is regionally significant development this is identified under this Policy. The proposal does not apply to land owned by an Aboriginal Land Council referred to in this policy. The proposal does not seek to provide for any Concurrences in the determination of consents from which any inconsistencies with this Policy may arise.
State Environmental Planning Policy (Precincts—Central River City) 2021			✓	This SEPP does not apply to the Northern Beaches LGA.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	✓			The Proposal does not seek to amend or affect any State Significant Precincts identified under the Policy.
State Environmental Planning Policy (Precincts—Regional) 2021			✓	This SEPP does not apply to the Northern Beaches LGA.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021			✓	This SEPP does not apply to the Northern Beaches LGA.
State Environmental Planning Policy (Primary Production) 2021	✓			The proposal does not apply to land used or zoned for rural industries, state significant agricultural land, irrigation areas or primary production uses and does not affect agricultural land values or operations.
State Environmental Planning Policy (Resilience and Hazards) 2021	✓			The Planning Proposal is consistent with the Resilience and Hazards SEPP 2021. It does not introduce provisions relating to hazardous or offensive development and does not constrain future assessment of such development where permissible under other controls. The Town Centre is not within a coastal use area or coastal environmental area.

SEPP	Consistent		N/A	Comment
	Yes	No		
State Environmental Planning Policy (Resources and Energy) 2021	✓			The Planning Proposal contains no provisions inconsistent with the SEPP.
State Environmental Planning Policy (Sustainable Buildings) 2022	✓			The Planning Proposal supports the objectives of the Sustainable Buildings SEPP 2022 by facilitating sustainable urban outcomes consistent with Council's LSPS and Environment and Climate Change Strategy. The Planning Proposal does not seek to amend the specific requirements of the SEPP.
State Environmental Planning Policy (Transport and Infrastructure) 2021	✓			The Planning Proposal is consistent with the Transport and Infrastructure SEPP 2021. The proposed LEP amendments facilitate infrastructure delivery and service provision, optimise development around existing transport infrastructure and do not hinder the operation of existing or planned infrastructure.

Q7: Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?

The proposal's consistency with applicable Section 9.1 Directions is assessed in **Table 11**.

Table 11 Assessment of Section 9.1 Directions

Priority	Application	Direction Principles
Priority 1: Aboriginal Outcomes		
P1.1 Aboriginal Outcomes	No	N/A
P1.2 Cultural Guidance	Yes	Consistent. Indigenous Heritage Report prepared which satisfies Directions 1 and 2.
Priority 2: Housed		
2.1 Housing	Yes	Consistent. Meets housing targets identified by DPHI in the Sydney North District Plan, Local Housing Strategy. Broadens housing choice in LGA, consolidates housing in a well located area, makes efficient use of existing infrastructure and services. The proposal facilitates the transition of employment land into mixed use, thereby enabling a range of residential typologies in an accessible area, that are consistent with existing trends and market demands. No reduction in permissible residential density is proposed. No impact on caravan parks and manufactured home estates is proposed.
Priority 3: Prosperous		

Priority	Application	Direction Principles
P3.1 Employment	Yes	Inconsistent, but justified. The Planning Proposal satisfies Direction Principle 1 to encourage employment growth and protect employment and in employment zones while supporting the viability of identified centres by applying a minimum non-residential floor space control. However, the Planning Proposal is inconsistent with Direction Principles 2, 3, 4 and 5 as some industrial zoned sites are proposed to be rezoned to employment. It is proposed to rezone the existing E3 land to MU1 Mixed Use, with an additional permitted use for residential flat buildings. A site-specific provision to provide a minimum quantum of employment-generating floor space is included as part of this Planning Proposal. Throughout the Town Centre, there is no net loss of employment generating floor space. The proposal will result in the rezoning of the following employment zones: 26–36 Green Street (Aldi site): This site is currently zoned E4 General Industrial but is surrounded by E2 zoned land on three sides and currently occupied by a neighbourhood supermarket, a use not permitted in the E4 zone. The proposed rezoning to E2 Commercial Centre will align better with the established non-industrial use and enable an increase in the quantum of higher order employment-generating floorspace 1 Chard Road: The rezoning of this site from E4 General Industrial to MU1 Mixed Use is proposed to enable consolidation with adjoining MU1 zoned sites and enables the delivery of a laneway connection between Charlton Lane and Winbourne Road Car Park, improving access, servicing and functionality across the precinct. There is no strategy (approved by the Planning Secretary) that applies to the employment areas.
P3.2 Rural	No	N/A
P3.3 Airport Safeguarding	No	N/A
P3.4 Mining and Petroleum Production	No	N/A
P3.5 Oyster Aquaculture	No	N/A
P3.6 Mine Subsidence and Unstable Land	No	N/A
Priority 4: Connected		
P4.1 Integrating Land Use and Infrastructure	Yes	Consistent. The Planning Proposal locates growth within existing infrastructure and services, does not compromise future infrastructure, facilitates infrastructure required to support the future population via the incentives clause, and locates growth in close proximity to public transport.

Priority	Application	Direction Principles
Priority 5: Resilient		
P5.1 Strategic Conservation Planning	No	N/A
P5.2 Conservation	No	N/A
P5.3 Foreshores and Water Catchment Areas	No	N/A
P5.4 Contamination Lands	Yes	Consistent. The Planning Proposal is supported by a Preliminary Site Investigation, which confirms that the precinct is suitable for rezoning subject to a number of recommendations. This includes site specific PSI at DA stage, consistent with Resilience and Hazards SEPP 2021.
P5.5 Acid Sulfate Soils	Yes	Inconsistent, but justified. Portions of the precinct are Class 4 and 5 Acid Sulfate Soils land. Site specific investigations will occur at DA stage.
P5.6 Threatened species, threatened ecological communities and their habitat	Yes	N/A
P5.7 Flooding	Yes	Inconsistent, but justified. Part of the precinct is flood affected. The Planning Proposal is supported by a Water Management Strategy (accepted by Council) which demonstrates consistency with the NSW Flood Prone Land Policy. A number of WSUD strategies will be incorporated into development as part of the DCP work. Flood impacts will be addressed through future DA-stage design, ensuring no increase in flood risk or impacts elsewhere.
P5.8 Coastal Management	No	N/A
P5.9 Planning for Bush Fire Protection	Yes	Inconsistent, but justified. The precinct adjoins bushfire prone land at Allenby Reserve. The Planning Proposal is supported by strategic bushfire advice which recommends a range of operational mitigation measures and standard development consent conditions to mitigate the potential risk to a tolerable level. The Gateway conditions will be specific for Council to consult with the DCA prior to community consultation.
Priority 6: Liveable		

Priority	Application	Direction Principles
P6.1 Reserving Land for Public Purposes	Yes	Consistent. The Planning Proposal requests the reclassification of two Council owned sites from community to operational: - The temporary activation of the Winbourne Road Car Park will require the reclassification of land from community to operational and rezoning from RE1 Public Recreation to MU1 Mixed Use. This will support the activation of Brookvale as a diverse place for commerce and interaction. - The rezoning of an existing drainage channels to E4 General Industrial will require the reclassification of land from community to operational to reflect the restricted access arrangements. The proposal also identifies the acquisition of a number of sites to facilitate traffic upgrades. These sites have been zoned appropriate to its intended future use (SP2) and the relevant acquiring authority has been identified.
P6.2 Willandra Lakes Region	No	N/A
Priority 7: Coordinated		
P7.1 High pressure dangerous goods pipeline	No	N/A

5.3 Section C – Environmental, Social and Economic Impact

Q8: Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

This Planning Proposal is not anticipated to adversely affect critical habitat or threatened species, populations or ecological communities or their habitat.

The Brookvale Town Centre is a highly urbanised area that has been substantially modified over time and is characterised by industrial, commercial and transport-related land uses. The Town Centre contains limited native vegetation and does not include areas identified as critical habitat nor land known to support threatened species, populations or ecological communities as listed under the *Biodiversity Conservation Act 2016* or the *Environment Protection and Biodiversity Conservation Act 1999*.

Q9: Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal is not expected to give rise to any significant adverse environmental effects. Any potential impacts are typical of urban renewal in an established, highly modified precinct and can be appropriately managed through existing planning controls and detailed assessment at the development application stage. A review of any key environmental impacts is provided in **Section 6.0** below.

Q10: Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal has considered and addressed the potential social and economic effects associated with the renewal of the Brookvale Town Centre and is expected to deliver positive outcomes in both respects.

The proposal supports the provision of a greater diversity of dwelling typologies and affordable housing, within a highly accessible strategic centre. This will improve housing choice and affordability on the Northern Beaches, enabling a broader range of households to live closer to employment opportunities, public transport and services.

The proposal also facilitates improved public domain outcomes, including new public open spaces, community facilities and safer pedestrian and cycling connections throughout the Town Centre.

The inclusion of building height, FSR and amenity controls further ensures that social impacts such as overshadowing, privacy, density and pedestrian comfort are appropriately managed, particularly in relation to adjoining residential areas.

The proposal strengthens Brookvale's role as a Strategic Centre and major employment hub for the Northern Beaches. The retention of non-residential floor space through minimum non-residential FSR controls, and increased capacity for industrial, creative and high-technology uses will help protect and grow employment-generating activities. The proposal is expected to deliver a substantial increase in jobs to support business investment and reinforce the local economy.

A review of the key social and economic impacts is provided in **Section 6.0** below.

5.4 Section D – Infrastructure (Local, State and Commonwealth)

Q11: Is there adequate public infrastructure for the planning proposal?

Yes. Adequate public infrastructure has been considered and planned for as part of the Planning Proposal. A comprehensive suite of technical assessments has been prepared to evaluate existing capacity, identify future needs, and inform staging and delivery mechanisms.

This includes an Open Space and Recreation Needs Assessment (**Appendix I**), Social Infrastructure Needs Assessment (**Appendix J**) and Utilities Capacity Assessment (**Appendix K**), and Transport Strategy (**Appendix D**) have been prepared to support the planning proposal. Together, these studies demonstrate that the Planning Proposal can be supported by a combination of existing infrastructure capacity and new infrastructure provision facilitated through development contributions and site-specific delivery.

A summary of the Planning Proposal's impacts on public and environmental infrastructure, including transport, open space, community facilities, stormwater, utilities and servicing, is provided in **Section 6.0** of this Planning Proposal.

5.5 Section E– State and Commonwealth Interests

Q12: What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

This section will be updated following consultation with public authorities in accordance with the Gateway determination.

State Agency consultation has been undertaken in the preparation of the structure plan with all relevant state agencies, and further follow up meetings (e.g. face to face, online, working group meetings, quarterly update meetings) have been convened with the following agencies: DPHI, TfNSW, EPA, Schools Infrastructure, Ausgrid, Sydney Water.

6.0 Environmental Assessment

This section presents an assessment of the potential environmental, social and economic impacts arising from the Planning Proposal. It provides a more detailed evaluation to support Section C – Environmental, Social and Economic Impact, as outlined in **Section 5.3** above.

6.1 Land Use

An *Urban Design and Public Domain Report* has been prepared by Colliers Urban Planning, in collaboration with JMD Design, for the Town Centre and is provided at **Appendix C**. The report establishes the overarching approach to future development within the Town Centre, and demonstrates how the area could be delivered over time under the proposed LEP and DCP building controls, through an Illustrative Master Plan.

The Reference Master Plan is informed by the following key design principles:

- Distinguish Brookvale’s employment lands.
- Establish a high amenity core.
- Integrating Warringah Mall & the B-Line stop.
- Cultivating spaces for people to connect, create & learn.
- Creating a walkable grid.
- Linking the environment.

The *Urban Design and Public Domain Report* also includes a revision of the Structure Plan to respond to changes arising from more detailed technical investigations, as outlined in the sections below. The revised Structure Plan is illustrated at **Figure 22**.

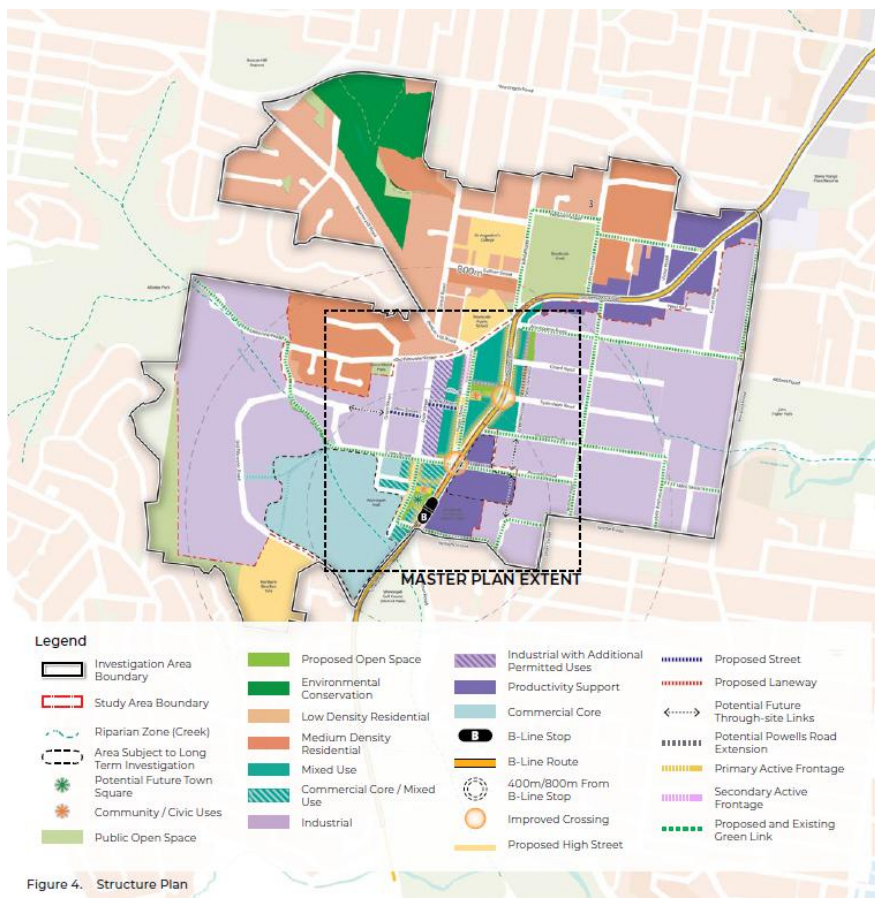


Figure 22 Revised Structure Plan

Source: Colliers Urban Planning

The proposed land use strategy provides flexibility to deliver both residential and commercial outcomes that support employment retention while facilitating appropriate housing growth within the Town Centre. The revised Structure Plan identifies areas for higher-intensity and mixed-use development to be concentrated around the B-Line corridor and the adjacent Westfield shopping centre, maximising accessibility to public transport.

An emphasis is placed on the retention of employment-generating uses at ground level, supporting a diverse range of commercial, creative, light industrial and service-based activities and ensuring that productive uses remain central to the Town Centre's function and identity over time. Opportunities for residential and complementary uses are envisaged predominantly at upper levels, where they can contribute to activation and housing supply without displacing employment uses.

6.2 Built Form

The *Urban Design and Public Domain Report* identifies a range of built form outcomes that respond to the constraints and opportunities of the Town Centre. The proposed building heights operate in conjunction with the FSR and setback controls to deliver a built form that is appropriately scaled, and capable of supporting a higher intensity and diversity of uses consistent with comparable strategic centres across metropolitan Sydney. In this context, the proposed height framework aligns Brookvale with other established centres that accommodate mid- to high-rise development in proximity to equivalent public transport infrastructure (light rail), employment clusters and significant civic and recreational infrastructure, such as Dee Why, Carlingford, Kensington and Wentworth Point. Mosman Council has also put forward a proposal for buildings up to 28 storeys along Military Road.

The distribution of proposed heights and densities, as shown in **Figure 23**, has been informed by multiple considerations, including the need to support transit-oriented development near the B-Line corridor and Pittwater Road, protect and enhance solar access to key public open spaces and streets, and to manage interfaces with lower-scale and industrial areas. Taller building forms are generally concentrated in areas co-located with the public domain, while podium and upper-level setbacks are used to moderate perceived bulk, retain pedestrian amenity and provide appropriate transitions across the Town Centre.

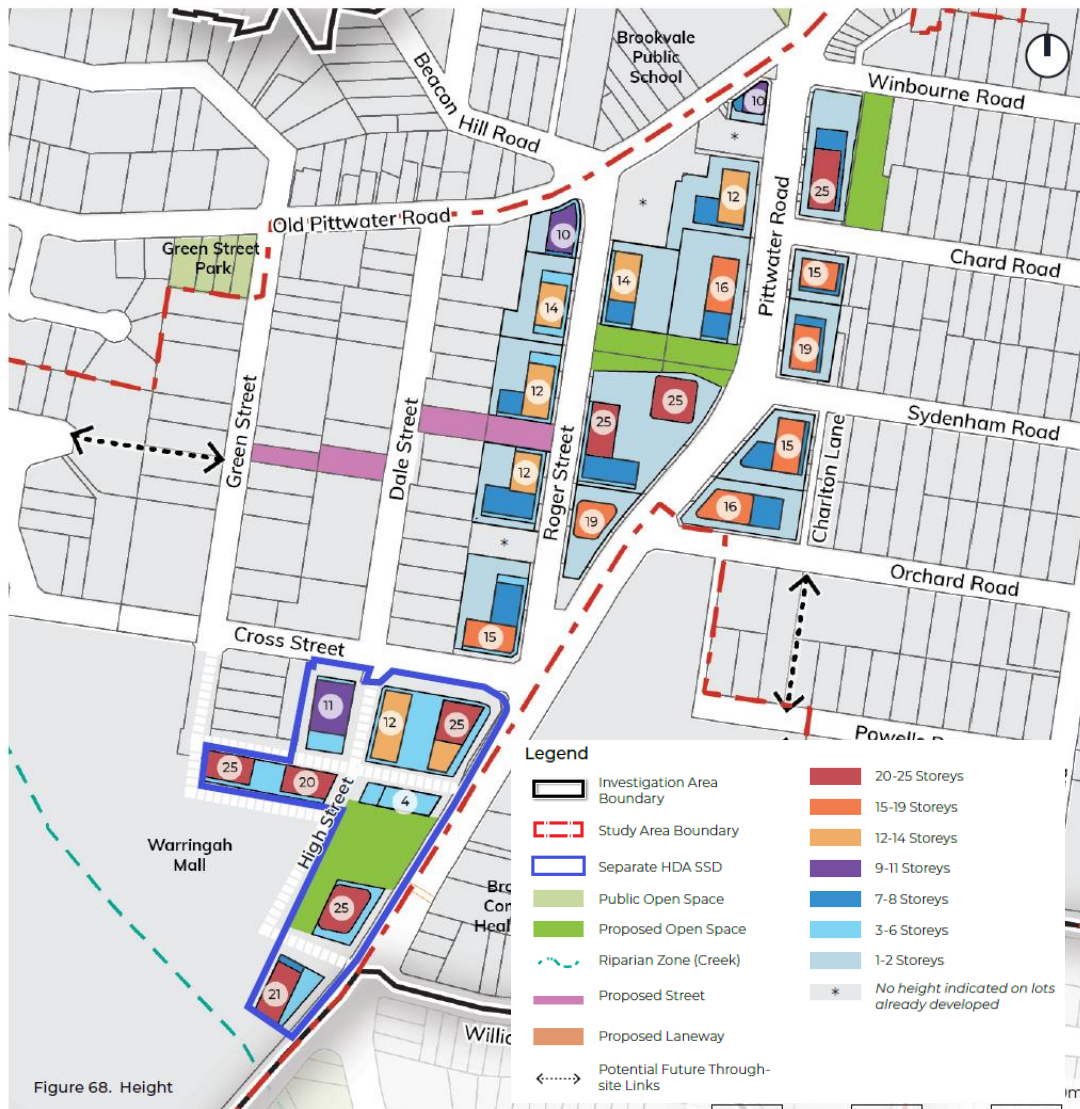


Figure 23 Building Height Diagram

Source: Colliers Urban Planning

The built form strategy has also been informed by the principles of the Apartment Design Guide (ADG) to ensure that future development can achieve high-quality residential development at future development application stages. Tower separation, reduced floor plate sizes, setbacks and building orientation have informed the proposed massing, which is able to demonstrate consistency with the ADG with regards to solar access, visual privacy, acoustic separation and cross-ventilation.

At ground level, increased floor-to-floor heights are proposed for key streets and activity corridors to support flexible and adaptable employment, commercial and civic uses over time. This approach allows ground floors to accommodate a range of non-residential uses, including retail, community and employment functions, and ensures that buildings can respond to changing market and operational needs while contributing to an active, fine-grained public domain.

6.3 Open Space and Recreation

An *Open Space and Recreation Needs Study* has been prepared by Cred Consulting and is provided at **Appendix I**. The study assesses the provision of existing open space and recreation facilities within an 800-metre catchment of the Town Centre. The location of these facilities is illustrated in **Figure 24**. Currently, public open space within

Brookvale is limited to Green Street Park and Brookvale Park, highlighting the need for additional open space to support the existing and future community.

The study finds that while a number of open space and recreation facilities exist within the broader catchment, there are identified deficiencies in both the quantity and quality of passive and active urban parks accessible to the Town Centre. In response to forecast population growth associated with future development, the study identifies the following key conclusions:

- Existing active recreation facilities are under pressure, with gaps identified in the supply of sports fields and indoor court facilities. A minimum of 2 to 2.8 hectares of passive urban parkland is required within 200 to 400 metres of residential areas to adequately meet future passive recreation needs.
- Based on population forecasts, a requirement for two play spaces has been identified. Proximity analysis indicates that the strategic location of these play spaces would effectively address access gaps across the Town Centre.
- Council has identified the provision of connected trails, links and looped paths as a priority, reflecting the growing popularity of walking as a recreational activity. Investment in well-designed pedestrian links to connections beyond the Town Centre, is recommended to improve accessibility and broaden recreation opportunities.

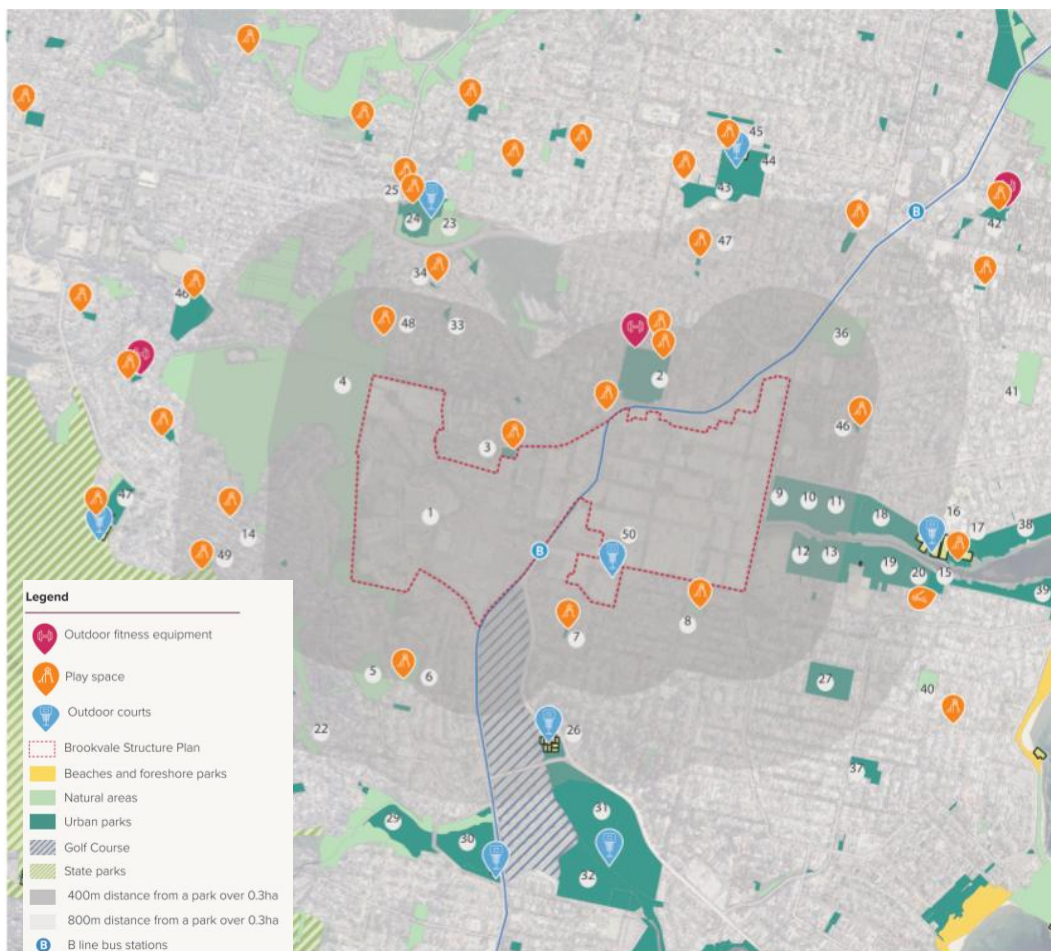


Figure 24 Existing open spaces and recreation facilities

Source: Cred Consulting

The Illustrative Master Plan responds to the findings of the Open Space and Recreation Needs Study by identifying objectives and requirements for future public open space provision within the Town Centre, as shown in **Figure 25**. Existing public open space within Brookvale is currently limited to Green Street Park and Brookvale Park,

underscoring the need for additional and more centrally located open space to support both the existing and future Town Centre population. Key future open space provisions identified in the Master Plan include:

- A new town square of approximately 5,000m² within the Warringah Mall site. This space is intended to capitalise on its proximity to the B-Line bus stop, contribute to integrated water management outcomes, and function as a central civic and community focal point for Brookvale.
- Two new areas of public open space to the north of the Town Centre, including an eastern space of approximately 2,600m² and a western space of approximately 3,200m². Together, these spaces will improve access to high-quality places for recreation and social interaction for the growing Town Centre population.

The provision, design and delivery of future open space and recreation facilities will be further detailed and implemented into the proposed DCP.

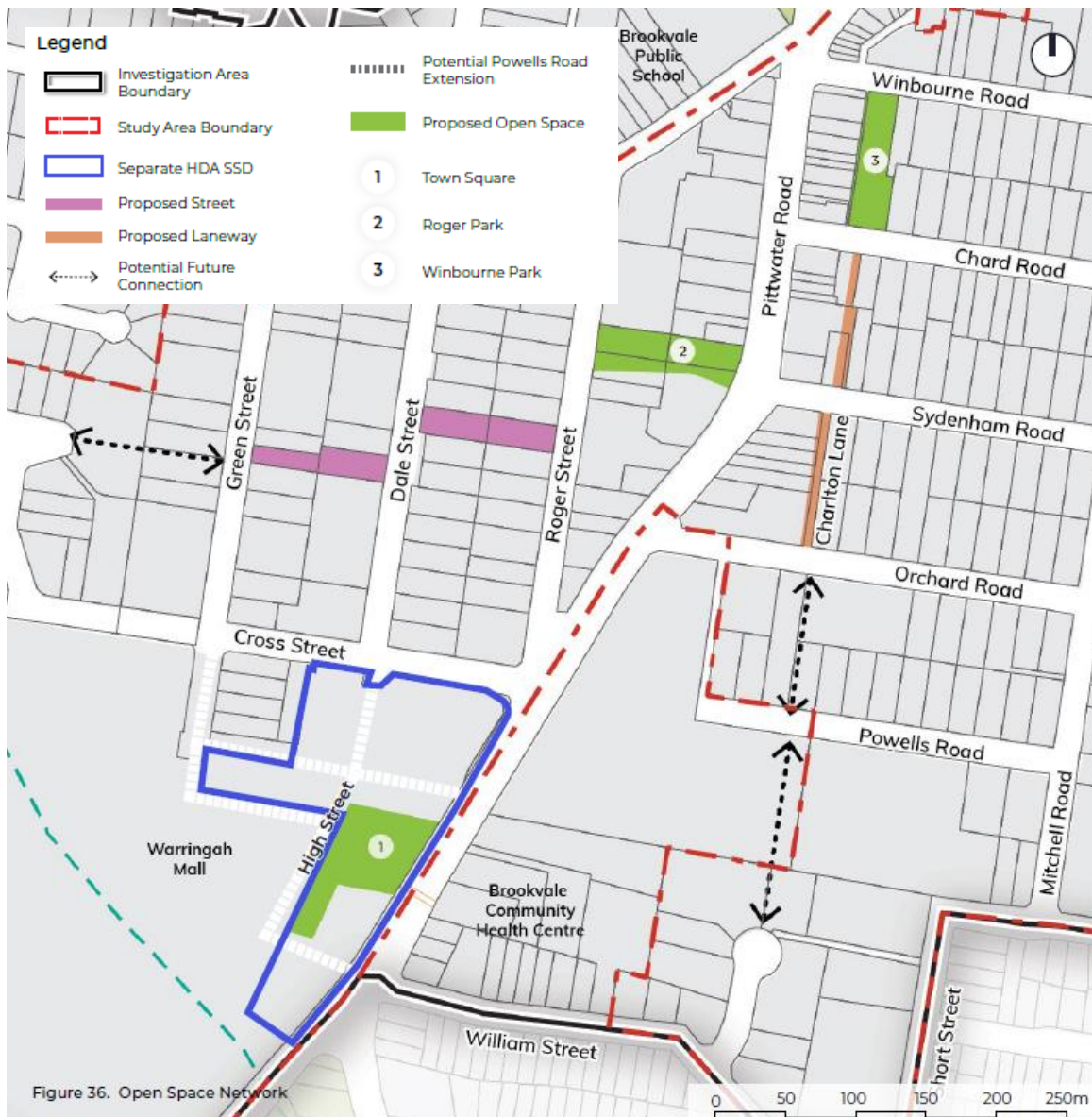


Figure 25 Open Space Network

Source: Colliers Urban Planning

6.4 Social infrastructure

In March 2021, Council prepared a *Community Centres Strategy* (CCS). The CCS identified the (then) gaps in the availability of community centre space and anticipated future needs within the LGA. In relation to Brookvale, the primary findings of the CCS concluded that:

- The Brookvale-Dee Why Planning Catchment Area is well-provisioned with a number of community centres yet lacks floor space.
- There is a current and future gap, requiring a regional facility due to the high housing density and population.
- Many district and local centres are not in the right location or with limited suitable space available. One such centre is Brookvale Community Centre, which is small, disjointed, and not co-located.
- Community groups' needs, such as seniors, community support groups, and cultural groups require space in the centre of Dee Why and Brookvale with accessible transport and flat walking distances from the heavily populated areas.
- As a major industrial area, Brookvale is currently lacking in community centre floor space in the right locations for the population and is increasingly undersupplied with the forecast population and proposed developments in Brookvale and Dee Why.

The CCS concluded the need for an investigation into establishing a district facility in Brookvale, with the aim of replacing the current Brookvale Community Centre and addressing the expected future growth needs of Brookvale. Consequently, the *Brookvale Structure Plan* included a new town centre activity point outside Warringah Mall, incorporating civic and cultural functions, as well as a 2,000- 2,500m² multi-use community facility that includes co-working or economic development spaces.

Following this, a *Social Infrastructure Needs Assessment* has been prepared by Mecone and provided at **Appendix J**. At a local level, the additional resident and worker populations generated by the Planning Proposal was expected to drive demand, by 2046, for community and library floorspace, as well as additional capacity in public and primary schools, aged care, and early childhood education (childcare and preschool).

The population generated by the Planning Proposal resulted in a need for the following:

- An additional community centre comprising of an additional 398m² floorspace
- An additional 190m² in library floorspace

Notwithstanding this demand generated specifically by the Planning Proposal, it is recognised that broader population growth will also generate a need for expanded and enhanced social infrastructure provision within Brookvale, as the key strategic centre within the LGA.

The Mecone paper identifies that existing social infrastructure within Brookvale is insufficient to meet projected demand, noting both the scale of anticipated population growth and the fragmented nature of existing facilities. It highlights the need to co-locate and cluster community services, improving operational efficiency and value for money through shared-use and flexible facility models. In this context, the paper identifies the opportunity for an Integrated Multipurpose Facility of in the order of, or exceeding, 3,700m².

In response, additional social infrastructure is proposed within the Brookvale Town Centre, delivered in a manner consistent with both the Planning Proposal-generated need and the broader strategic direction for district-level provision. This includes:

- A community facility of approximately 1,000m² is proposed in the northern portion of the Town Centre, supporting the emerging creative precinct within the eastern industrial area.
- In addition, it is proposed that development adjoining Warringah Mall will also include a 2,650m² multipurpose community facility.

Collectively, these facilities exceed the minimum floorspace required to meet the social infrastructure demand generated by the Planning Proposal alone and contribute towards addressing identified district and regional shortfalls.

6.5 Movement and Connectivity Network

The *Urban Design and Public Domain Report* identifies a proposed movement and connectivity framework for the Town Centre to guide future development (**Figure 26**). The proposed movement network is intended to support a highly accessible, legible and efficient transport system that prioritises walking, cycling and public transport, while maintaining appropriate local vehicle access, as is supported by a Transport Strategy prepared by Bitzios (**Appendix D**), which assesses the transport impacts associated with the proposed uplift in density and changes to land use across the precinct.

The Transport Strategy has modelled the cumulative impacts of the proposed development scenario on the surrounding road network, including key intersections along Pittwater Road, Warringah Road and the local street network. The assessment confirms that without intervention, additional growth would increase traffic volumes and place pressure on a number of intersections and links, particularly during peak periods. These impacts have been tested under a range of scenarios that incorporate both background growth and the development yield under this Planning Proposal, allowing the extent and location of network stress to be clearly identified.

In response, the proposed movement network incorporates a coordinated package of local and strategic infrastructure upgrades to mitigate these impacts and maintain an acceptable levels of service. The modelling indicates that, with the inclusion of the proposed infrastructure upgrades, the overall network continues to operate at a comparable level to what was proposed under the *Brookvale Structure Plan*, with only a minor decrease in performance statistics by around 5%, with negligible change in average network speeds.

The key outcomes of the proposed movement and connectivity network include:

- Establishing new road connections between Roger Street and Dale Street, and between Dale Street and Green Street, improving local connectivity and access within the Town Centre.
- Widening Cross Street to assist in mitigating traffic pressures at the Cross Street / Pittwater Road intersection and improving traffic flow.
- Reducing reliance on private vehicles by encouraging access to the B-Line bus stops along Pittwater Road and improving connections between surrounding streets and public transport infrastructure.
- Increasing the number of pedestrian through-site links to reduce block sizes, enhance permeability and improve walkability throughout the Town Centre.
- Expanding the cycling network by delivering new or upgraded bicycle connections along key streets, including Cross Street, Roger Street, Pittwater Road and Orchard Road, strengthening links to the broader cycling network.

When considered in the broader context, the proposed interventions recognise that certain constraints, particularly at major state road intersections, are driven by broader network issues beyond the Town Centre. While upgrades to these locations are outside the control of Council, further discussions with Transport for NSW regarding future improvements and capacity enhancements will be undertaken.



Figure 26 Movement and Connectivity Network

Source: Colliers Urban Planning

Implementation of the identified transport improvements will occur through a combination of mechanisms. Local road connections, dedications and upgrades will be secured through future development, acquisition and embedded within DCP controls. Works affecting state roads will require further coordination with Transport for NSW and will be subject to separate planning and funding processes. The timing and delivery of infrastructure will be aligned with development staging to ensure that network performance is maintained as growth occurs.

An indicative street section for Pittwater Road North is provided at **Figure 27**, illustrating how the proposed movement hierarchy, pedestrian and cycling infrastructure, and public domain elements may be integrated into a coordinated street design.

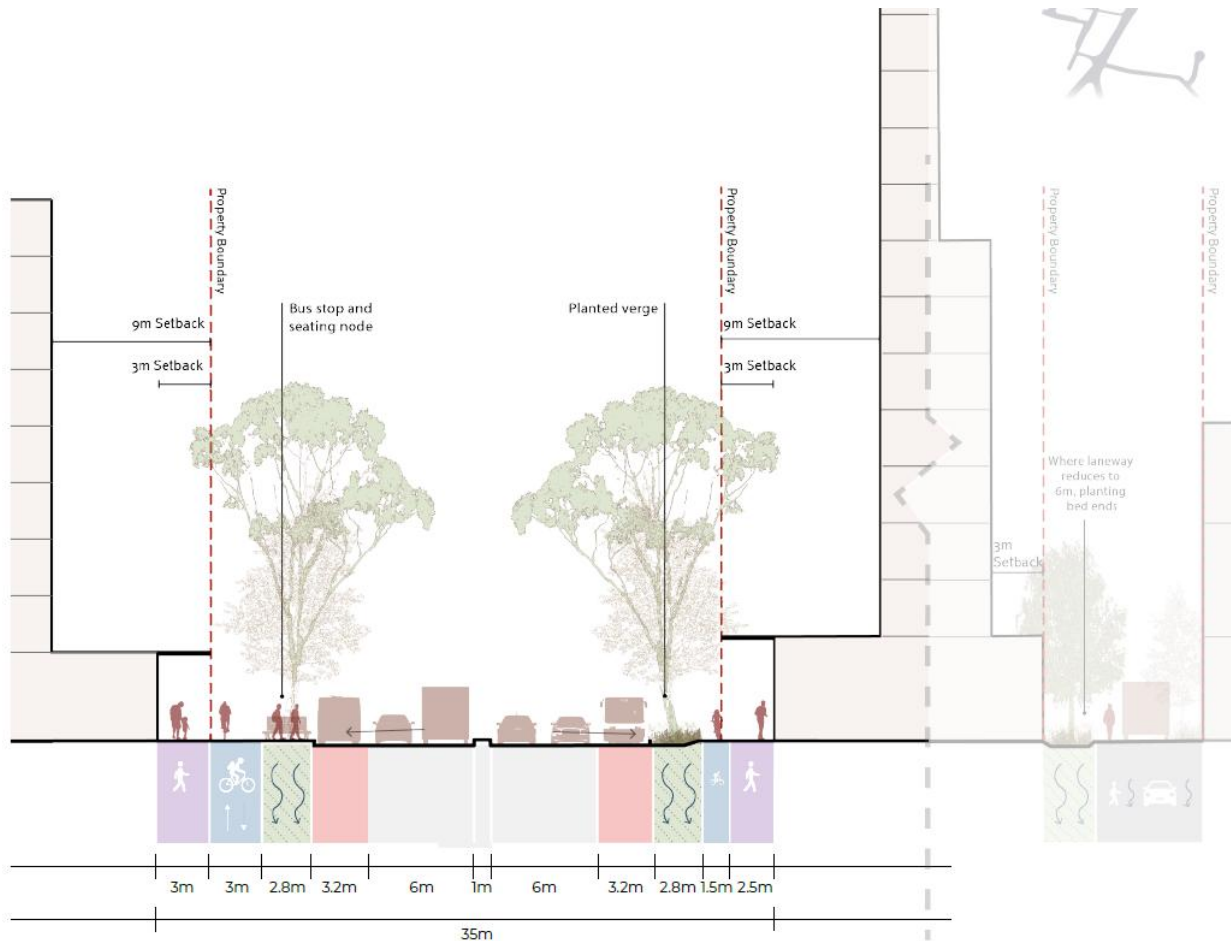


Figure 27 Pittwater Road North

Source: JMD Design

6.6 Green infrastructure

A *Greening Strategy and Heat Benchmarking Study* has been prepared by Spackman Mossop Michaels and is provided at **Appendix F**. The study adopts an evidence-based approach, analysing existing tree canopy policies and strategies alongside a detailed heat benchmarking assessment to inform the development of tree canopy targets for the Town Centre.

The study identifies the following key findings:

- Brookvale currently maintains a tree canopy coverage of 18%, a figure that falls short of the 40% target specified for Greater Sydney suburbs in the Draft Greener Places Design Guide.
- The private domain primarily contributes to low levels of canopy cover across the suburb.
- The heat benchmarking study revealed variability in microclimates throughout the Town Centre, influenced by the extent of canopy coverage and proximity to coastal breezes.
- There are large expanses of verge space with no street tree plantings, and many street trees are not growing to their full potential due to substantial pruning under power lines. In some instances, a lack of adequate setbacks for buildings and awnings also constrains the planting of trees.

In response to these findings, the Greening Strategy recommends the following actions to improve canopy coverage and urban resilience:

- Introducing a broader and larger tree species and age mix to help to build a more resilient urban forest within Brookvale, whilst also supporting and enhancing biodiversity
- Minimising pruning around powerlines (by transitioning to Aerial Bundled Cables) and introducing proactive succession planting to minimise gaps in the urban canopy over time as trees mature.
- Implementing the strategies and provisions aimed at facilitating the reallocation of space within the road reserve, as well as establishing minimum landscape areas, minimum tree requirements based on lot size, adequate soil volumes, tree preservation, and tree replacement offsets.

The outcomes of the Greening Strategy have informed future planning controls and public domain design guidance, which have been incorporated into the DCP. This includes controls regarding tree canopy and deep soil requirements for both public and private spaces, as well as clauses to mitigate the impacts of urban heat.

6.7 Water management

A *Water Management Strategy* has been prepared by Alluvium and is provided at **Appendix L**. The strategy assesses flooding, stormwater quantity and stormwater quality implications associated with the Planning Proposal and identifies mitigation measures to support future development within the Town Centre.

Flooding

The study area is located within the Brookvale Creek and Greendale Creek sub-catchments, which flow through heavily developed and industrialised urban environments. Both creek systems are highly modified, with natural watercourses integrated into man-made drainage networks that convey storm flows via piped infrastructure.

Parts of the Town Centre are affected by flooding, as identified on Council's Flood Hazard Map in **Figure 28**. Flood behaviour across the precinct is influenced by defined overland flow paths and the capacity constraints of the existing drainage network.

Based on the proposed land uses, revised Flood Planning Areas (FPAs) and Flood Planning Levels (FPLs) were provided in accordance with the NSW Flood Risk Management Manual. Council's flood mapping identifies Flood

Category 1 as areas of high flood risk where development is heavily restricted. Flood Category 1 mapping has been prepared for both the 1% Annual Exceedance Probability (AEP) and 1% AEP plus climate change events, as shown in **Figure 29**.

To manage flood risk and avoid adverse flood impacts, the following mitigation measures have been identified:

- Adjusted building footprints, avoiding development within Flood Category 1 areas where footprints would obstruct key overland flow paths. This reduces flood depths, aligns with flood-safe land-use planning principles and minimises reliance on downstream structural solutions.
- Introduction of a swale to improve overland flow conveyance, providing a defined surface flow path through the precinct during surcharge or blockage conditions and reducing reliance on constrained piped networks.
- Trunk drainage upgrades to address capacity constraints within the existing drainage network, which currently operates close to capacity and is limited by utility congestion, acid sulfate soils and downstream culvert constraints.
- Flood gates upstream of Clearview Place to manage peak flows and improve system resilience, reducing the volume and velocity of floodwaters reaching downstream areas during major flood events.

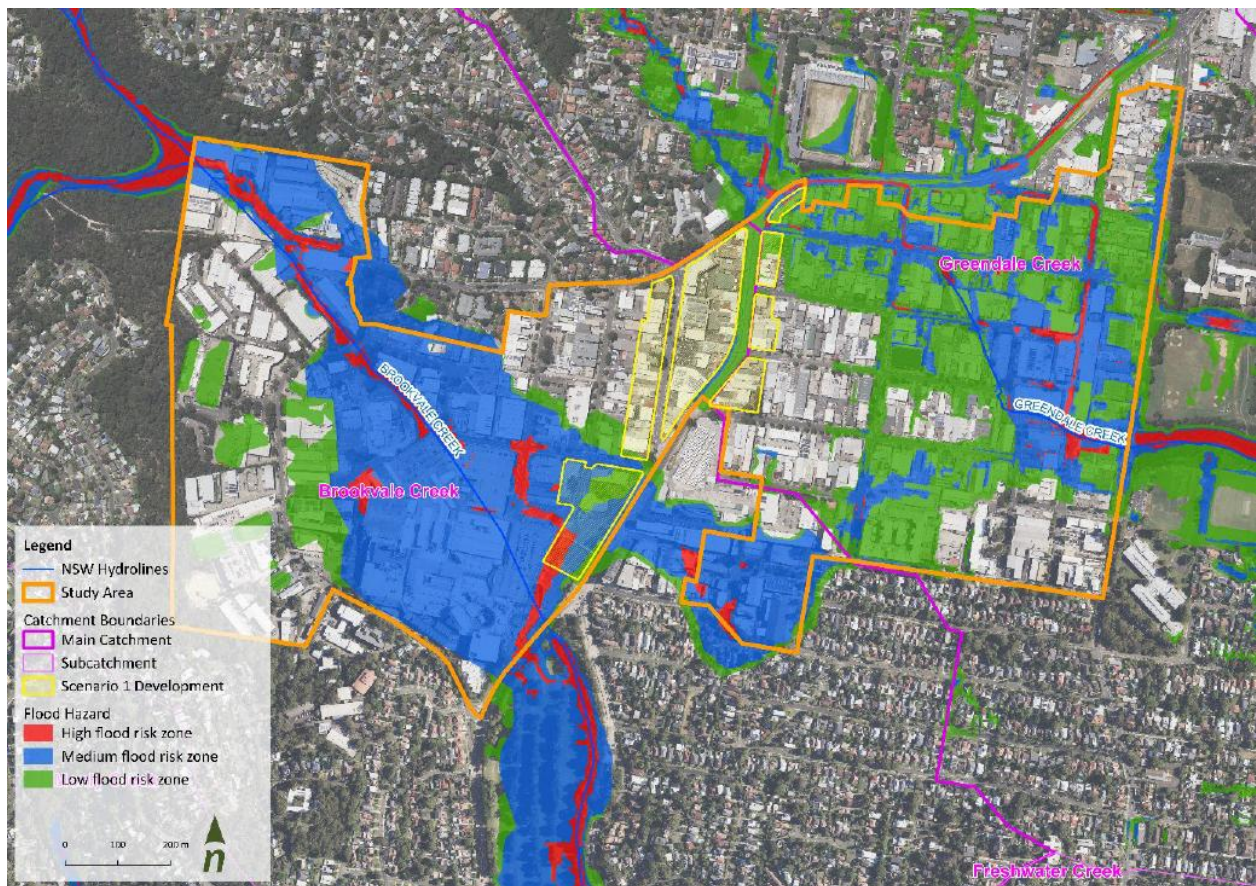


Figure 28 Existing Flood Hazard Map

Source: Northern Beaches Council 2023

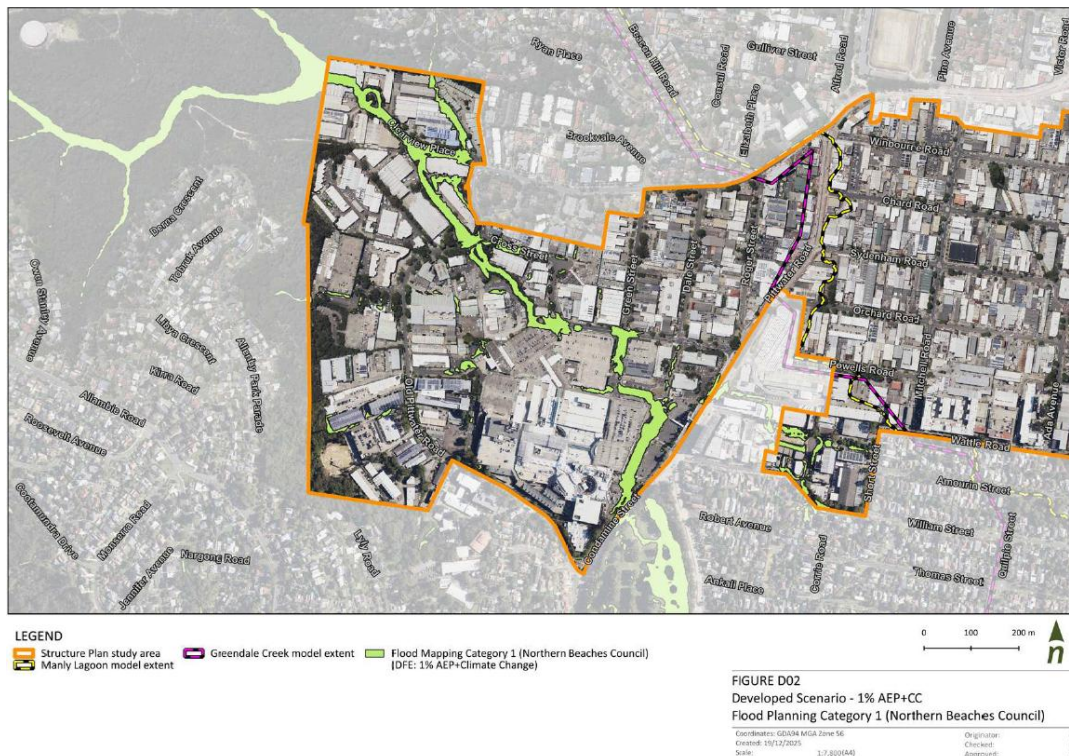


Figure 29 Post-Development Flood Planning Category 1

Source: Alluvium

Stormwater Quality

The study assessed existing and post-development stormwater pollutant loads and identified the required load reductions to achieve applicable water quality objectives.

The study notes that historical land uses within the catchment are not considered likely to generate long-term sources of pollutants. Existing infrastructure along Brookvale Creek provides a level of pollutant reduction for most stormwater contaminants.

All amalgamated development sites will be required to meet the relevant water management target catchment groups identified in Council's *Draft Integrated Water Management and Water Sensitive Urban Design (WSUD) Guideline* (2025). A WSUD Toolkit has been prepared to guide stormwater management across the Town Centre, identifying suitable lot-scale and street-scale WSUD measures and their indicative treatment performance. Development will be required to implement WSUD measures consistent with the Toolkit (or an equivalent approach) and submit a detailed water quality report demonstrating compliance with stormwater quality targets under the Draft Integrated Water Management Guidelines and the proposed DCP.

6.8 Indigenous and Non-Indigenous Heritage

An *Indigenous and Non-Indigenous Heritage Report* and *Heritage Interpretation Strategy* (**Appendix G**) has been prepared by GML Heritage. The assessment reviews the existing and emerging heritage context of the Town Centre and considers the potential impacts of the Planning Proposal on identified and potential heritage values. The report also provides recommendations and draft development controls to support the conservation, management and protection of heritage across the precinct.

Indigenous Heritage

The report includes a First Nations cultural heritage assessment, informed by a review of the Heritage NSW Aboriginal Heritage Information Management System (AHIMS) database. This review identified two Aboriginal heritage sites within the broader Study Area, neither of which are located within the Town Centre itself.

While no recorded Aboriginal sites are present within the Town Centre, the report notes that Aboriginal cultural heritage may also include intangible values, such as memories, stories and associations with Country. Accordingly, it is recommended that ongoing Aboriginal community consultation be undertaken to ensure any such values are appropriately identified and considered as future development proceeds.

Non-Indigenous Heritage

The assessment identifies limited evidence that the Planning Proposal would result in adverse impacts on existing or potential non-Indigenous heritage items within the Core, Roger Street and Pittwater Road sub-precincts, or in the broader vicinity of the Town Centre. Based on this analysis, the report recommends that Council adopt the heritage management principles and development controls outlined in the assessment to guide future redevelopment.

Historical Archaeology

A Non-Indigenous Archaeological Assessment was undertaken as part of the study. The assessment comprised a desktop review of the Town Centre's potential archaeological values and considered whether the Planning Proposal is likely to impact significant archaeological relics.

No listed archaeological items were identified within the Study Area. The report notes that, given the extent of historical industrial development within the Town Centre, any archaeological deposits are likely to have been disturbed or removed, with the possible exception of former tram line infrastructure beneath existing road pavements. It is recommended that Council continue to monitor the area as development occurs to ensure that any previously unidentified archaeological resources are appropriately managed.

6.9 Acoustics

A Noise Assessment has been prepared by Rodney Stevens Acoustics and is included at **Appendix H**. The assessment evaluates existing and future noise conditions affecting the Town Centre, including road traffic noise from Pittwater Road. The study included site noise monitoring, analysis of existing conditions and modelling of future traffic noise levels at locations identified for future residential development.

The assessment concluded that potential noise impacts are capable of being adequately managed through appropriate building design and acoustic mitigation measures. Recommended mitigation strategies include:

The assessment concludes that in order to protect the areas identified for future residential development from noise impacts caused by traffic noise on Pittwater Road, several mitigation measures are recommended to be implemented. These measures include:

- Orienting window and door openings away from noise sources;
- Locating non-sensitive areas (bathrooms, laundries, etc) on the facades exposed to noise sources (where practicable);
- Limiting the number and size of openings facing noise sources, i.e. windows or doors;
- Implementing double glazing where sensitive areas (bedrooms, living rooms, studies) that overlook noise sources; and
- Exploring the inclusion of louvres or enclosed balconies (wintergarden) where balconies overlook noise sources.

The assessment concludes that future residential development within the Town Centre is capable of achieving compliance with the noise criteria set out in SEPP (Transport and Infrastructure) 2021, subject to the preparation of a site-specific acoustic assessment at detailed DA stages.

It is noted that early consultation with the community has identified concerns regarding potential acoustic impacts associated with licensed premises within the industrial area. In response, the DCP will include provisions requiring future entertainment venues to assess potential impacts on surrounding residential development and implement appropriate mitigation measures to manage noise and amenity.

6.10 Contamination

A Preliminary Site Investigation (PSI) has been undertaken by Epic Environmental and is provided at **Appendix E**. The PSI was prepared to identify current and historical potentially contaminating activities within the Town Centre, with a particular focus on sites identified for future mixed-use development. The investigation also assessed whether the land is likely to be suitable for rezoning, or whether further investigation would be required prior to redevelopment.

There is a potential for site contamination across parts of the Town Centre, largely associated with historical and existing industrial and commercial uses. The assessment found that the majority of lots were classified as low risk. However, eight (8) lots were assigned a high-risk rating, and a further sixteen (16) lots were classified as moderate risk, as illustrated in **Figure 30**.

These risk ratings indicate that certain sites contain or have contained activities that are more likely to have caused contamination, which may present potential health or environmental risks for the land uses permitted under the Planning Proposal.

Accordingly, site-specific detailed contamination investigations will be required at the development application stage for affected sites to confirm suitability for the proposed uses and to identify any necessary remediation measures. These requirements will be included within the DCP.

Notwithstanding the identification of potential contamination risks, land within the Town Centre can be made suitable for the proposed rezoning, subject to appropriate investigation and management at detailed DA stages.

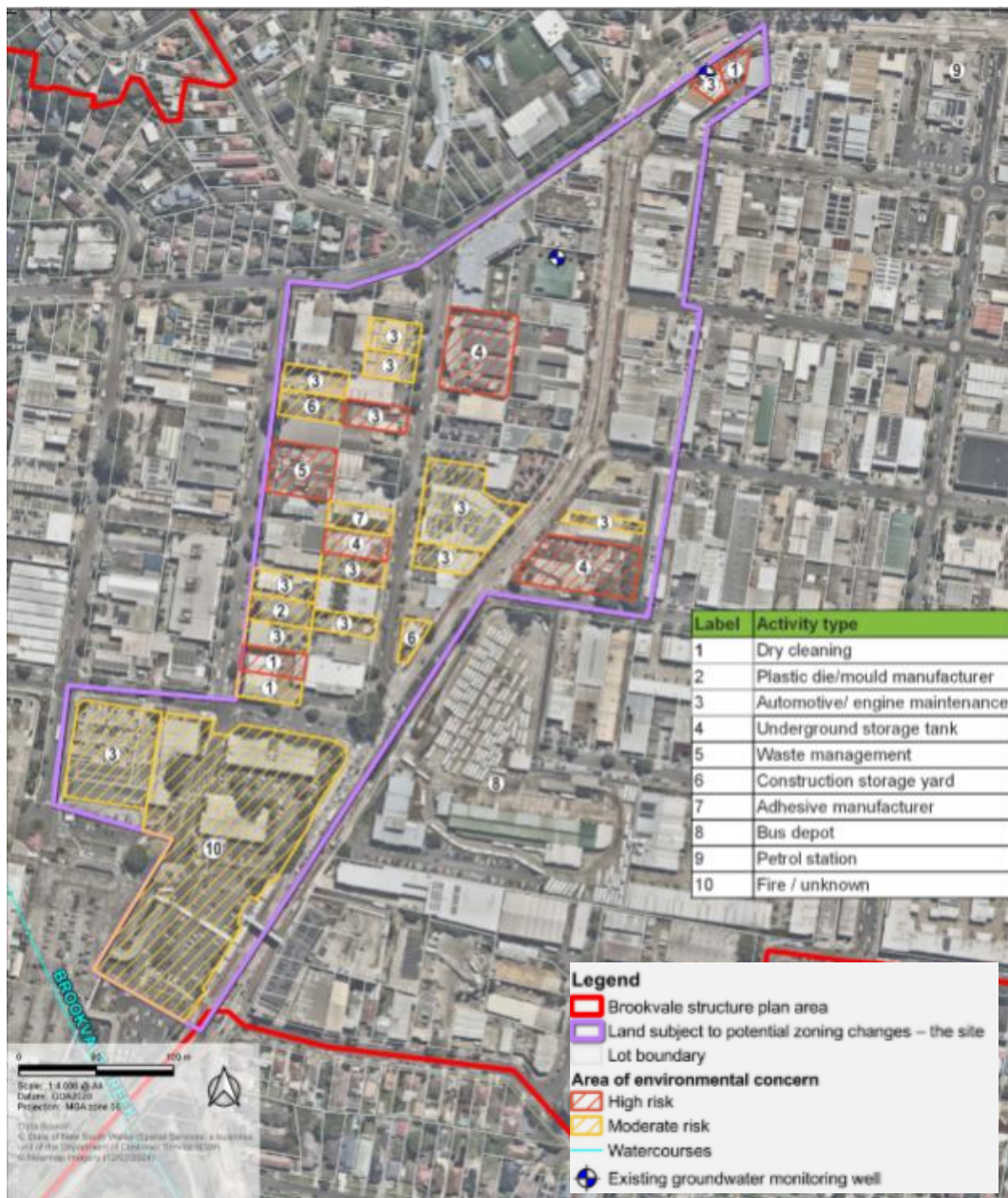


Figure 30 Areas of Environmental Concern

Source: Epic Environmental

6.11 Utilities infrastructure

A *Utilities Capacity Assessment* prepared by SMEC has been prepared and is provided in **Appendix N**. The assessment included a desktop review of publicly available information and consultation with relevant service authorities to understand the potential impacts of development under the Planning Proposal on existing infrastructure networks.

The assessment confirms that due to the established urban and industrial character of the Brookvale Town Centre, it is currently serviced by wastewater, potable water, natural gas, electricity and telecommunications infrastructure. Service authorities have advised that utilities can be made available to support the proposed development outcomes, subject to appropriate investigation and management at detailed DA stages.

6.12 Bushfire

A Bush Fire Advice Report prepared by Meridian Urban (**Appendix M**) assesses the suitability of the Structure Plan land uses against Planning for Bush Fire Protection 2019 (PBP 2019).

Bushfire-prone land within the Town Centre is limited to the interface with Allenby Park, primarily affecting the Industrial West character sub-precinct (**Figure 31**). This area is an established urban interface characterised by limited vacant land and existing industrial development, including buildings up to three to four storeys in height.

As the Planning Proposal does not alter the underlying industrial land uses within this area, and as future intensification is directed to locations outside mapped bushfire hazard areas, the report concludes that bushfire risk impacts are minimal.

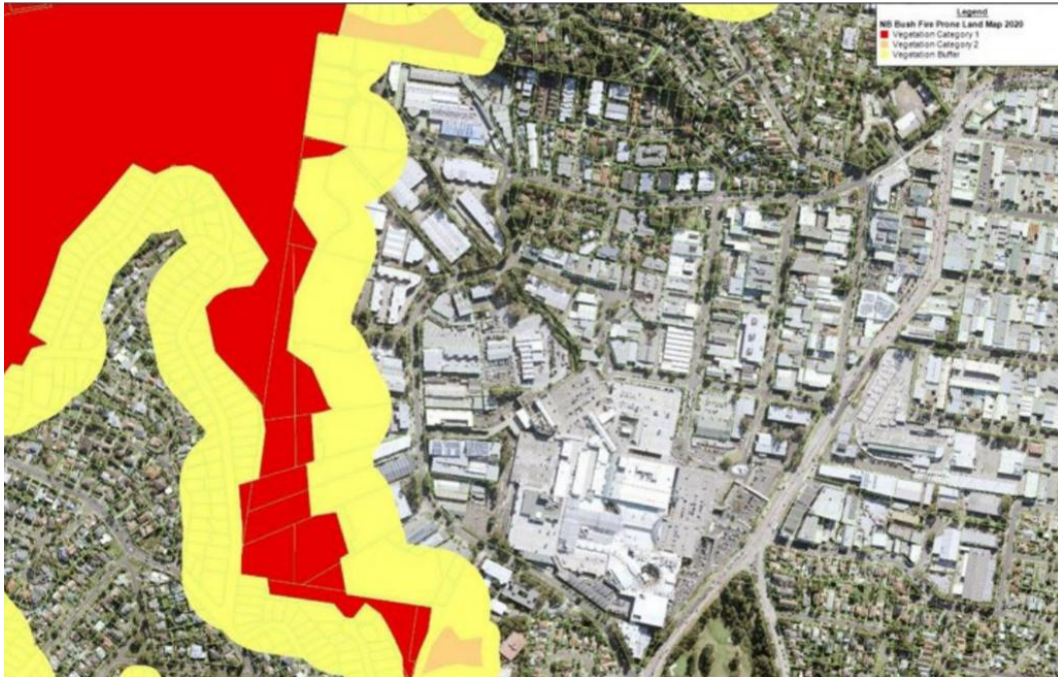


Figure 31 Extent of bushfire-prone land in the study area

Source: Bush Fire Advice Report

7.0 Part 4 – Maps

The existing and proposed WLEP 2011 maps are provided in **Appendix B** of this Planning Proposal report.

8.0 Part 5 – Community Consultation

During the preparation of the *Brookvale Structure Plan* and Planning Proposal, Council staff have conducted various consultation activities with the community, DPHI and other relevant agencies.

The *Draft Brookvale Structure Plan* and associated technical studies were exhibited for public comment to ensure the views of all community members and stakeholders could be considered. Community and stakeholder engagement was conducted between Thursday 1 December 2022 and Tuesday 28 February 2023.

For the public exhibition, Council provided a mix of high-level and detailed information to cater to a broad audience and to simplify the technical nature of the strategic visioning and studies. Postcards were sent to over 4,500 properties that were within 1.5km of the Brookvale B-line bus stop, which included properties in Dee Why, North Curl Curl, North Manly and Allambie Heights. The high-level information included a snapshot document, two webinar videos and frequently asked question.

Two in-person engagement events were held consisting of a Business Briefing and Networking Session (7 February 2023) and a Community Drop-In Session (8 February 2023), where participants were able to ask questions. A Question-and-Answer Forum was also made accessible through the project website during the first part of consultation, prior to the Christmas holiday period. The forum allowed the community to post questions which were publicly answered by Council's Strategic and Place Planning Team. A table of the questions and responses can be found at website - <https://yoursay.northernbeaches.nsw.gov.au/brookvale-structure-plan>.

The Council's Strategic and Place Planning Team was also available by phone, email and in person at the Dee Why office throughout the exhibition period.

Following the issue of a Gateway Determination, the Planning Proposal will be subject to a formal public consultation process in accordance with statutory requirements. This process will provide the community, relevant government agencies and other stakeholders with a further opportunity to review the proposal and make submissions. Any feedback received during the post-Gateway consultation period will be carefully considered and addressed prior to the proposal being finalised and progressed for determination.

9.0 Part 6 – Project Timeline

The following table sets out the anticipated project timeline, in accordance with the Local Environmental Plan Making Guideline.

Table 12 Project Timeline

Task	Anticipated timeframe
Anticipated commencement date (Gateway determination)	January 2027
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	February 2027
Commencement dates for public exhibition period	March 2027
Dates for public hearing (if required)	April 2027
Timeframe for consideration of submissions	April 2027
Timeframe for the consideration of a proposal post exhibition	May 2027
Date of submission to the Department to finalise the LEP	June 2027
Anticipated date the local plan-making authority will make the plan (if authorised)	September 2027

10.0 Conclusion

This Planning Proposal seeks to amend the *Warringah Local Environmental Plan 2011* to give effect to the vision of the *Brookvale Structure Plan 2023*, providing a clear planning framework to guide the coordinated renewal of the Brookvale Town Centre over the next 15 years.

The proposed amendments to the WLEP 2011 establish planning controls that support increased development capacity in highly accessible locations, focused within 400 to 800 metres walking distance of the B-Line bus service, while ensuring appropriate transitions to surrounding residential and industrial areas.

The Planning Proposal facilitates the delivery of approximately 2,900 new dwellings, around 49,500m² of non-residential floor space, new public open space including a town square and two other public spaces, and approximately 3,650m² of community floor space over the next 15 years. These outcomes will support housing supply and diversity, retain and grow local employment, improve amenity, and enhance the public domain within a key strategic centre on the Northern Beaches.

The Planning Proposal proposes to amend the following planning controls and maps within the WLEP 2011:

Land Zoning

Amendments to the Land Zoning Map will introduce the MU1 Mixed Use zoning in targeted locations to support a broader mix of employment, commercial and residential uses, while retaining E4 General Industrial zoning in existing industrial areas to preserve employment land. In addition, additional permitted uses will be provided in E4 General Industrial zones fronting Dale Street to enable additional low-impact employment, business and health-related uses where these uses can provide a suitable transition between employment and residential uses.

Building Heights and Floor Space Ratio

The Planning Proposal increases building heights in the industrial areas to 18 to 24 metres to retain and allow for the intensification of industrial lands. 18 metres is proposed to apply to sites which require a transition area to reduce impacts near sensitive uses and improve solar access to open space.

The Planning Proposal also applies a height control of 24 metres for the Warringah Mall site as it currently has no mapped height under the Warringah LEP. The Warringah DCP currently provides the maximum building height controls for the site, which are expressed as proposed building envelopes with a maximum reduced level (RL). As such, 24 metres is proposed for the area to be zoned MU1. Incentive based height and floor space ratio controls also apply to this site.

Incentive-based height of buildings and floor space ratio provisions are proposed to facilitate the coordinated delivery of public infrastructure and public domain improvements. These incentive controls are implemented through new Incentive Height of Buildings and Incentive Floor Space Ratio Maps, supported by precinct-specific clauses that apply to identified Key Sites.

Non Residential Floor Space Ratio

The Planning Proposal introduces a minimum non-residential FSR requirement for development within the MU1 Mixed Use zone in the Brookvale Town Centre. This provision is intended to secure the long-term retention of employment-generating uses within the Town Centre.

Affordable Housing

A new affordable housing contribution framework is applied across the Town Centre through amendments to the Affordable Housing Contribution Scheme Map. Contribution rates vary from 5% to 10%.

Land Acquisition

Land is proposed to be acquired to facilitate new local streets to improve permeability and movement through the Town Centre.

Design Excellence

A design excellence clause is provided to help guide taller development, ensuring high-quality built form and public domain outcomes as the Town Centre transforms.

The proposed amendments to the WLEP 2011 are underpinned by detailed urban design guidance and a comprehensive suite of technical studies. In addition, a new site specific DCP is also proposed to provide further design guidance for future development.

The Planning Proposal has strong strategic merit and is consistent with relevant State, regional and local planning objectives.