



URBAN DESIGN REPORT IN SUPPORT OF A PLANNING PROPOSAL
FOR NOS. 1294-1300 PITTWATER ROAD, NOS. 2 & 4 ALBERT STREET, NARRABEEN

18th of December 2018



Prepared by GM URBAN DESIGN & ARCHITECTURE PTY LTD
Studio 803, Level 8
75 Miller Street
North Sydney NSW 2060

Tel (02) 8920 8388
Fax (02) 8920 9333

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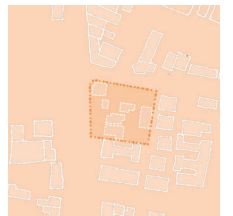
I. INTRODUCTION	3	4. BUILT FORM STRATEGY	21
1.1 INTRODUCTION	4	4.1 VISION STATEMENT	26
1.2 METHODOLOGY	4	4.2 DESIGN PRINCIPLES	22
2. STRATEGIC CONTEXT	5	4.2 INDICATIVE MASTERPLAN	28
2.1 STRATEGIC CONTEXT	6	5. PREFERRED MASTERPLAN	33
2.2 INFRASTRUCTURE UPGRADES	8	5.1 THE MASTERPLAN	34
2.3 CURRENT PLANNING CONTROLS	9	5.2 LANDSCAPE STRATEGIES	35
3. LOCAL CONTEXT	11	5.3 SECTIONAL STUDIES	36
3.1 WIDER CONTEXT	12	5.4 URBAN DESIGN GUIDELINES	37
3.2 TOPOGRAPHY	12	5.5 APARTMENT DESIGN GUIDELINES	38
3.3 LOCAL CONTEXT	13	5.6 CONCEPT LAYOUTS	41
3.4 EXISTING HEIGHTS	14	6. RECOMMENDATIONS	43
3.5 STREETScape	16	6.1 DEVELOPMENT OUTCOMES (INDICATIVE SCHEME)	44
3.6 BUILDING ALIGNMENT & LANDSCAPE CHARACTER OF NARRABEEN CENTRE	18	6.3 CONCLUSIONS	45
3.7 THE SITE	20		
3.8 SITE CONSTRAINTS	22		
3.9 SITE OPPORTUNITIES	23		

CONTENTS



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I. INTRODUCTION



1.1 INTRODUCTION

GM Urban Design and Architecture (GMU) has been appointed by the owners of the site located at Nos.1294 -1300 Pittwater Road & Nos. 2-4 Albert Street, Narrabeen (the site), to prepare a built form study to inform the appropriate built form strategy for the subject site and an Urban Design Report based on GMU's conclusions.

The preferred built form proposal in this report has been prepared in response to detailed urban design analysis of the site's immediate and broader context, the existing and future character of Narrabeen Centre itself and an understanding of the evolving changes in the area.

This Urban Design Report summarises the key urban design parameters informing the built form strategy for the subject site and its potential performance in key areas relative to Council's current controls. It also sets a vision for the site as a formal part of the local centre as a whole rather than the current informal relationships.

In preparing this study and the suggested strategy for the site, GMU have worked with the following consultant team:

Project Management - Highgate Management

Town Planners - BBC Consulting Planners

Heritage Consultants - NBRS Architecture

Traffic Consultant - TTPP Transport Planning

Flood Consultants - Cardno

Economic Consultant - Location IQ

1.2 METHODOLOGY

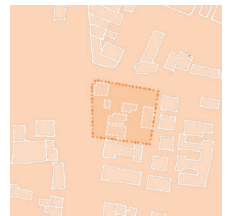
In undertaking this study GMU has conducted a review of applicable State and Local Government strategies/controls as well as a comprehensive contextual analysis of the site and its immediate surroundings. GMU has also reviewed the history of the site, its current and previous uses. We have reviewed the impact and opportunities of recent infrastructure upgrades to this part of Northern Beaches to develop an understanding of the strategic role and the likely changing future character of the centre and area.

GMU have reviewed advice provided by consultants regarding heritage, traffic, existing vegetation and flooding impacts. We have reviewed correspondence between Council and the Applicant regarding Council's requirements for the site. Our analysis has informed the opportunities and constraints diagrams for the site which in turn have informed the proposed strategy for the commercial and residential components for the site.

In formulating the views expressed in this report, GMU has:

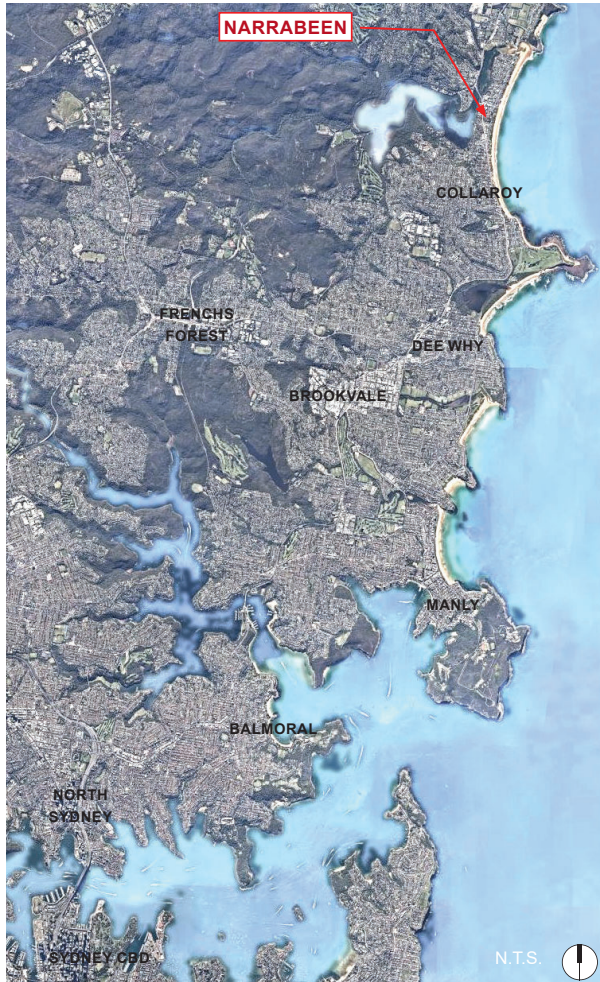
1. Visited the site and its immediate and broader context.
2. Reviewed the A Metropolis of Three Cities (GSC).
3. Reviewed the North District Plan (GSC).
4. Reviewed the Warringah LEP 2011 and Warringah DCP 2011 for the subject site and the context in general.
5. Reviewed Planning Proposals and recent approvals or DAs under assessment or approved in the vicinity of the subject site.
6. Analysed local controls in relation to the area, the site and the desired future character of the area.
7. Reviewed information relating to the Narrabeen Commuter Car Park and B-Line Stops (TfNSW).
8. Reviewed information (Northern Beaches Council) in relation to the Narrabeen Lagoon Trail Project.
9. Reviewed Flood information available on Council's website (Northern Beaches Council).
10. Reviewed planning advice prepared by BBC Planning.
11. Reviewed survey information prepared by Byrne & Associates (2018).
12. Reviewed Traffic Impact Assessment prepared by TTPP Transport Planning (December 2018).
13. Reviewed Heritage Impact Assessment prepared by NBRS+Partners (November 2018).
14. Reviewed Summary of Site Inspection by Growing My Way Tree Services (2016).
15. Reviewed Economic Impact Assessment provided by Location IQ (November 2018).
16. Reviewed Flood Advice by Cardno (November 2018).
17. Consider the current and potential role of the site relative to the existing town centre.
18. Tested potential overshadowing to adjoining residential properties and potential visual impacts of the proposed built form strategy.
19. Met with Council's staff for a pre-lodgement meeting (19 October 2016) to understand their views, issues and opinions and to seek their preliminary feedback on the Planning Proposal.
20. Reviewed notes of the Pre-lodgement meeting prepared by Northern Beaches Council (October 2016).

2. STRATEGIC CONTEXT



2.1 STRATEGIC CONTEXT

The subject site is located in Narrabeen, approximately 26 km northeast of Sydney's CBD, approximately 5km to the north of Dee Why and Brookvale. Employment centres near the subject site include Mona Vale (north), Frenchs Forest, Brookvale - Dee Why, Manly and Sydney's CBD.



Aerial showing Narrabeen in context.

PLAN A METROPOLIS OF THREE CITIES

This publication by the Greater Sydney Commission (Greater Sydney Region Plan A Metropolis of Three Cities), nominates the site as being located within the Eastern Harbour City, which promotes liveability and sustainability. The plan promotes the connectivity as well as easy access to jobs.

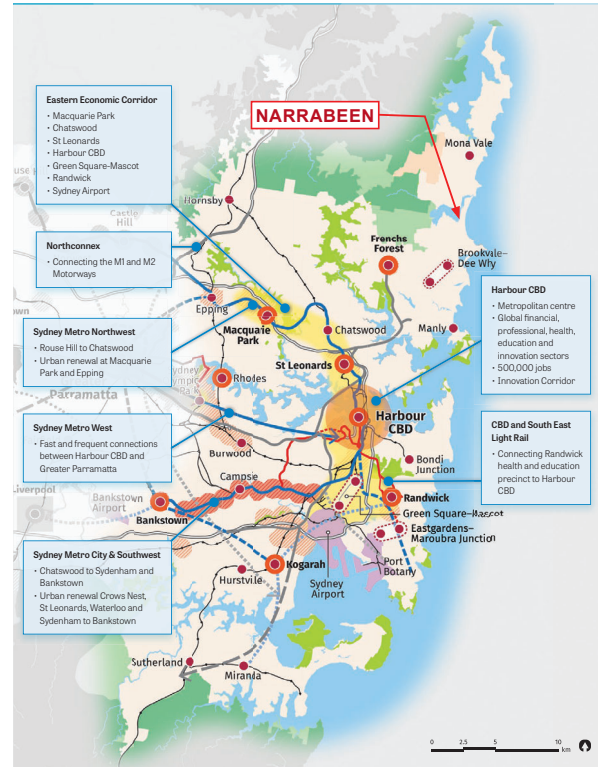
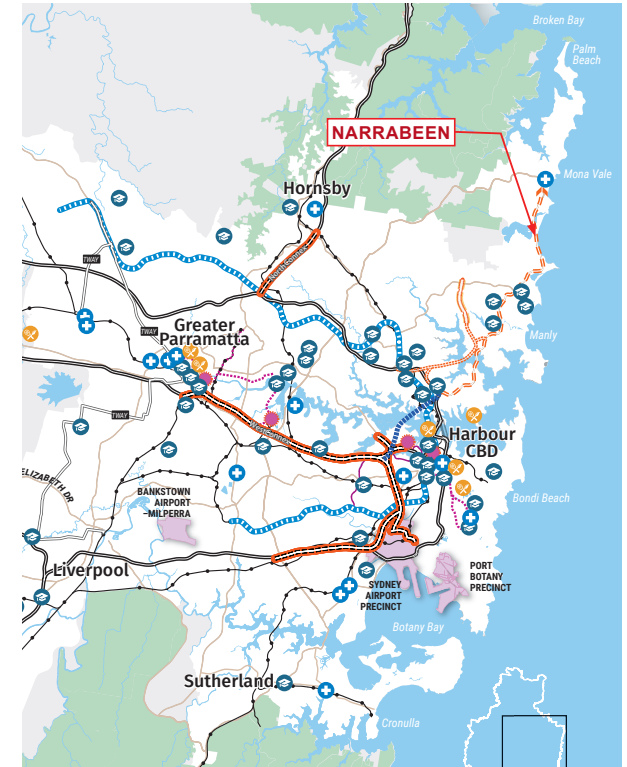


Diagram adapted from A Metropolis of Three Cities (Page 21).

KEY

Metropolitan Centre	Industrial Land	Major Urban Parkland including National Parks and Reserves	Train Link/Mass Transit Visionary
Health and Education Precinct	Land Release Area	Waterways	B-Line
Strategic Centre	Transit Oriented Development	Green Grid Priority Corridor	City Serving Transport Corridor
Local Centre	Urban Renewal Area	Train Station	Centre Serving Transport Investigation Corridor
Economic Corridor	Urban Area	Committed Train Link	Motorway
Trade Gateway	Protected Natural Area	Train Link/Mass Transit Investigation 10-20 years	Committed Motorway

The plan envisions a well connected Eastern Harbour City which provides a 30-minute access to a metropolitan centre or cluster via public transport. The plan nominates the site as being located along the B-Line Service (see diagram below), which is consistent with the objective of aligning growth with infrastructure set in the plan. The B-line service is currently fully operational serving commuters in Narrabeen and surrounding areas.



Existing infrastructure investment in Greater Sydney adapted from A Metropolis of Three Cities (Page 38).

KEY

Sydney Metro	Road Upgrade	Cultural investment
B-Line Northern Beaches	NorthConnex/WestConnex	Trade Gateway
Train Station	Sydney Metro West Station	Beaches Link Tunnel
Light Rail	Education investments	Western Harbour Tunnel
Light Rail Committed	Health investments	

NORTH DISTRICT PLAN

Narrabeen is located within the Northern Beaches Local Government Area (LGA) which forms part of the North District within Eastern Harbour City and is nominated as a Local Centre according to the North District Plan (GSC 2018). Mona Vale, as the nearest Strategic Centre is located approximated 4km to the north of Narrabeen and another Strategic Centre Brookvale-Dee Why is located approximately 5km to the south. The North District Plan (NDP) constitutes the key strategic instrument for the district, nominating a vision and overarching priorities for the area, informing the development of local strategic planning over the coming 40 years.

The future of this district include:

- Sustaining local centres to provide jobs, services and amenity
- Providing fast and efficient transport connections to achieve a 30-minute city
- Creating and renewing great places while protecting heritage and local character and improving places for people
- Improving walking
- Enhancing the quality and improving access to open space

Overarching key priorities for this district including:

- Planning for a city supported by infrastructure
- Providing services and social infrastructure to meet people's changing needs
- Providing housing supply, choice and affordability with access to jobs, services and public transport
- Renewing great places and local centres
- Delivering integrated land use and transport planning and a 30-minute city

A number of key opportunities are nominated for the Northern District including:

- Strong economy which leans to the Harbour CBD includes North Sydney
- Significant planned and committed investment in public infrastructure such as B-line services, Sydney Metro Northwest, Sydney Metro City & Southwest, NorthConnex, Wester Harbour Tunnel and Beaches Link as well as the Northern Beaches Hospital.

INFRASTRUCTURE

As identified in the North District Plan, infrastructure is to be planned to support orderly growth, change and adaptability and is to be delivered and used efficiently.

The Planning Priority N1 aims to plan for a city supported by infrastructure. It also promotes to align future growth with infrastructure.

LIVABILITY

The Livability Framework (NDP Part 3) nominates directions for the North District which include:

- Providing services and social infrastructure to people
- Providing housing supply, choice and affordability
- Creating and renewing great places and local centres

An additional 92,000 homes will be required in the North District by 2036 due to the anticipated population growth of around 196,000 NDP (by GSC). To address housing supply, housing strategies are to be developed by councils to :

- Align projected growth with existing and proposed local infrastructure improvements
- Coordinate the planning and delivery of local and State infrastructure

The North District Plan nominates five-year housing targets which assigns a minimum target of 3,400 dwellings for the Northern Beaches LGA (NDP Part 3). Housing diversity and choice are highly valued to meet demand for different housing types, tenure, price points, preferred locations and design to accommodate the expected changes in household and age structures in North District. The North District Plan envisions a balanced mix of multi-unit dwellings and low to medium density homes for the district which provides a diverse mix of housing choices for the changing needs.



Diagram adapted from North District Plan (GSC Page 11)

PRODUCTIVITY

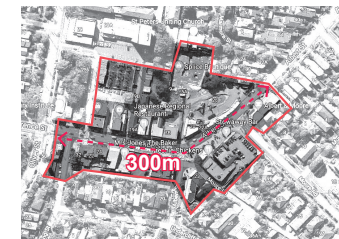
The Productivity Priority No 12 nominates the direction for the North District to:

- Deliver integrated land use and transport planning and a 30-minute city

The North District Plan seeks improvement to the connectivity which further improves the access to local jobs and services. Narrabeen, as well as the site, benefits from the North Beaches B-Line which provides improved access for the Northern Beaches communities to the Sydney CBD and major local health, education, commercial and retail destinations.

CENTRES HIERARCHY

Other comparable centres of the same hierarchy as Narrabeen within the NDP include: Warriewood, Freshwater, Balgowlah, Manly Vale, Forestville. All of these town centres (B2 zones) have a maximum building height (LEP) of 11m except for Forestville which has a maximum building height of 12m. The extent of these main streets and centres range in length from approximately 200 - 600m.



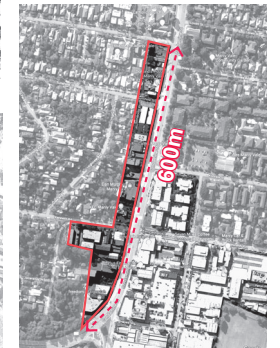
Freshwater



Narrabeen

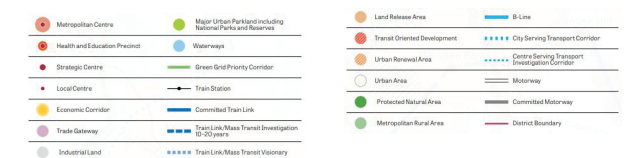
Population (Census QuickStats 2016)

- Freshwater 8,866 residents
- Narrabeen 8,207 residents
- Manly Vale 6,160



Manly Vale

KEY



Key adapted from North District Plan (GSC Page 10)

2.2 INFRASTRUCTURE UPGRADES

NORTHERN BEACHES ACTION PLAN

Recent NSW Government investments include a major upgrade of bus services to the Northern Beaches. The Northern Beaches Action Plan (NSW Government publication) includes delivery of kerbside Bus Rapid Transit (BRT project or the 'B-line') for Sydney's Northern Beaches and a number of commuter interchange areas.

According to The Northern Beaches Action Plan (NSW Government), this scheme will be supported by new bus lanes and an 800 space new commuter car park. We understand that the majority of works relating to the commuter car parks have already been completed. The scheme will significantly improve connectivity from Narrabeen to nearby major centres as well as Sydney's CBD via a kerbside bus lane using tidal flow arrangements in peak hour.

THE NARRABEEN B-LINE STOP AND COMMUTER CAR PARK

The B-Line service was proposed by the NSW Government in 2016 to provide a more frequent and reliable bus service between the Northern Beaches and Sydney CBD. This infrastructure update includes on-road and off-road infrastructure improvements and enhancements (TfNSW website).

The B-Line service became operational in late 2017 with all project construction and roadwork to be completed by 2019 (TfNSW). The B-Line service operates 7 days a week and connects the Northern Beaches to Sydney's CBD.

Transport for NSW has constructed the new at-grade car park and bus stop infrastructure directly opposite to the site providing up to 18 hour free parking for commuters who use public transport. Associated works have also been completed including new amenities block and pedestrian plaza (Narrabeen Construction Update - October 2018).

INCREASED PEDESTRIAN ACTIVITY

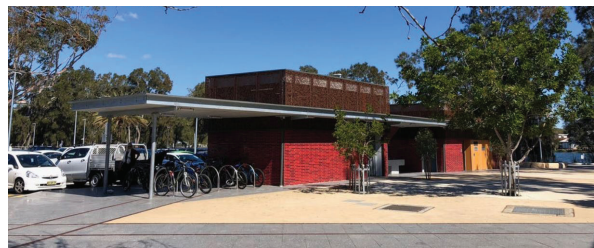
The new commuter carpark and B-Line bus stop are within 50m of the subject site on the western side of Pittwater Road and will significantly increase pedestrian activity to the Pittwater Road, Albert Street intersection and the pedestrian crossing located immediately adjacent to the site.

The new commuter carpark on the western side of Pittwater Road and the new B-line stops on both sides of Pittwater Road are within 50m of the site. The site already contributes to the commercial character of the centre through its existing medical and commercial uses. The increased pedestrian movement and role of the intersection in linking to the public infrastructure strengthens the whole of this site as part of the existing centre.

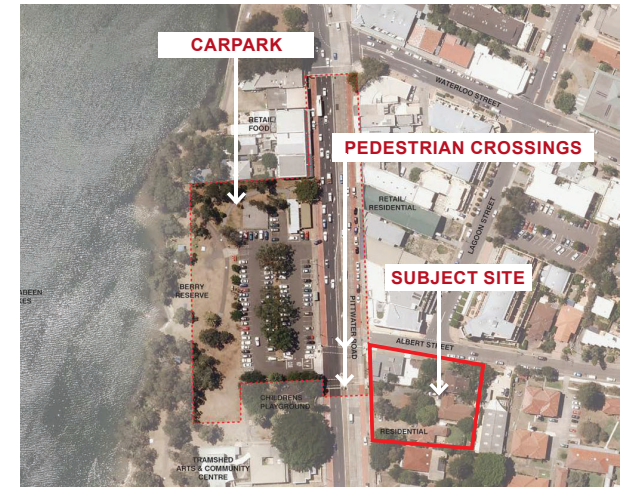
The proximity to frequent bus connections makes the location more prominent within the Narrabeen Village area. Recently upgraded community facilities are located next to the commuter carpark including a playground and a basketball court along with the new Tramshed Cafe which is a popular destination for tourists as well as the local community.



Adapted from the B-Line Stops Map (TfNSW).



Recently completed amenities block (TfNSW).



Aerial showing the previous condition of the car park (adapted from TfNSW 2016).



Aerial showing the current commuter car park and associated facilities (Nearmap Nov 2018).

2.3 CURRENT PLANNING CONTROLS

The site is located within the Northern Beaches Council area. The following local planning instruments apply to the subject site:

- Warringah LEP 2011
- Warringah DCP 2011

The following key LEP controls currently apply to the site:

- The site is zoned R3 Zone-Medium Density Residential.
- B2 Local centre zone is located immediately to the north of the site.
- Maximum permissible building height is 8.5m.
- Heritage listing applies to No. 2 Albert Street (item 89) on site and Furlough House (item 96) to the east of the subject site.
- No FSR control

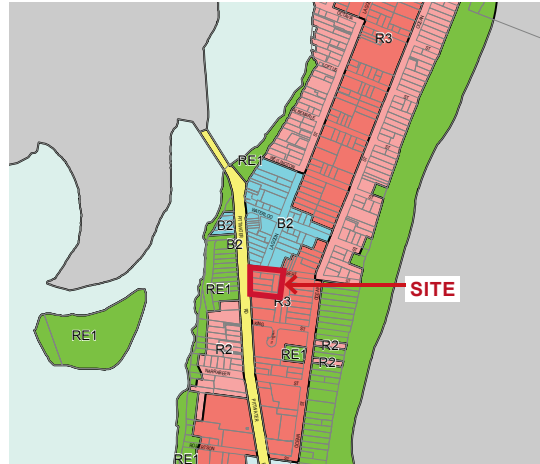
The following key development controls (WDCP2011) currently apply to the site:

- Minimum front setback 6.5m
- Minimum side setbacks 4.5m
- Maximum number of storeys 2
- Buildings must be sited within a building envelope determined by projecting planes at 45 degrees from a height above the existing ground level at the side boundaries of 4m
- Landscaped area minimum 50% of the site area

The site is located on the perimeter of the 8.5m maximum building height area, directly adjacent to, visible from and part of the transition at the edge of the Town Centre zone (maximum permissible building height of 11m).



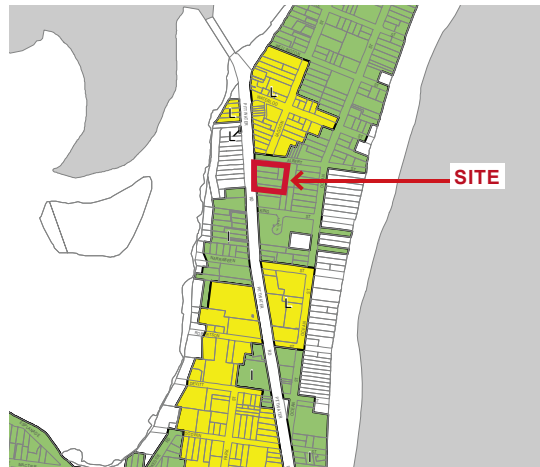
Warringah DCP 2011, Number of Storeys.



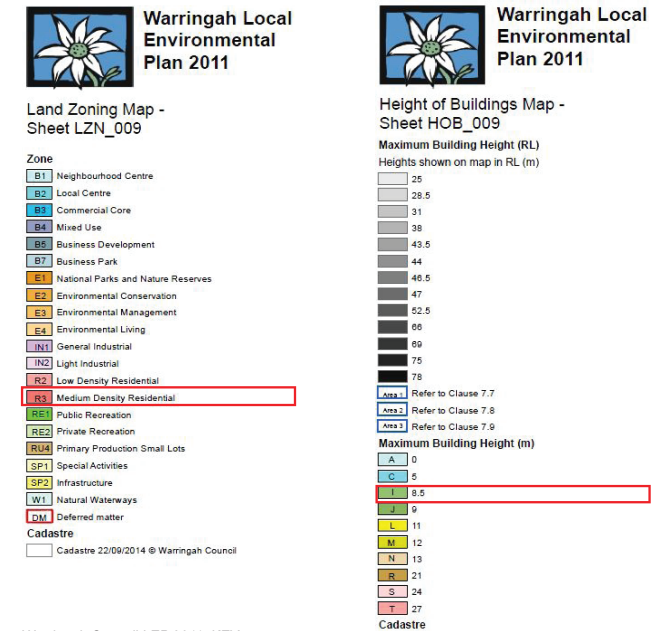
Warringah Council LEP 2011, zoning map.



Warringah Council LEP 2011, heritage map.



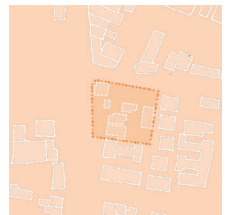
Warringah Council LEP 2011, height of buildings map.



Warringah Council LEP 2011, KEY

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3. LOCAL CONTEXT



3.1 WIDER CONTEXT

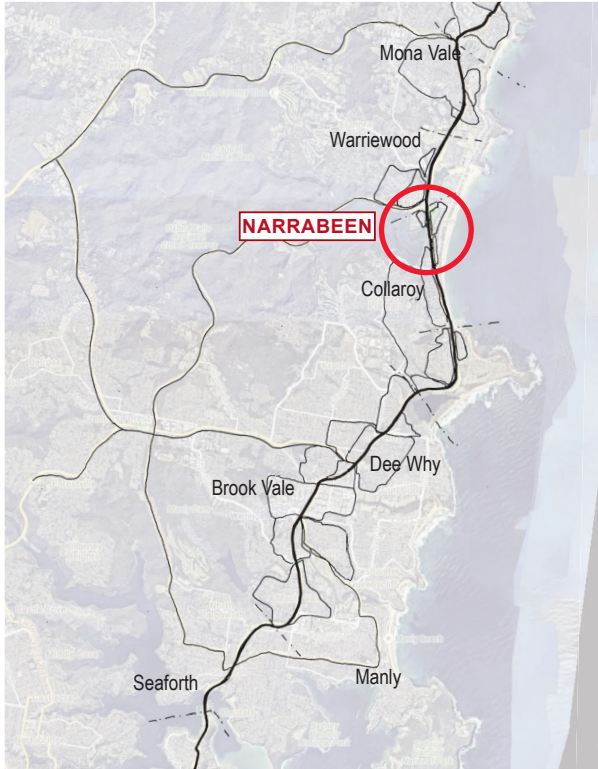


Diagram showing the Narrabeen area in the context of Sydney's Northern Beaches.

This chapter discusses the role of the site in its local context including connectivity, existing heights, views, streetscape, heritage and relevant environmental constraints.

CONNECTIVITY

The site is located on Pittwater Road approximately 26 km north of Sydney's CBD. Pittwater Road is an arterial connection linking villages and centres on Sydney's Northern Beaches. The area has no light or heavy rail connection but benefits from the new B-Line Priority bus services. Pittwater Road is the major connector between Mona Vale and major employment centres in the area as well as to Sydney's CBD.

Narrabeen is well connected to the west via Wakehurst Parkway connecting the area to Warringah Road and Chatswood and via Mona Vale Road to the Pacific Highway and the M2.



Diagram showing the location of the subject site relative to local retail centres.

The journey along Pittwater Road is punctuated by residential areas and green spaces. Villages and town centres are concentrated along this transport spine, the lower density areas and vegetated corridors separate the centres from one another.

Recent years have seen demographic changes and development growth in the area, as well as an increased demand for a wider range of dwelling types. An increased residential density is evident within the LGA with new apartments along beach front areas and in larger centres, reflecting the general population growth. A growing number of residents commute to/from the Northern Beaches area to major employment hubs. The new Northern Beaches Hospital is operational and will generate the need for further revitalisation of the area and increased demand for residential, commercial and retail uses.

3.2 TOPOGRAPHY

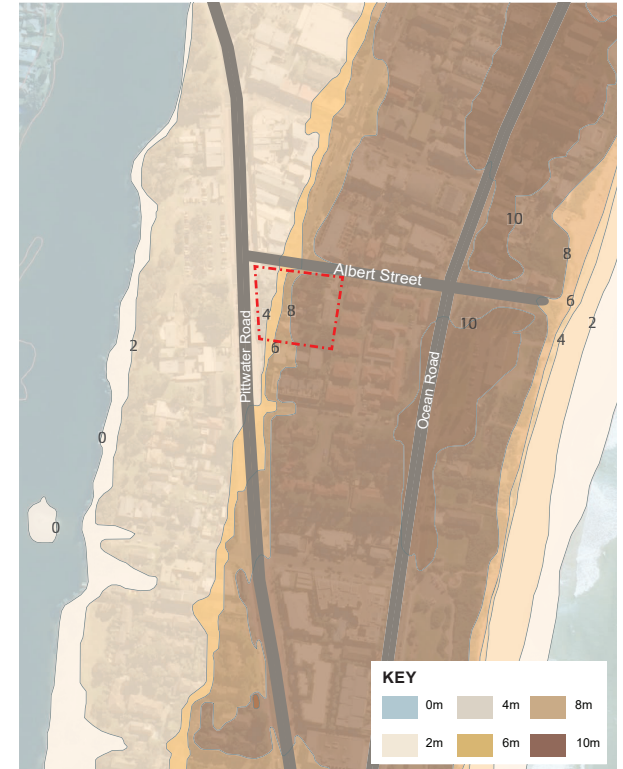


Diagram showing topography (Adapted from SixMaps)

TOPOGRAPHY

The site is located on the edge of the ridgeline extending north to south. Albert Street to the north of the site has views to Narrabeen Lagoon (west) and Narrabeen beach for the eastern part. On the subject site itself, the land falls to the west providing opportunity for views of Narrabeen Lakes and the adjoining recreational areas.

3.3 LOCAL CONTEXT

NARRABEEN

Narrabeen is a beach-side suburb with a unique location between the coast (to the east) and the Narrabeen Lagoon (to the west). The area is characterised by the beach and lake frontage combined with the large bushland corridors to the west and north-west (Deep Creek Valley and Oxford Falls Valley). Narrabeen has a unique and high level of amenity, making it ideal to support additional residential and business opportunities.

The site is located at the 'entry' to Narrabeen Village from the south. The site is visible from a significant distance due to its prominent location, where the main road turns in a north-westerly direction towards the bridge and North Narrabeen. The site occupies the corner immediately opposite the village retail centre. The site currently provides existing commercial uses. It is perceived as the termination of the retail strip.



Pedestrian crossing next to the subject site (right) located at the 'entry' to Narrabeen Village.

The site is located adjacent to the Pittwater Road/Albert Street intersection, directly next to a key pedestrian crossing (Albert Street) which connects the Narrabeen centre to the new B-line bus services (city bound) and the pedestrian crossing connecting the eastern side of Pittwater Road (and the centre) to the western side. The location is part of the daily journey for many commuters as well as visitors to the area. This crossing is also frequently used to access the shopping area from the lake side parks and beach.

On weekends, the Narrabeen markets are held directly opposite the site, around the park and parking area. Pedestrian traffic also passes the subject site on the way to the local Woolworths supermarket or the ocean beach at the end of Albert Street.

EXISTING USES

Commercial uses currently exist on the site including medical suites and a commercial office building servicing the local population hence the site's function is already linked to the commercial character of the centre rather than the residential neighbourhood adjacent to it.



Narrabeen shops and the site viewed from the north.



The Tramshed Cafe and recently renovated playground opposite the site.



Narrabeen village high-street shops (Google Streetview).



Narrabeen Markets at Berry Reserve 50m from the subject site (Northern Beaches Council).

3.4 EXISTING HEIGHTS

EXISTING HEIGHTS

South of Narrabeen, there are a number of taller built forms located along Pittwater Road as the greater built form height tends to be located along major transport spines.

The taller built forms located in the Narrabeen Centre are up to 5 storeys. The tallest forms are located along Waterloo Street, Wellington Street and Lagoon Street. The site terminates the vista of Lagoon Street and a 5 storey development is located immediately opposite to the site, on the northeastern corner of Lagoon Street and Albert Street.

Taller built forms already articulate prominent corners as well as announcing the built form of the centre.

EXISTING VIEWS

A number of views and vistas contribute to the character of the Narrabeen area.

These include:

- Views to the site on approach to Narrabeen from a southern direction.
- Views to Narrabeen centre on approach from Narrabeen north.
- Views to the site from the Lagoon areas along Berry Reserve.
- Views to the site along Lagoon Street from the main street to the subject site.
- General water views from public domain areas and streets to the beach or the lakes.



Diagram showing the general built form pattern and location of taller developments.



Diagram showing key views and vistas.

KEY

- Site boundary
- 1-2 storey developments
- 3 storey developments
- 4-5 storey developments
- Town centre
- Key views to the site
- Water view

STREETWALL HEIGHTS

Existing streetwall heights vary throughout the area. Current streetwall heights within the visual catchment area of the subject site are:

- Pittwater Road: 1-3 storeys
- Lagoon Street: 1-5 storeys
- Albert Street: 1-5 storeys

Recent survey information indicate that several developments along Lagoon Street appear to exceed the current Maximum Building Height (WLEP) applicable to the Town Centre (11m HOB).

These include:

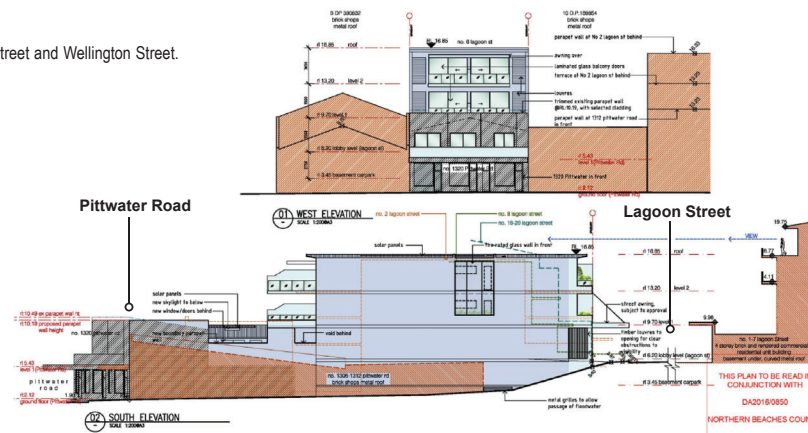
- No. 18-20 Waterloo Street located on the corner of Lagoon Street and Waterloo Street. 4 storeys.
- No 18-20 Lagoon Street located on the corner of Lagoon Street and Wellington Street. 4 storeys.
- No 1-7 Lagoon Street. 5 storeys.
- 1320 Pittwater Road. 4 storeys.
- 1306 Pittwater Road. 4 storeys.



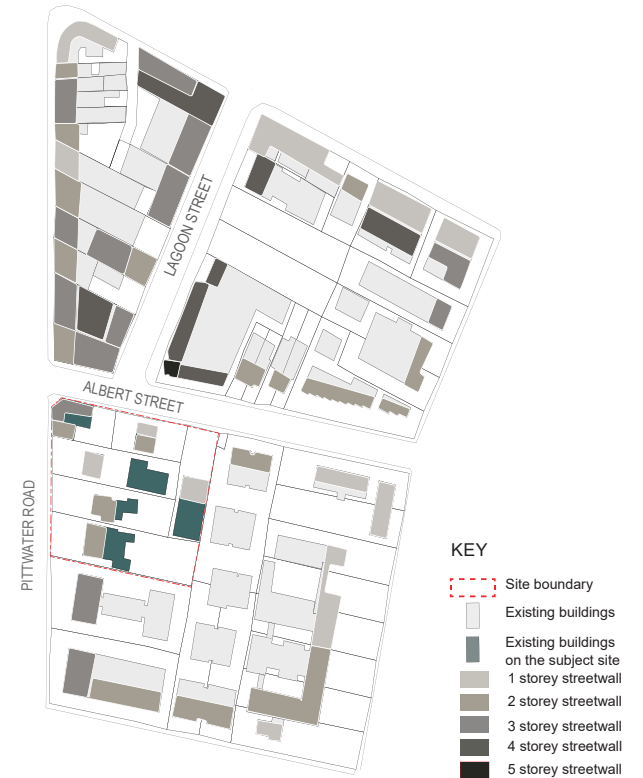
Recent rear addition to No. 1320 Pittwater Road.



Recent addition to No. 1306 Pittwater Road. Streetwall heights along Pittwater Road varies from 1-3 storeys with taller forms visible beyond the streetwall.



Adapted from DA Approval (1320 Pittwater Rd) showing taller developments long Lagoon Street



Existing streetwall heights with greater height along Lagoon Street than along Pittwater Road.



Narrabeen Town Centre as viewed from Pittwater Road with a predominantly 3 storey streetwall height and taller elements beyond.

3.5 STREETScape

The streetscapes of Narrabeen are characterised by a variation of building heights along the main roads as well as in and around the town centre area. Development includes 2 and 3 storey buildings located along Pittwater Road with taller buildings located on secondary streets. The sloping topography results in many examples of 'stepped' building forms with upper levels set back from the streetwall height or expressed as roof forms. The recent development at No.1306 Pittwater Road (DA 2015/1286 also known as No 6 Lagoon Street shown in Photo 6) further emphasises the 'stepped' streetwall heights when viewed from Pittwater Road. Taller forms of 4 storeys above streetwall height are clearly visible from the streetscape.

Currently, Pittwater Road has not benefitted from any significant re-intensification so its scale remains low. Taller development occurs on the streets behind but will over time extend to the major thoroughfare along Pittwater Road.

GMU has studied existing building heights in the area to ensure future redevelopment of the site is compatible with the existing streetscape and character of the Narrabeen Village.



Diagram showing view locations.



1 Subject site viewed from Pittwater Road.



10 (3-4 storeys) Lagoon Street.



Corner of Lagoon Street and Wellington Street 3-4 storeys.



5 (3 storeys) Pittwater Road.



8 Looking east along King Street.



18 View along Albert Street towards Narrabeen Lakes.



3 5 storeys No. 1-7 Lagoon Street (opposite the site).



4 (5 storeys) Albert and Lagoon Street.



6 (4 storeys) Lagoon Street.



22 (4 storeys) Corner of Ocean and Waterloo Street.



2 (3-4 storeys) Albert and Lagoon Street.



11 5 storey existing building at No. 1-7 Lagoon Street.



12 Roof articulation on the corner of Pittwater Road and Waterloo Street.



13 Panoramic view of the site, viewed from Albert Street along the northern boundary of the site.



15 Looking east towards the car park to the village and the site.



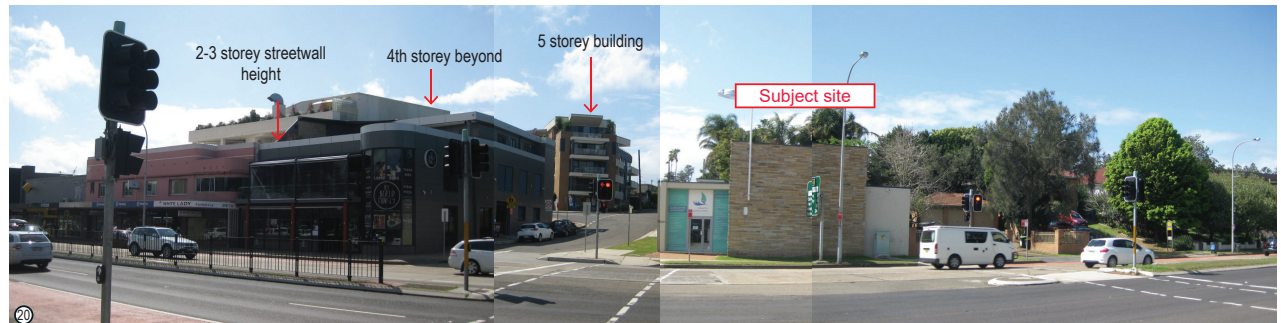
16 View from the western side of Pittwater Road.



17 Distant view of the subject site (at the northern end of Lagoon Street).



19 Barrier restricts pedestrian crossing on Pittwater Road.



20 Panoramic view of the subject site and the pedestrian crossing near Pittwater Road and Albert Street.

3.6 BUILDING ALIGNMENT & LANDSCAPE CHARACTER OF NARRABEEN CENTRE

As part of GMU's context analysis we have considered the existing building alignments, setbacks and landscaping of the surrounding streetscapes as important character elements.

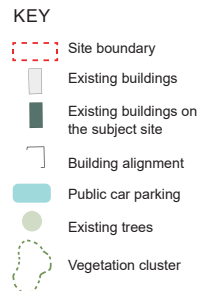
STREETWALL ALIGNMENT AND SETBACKS

Streetwall alignments along Pittwater Road vary but all buildings within Narrabeen Town Centre along the eastern side of Pittwater Road provide a nil front setback the pedestrian interface. Equally, the commercial building on the north western corner of the subject site also provides nil setback to Pittwater Road and Albert Street. The residential properties along Pittwater Road provide front setbacks ranging from approximately 6.5m - 15m (according to NearMap). Along Albert Street, the existing setbacks range from approximately 3m - 20m (according to NearMap).

BUILDING ALIGNMENT



Diagram showing existing building alignment.



LANDSCAPE CHARACTER

Along the eastern part of Albert Street, the landscape character is defined by low garden walls, lawn areas and planter beds with a few mature large canopy tree. West of Lagoon Street, Albert Street currently lacks substantial landscaping features and is dominated by blank walls and full height fencing.

Little landscaping is provided along the retail strip fronting Pittwater Road whereas the western side of Pittwater Road is characterised by large groupings of trees and lake views. Clusters of large trees characterise the residential interface areas fronting Pittwater Road.

LANDSCAPE CHARACTER



Diagram showing existing vegetation (key clusters).

BUS STOPS AND CAR PARKING

Narrabeen is served by a number of bus routes including rapid bus services. Public car parks and bus stops generate pedestrian movements in and around the town centre area in for visitors as well as the local community.

BUS STOPS & CAR PARKING



Diagram showing location of bus stops, public parking and pedestrian crossings.

KEY

- Site boundary
- Existing buildings
- Existing buildings on the subject site
- Public car parking
- Pedestrian crossing
- B-line bus stop
- Local bus stop
- Pedestrian movement
- Active pedestrian area
- School zone

ACTIVATION AND KEY PEDESTRIAN MOVEMENTS

Local residents of the area frequent local retail, schools and medical practitioners etc generating pedestrian activation. However, Narrabeen is also a popular destination for visitors on weekends and public holidays generating pedestrian activity near cafes and recreational areas.

ACTIVATION AND KEY PEDESTRIAN MOVEMENTS



Diagram showing pedestrian activation and key movements.

3.7 THE SITE

According to the survey information provided (Byrne & Associates), the site area by title is approximately 4,718m² and consists of 6 lots. The properties are legally known as Lot 2 DP 84490, Lot 1 DP 613541, Lot 6A DP 200030, Lot 100 DP 773884, Lot 1 DP 615179 and Lot 8C DP 200030 and located at Nos. 1294, 1296, 1298, 1300 Pittwater Road and No. 2 and 4 Albert Street, Narrabeen (the site).

The block is bounded by Albert Street (north), King Street (south), Ocean Street (east) and Pittwater Road (west). The site has a frontage to Pittwater Road, which is approximately 61.7m as well as a frontage to Albert Street, of approximately 75m in length. Currently, a number of buildings are located on the site(s) including a heritage cottage at No. 2 Albert St, a residential dwelling and the corner commercial building occupied by Financial Services, Medical Consulting rooms and Dental Surgery.

The site slopes approximately 6m from the eastern boundary to the western boundary along Pittwater Road.



Location of the subject site.



1943 Aerial photograph showing the subject site (SixMaps)

To inform the built form study, GMU has received advice from a number of consultants summarised below.

HERITAGE

Heritage advice has informed the preferred built form option. A heritage cottage is located at No. 2 Albert Street. It is listed as an item of local heritage significance under WLEP 2011. To the east is 'Furlough House' which is also a listed heritage item of local significance. The heritage advice provided by NBR Architects states the following regarding the significance of the heritage items:

No 2 Albert Street (Item 89)

The heritage item at 2 Albert Street, described above, sits within the subject site and therefore any future development on the site will need to take the significance of the heritage into consideration.

No 72-90 Ocean Street (Furlough House)

The Furlough House site has historical significance for its role in the provision of recreational and community services for families of the armed services since 1918. While the original buildings are gone it maintains a strong continuity of association.

The preferred built form option considers built form transition and observes view sharing principles to ensure an appropriate response to the adjoining heritage properties and has been informed by the heritage report prepared by NBR Architects. The Heritage Impact Assessment Report concludes the following regarding the impacts of the proposed masterplan:

The proposed Masterplan has developed site specific responses to the relationships between the proposed building forms and street addresses, as well as the existing heritage items. These design responses all play a role in protecting and enhancing the views to and from the heritage items.



No. 2 Albert Street is listed as being of local heritage significance.

The masterplan proposes a significantly increased curtilage around the whole building, combined with increased landscaped open spaces through the site which provide additional views of the cottage from the south currently not available.

The proposed setbacks contemplated in the proposal have a positive heritage impact on the heritage item, as the cottage will be able to be more fully appreciated through an improved setting. In particular the appreciation of the residential scale and form that is identified in the statement of significance will be able to be appreciated from the public domain.

There are no adverse impacts on views or the appreciation of the Furlough House site.



'Furlough House' Carpark view (top) and inner lawn (bottom).

VEGETATION

A number of mature trees currently exist on the subject site.

The 'Hills Weeping Fig' to the southeastern corner (rear) of the site contributes to the existing landscape character and is proposed to be retained.

Other significant trees along boundary interface areas will also be retained and will be incorporated into future development as part of the landscape setting.



Mature Weeping Fig on site (to be retained).

FLOODING

The site is located approximately 100m from Narrabeen Lagoon (to the west) and less than 300m from Narrabeen Beach (to the east). Expert advice prepared by Cardno Flood Consultants has identified the flood planning level for the site as 3.6m AHD which is based on 100 year flood level plus 500mm.



Narrabeen Lakes are a characteristic feature of the area.

TRAFFIC

Traffic advice has been provided by TTPP Transport Planning to understand the potential traffic impacts associated with the proposal and inform the location of the vehicular entry to the site. The traffic advice has sought to minimise adverse impacts to local road networks and the Pittwater Road/Albert Street intersection.



The existing building occupied by Financial Services Company on the corner of Pittwater Road and Albert Street.



Corner of Pittwater Road and Albert Street where no footpath is provided.

Based on the traffic advice provided, no vehicular entry is proposed off Pittwater Road. Instead a consolidated vehicular entry to the basement car parking is provided off Albert Street.

The Transport Impact Assessment by TTP Transport Planning concludes the following:

Notably, the removal of all vehicle access directly to / from Pittwater Road will provide benefits to the operation of the B-Line and the bus stop at the site's frontage through the removal of potential vehicle conflicts associated with vehicles slowing to turn into the site or turning out and entering the traffic stream at a slow speed.

It also concludes that the future development traffic is not expected to cause any adverse impact on the performance of surrounding roads and the traffic and parking aspects of the proposed development are satisfactory.



Narrabeen Beach less than 300m from the site (Google Streetview).



B-Line bus stop approximately 25m from the site (City bound).

3.8 SITE CONSTRAINTS

GMU has identified a number of constraints and opportunities that apply to the subject site. These include the following:

CONSTRAINTS

- Proximity to Pittwater Road and associated impacts from significant traffic volumes.
- Heritage item on the site at No 2 Albert Street.
- Proximity to local heritage items to the east of the subject site.
- Sloping topography and the land 'hump' along land Albert Street.
- Lack of continuous footpath along the southern side of Albert Street.
- Large mature trees which constrain the development potential at the south-eastern corner of the site.
- Limited vehicular access to the Albert Street frontage due to the intersection terminating Albert Street to the west (Pittwater Road).
- Flooding constraints.



Site Constraints.

KEY

- | | | |
|-------------------|--------------------------|-------------------------------------|
| Site boundary | No footpath | Mature existing trees |
| Local centre zone | Water views/view sharing | Fence, pedestrian barrier |
| Heritage | Existing car parking | School zone |
| Noise generated | Existing vegetation | Flood Hazard (Medium Risk Precinct) |

3.9 SITE OPPORTUNITIES

The site holds a number of opportunities. These include:

OPPORTUNITIES

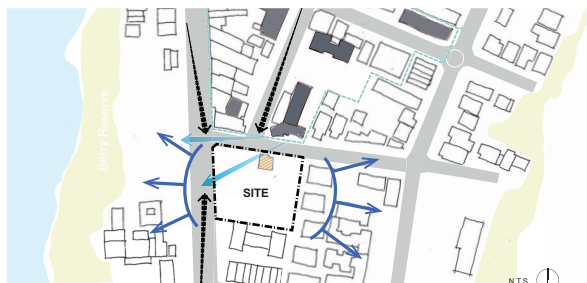
- Strategic location within 50m from B-Line Bus stop, operating between Mona Vale and Sydney CBD with reduced travel time.
- Opportunity to announce the arrival at the Narrabeen Centre whilst improving the activation of the key pedestrian route to the B-Line bus services.
- Good connectivity with the pedestrian route to B-Line bus commuter services to major Local, Strategic and Metropolitan Centres and employment hubs.
- Frontage to Pittwater Road and visual termination of the vista of Lagoon Street, marking the southern edge of the centre and walking distance to the supermarket, retail shops, beach and recreational areas.
- Immediately next to (and currently functioning as key commercial uses of) the town centre area (B2 Zone).
- Opportunity for major built form improvements and activation to corner of Pittwater Road and Albert Street.
- Removal of 3 driveways along Pittwater Road.
- Improvements to the pedestrian interface to allow an easily negotiated footpath along Albert Street.
- Proximity to the newly renovated playground, basket ball court and weekly village markets.
- Opportunity for view sharing due to natural sloping terrain.
- Large consolidated site with two street frontages.
- Existing mature trees and vegetation to provide natural landscape screening and contribute to good quality landscaped areas and communal open spaces.
- Good orientation for residential amenity with minimal overshadowing from existing buildings to the north.
- Retain major tree as a landscape element and buffer.
- Retain and adaptively reuse the heritage cottage.
- Provide an appropriate visual and built form termination to Lagoon Street.
- Assist in meeting part of the area's dwelling targets at the centre and immediately adjacent to the major public transport for the area and recreational amenity nodes.



Site Opportunities - Connectivity and activation

KEY

- | | | | |
|---|----------------------------------|------------------------------|-------------------------------------|
| Site boundary | District views | Community/Markets | Pedestrian crossing |
| Taller developments (4 storeys or more) | Main street | Supermarket | Recently renovated playground |
| B-Line Bus stop | New on-grade commuter carparking | Newly built public amenities | Walking/Cycle route |
| Bus stop | Views to the subject site | Potential vehicular access | Water views/View sharing |
| Existing retail/commercial area | Educational facility | Mature tree to be retained | Existing vegetation cluster on site |
| Pedestrian crossing | Church | Existing heritage cottage | |
| Local Centre zone | Potential for activation | | |



Site Opportunities - Views and vistas

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4. BUILT FORM STRATEGY



4.1 VISION STATEMENT

The new development at the corner of Albert Street and Pittwater Road contributes a retail edge to Narrabeen Village. The active uses to the intersection provide facilities and retail options for residents and visitors accessing the commuter carpark and public transport.

The new development provides a contemporary architecture that enhances the visual character of the centre and its streetscapes.

The large scale of both the existing centre and the site accommodates well-mannered buildings, compatible with adjoining developments. The development reinforces and defines the corner location, providing an improved built form, announcing the entry to Narrabeen town centre. The proposal responds to existing streetwall heights and setbacks and responds to the topography and the sensitive interface to adjoining developments. Along Albert Street, the proposal responds to the existing fine grain lot pattern consistent with the streetscape character.

The proposal retains and adaptively reuses the existing heritage cottage.

The site is generously landscaped and reinforces the landscape character along Albert Street, providing a strong landscape concept complementing the existing street and improving the pedestrian environment along Pittwater Road and Albert Street.

Given the proximity to local shops, schools, community facilities, high-frequency public transport and unique recreational amenities, combined with the likely future development of the area, the proposal delivers the potential for a well considered built form and a positive contribution to the neighbourhood character.

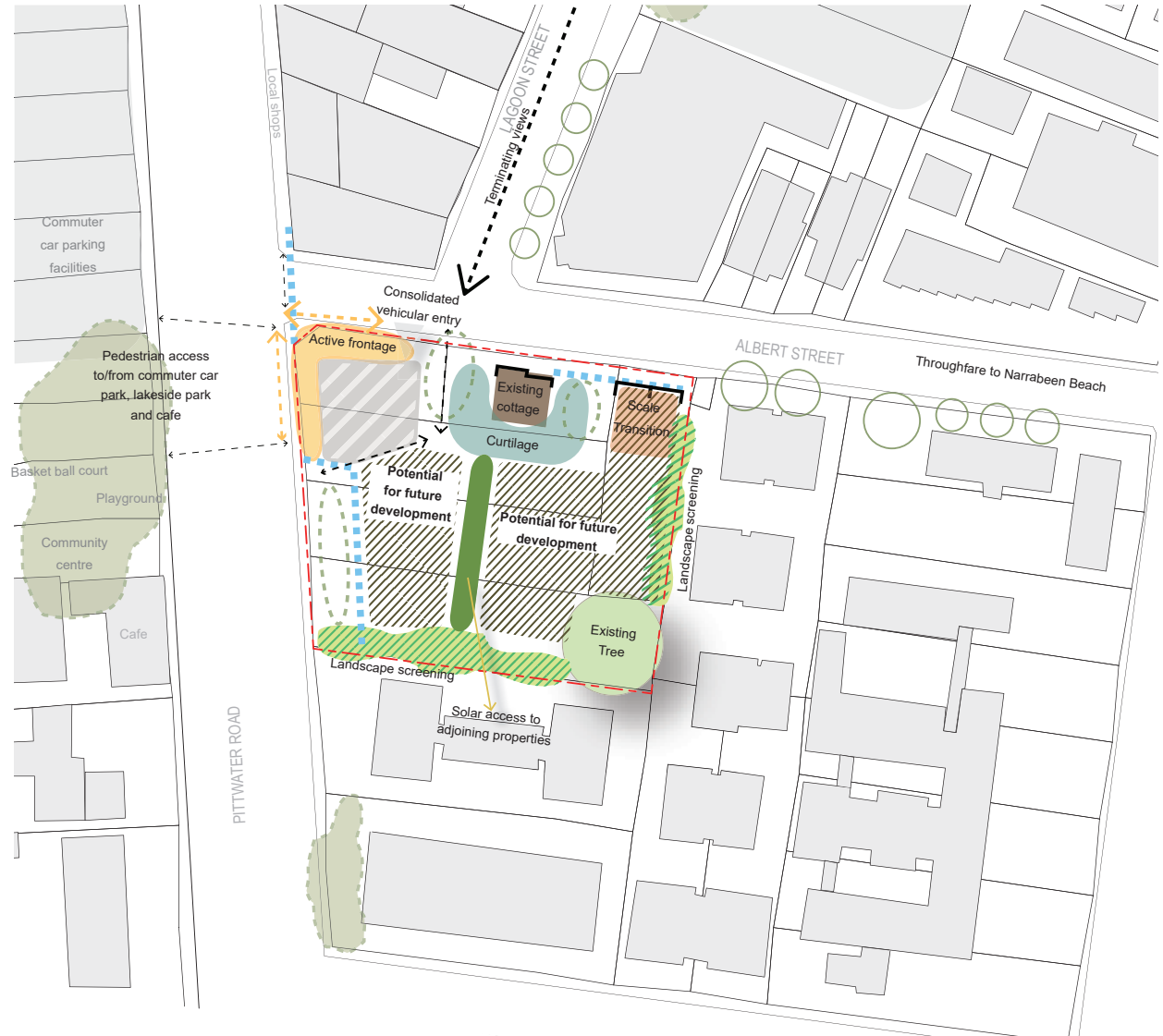


4.2 DESIGN PRINCIPLES

Considering the constraints and opportunities GMU have developed key design principles to guide the future development of the subject site:

DESIGN PRINCIPLES

- Provide a high-quality contemporary mixed use development that achieves design excellence.
- Enhance the Narrabeen Town Centre.
- Activate the southern end of the Town Centre area and a key pedestrian node.
- Respond to topography and natural features.
- Celebrate the entry to the town centre.
- Compliment the scale and rhythm of the existing streetscape along Albert Street and the visual termination of Lagoon Street.
- Enhance and contribute to the landscape character along Albert Street and Pittwater Road.
- Provide a sensitive response to the existing heritage cottage (No 2 Albert Street).
- Retain major landscape elements.
- Buffer adjacent properties using significant new landscaping.
- Apply view sharing principles to minimise amenity impacts to neighbouring properties.



Design Principles for future development on the site.

KEY

- | | | | |
|--|---|--|--|
| | Site boundary | | Landscape screening |
| | Existing buildings | | Existing mature tree |
| | Existing trees visible within the streetscape | | New landscaping to compliment streetscape |
| | Existing cluster of trees | | Front building setback in response to adjoining properties |
| | Active frontage | | Area for potential commercial development |
| | Heritage curtilage | | Improvements to the pedestrian environment |
| | Area for potential future development | | |

4.3 INDICATIVE MASTERPLAN

The indicative masterplan for the site proposes a mixed use development containing 3 built forms and a smaller multi-unit building (terrace house typology) aligning with Albert Street, between the existing heritage cottage and the seniors housing estate (Furlough House).

Vehicular entry is likely to be provided from Albert Street, located to minimise impacts to adjoining properties and contained within the indicative built form to minimise visual exposure. Basement car parking should be provided.

BUILT FORM MASSING

The proposed building footprints and maximum massing as follows:

Potential Built form A

- Is located to the north-western corner of the site aligning with the northern and western boundary. This massing would celebrate the prominent corner location, announcing the entry to Narrabeen Town Centre. This built form could align with the existing buildings to the northern side of Albert Street.
- Potential massing could provide a 3 storey form consistent with existing streetwall heights to the north.
- Commercial and/or retail uses could be provided for the lower levels with residential apartments for the upper floor.

Potential Built form B

- Located immediately to the south of potential massing A, massing B could be joined by a recessed element. Massing B would align with Pittwater Road, providing a 6.5m front setback to the western boundary facing Pittwater Road. It could include residential uses with private gardens to Pittwater Road at ground floor and apartments above.
- Potential massing B could provide a 3 storey streetwall height in response to the adjoining residential development to the south with a recessed 4th upper level within a roof form.

Potential Built form C

- Located to the south-eastern corner of the site, this massing could include a 3 storey form fronting internal open space with a 4th storey contained within a roof form.
- A potential setback of 12 meters could be provided to the south eastern corner to allow for retention of the existing mature fig tree.
- A 6.5m setback to the eastern boundary (for the northern part) would ensure separation and landscape opportunities.
- A 14m setback could be provided to the northern interface and the heritage cottage.

Potential Built form D

(Terrace house typology)

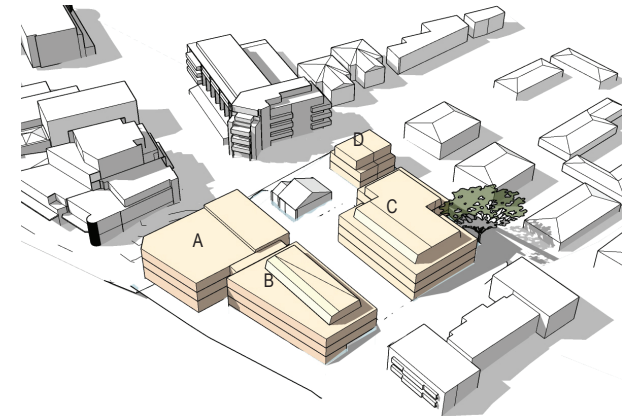
- Respond to the existing 2 storey streetwall height to Albert Street and recess upper

levels.

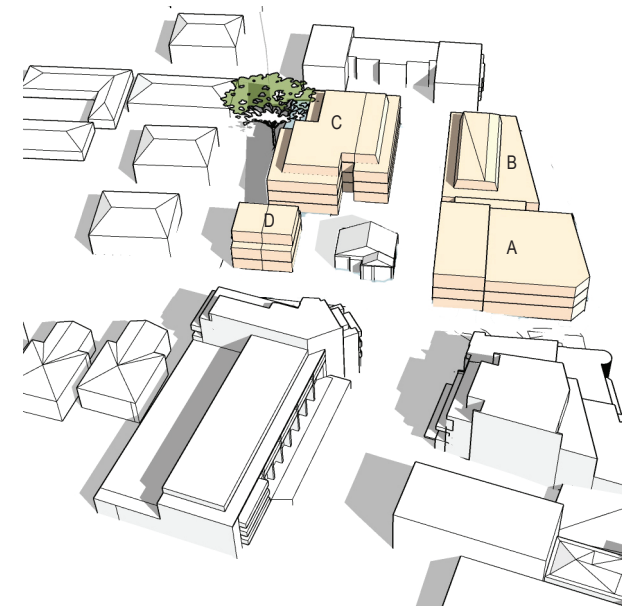
- Provide a sensitive response to the heritage cottage setback by aligning with the existing cottage.
- Provide transition to the lower scale to the east.
- Provide fine grain articulation along Albert Street.
- Allow for buffer plantings through landscaped setbacks. Built form proportions should correspond to those of smaller scale residential developments to the east.
- Share basement car parking between future building forms.

The Cottage

- Retain the existing cottage via adaptive reuse.



A - Birds-eye view looking Northeast.



B - Birds-eye view looking south.

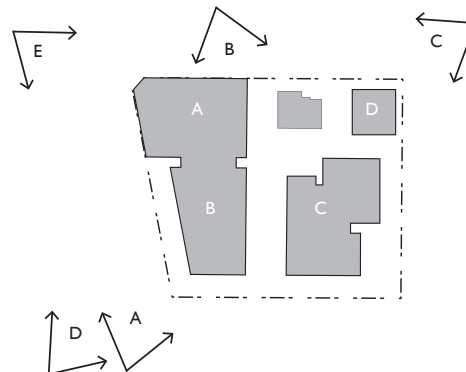
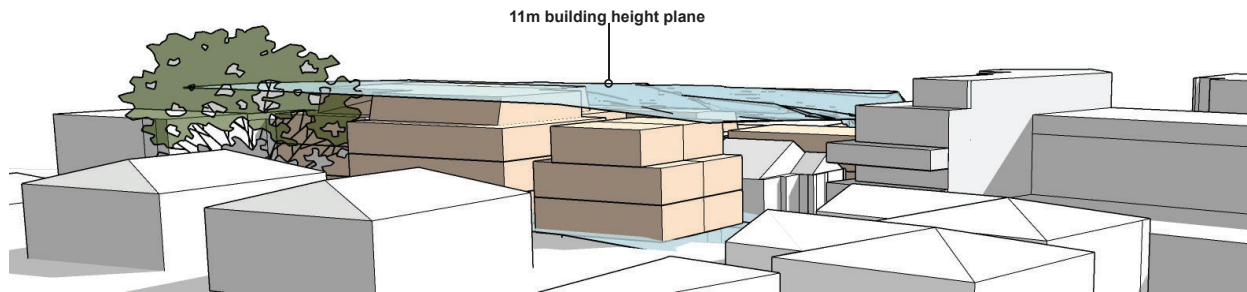
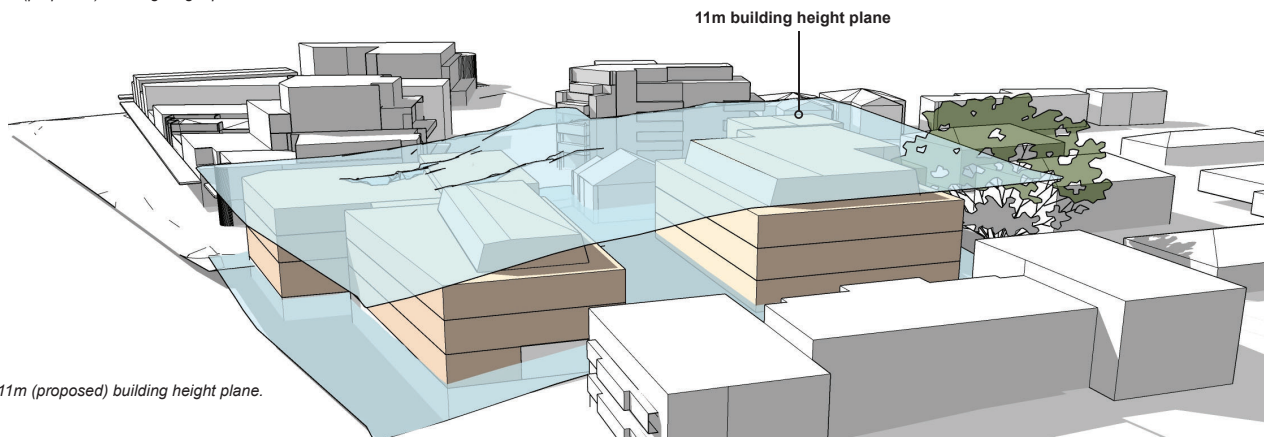


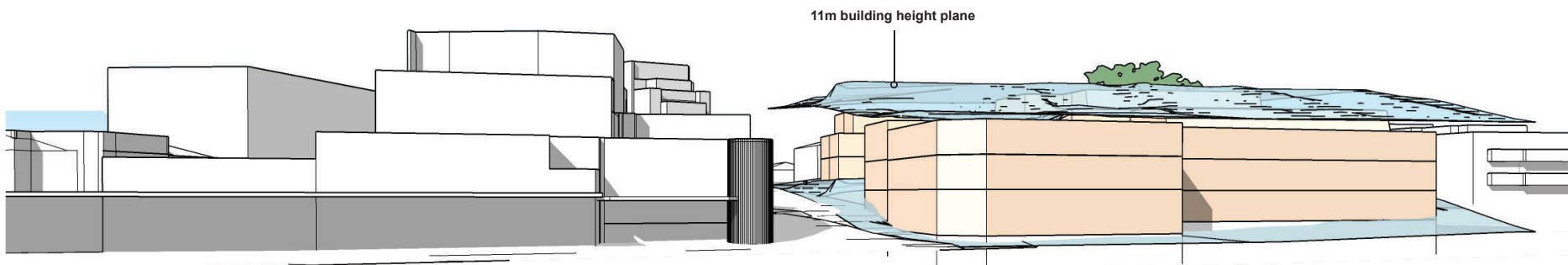
Diagram showing view points.



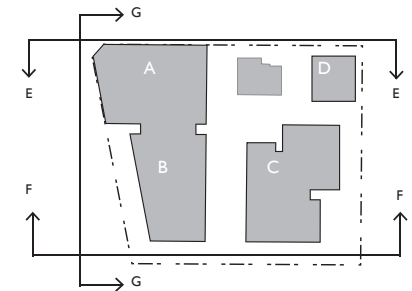
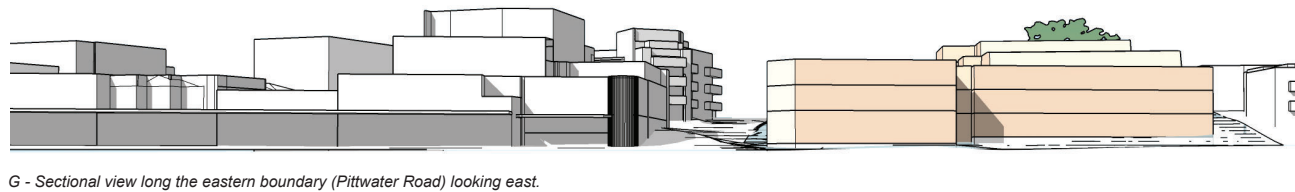
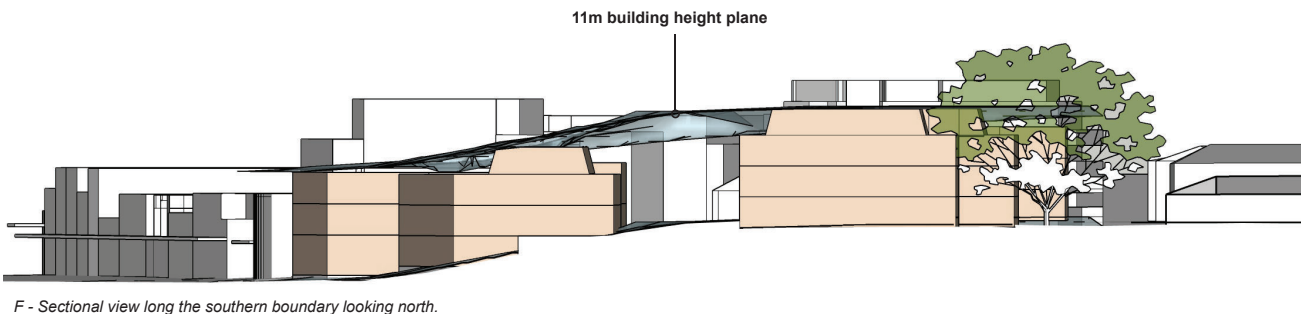
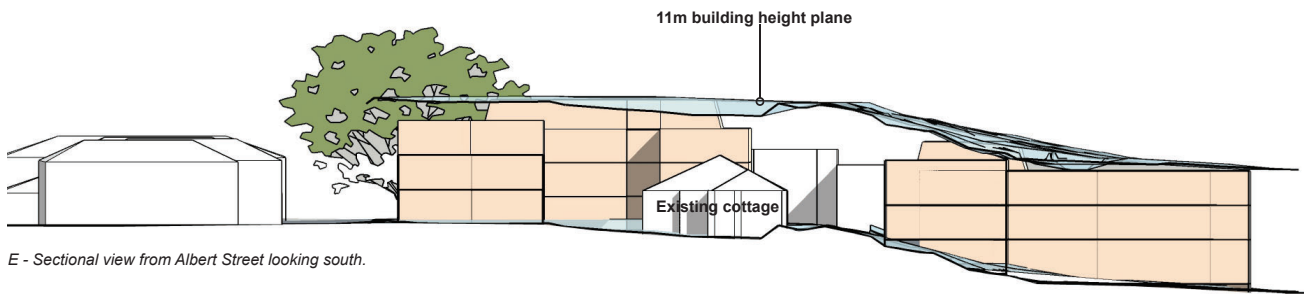
C - Birds-eye view looking west including 11m (proposed) building height plane.

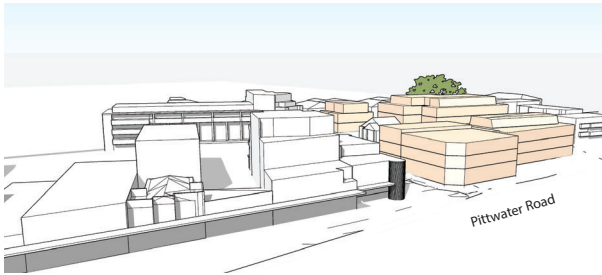


D - Birds-eye view looking north including 11m (proposed) building height plane.

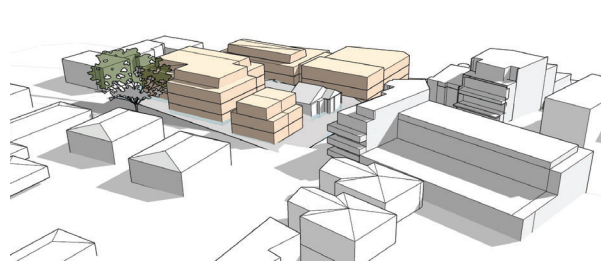


E - Birds-eye view looking east from Pittwater Rd showing 11m (proposed) building height plane.





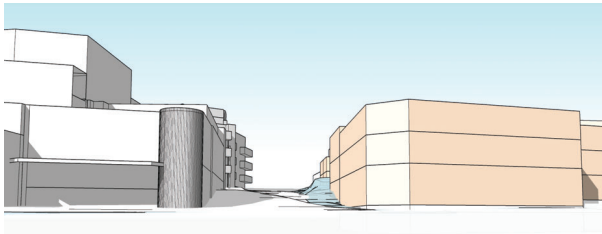
A - Birds-eye view of maximum envelopes from Pittwater Road.



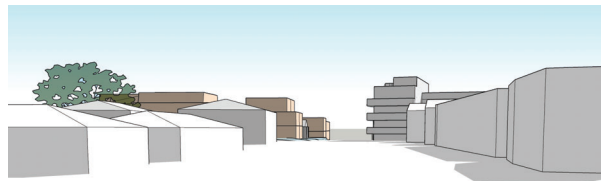
B - Birds-eye view of maximum envelopes looking west from Albert Street.



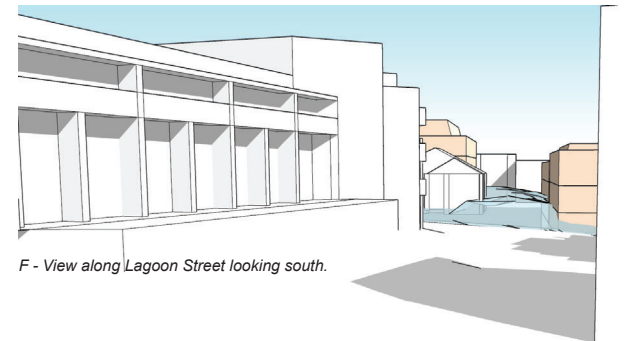
C - Birds-eye view of maximum envelopes looking north-west across the site.



D - View along Albert Street (from Pittwater Road).



E - View along Albert Street looking west.



F - View along Lagoon Street looking south.

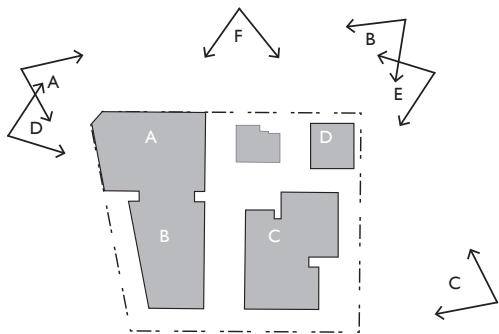


Diagram showing view points.

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5. PREFERRED MASTERPLAN



5.1 THE MASTERPLAN



Diagram showing preferred masterplan (indicative scheme).

5.2 LANDSCAPE STRATEGIES

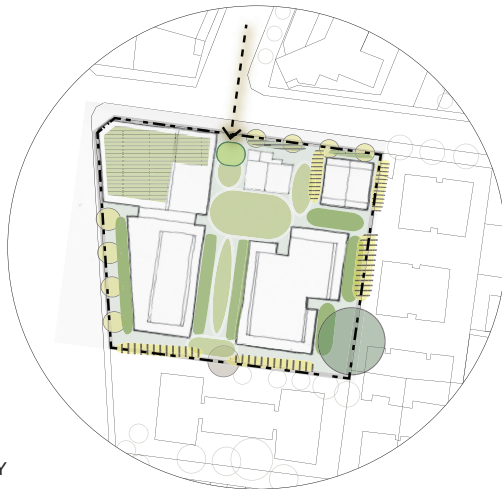
A strong landscape and open space concept is imperative for the site to compliment surrounding streetscapes.

LANDSCAPE & OPEN SPACE

The open spaces within the site and streetscape should provide the following:

- ① A prominent landscape element to the northern part of the site terminating the vista along Lagoon Street looking south from the Town Centre.
- ② Street trees within the street verge to enhance the existing landscape character along Albert Street. Front setback landscape to contribute to the 'greening' of the streetscapes.
- ③ High quality landscaped communal open spaces within and to the northern part of the site offering recreational and gathering areas for residents for social interaction.
- ④ Deep soil areas within the curtilage of the heritage item (the existing cottage) and front, rear and side boundaries to allow for landscape to compliment the setting of the existing cottage and provide visual screening to the new dwellings to the east and buffer plantings.

- ⑤ Provide generous screening vegetation to minimise amenity impacts to adjoining properties.
- ⑥ Retain the existing mature fig tree to the south eastern corner of the site as a significant landscape character element.
- ⑦ Landscaped private gardens to the ground floor apartments, along the western boundary.
- ⑧ Private open spaces and landscaped communal open space to the centre of the site between the built forms. Open spaces are orientated to maximise solar access to future private courtyards and to the existing development to the south (No 1290 Pittwater Road).



KEY

- | | |
|---|---|
| Site boundary | Deciduous tree |
| Retain existing mature fig tree | Private open spaces |
| Landscape element to mark the terminating vista | Landscape screening (to include existing vegetation where possible) |
| Main communal open space | Solar access |
| Rooftop communal open space | Terminating vista |
| Increase streetscape landscaping | |



Diagram showing landscape elements.



View looking south along Lagoon Street (Google Streetview).



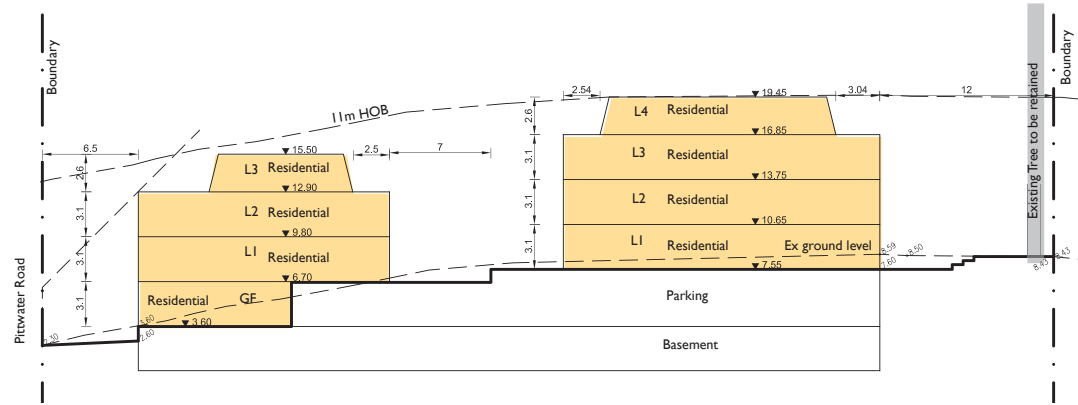
View looking south along Lagoon Street (Google Streetview).



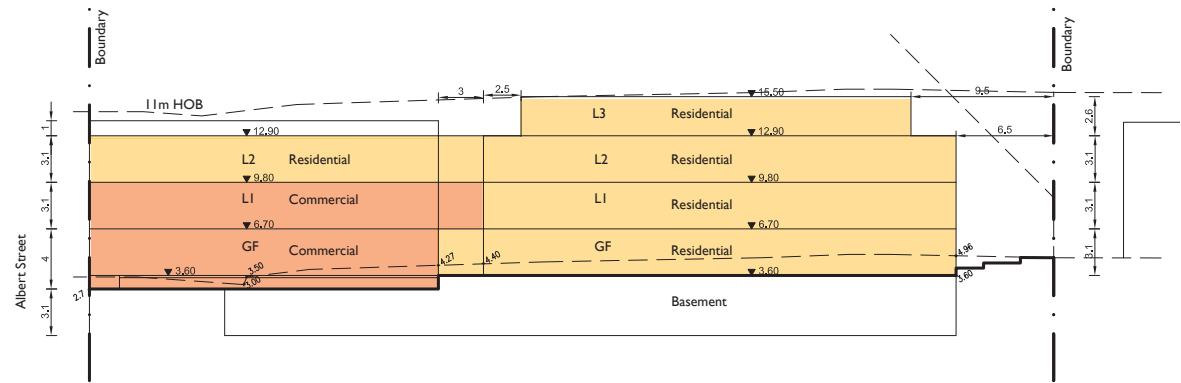
View looking east along Albert Street (Google Streetview).

5.3 SECTIONAL STUDIES

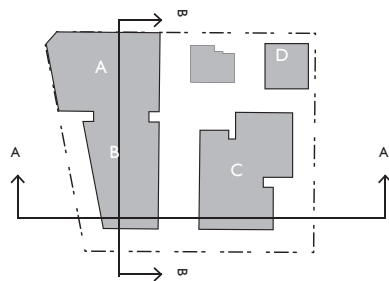
The building envelopes in the preferred masterplan have been configured to consider the existing scale relationships along the site's two street frontages. Other considerations include the natural topography, flood constraints, solar access, natural ventilation, view impacts and retention of existing vegetation.



Principle section AA.



Principle section BB.



KEY

	RESIDENTIAL USE
	COMMERCIAL USE

5.4 URBAN DESIGN GUIDELINES

To guide the future development of the site, GMU have developed the following site specific design principles and guidelines.

MAXIMUM BUILDING HEIGHT

Building heights principles:

- Achieve a height appropriate for a site that functions as part of Narrabeen Village Centre.
- Achieve appropriate height transitions to adjoining properties and sensitive interfaces.
- Responding to the natural topography and characteristics of the site.
- Minimise visual impacts to adjoining properties and ensure that the built form scale does not visually dominate the streetscape.

Controls:

- Provide a maximum height control of 11m.
- Provide a maximum 3 storey streetwall height to Pittwater Road and to the western portion of the Albert Street frontage .
- Provide 2 storey streetwall height to the eastern portion of the Albert Street frontage to transition to adjacent 2 storey development.

BUILDING SETBACKS AND SEPARATION

Setbacks and building separations principles are:

- Setbacks are to compliment the existing and future character of the area.
- Provide appropriate separation to the existing heritage item on the site and provide an appropriate setting for the cottage.
- Separation to adjoining properties is to provide high levels of amenity and landscaping opportunities.
- Front setbacks should reinforce the street corner and transition to adjacent developments to both streets.

Controls:

- Setbacks and separation distances should generally be consistent with Fig 1.

OPEN SPACE AND LANDSCAPING

Open space and landscaped principles:

- Landscape opportunities should be provided to the streetscape, side and rear boundaries and within the site to enhance the existing landscape character of the streetscape and the area.
- Deep soil areas should allow for sufficient landscape screening to mitigate the perceived scale of the built form to adjoining residential properties.

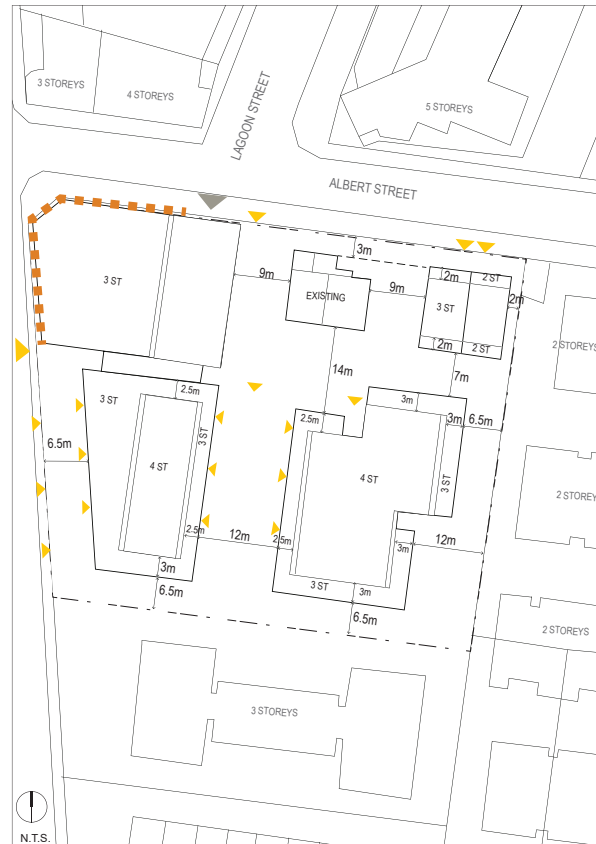
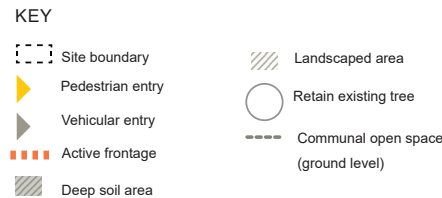


Fig. 1, Urban Design Principles.



ACCESS

Arrangements for site access should seek to:

- Consolidate vehicular entries and improve the pedestrian environment where possible.
- Locate vehicular entries to minimise impacts to adjoining properties.
- Design pedestrian entries to compliment the streetscape and minimise impacts to adjoining properties.



Fig. 2, Urban Design Principles - landscape guidelines.

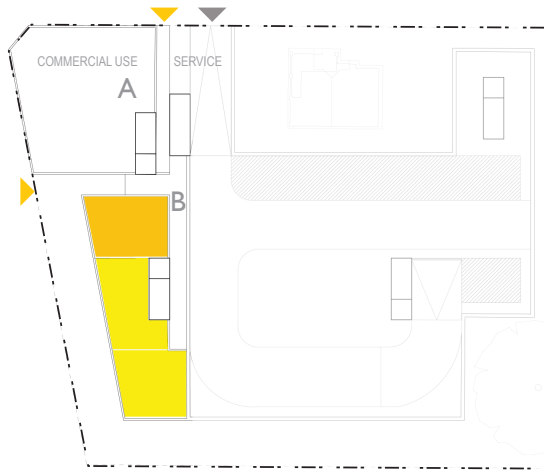
ACTIVE FRONTAGES

- Increase active frontage areas to revitalise the southern end of the Town Centre in response to pedestrian activity nodes.
- Create a high-quality and attractive streetscape response to improve the amenity to public domain interfaces.
- Provide improvements to the pedestrian environment where possible.
- Provide active uses generally consistent with Fig 1.

5.5 APARTMENT DESIGN GUIDELINES

AMENITY REQUIREMENTS

Indicative layouts for building envelopes



Ground floor.



Level 1.



Level 2.

SOLAR ACCESS

LEVEL	G	1	2	3	4		
2HRS OR MORE	2	11	19	8	-	40	81.6%
LESS THAN 2HRS	1	5	3	-	-	9	8.3%
LESS THAN 15MINS	-	-	-	-	-	-	-
TOTAL	3	16	22	8	-	49	100%

81% OF UNITS RECEIVE 2 HOURS OR MORE SOLAR ACCESS DURING MID-WINTER

NO UNITS RECEIVE 15 MINUTES OR LESS SOLAR ACCESS DURING MID-WINTER.

KEY

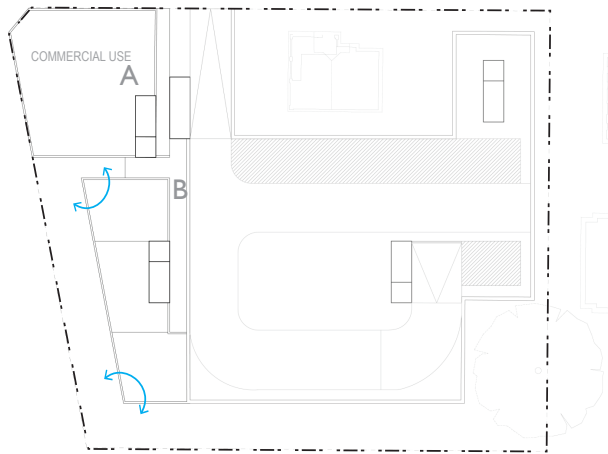
- UNITS RECEIVING MINIMUM 2 HOURS
- UNITS RECEIVING LESS THAN 2 HOURS
- UNITS RECEIVING LESS THAN 15 MINUTES
- PEDESTRIAN ENTRY
- VEHICULAR ENTRY



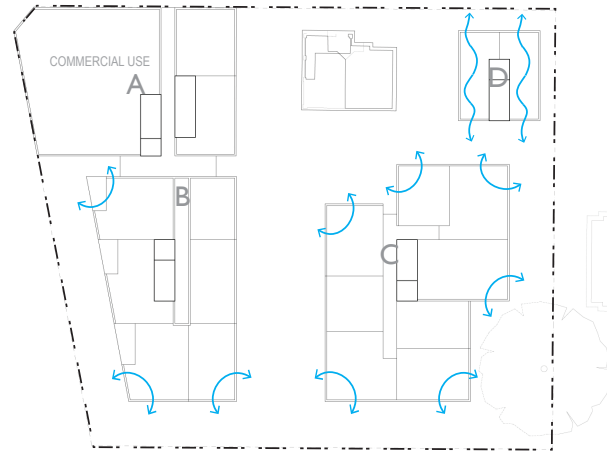
Level 3.



Level 4.



Ground floor.



Level 1.



Level 2.

CROSS VENTILATION

LEVEL	G	1	2	3	4		
CROSS VENTILATION	2	11	13	6	-	32	65.3%
NO CROSS VENTILATION	1	5	9	2	-	17	34.6%
TOTAL	3	16	22	8	-	49	100%

65.5% OF UNITS ARE NATURALLY CROSS VENTILATED

KEY

 NATURALLY CROSS VENTILATED UNITS



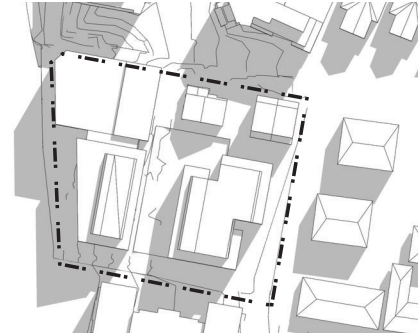
Level 3.



Level 4.



Overshadowing diagram 9am mid-winter



Overshadowing diagram 10am mid-winter



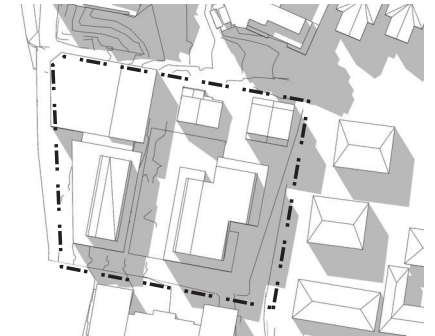
Overshadowing diagram 11am mid-winter



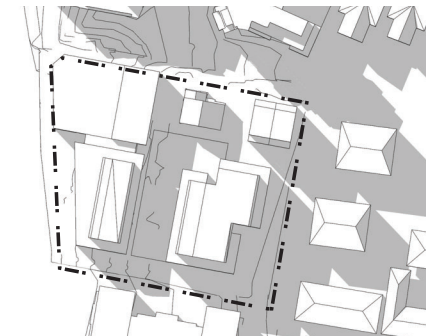
Overshadowing diagram 12pm mid-winter



Overshadowing diagram 1pm mid-winter



Overshadowing diagram 2pm mid-winter



Overshadowing diagram 3pm mid-winter

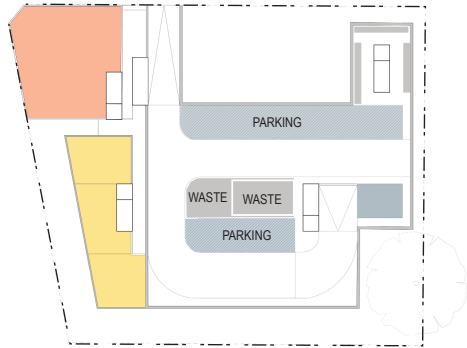
OVERSHADOWING IMPACTS

THE ADJOINING PROPERTY AT NO 1290 PITTWATER ROAD RECEIVES ADDITIONAL OVERSHADOWING HOWEVER, BETWEEN 10AM AND 1PM THE NORTHERN FACADE OF NO 1290 RECEIVES FULL SOLAR ACCESS TO THE NORTHERN FACADE.

THE ADJOINING DEVELOPMENTS AT NO 72-90 OCEAN STREET (FURLOUGH HOUSE) DO NOT RECEIVE ADDITIONAL OVERSHADOWING IMPACTS UNTIL AFTER 2PM.

THE PROPOSAL WILL RESULT IN MINOR OVERSHADOWING IMPACTS TO THE PUBLIC DOMAIN ALONG PITTWATER ROAD IN THE MORNING HOWEVER, NO OVERSHADOWING IMPACTS TO THE PUBLIC DOMAIN ALONG PITTWATER ROAD WILL OCCUR AFTER 11:30 AM MID-WINTER

5.6 CONCEPT LAYOUTS



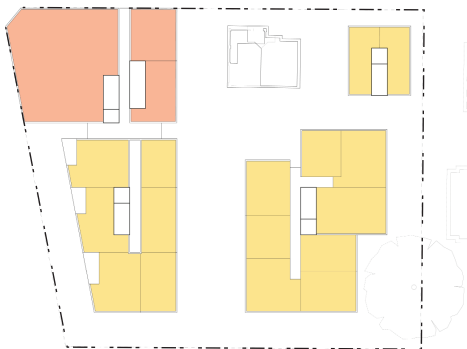
Ground floor.



Level 2.



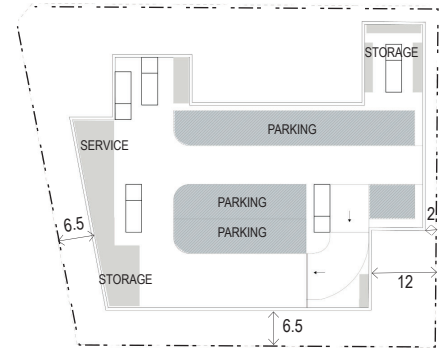
Level 4.



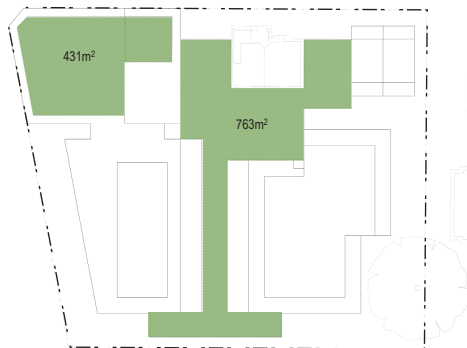
Level 1.



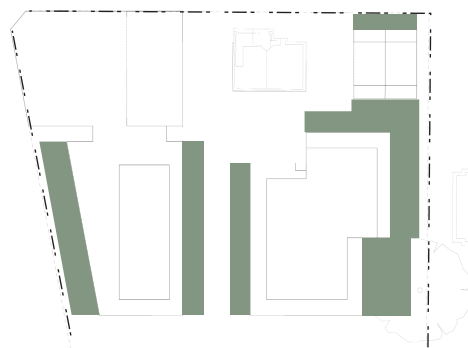
Level 3.



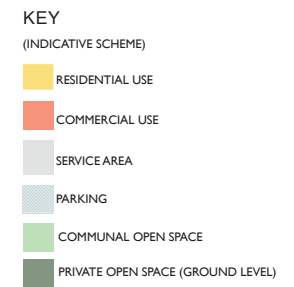
Basement.



Roof Plan - Communal Open Space



Roof Plan - Private open space (ground floor)



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6. RECOMMENDATIONS



6.1 DEVELOPMENT OUTCOMES (INDICATIVE SCHEME)

SITE AREA			4,718sqm
CONTROL	WDCP	ADG	INDICATIVE SCHEME
MAXIMUM BUILDING HEIGHT			11m
NO OF UNITS (INDICATIVE SCHEME)			49 UNITS (could vary up to 60 units pending mix and capacity to meet ADG)
DEEP SOIL AREA		min 7% of site area	1,592 sqm / 33%
LANDSCAPED AREA	(includes landscape above structure - basement)	50% of site area	2,213 sqm / 47%
COMMUNAL OPEN SPACE (GROUND FLOOR AND ROOFTOP)		min 25% of site area	1,193 sqm / 25%
SOLAR ACCESS (UNITS - INDICATIVE SCHEME)		min 70%	81%
CROSS VENTILATION (UNITS - INDICATIVE SCHEME)		min 60%	65%
SOLAR ACCESS C.O.S (MIN 2 HRS TO % OF PRIMARY USABLE SPACE)		min 50%	66%
SOLAR ACCESS (UNITS - INDICATIVE SCHEME)		min 70%	81%

6.2 CONCLUSIONS

GMU and the project team have undertaken extensive analysis of the site and the area and its potential future role in support of the growth of the area. We have developed a masterplan for the site through comprehensive evidence based analysis to ensure an built form outcome for the site.

GMU consider it appropriate to provide a built form scale on the site consistent with the Town Centre to the north given the existing uses on the site, the prominent location terminating vistas along Lagoon Street. This is further reinforced by substantial public transport upgrades and commuter parking facilities directly to the west of the site. The proposal provides an opportunity to link a number of destinations to the town centre and facilitate further activation and walkability to Narrabeen village. The proposal will improve public domain interfaces and will strengthen the area's connectivity to provide a more pleasant and activated environment for local residents and visitors.

Should a site-specific DCP be required, this will be prepared based on the Urban Design Guidelines nominated in this report.

GMU recommend that Council support the following amendments to the WLEP:

- Amend the permissible maximum building height to 11m
- Introduce additional uses as permissible on the site