



Draft Brookvale Structure Plan

November 2023



northern
beaches
council

Acknowledgement of Country

We acknowledge the Traditional Custodians and their Country on which we gather today. By these words we show our respect to all Aboriginal people. We acknowledge Elders past, present and emerging and the spirits and ancestors of the Clans that lived in this area.





Contents

Introduction	H	The Structure Plan	10	Key considerations for future planning	28
The journey so far	2	Structure plan moves	11	Affordable housing	28
The need for change	6	Character sub-precincts	14	Transport and car parking	29
Delivering a Vision	8	The Core	16	Community infrastructure	34
Vision statement	8	Roger Street	20	Arts and creativity	35
Aspirations	9	Pittwater Road	22	Sustainability	36
		Industrial East	26		
		Industrial West	27		

Potential future opportunities	37	Where to from here?	51
Recommended LEP planning framework	38		
Special Area Development Control Plan	44		
Implementation	45		
Brookvale Structure Plan Action Plan	46		

B-Line	High frequency, limited stops bus service between Mona Vale and Sydney CBD
Brookvale investigation Area	The area included in purple outline in Figure 1
Council	Northern Beaches Council
DCP	Development control plan
District Plan	The North District Plan
Environmental planning instrument	State environmental planning policy or local environmental plans
GCC	Greater Cities Commission (former Greater Sydney Commission)
LEP	Local environmental plan
LGA	Local government area
LSPS	Local strategic planning statement

Planning instrument	A strategic plan, environmental planning instrument or development control plan
Region Plan	The Greater Sydney Region Plan - A Metropolis of Three Cities
SEPP	State environmental planning policy
Standard Instrument	Standard Instrument - Principal Local Environmental Plan
Strategic plan	A regional strategic plan, district strategic plan or local strategic planning statement
Structure plan	A plan that outlines the direction of future land use and growth
The Department	NSW Department of Planning and Environment
NSW	New South Wales
WSUD	Water Sensitive Urban Design

Introduction

The revised draft Brookvale Structure Plan (the revised Structure Plan) provides the strategic land use planning framework for Brookvale over the next 15 years. It sets the vision and land use strategy for Brookvale that aims to reinforce its role as a Strategic Centre taking into account environmental, social, economic, traffic, transport and accessibility considerations.

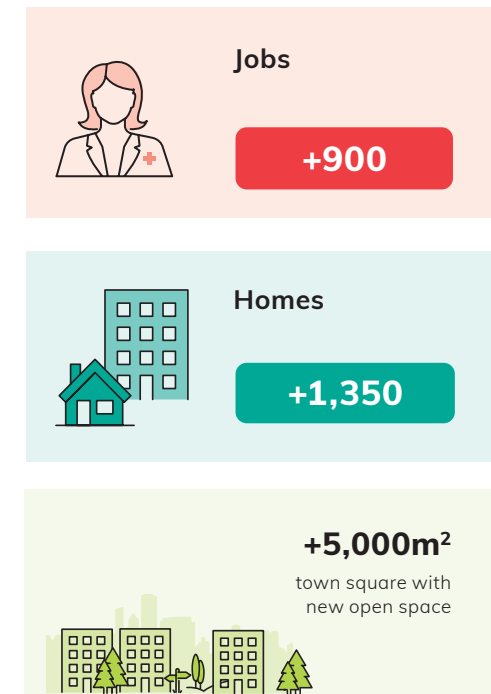
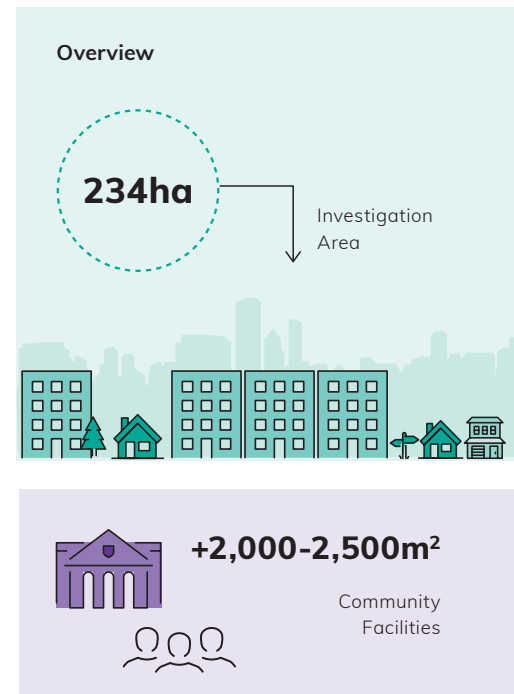
Importantly, the revised Structure Plan seeks to implement the outcomes of 'Towards 2040 - Northern Beaches Local Strategic Planning Statement' (LSPS). These strategies seek to deliver on the following key principles for growth in Brookvale:

- supporting Brookvale as an employment-based centre
- preserving the integrity of industrial lands
- establishing a core area for commercial, civic and recreation uses near the B-line stop, including a new 5,000sqm town square with open space and a multi-purpose community facility
- integrating Warringah Mall with its surrounding urban structure
- enhancing Brookvale's identity and sense of arrival
- bringing life back to streets, including the revitalisation of Pittwater Road and increasing residential population that will support greater activity
- ensuring appropriate land use interfaces
- increasing blue and green infrastructure such as urban tree canopy and establishing green grid links to new and surrounding public open spaces and supporting the Brookvale and Curl Curl Creeks
- supporting sustainability (net zero and low emissions) resilience to address flood and urban heat risks
- improving public transport and regional cycle networks to the Sydney CBD, Frenchs Forest, Mona Vale and Manly
- supporting the night-time economy, creative and innovative industries and public art.

While Brookvale will continue to be a place for jobs, new housing will be provided to leverage recent infrastructure such as B-Line improvements and will be supported by new and improved public spaces and community infrastructure.

Updated traffic modelling and analysis has identified capacity to support an additional 1,350 dwellings and 900 jobs with minor traffic infrastructure upgrades in Brookvale. Growth beyond this capacity will be subject to funding commitments to deliver major road upgrades, including the grade separation of Warringah Road and Pittwater Road intersection.

This revised structure plan seeks to support this level of growth over the next 15 years, while preserving certain areas that may be unlocked for additional growth subject to the delivery of these transport infrastructure upgrades.





The journey so far

In August 2015, Council resolved to prepare a Structure Plan for Brookvale to support the coordinated growth of the centre. Extensive research and analysis was undertaken to understand how Brookvale functions and what contribution it makes to the Northern Beaches and beyond. This process was informed by a number of engagement activities, including stakeholder meetings, drop-in sessions and on-line tools. This included a bespoke web page and an information stall at the Brookvale Show.

During September 2017, the draft Brookvale Structure Plan was publicly exhibited to gather community feedback on the proposed framework. The 2017 version of the draft Structure Plan sought to ensure that Brookvale remained as a sustainable employment hub into the future, whilst also considering key issues such as employment retention and growth, opportunities for affordable housing, linkages to the proposed B-Line, capacity of transport infrastructure as well as pedestrian and cycle connectivity. Overall, the previous draft Structure Plan (2017) planned to support approximately 670 dwellings* and 1,700 jobs by 2031.

Since that time, the Greater Sydney Commission finalised the Greater Sydney Region Plan and North District Plan in March 2018 and Council adopted the Northern Beaches Local Strategic Planning Statement in 2020.

These plans identify Brookvale as an employment and innovation centre that:

- supports long-term employment growth and opportunities to deliver higher-order employment uses
- provides a core activity point and open space outside of Warringah Mall shopping complex
- integrates mixed-use development comprising a mix of offices, retail, services, creative uses and housing
- protects industrial and urban services land
- improves walking and cycling connections.

* The 2017 plan was for 1,200 residents and assumed 1.8 persons per dwelling. Using a current adopted average household size of 2.1 persons per dwelling, the previous plan supported 570 additional dwellings.

Legend

- Investigation Area Boundary
- B B-Line Stop



A review of the following strategic plans and policy was undertaken to identify emerging directions for the planning of Brookvale. (see Analysis Report). This includes:

- The Greater Sydney Region Plan - A Metropolis of Three Cities
- The North District Plan
- Towards 2040: Local Strategic Planning Statement
- Northern Beaches Local Housing Strategy (NBLHS)
- Requirements set by the NSW State Government in approving the NBLHS and recent decisions made in relation to Ingleside precinct
- Northern Beaches Affordable Housing Contribution Scheme
- Northern Beaches Employment Study
- Northern Beaches Resilience Strategy (Withstand.Adapt.Thrive)
- Draft Northern Beaches Social Infrastructure Strategy (in development)
- Draft Northern Beaches Environment Study
- Northern Beaches Environment & Climate Change Strategy 2040 (Protect.Create.Live)
- Northern Beaches Move Transport Strategy
- Northern Beaches Community Centres Strategy
- Northern Beaches Snapshot Towards a 24-Hour Economy

Supporting technical analysis

In response to the submissions received in 2017, additional technical analysis has been undertaken to inform the revised Brookvale Structure Plan, including:

- the 2021 Brookvale-Dee Why Transport Management and Accessibility Plan (TMAP) which includes updated traffic modelling to determine the maximum traffic capacity of the Brookvale and Dee Why Town centres
- updated economic analysis to understand the shift in employment growth and composition in Brookvale
- updated feasibility testing to assess the viability of mixed use development in Brookvale based on the proposed built form outcomes of the revised Structure Plan and determine the capacity to deliver affordable housing.

The Analysis Report documents the further technical analysis undertaken.



The need for change

History

Aboriginal people lived on the Northern Beaches for millenia before the arrival of Europeans. Members of the first fleet took numerous expeditions to the Northern Beaches in those first few years searching for good farming land but finding the land unsuitable, left the area alone and it would be a further 30-40 years before settlers came to live here. By this time, the numbers of Aboriginal people in the area were limited and there are few stories of early European contact with Aboriginal people. Their presence, however, is represented by the exceptional number of rock engravings found in its sandstone.

As one of the first villages outside Manly, Brookvale has a diverse and rich history. Founding father William Frederick Parker purchased land on the outskirts of Manly near a brook in 1836 and gave his land the

name Brookvale Farm. It would be some years before a village began to develop and not until the first school was established in 1887 that the name Brookvale was attached to the area. It was for a few years prior to this known as Greendale. The pioneer farmers and tradespeople of the late 1800s were joined by Chinese market gardeners, then European migrant market gardeners and poultry farmers following World War II. From the 1950s, much of Brookvale transitioned into an expanding industrial hub where anything you needed could be bought, sold or made. Warringah Mall replaced Manly as the main retail destination of the Northern Beaches when it opened in 1963.

Despite Brookvale's history and role as the Northern Beaches' largest employment hub, the potential of the centre has not been realised. While being an important strategic centre within the North District, the current planning controls within Brookvale do not promote the vision for Brookvale as a location that enables future growth in employment, productivity, creativity and new homes.

Furthermore, traffic capacity issues and limited transport infrastructure prior to the operation of the Northern Beaches B-Line service as well as other constraints such as flooding and development feasibility have also presented challenges for development in the area.

Brookvale is home to a number of professional and creative industries which have emerged organically due to the availability of affordable workspaces. There is an opportunity to further support these industries within Brookvale through the provision of flexible employment floor space that can accommodate these types of activities and support broader Council initiatives to establish a creative arts hubs in Brookvale. Further, the revitalisation of streets and public

open spaces presents opportunities to showcase locally-made public art to infuse creativity in the public domain.

Complementing the current industrial, creative and retail activities in Brookvale, there is a need to support more higher-order employment within the centre. A key action for Brookvale is to establish a central hub of commercial, civic and entertainment functions that will help to provide a 'heart' for Brookvale and provide stronger visibility and awareness of the thriving small business community on the Northern Beaches. By establishing an attractive commercial, civic and entertainment core in Brookvale, this can draw commercial office demand from surrounding centres including Manly, Balgowlah and Dee Why while enticing home based businesses into a more professional setting where they can grow and do business with each other.

Historical development of Brookvale has also delivered limited greening and tree canopy cover that has resulted in a low-amenity environment, which suffers from urban heat and has limited areas for recreation and leisure. The revised draft Brookvale Structure Plan presents the opportunity to renew and

lift the amenity of Brookvale through high-quality design of new buildings and public domain. This can be achieved by encouraging amenity-focused, mixed-use development of a suitable height and scale that is feasible and enables quality urban renewal outcomes such as new open spaces, new pedestrian connections and laneways, and enhanced urban greening and canopy cover. The delivery of blue and green infrastructure also has the potential to reduce flood risk and urban heat, while filtering rain runoff and providing habitat and urban amenity.

Housing affordability is a key priority for Council and for many residents living in the Northern Beaches. The renewal of Brookvale is an opportunity to deliver more apartment-type homes that will assist Council's aim to provide a diversity of housing in well-serviced locations with easy access to transport, open space and services.

While delivering a diversity of new homes can assist in housing affordability, dedicated affordable housing will also be needed. There is a current shortfall of around 8,100 social and affordable housing dwellings in the LGA which will increase by a further

1,880 dwellings by 2036. Brookvale presents a significant opportunity to move toward this target by delivering new affordable housing dwellings as part of any new residential development in the area.

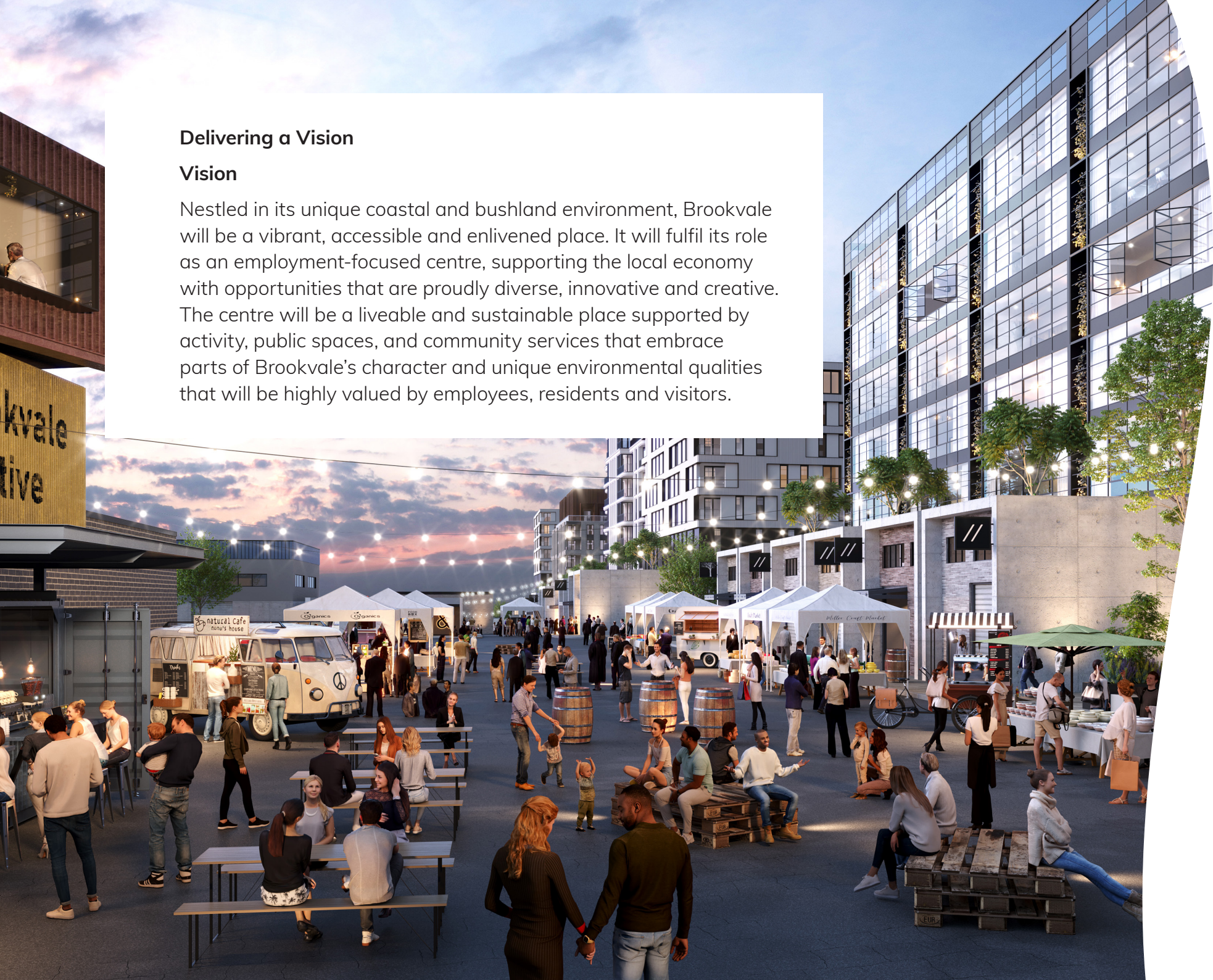
Council has an existing commitment for our community to have net zero emissions by 2050. Initiatives that could contribute to this target include low emissions, construction, low embodied carbon buildings, circular economy principles and include investment in renewable energy systems at the precinct level, such as rooftop solar and shared energy storage. New development in centres such as Brookvale could be the catalyst for such innovations, and can be leveraged to deliver greater sustainability outcomes.

Addressing these challenges and maximising opportunities to deliver positive outcomes is complex and requires planning intervention and investment. It will need innovative thinking and must strike the right balance between productivity, liveability and sustainability outcomes. This revised Brookvale Structure Plan aims to support this outcome and has been informed by various technical strategies and studies to ensure it will deliver the best outcome for Brookvale.

Delivering a Vision

Vision

Nestled in its unique coastal and bushland environment, Brookvale will be a vibrant, accessible and enlivened place. It will fulfil its role as an employment-focused centre, supporting the local economy with opportunities that are proudly diverse, innovative and creative. The centre will be a liveable and sustainable place supported by activity, public spaces, and community services that embrace parts of Brookvale's character and unique environmental qualities that will be highly valued by employees, residents and visitors.



Aspirations

Driving the draft Structure Plan process in 2017, a series of Structure Plan aspirations were identified. These aspirations respond to an analysis of the existing context as well as community feedback from consultation carried out for the exhibited draft Brookvale Structure Plan.

The aspirations identified by the community and other key stakeholders are outlined on the following page.

A review of these aspirations, including consideration of recent studies and strategies, suggests that these aspirations remain relevant for Brookvale and have continued to be used to develop the revised draft Structure Plan.

		
Secure and strengthen economic performance of Brookvale	Achieve a self sustaining centre	Create an integrated activity cluster
		
Shift away from car dependence	Enhance Brookvale's identity	Bring life to the streets
		
Link the beach to bush	Upskill Brookvale	Foster creativity and innovation

The Structure Plan

A structure plan provides a spatial framework for an area by coordinating land use and growth opportunities and the necessary infrastructure to support this growth. This aims to guide future land use planning decisions made for Brookvale into the future.

Structure plan moves

Shaping the Brookvale Structure Plan, the following moves have been developed. These moves are intended to provide clarity to the approach to evolving the spatial arrangement of the centre, building on principles established through the course of the project.

These moves offer a flexible and robust approach to the planning and design of Brookvale with a strong proposition to improve amenity, connectivity and productivity, and establish a clear identity through environmental and land use initiatives.



Jobs

+900



Homes

+1,350



+2,000-2,500m²

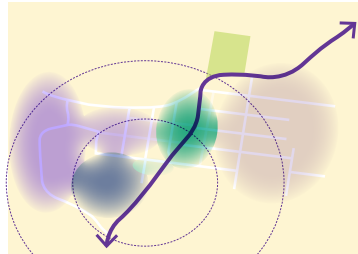
Community Facilities



+5,000m²

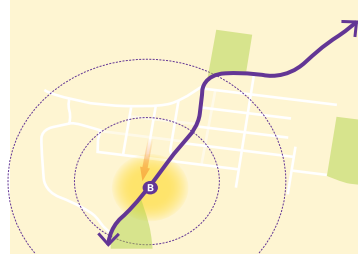
town square with
new open space

Structure plan moves



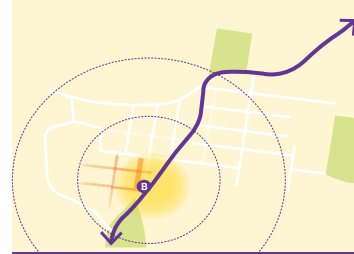
Distinguish Brookvale's employment lands

Recognise the importance of Brookvale's diverse and distinguished employment lands which contribute to the economic prosperity of the Strategic Centre and the greater Northern Beaches district.



Establish a high amenity core

Refocus the town centre west of Pittwater Road to establish a cluster of activity and greater amenity around the B-Line stop as well as Dale Street south as a new High Street.



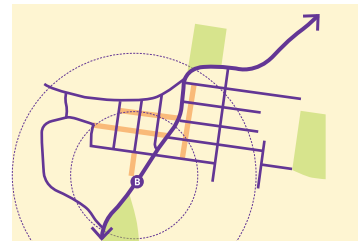
Integrating the Warringah Mall and B-line stop

There is the opportunity for Warringah Mall to stitch into the existing grid, act as a catalyst for the commercial core, mixed use as well as activate the B-Line stop.



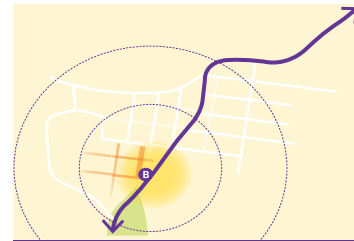
Cultivating spaces for people to connect, create & learn

Establishing destinations for the community and nodes for programmed events and initiatives that showcase the culture of Brookvale's creative industries and to provide community spaces that meet the changing needs of the community.



Creating a walkable grid

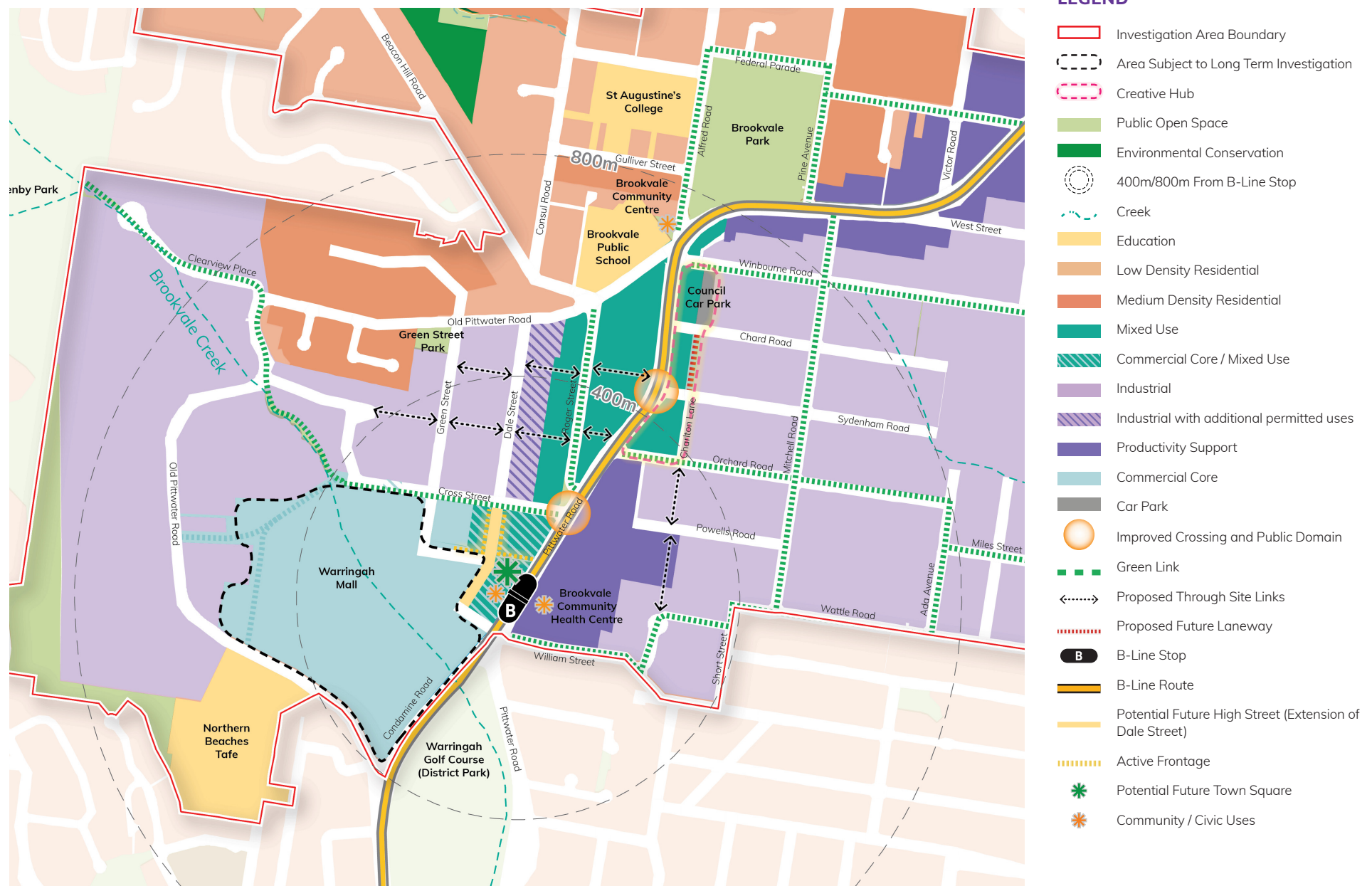
Historically there are large blocks in Brookvale. East-west connections will allow for a regular urban grid with improved permeability and access.



Linking the environment

Cross Street, mid block links and a green cycle network has the potential to build Brookvale's identity, address flooding and urban heat as well as connect to broader networks.



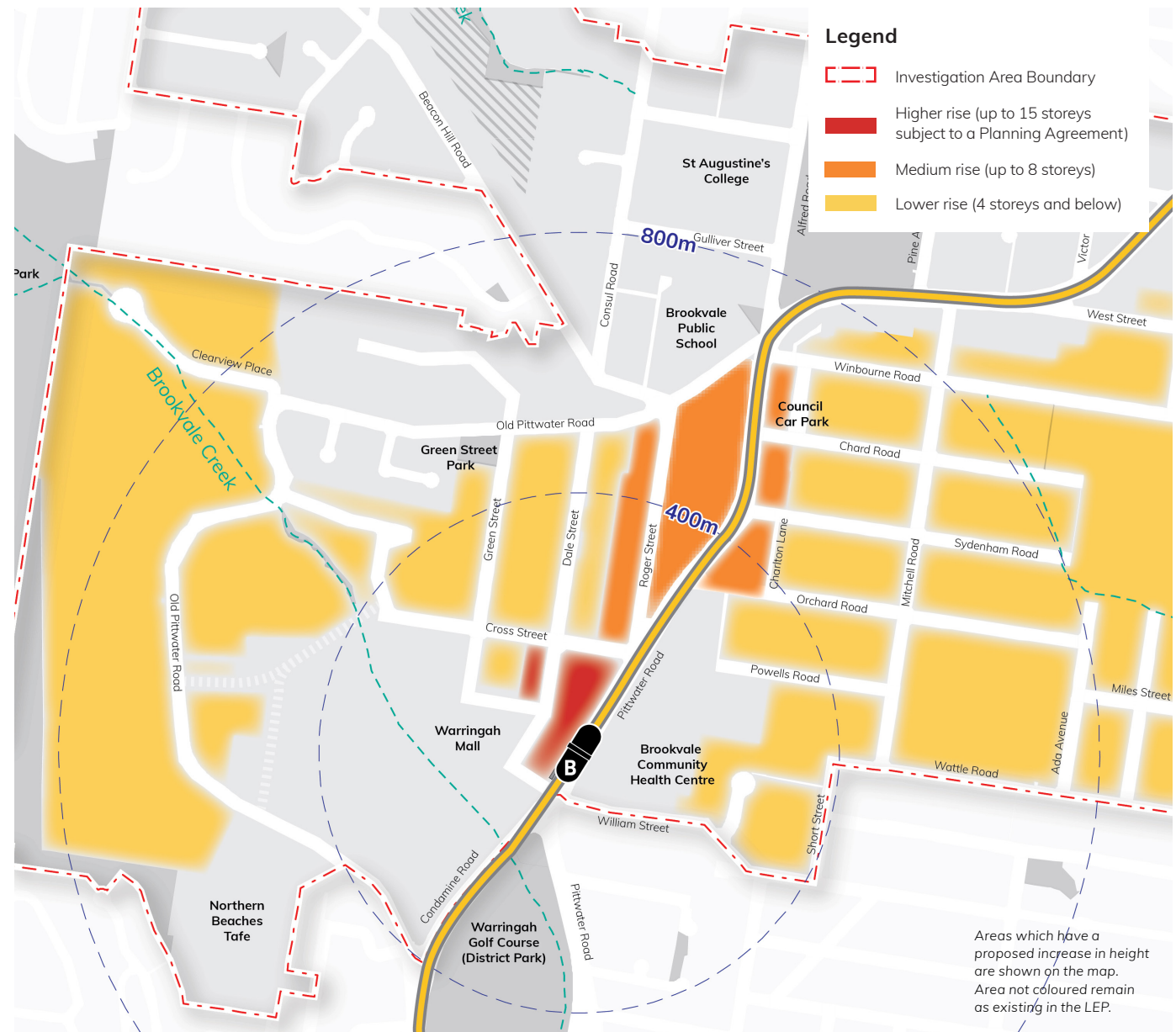


Distribution of height

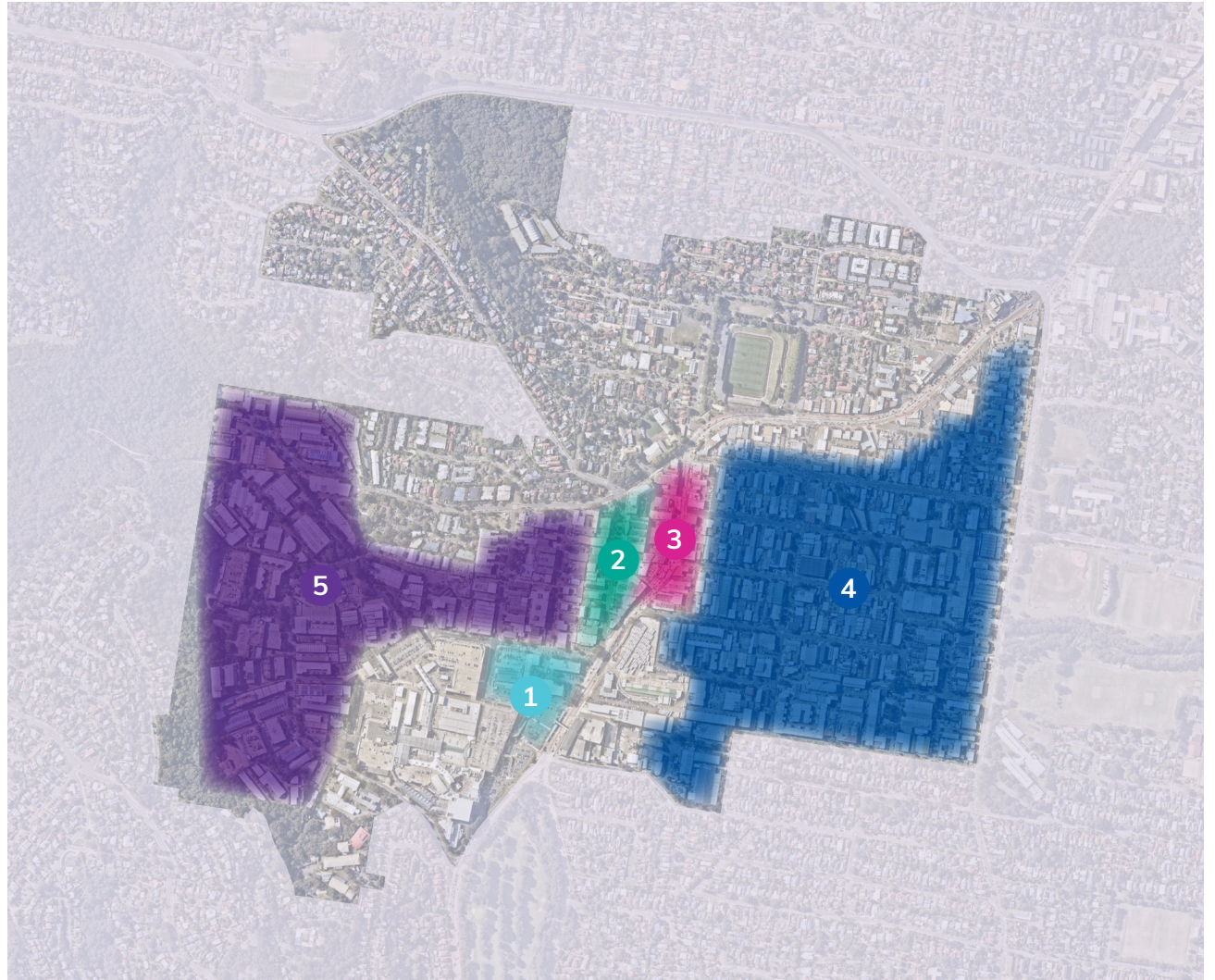
The proposed distribution of height and density of the structure plan has sought to focus taller heights up to 15 storeys toward the B-line stop and on larger unfragmented sites. This aims to support a greater focus of activity around the future core of Brookvale, which is anchored by the proposed town square adjacent to the B-line stop and existing services provided by Warringah Mall.

Proposed heights transition down to 8 storeys for proposed mixed use areas along Pittwater Road and Roger Street which will establish a new built form setting along this corridor.

For employment lands (i.e. industrial and productivity support), building heights are proposed to increase to up to 4 storeys. This responds to the recommendations of the draft Northern Beaches Employment Lands Study (SGS, 2019) to increase heights in industrial zoned lands within the LGA in order to provide greater flexibility for businesses that may wish to remain located in the region but require additional floorspace to do so, and may support a gradual transition to higher density employment uses while needing to consider transition to surrounding lower scale areas.



Character sub-precincts







The Core

Desired future character

The Core will be the primary activity hub and civic heart of Brookvale. The cross-section of community infrastructure, retail, commercial office and residential will make this pocket a lively place to visit every day of the week, day or night. The extension of Dale Street south will support high street activity and link Warringah Mall with its surrounding urban structure. It is important that development occurs within the northeast corner first, to facilitate Warringah Mall's integration with the surrounding urban structure. The high street will be activated with non-residential uses at the ground level. A standalone commercial office building at the intersection of Pittwater Road and Cross Street is desired to provide high quality office space and become a key landmark with high exposure to vehicles and foot traffic. Alternatively, the commercial office space could be integrated on the upper levels of a building that also houses the multi-purpose community facility in a visually prominent, central location adjacent to the town square and in close proximity to the B-line stop.

A large town square of a minimum 5,000sqm with a contiguous area of open space will be delivered to enable an opportunity for a range of recreational activities within the Core. This space will establish a new arrival to Brookvale for commuters travelling on the B-line and will be a primary space for workers, residents and visitors to meet and dwell, and for potential events to be held. The town square will comprise formal and informal areas including green open space for passive recreation. It will be located adjacent to the B-line bus stop and be designed to be a safe, identifiable and well connected place. A community facility will be integrated into the town square with good pedestrian connections to the B-line bus stop and pedestrian overbridge.

Any rezoning to allow for residential development will be contingent on securing via a Planning Agreement the delivery of public benefits including: 5,000sqm for a town square, a community facility of at least 2,000-2,500sqm gross floor area, minimum 5% affordable rental housing and at least 11,000sqm of employment floor space.

Buildings up to 15 storeys will be a marker for the Core as the centre of activity within Brookvale. This will be supported by active ground floor uses with shop fronts and outdoor dining opportunities that spill out onto pavements that cater for the office workers, shoppers and residents alike. The public domain of the Core will be pleasant and accessible, with generous setbacks to support wide footpaths and attractive green infrastructure to support urban cooling.



Artist impression - The Core, view north across town square towards Dale Street

Actions

- Provide a new town square of a minimum 5,000sqm adjacent to the B-line stop and readily accessible to the public. This open space should support a combination of hard and soft landscapes and incorporate new trees, seating, public art and play elements, and potentially serve water management and flood mitigation functions
- Support buildings of up to 15 storeys in the north-east corner of the Warringah Mall site as part of the initial phase of the development and accommodate a mix of commercial office, retail, community uses and residential on the provision that a 5,000sqm town square with an area of open space, a minimum 2,000-2,500sqm gross floor area community facility and at least 11,000sqm of employment floorspace is provided
- Consider measures to manage the impact of noise and vibration from Pittwater Road traffic and industrial land uses while providing natural ventilation for dwellings that face Pittwater Road without creating a harsh architectural response
- Change the land use designation of the ALDI site from industrial to commercial centre and allow heights up to 4 storeys to support a gradual transition to higher density employment uses
- Investigate the opportunity to deliver a 2,000 to 2,500sqm gross floor area multi-purpose community facility on the Warringah Mall site where it can be co-located with existing services and accessible via public and active transport and potentially incorporate affordable creative spaces such as wet rooms and galleries
- Encourage opportunities for a standalone commercial office building at the intersection of Pittwater Road and Cross Street, or alternatively commercial office space integrated with a community facility building in a highly accessible and visually prominent location become a key landmark with high exposure to vehicles and foot traffic
- Investigate re-aligning an extended Dale Street as a new high-street, continuing the Brookvale grid via an attractive ground plane and integrating the mall site into the surrounding centre
- Streets and open spaces are to incorporate WSUD measures to improve stormwater drainage and flood mitigation
- Encourage a vibrant ground plane with active frontages to be focused along the Dale Street extension and at the interface of the proposed town square
- Investigate opportunities to support an enhanced night economy with after-hour uses such as restaurants and bars in the Core character sub-precinct
- Encourage the built form and pedestrian environment in the Core character sub-precinct to connect to key destinations in the broader area such as the B-line stop, Brookvale Community Health Centre and Tafe NSW.



Artist impression - The Core, view west from Pittwater Road



Roger Street

Desired future character

Roger Street will maintain its light industrial identity, including the existing motor vehicle sales and servicing industry which is a key characteristic of this precinct. Motor vehicle uses may transition towards more mixed use formats such as the inclusion of residential uses above. Other uses which may be suitable for this precinct include a broader range of working spaces, such as maker-spaces, creative enterprises, artisanal food and drink producers and small-scale retail that will co-locate with residential uses above. This diversity of employment uses will invite curiosity from pedestrians and be a key part of this pocket's bustling character.

Buildings will be up to 8 storeys with a clear distinction between residential and employment uses through variations in floor height and facade design. Dwellings will have access to high levels of residential amenity through solar access and less exposure to surrounding noise impacts.

Street trees and landscaping will be interspersed between parking and loading bays to soften the streetscape making it a pleasant thoroughfare for pedestrians using the improved through-site links around more compact blocks.

Actions

- Support mixed-use buildings up to 8 storeys in height with a single-storey street wall height for the Pittwater Road character sub-precinct and three-storey street wall height for the Roger Street character sub-precinct, accommodating a mix of showroom uses, commercial, creative and maker spaces on the ground level
- Adopt 5-6m floor to floor heights on ground level in the mixed use areas (Roger Street and Pittwater Road character sub-precincts) to allow for flexibility to attract showroom uses and creative enterprise and accommodate tall ceilings and mezzanine levels
- Provide for through site links increasing the permeability and walkability of Brookvale, and connections to public open spaces (i.e. Allenby Park and Green Street Park)

- Streets are to incorporate WSUD measures to improve stormwater drainage and flood mitigation
- Incorporate new street tree planting along Roger Street to enhance urban tree canopy cover
- Consider measures to manage the impact of noise and vibration from Pittwater Road traffic and industrial land uses while providing natural ventilation for dwellings that face Pittwater Road without creating a harsh architectural response.



Artist impression - Roger Street view

Pittwater Road

Desired future character

Pittwater Road will maintain its mixed use identity, with new mixed use buildings up to 8 storeys. Ground level uses along Pittwater Road will continue to support a range of showrooms for vehicles and home materials and fixtures, office, creative and maker spaces, with the potential to co-locate residential uses above. Vehicle showrooms and dealerships can continue their longstanding presence in Brookvale, recognising their important economic function for the broader area, supporting urban services such as mechanics, panel beaters and parts manufacturers. The eastern side of Pittwater Road will provide an opportunity to establish a new creative hub where creators, makers and entrepreneurs set up shop and share space, skills and ideas, and display their wares. Opportunities also exist for goods repair and reuse premises to locate here, which will allow community recycling or reuse centres for repairing, reusing and recycling used materials. The creative hub will support and attract business

and operations in the eastern industrial lands and streetscape and public domain initiatives will be carefully considered to foster creative businesses to locate here.

To enhance the pedestrian environment along Pittwater Road, buildings will be set back further from the road corridor to provide opportunities for widened footpaths, street tree planting and a shared cycleway. Improved pedestrian crossings will also be provided at two key

signalised intersections on Pittwater Road to provide a more comfortable environment for pedestrians crossing.

The temporary activation of Winbourne Road Car Park and rear laneways presents opportunities for active uses and community events during non-peak periods of the week. These areas will be transformed to support special events, markets and small-scale exhibitions where local producers and creatives can congregate, share skills and showcase their products, providing a key attraction for visitors.



Setbacks at ground level to allow for larger footpaths and street trees.

Actions

- Support mixed-use buildings up to 8 storeys in height within the Pittwater Road and Roger Street character sub-precincts with a single-storey street wall height for the Pittwater Road character sub-precinct and three-storey street wall height for the Roger Street character sub-precinct, accommodating a mix of showroom uses, commercial, creative and maker spaces on the ground level with tall ceilings and mezzanine levels
- Provide for through site links increasing the permeability and walkability of Brookvale, and connections to public open spaces (i.e. Allenby Park and Green Street Park)
- Streets are to incorporate WSUD measures to improve stormwater drainage and flood mitigation
- Adopt a 3m setback at ground level to increase footpath width / achieve street tree planting to improve the pedestrian amenity along Pittwater Road
- Consider measures to manage the impact of noise and vibration from Pittwater Road traffic and industrial land uses while providing natural ventilation for dwellings that face Pittwater Road without creating a harsh architectural response
- Encourage mixed active frontages addressing rear laneways and Winbourne Road Car Park that support some active ground floor uses while supporting rear lane access to parking and business loading facilities
- Facilitate events and markets on council owned land such as Winbourne Road Car Park during non-peak periods of the week (i.e. night-time or weekends) to promote Brookvale as a diverse place for commerce and interaction
- Explore opportunities to further enhance the creative hub area, rear laneways and pedestrian through site links with public art, small scale exhibitions and landscaping.



Industrial East



Industrial East

Desired future character

Industrial East will continue to support a range of industrial urban services, while accommodating areas for creative industry to produce or demonstrate arts, crafts, design or other creative products, such as artists' studios, recording studios and set design and production facilities. Industrial lands will be retained and managed as industrial lands as these activities are unable to locate in other zones and are vital to the economic function of the North District. Ancillary uses such as entertainment and live music must be ancillary to the industrial use.

This highly collaborative and integrated community includes take-away food and beverage, industrial producers, highly skilled craftspeople such as stonemasons, furniture makers, ceramicists and fashion designers, music and film production, automotive specialists and everything in between.

The fine grain, low-rise built form will respect its industrial heritage whilst pioneering innovative new sustainable technologies and localised energy generation. Connections in and around this hub will be improved as well as the ground plane experience for pedestrians looking to explore the entrepreneurial fabric of the area.

Uplift in heights from 2 to 4 storeys will support expansion of much needed floorspace and encourage modern industrial buildings to meet the needs of population serving and emerging entrepreneurial industrial businesses.



Actions

- Increase building heights up to 18m (equivalent to 4 storeys) in the industrial area (Industrial East and Industrial West character sub-precincts) to provide greater flexibility for businesses to expand and support modernisation of industrial floorspace
- Prepare an Urban Tree Canopy and Greening Strategy for Brookvale to inform planning controls to increase urban tree canopy along streets, public open spaces and as part of new buildings, while maintaining suitable access for vehicles within Industrial East and West. The Strategy should identify a heat resilience rating for the identified Green Links to establish a baseline for future monitoring
- Continue to support a diverse range of industrial and warehousing businesses and creative industrial businesses
- Encourage creative industries and compatible non-industrial uses (e.g. indoor recreational facilities) to focus toward the creative hub area where cultural and creative industries can cluster, collaborate and grow.

Industrial West

Desired future character

Industrial West will continue to primarily support a range of larger industrial and manufacturing businesses and urban services, while supporting more bespoke industries, such as high technology industries including software designers and film production studios. Industrial lands will be retained and managed as industrial land as these activities are unable to locate in other zones and are vital to supporting the economic function of the North District. Ancillary uses such as offices must remain ancillary to the industrial use. There may be some sites subject to existing use rights where office premises were previously allowed and have continued their operations since establishment.

Employment activities on Dale Street will support less intrusive employment uses with regard to amenity impacts (i.e. noise and odours) and may along the eastern side of Dale Street accommodate new small-scale office spaces, business, medical and health premises, and vet hospitals that build on the higher amenity achieved by some more recent non-industrial developments and provide a transition between the residential uses in Roger Street and the main industrial area to the west.

Pedestrian linkages with new landscaping features will enhance the environment for pedestrians and linkages to nearby public open spaces such as Allenby Park and Green Street Park.



Actions

- Increase building heights up to 18m (equivalent to 4 storeys) in the industrial area (Industrial East and Industrial West character sub-precincts) to provide greater flexibility for businesses to expand and support modernisation of industrial floorspace
- Implement additional permitted uses for business and office premises, health services facility and veterinary hospital on the eastern side of Dale Street to encourage less intrusive employment to reduce potential land use conflicts with mixed use areas to the east
- Prepare an Urban Tree Canopy and Greening Strategy for Brookvale to inform planning controls to increase urban tree canopy along streets, public open spaces and as part of new buildings, while maintaining suitable access for vehicles within Industrial East and West. The Strategy should identify a heat resilience rating for the identified Green Links to establish a baseline for future monitoring
- Continue to support a diverse range of industrial and warehousing businesses and creative industrial businesses
- Provide for through site links increasing the permeability and walkability of Brookvale, and connections to public open spaces (i.e. Allenby Park and Green Street Park).





Key considerations for future planning

Affordable housing

In May 2019, Council adopted its Northern Beaches Affordable Housing Contributions Scheme as the primary mechanism for Council to levy for affordable housing (for areas of uplift) in the Northern Beaches LGA. Specifically, this allows Council to collect developer contributions to provide affordable housing either as complete dwellings or as an equivalent monetary contribution on the Northern Beaches.

Under the current Affordable Housing Contributions Scheme, Council is committed to a 10% affordable rental housing target for urban renewal areas. To investigate the capacity for future development to deliver affordable rental housing in Brookvale, feasibility analysis was undertaken to determine the level of affordable rental housing that could be delivered as part of the renewal of Brookvale in accordance with this draft Structure Plan.

Despite the aspiration to deliver a 10% affordable housing levy, the analysis identified that this would be unfeasible for all land proposed for uplift under the Brookvale Structure Plan. Instead, a lower 5% levy was found to be feasible. The lower capacity to deliver affordable housing within Brookvale

is largely due to the higher land value of employment lands in Brookvale, which impacts a developer's ability to purchase land while maintaining a feasible development outcome.

Given the feasibility limitations to deliver affordable housing in Brookvale, a 5% affordable rental housing target for any new residential floorspace is proposed. This could see the delivery of approximately 65 residential dwellings for the purpose of affordable housing in Brookvale.

There is potential to pursue a 10% affordable rental housing contribution on the Warringah Mall site as part of a negotiated development outcome for this key site.

Actions

- Implement a 5% affordable housing contribution levy for new residential floorspace delivered in Brookvale that may be satisfied by dedication of dwellings or by making an equivalent monetary contribution in accordance with the Affordable Housing Contributions Scheme
- Work with the owner of the Warringah Mall site to deliver up to 10% affordable housing contribution levy.

Transport and car parking

Active Transport

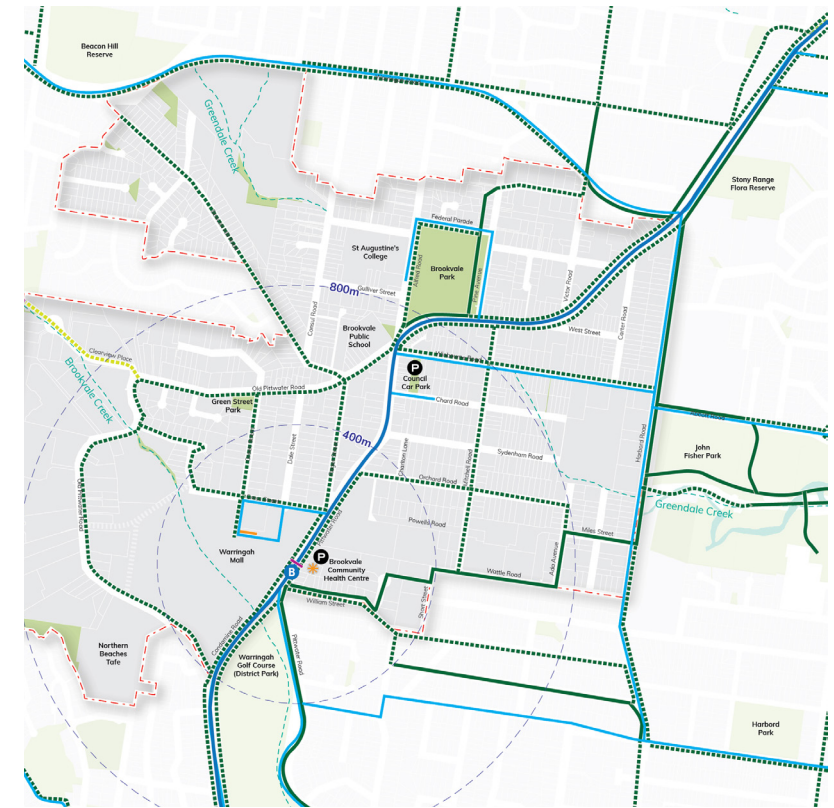
In line with both Transport for NSW and Northern Beaches Council policies, the transport strategy supporting the draft Structure Plan seeks to prioritise active modes of travel (walking and cycling) above all other transport modes. The focus of the transport vision for the area will be targeted around an improved environment for pedestrians and cyclists, supporting access to nearby public transport nodes. This prioritisation of walking and cycling over other modes, in particular private vehicle travel, is considered appropriate and aligns with broader Council and NSW Government policy of supporting public and active transport. In this context improving the active transport environment around the Brookvale is one of the key objectives of the draft Structure Plan.

Actions

- Implement proposed cycleways identified by the Northern Beaches Bike Plan 2020 and build on the release of the Strategic Cycleway Corridor program (NSW Government, April 2022), with Pittwater

Road and Condamine Street identified as a key cycleway corridor that connects Brookvale with key centres such as Dee Why, Manly Vale, Balgowlah and Manly

- Improve pedestrian crossing and public domain facilities at two key signalised intersections on Pittwater Road – those being at Cross Street and Sydenham Road. These improvements (subject to further investigations) may include increased waiting space for pedestrians, wider crossings, upgraded public domain treatments and reduced waiting times
- Provide for through site links increasing the permeability and walkability of Brookvale, and connections to public open spaces (i.e. Allenby Park and Green Street Park)
- Improve walking environments and public domain treatments on key streets such as Cross Street and Dale Street to enhance pedestrian amenity and promote connectivity to the B-Line stops on Pittwater Road
- Adopt new planning controls to ensure new development provides bicycle parking and end of trip facilities such as showers, lockers and change rooms to support cycling as a mode of transport.



Legend

- | | | | |
|---|-------------------------------|---|--|
| | Investigation Area Boundary | — | Local Bus Route |
| | Public Open Space | — | Pick up/drop off zone |
| | 400m/800m From B-Line Stop | P | Parking Location |
| ~ | Riparian Zone (Creek) | — | Existing Cycling Network (NB Bike Plan 2020) |
| ✱ | Community / Civic Uses | - - - | Proposed Cycling Network (NB Bike Plan 2020) |
| B | B-Line Stop / Route | - - - | Local Proposed Cycling Network |
| — | Pedestrian / Cyclist Overpass | - - - | Multiuse Trail - Unsealed |



Car Parking

One of the key strategies to achieve the objective of minimising the traffic impacts arising from new development within Brookvale is the introduction of maximum car parking rates for future development. Maximum car parking rates are used to ensure that parking is not oversupplied and promotes the use of sustainable forms of transport.

Similar to the Frenchs Forest town centre where maximum car parking rates are in force for residential uses, DCP controls would be updated for Brookvale to introduce maximum rates for future residential and business uses. In addition, similar to Frenchs Forest, requirements would be in place around the need to provide dedicated car share and electric vehicle charging parking spaces as part of new development within the centre.

Actions

- Implement maximum car parking rates for Brookvale as part of controls of a Development Control Plan for Brookvale
- Require the provision of dedicated car share spaces and electric vehicle parking spaces as part of new development.

Public Transport

Brookvale is well serviced by bus routes with a bus interchange located at Warringah Mall and the bus depot to the east of Pittwater Road. The B-Line service, which began operating in November 2017, significantly improved public transport accessibility to Brookvale. The B-Line stop is located adjacent to Warringah Mall on Pittwater Road, with services operating every 10 minutes throughout the day. As part of the B-Line program a new commuter car park was provided, opposite Warringah Mall as part of the Brookvale Community Health Centre.

The draft Structure Plan, through improved pedestrian links and enhanced permeability through the centre, supports access to the B-Line stops as well as other general bus stops located within Brookvale. Suggested improvements to signalised intersections on

Pittwater Road, particularly at Cross Street, will further support pedestrian access to public transport stops within Brookvale. Locating the centre's heart with a town square and area of open space will become the focal point of pedestrian activity, social interaction and recreation, which is adjacent to the B-Line stop and will further support the public transport experience.

Actions

- Encourage the shift in travel mode share toward public and active transport through enhanced connections to public transport stops - particularly the B-Line stops on Pittwater Road
- Continue to advocate for improvements to the frequency and reliability of the B-line bus service with Transport for NSW.



Vehicle Movements

The draft Structure Plan has been developed in consideration of the capacity-based road network upgrades for Brookvale and Dee-Why by the TMAP and through updated analysis to determine the potential for additional homes and jobs without causing undue traffic congestion (i.e. updated travel mode share and transfer of growth capacity from Dee-Why to Brookvale).

Based on this analysis (prior to the introduction of major road upgrades such as the grade separation at the Pittwater Road / Warringah Road intersection) Brookvale could accommodate up to an additional 1,350 dwellings and 900 jobs. While this capacity does not factor the introduction of major road upgrades more localised traffic upgrades will be needed to support this growth. This includes:

By 2026

- Willandra Road upgrades
- New short left turn lane on Harbord Road northbound north of Abbott Road
- Beacon Hill Road / Warringah Road intersection upgrade

By 2036

- extending the right turn bay from Warringah Road to Allambie Road
- laneway adjustment to Cornish Avenue
- extended parking restrictions on the southern side of Abbott Road
- new traffic signals at Allambie Road / Rodborough Road
- peak period parking restrictions along the eastern side of Harbord Road and on both sides of Pittwater Road
- new traffic signals at Harbord Road / Brighton Street.

The extent of future development proposed by the draft Structure Plan has been limited to support an additional 1,350 dwellings and 900 jobs in order to restrict the amount of additional traffic movements, until funding commitments for major transport infrastructure are known. Should funding to deliver major road upgrades, in particular the grade separation at the Pittwater Road / Warringah Road intersection be committed to, further investigation to support additional dwellings and jobs may be required.

The traffic capacity for an additional 1,350 dwellings and 900 jobs will be largely absorbed by the proposed mixed use areas of the draft Structure Plan. Notwithstanding this, maximum building heights for industrial and enterprise areas are proposed to increase from 11m (equivalent to 2 storeys) to 18m (equivalent to 4 storeys) to provide flexibility for businesses to progressively grow their operations and economic output. While the development potential of employment areas

will increase, we anticipate the intensification of development to occur in an incremental manner where not all sites will be built to their maximum building height, and for those sites that do, each will have their own specific implications with regard to traffic generation. Given this, it is appropriate to assess the traffic impacts associated with the industrial and enterprise areas on a site-by-site basis at the development application stage.

To avoid adverse impacts on the road network, future development applications for new buildings or alterations and additions of a certain size within Brookvale should be accompanied by a traffic and transport study to assess the impacts on the capacity of the surrounding road network and demonstrate that there will be adequate transport infrastructure and capacity to service the proposed development.

Actions

- Prepare a 7.11 local contributions plan for local infrastructure commensurate with the infrastructure requirements for new development in the catchment; and investigate opportunities for planning agreements to deliver public benefit for the incoming population. The contributions plan will include the following traffic infrastructure upgrades:
 - Willandra Road upgrades
 - New short left turn lane on Harbord Road northbound north of Abbott Road
 - Beacon Hill Road / Warringah Road intersection upgrade
 - Extending the right turn bay from Warringah Road to Allambie Road
 - Laneway adjustment to Cornish Avenue
 - New traffic signals at Allambie Road / Rodborough Road
 - New traffic signals at Harbord Road / Brighton Street
- The following traffic upgrades will be investigated for inclusion in a 7.11 local contributions plan or planning agreement:
 - Extending parking restrictions on the southern side of Abbott Road
 - The adoption of peak period parking restrictions along the eastern side of Harbord Road and on both sides of Pittwater Road.
- Monitor the incremental impact of development on traffic levels through tracking of development approvals and / or periodic traffic counts
- Advocate for State and/or Federal funding for grade separation at the Pittwater Road / Warringah Road intersection to unlock further growth capacity for jobs and homes in Brookvale.

Community infrastructure

Council is currently preparing its draft Social Infrastructure Study as part of a series of technical studies and reviews to inform its LEP/DCP review. This study will provide an overarching analysis of social infrastructure supply, demand, type, quality and trends in the Northern Beaches, to assist Council in aligning growth and infrastructure over the next 20 years.

Based on preliminary findings of local community provision in the Brookvale-Dee Why catchment, which comprises the localities of Freshwater, Brookvale, Beacon Hill, Narrabeena, Dee Why, North Curl Curl, Cromer, Narrabeen and Collaroy, the following current and future gaps were identified:

- there are no multipurpose community facilities that meet the recommended floorspace benchmark of 2,000-2,500sqm in this catchment as identified in the draft Northern Beaches Social Infrastructure Strategy
- there is an oversupply of small, standalone, underutilised community facilities in the catchment, including surf lifesaving clubs, scout halls and bowling clubs
- while the quantum of libraries in this catchment meets current demand, the facilities are below the benchmark recommended size of 1,500sqm as identified in the draft Northern Beaches Social Infrastructure Strategy. By 2036, there will be a further gap of one library of at least 1,500sqm. There is potential to deliver a library as part of a multipurpose community facility.

Council's creative and cultural facilities in this catchment are generally in good condition, and as such, it is unlikely that Council will require further standalone creative and cultural facilities in this catchment. However, if there is significant community demand for creative and cultural facilities, there may be scope to support creative uses within local community facilities (e.g. sinks, storage, wet rooms).

There is an opportunity to deliver new community infrastructure as part of the renewal of Brookvale to respond to demand generated by the incoming population. A recognisable opportunity exists on the Warringah Mall site, where a mixed use development at the junction of Pittwater Road and Cross Street could include a multipurpose community facility of 2,000-2,500sqm. This will not only support the identified shortfall, but would support the creation of a commercial and civic hub close to the B-Line Stop, the town square to the south and Warringah Mall shopping complex that will help to establish a core of activity for Brookvale.

The delivery of community floorspace could be incentivised through planning controls that offer bonus floor space for buildings that include community floorspace.

Actions

- Finalise the draft Social Infrastructure Study for Northern Beaches LGA
- Investigate the opportunity to deliver a 2,000-2,500sqm gross floor area multi-purpose community facility on the Warringah Mall site where it can be co-located with existing services and accessible via public and active transport and potentially incorporate affordable creative spaces such as wet rooms and galleries.



Arts and creativity

A distinctive point of difference for Brookvale is its diverse range of employment uses contained within its industrial lands. In particular, creative industries are continuously emerging throughout Brookvale's employment lands, while an informal evening and weekend economy has also surfaced on the back of several bespoke breweries.

Creative industry means a building or place where the principal purpose is to produce or demonstrate arts, crafts, design or other creative products, and includes artists' studios, recording studios, and set design and production facilities.

There is an opportunity to encourage these types of uses closer toward activity areas, while managing any impact of creative-led gentrification on industrial businesses in the industrial zone. An initiative to manage this impact is to encourage these uses toward Pittwater Road and Roger Street where cultural and creative industries can cluster, collaborate and grow. This will not only require planning intervention but further initiatives by Council to foster and drive these activities in a targeted location, such as:

- possible grant and sponsorship programs for cultural and creative industries

- community events on Council-owned lands (i.e. the Winbourne Road car park) that celebrates local theatre, foods and drinks, music and dance, providing opportunities for artists to showcase their work
- delivering dedicated affordable workspaces for cultural and creative industries.

Creative industries are currently permitted in the MU1 Mixed Use zone but not in a shop top housing format. To encourage these uses to cluster in the mixed use zone as opposed to the industrial zone, flexibility with land use definitions is proposed. The Structure Plan proposes to enable an Additional Permitted Use for residential flat buildings where the ground floor contains a creative industry or light industrial use. This will enable the possibility of creative industries and residential uses to be integrated within a mixed use building composition. The integration of creative industries and residential within the same building is an emerging practice within Greater Sydney and has been seen in other international cities such as Vancouver, New York and San Francisco. By allowing these uses to integrate, this will retain employment floorspace within Brookvale while providing opportunities for creatives to live and work within Brookvale.

Furthermore, there is an opportunity to support creative activities within local community facilities (e.g. sinks, storage, wet rooms) and may be appropriate to consider as part of the design of any multi-purpose community facility within Brookvale.

Actions

- Facilitate events and markets on council owned land such as Winbourne Road Car Park during non-peak periods of the week (i.e. night time or weekends) to promote Brookvale as a diverse place for commerce and interaction
- Encourage creative industries and compatible non-industrial uses (e.g. indoor recreational facilities) to focus toward the creative hub area where cultural and creative industries can cluster, collaborate and grow
- Explore opportunities to enhance the creative hub area, rear laneways and pedestrian through site links with public art, small scale exhibitions and landscaping
- Investigate the opportunity to deliver a 2,000 to 2,500sqm gross floor area multi-purpose community facility on the Warringah Mall site where it can be co-located with existing services and accessible via public and active transport and potentially incorporate affordable creative spaces such as wet rooms and galleries.

Sustainability

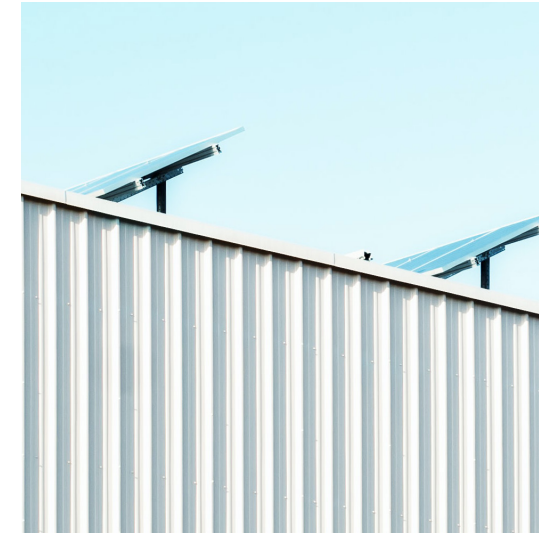
The Northern Beaches Environment and Climate Change Strategy recognises encouraging the transition to renewable energy, building more efficient homes and workplaces, greening our suburbs and changing the way we move around are key strategies to reducing our impact on the environment.

The shift toward a more sustainable built environment is evident in Brookvale, with rooftop solar panels becoming a common design feature to many buildings in the area. This is set to continue as new development presents the opportunity to integrate more efficient and sustainable places to live and work. Further, opportunities to enhance the urban green and blue grid can assist in improving the quality of our urban environment and also helps to adapt and mitigate the effects of climate change. Well designed blue and green infrastructure helps to filter and absorb flood water, cool the urban environment, clean the air, provide spaces for local food production, provide habitat for plants and animals.

As part of any future rezoning of land within Brookvale, an environmental sustainability strategy will be prepared to inform future planning controls applicable to new residential and non-residential buildings to ensure best-practice sustainability initiatives are integrated while identifying potential precinct scale solutions to reducing resource use.

Actions

- Develop an environment sustainability strategy for Brookvale to inform future planning controls for new development, which is to include new buildings being net zero emissions and the development of a low carbon community with high energy and wastewater efficiency and following circular economy principles
- Improve local planning controls to:
 - ensure residential and non-residential buildings and infrastructure are sustainably designed and built
 - encourage precinct scale solutions to reducing resource use
 - deliver identified priority local green grid corridors, connections and shared uses
 - integrate green infrastructure into future development, including vertical and roof gardens
 - minimise disruption from trees to utilities and other community services
 - consider urban heat and flooding hazards and measures to reduce these risks e.g. wind paths, shading, cool or porous surfaces, cool room materials, green roofs and walls.



Potential future opportunities

The next phases of work to implement the Brookvale Structure Plan will include preparation of a Planning Proposal and supporting technical studies to amend the Warringah Local Environmental Plan (LEP), a 7.11 Development Contributions Plan (to levy development for community services and infrastructure), amendments to Council's Affordable Housing Contributions Scheme, and an area-specific Development Control Plan setting out detailed planning and design guidelines to support the LEP controls.

The provision of further residential dwellings (beyond the 1,350 dwellings and 900 jobs threshold) in the medium to long term will require the delivery of significant regional road works (i.e. the grade separation of Warringah Road and Pittwater Road). Given this, further investigation to support additional growth will be undertaken once there is committed funding toward these road infrastructure upgrades.

Should these major infrastructure upgrades have committed funding, there is a potential opportunity to accommodate additional growth in a key location that can further realise the success of Brookvale as a strategic centre for the Northern Beaches. Specifically, the Warringah Mall site which presents an opportunity to renew a well located large, consolidated landholding that can drive innovation, collaboration, and public benefit.

Integrating Warringah Mall

Being strategically positioned adjacent to the B-line stop and with its large landholding that are largely occupied by at-grade parking, there is an opportunity to deliver transformative change that supports the delivery of public benefit for the community. A key initiative for the renewal of Warringah Mall would be the delivery of an employment-focused mixed use core for Brookvale that accommodates a new focal point of activity with office and retail space and a range of complementary uses, including residential, entertainment, community services and public spaces.

Further growth beyond what is identified in the Structure Plan may be considered for the Warringah Mall site as this is the most transport accessible location on the Northern Beaches to accommodate additional development. However, this will need to be supported by traffic analysis which considers the traffic carrying capacity of the precinct based on recent local population and employment forecasts and further assessment of localised road impacts to determine local road upgrades.



Land Use Zoning

The recommended land use zones aim to enable the realisation of a more diverse composition of activity within Brookvale.

MU1 Mixed Use

The MU1 Mixed Use zone has been applied to areas along Pittwater Road, Roger Street and the north-east corner of Warringah Mall. This zone will allow for a diversity of land uses, including office and business premises, retail, car showrooms, creative industries and high tech, artisan food and drink industries, light industries and shop top housing.

On the Warringah Mall site, any rezoning to allow for residential development will be contingent on securing via a Planning Agreement the delivery of public benefits including: at least 5,000sqm for a town square, a community facility of at least 2,000-2,500sqm gross floor area, at least 5% affordable rental housing and a minimum 11,000sqm of employment floor space.

For MU1 areas north of the Cross Street intersection along Pittwater Road and Roger Street, the intention of the area will be to allow for a diverse range of employment uses (such as light industry, creative industries, vehicle servicing and sales, gyms, retail and showrooms) to occupy the ground floor, with residential uses occupying the levels above. It is noted that additional uses permitted outside those allowed under the MU1 zone will be required to permit residential flat buildings where it can be demonstrated the ground level will be used for a non-residential use, such as creative industries or light industries.

For the north-east corner of the Warringah Mall site, this is intended to be the initial stage of a longer-term vision of establishing a diverse mixed use core around the B-line stop. The initial stage will have a site specific LEP provision to cap the residential floor space within the identified traffic carrying capacity of the road network without major upgrades including the grade separation at the Pittwater Road/Warringah Road intersection.

To ensure this area supports the long term vision for the employment-focused core around the B-line stop, a site-specific provision will be required to ensure a minimum amount of employment floor space is delivered as part of any future development of this site. No residential uses are currently permitted under the site's E2 Commercial Centre zoning. Rezoning a part of the site to Mixed Use in the north-east corner represents a significant uplift in development potential which warrants delivery at the same time of a town square to offer a public benefit, demonstrate strategic merit and meet the needs of the growing residential and worker population.

Furthermore, a MU1 Mixed Use zone is recommended to apply to 1 Chard Road. This is to allow for a suitable development plot for land fronting Pittwater Road that will enable sufficient space and dimensions to deliver a rear laneway as part of any future development in this location.

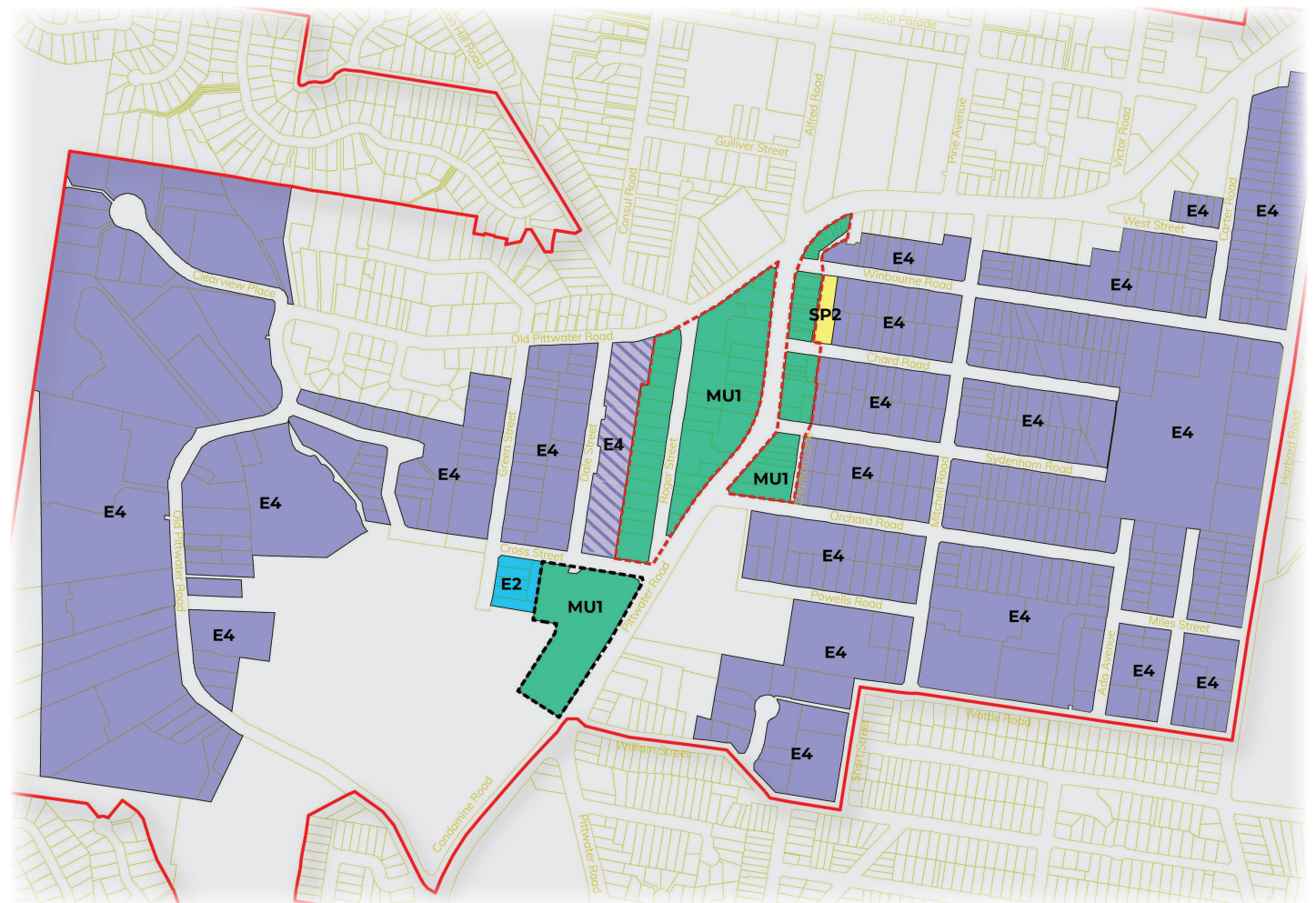
LEGEND

- Investigation Area Boundary
- E2 Commercial Centre
- E4 General Industrial with Additional Permitted Uses
- E4 General Industrial (no change)
- MU1 Mixed Use
- SP2 Infrastructure
- Additional Permitted Use - Residential flat buildings (where ground floor is used for light industry or creative industries)
- The exact zoning boundary is contingent on securing via a Planning Agreement the delivery of public benefits including: at least 5,000sqm for a town square, a community facility of at least 2,000sqm-2,500sqm gross floor area, minimum 5% affordable rental housing and a minimum amount of employment floor space

Note: In the eastern industrial precinct, there are two small drainage channels (Lot 2 DP 1174201 at Winbourne Road and Lot 34 Section 3 DP6033 at Chard Road) that will be rezoned from RE1 Public Recreation to E4 General Industrial and which do not appear on the map due to the scale

Note: Map only shows zones where changes are proposed, except for the E4 zone where height maps will change

Recommended future land zoning map



E2 Commercial Centre

The E2 Commercial Centre will continue to permit large-scale commercial, retail, business and compatible associated uses like community uses, recreational and health care services.

The E2 zone will also support the long-term desire to establish a central hub of commercial, civic and entertainment functions. This will help to provide a 'heart' for Brookvale and provide stronger visibility and awareness of the thriving small business community on the Northern Beaches and will support the area's night-time economy.

Furthermore, it is recommended to change to an E2 zone for land at 26-36 Green Street (the current ALDI site). This represents a rezoning from industrial to commercial to reflect the existing retail use of the land and is consistent with retaining an employment focus.

E4 General Industrial

The recommended E4 General Industrial zoning aims to continue to support a diversity of employment-generating land uses and industries. Specifically, the E4 zone will support a range of industries of a scale that continues its critical function to the wider LGA economy, particularly as they provide a range of supply chain functions for the various trades serving the Northern Beaches and wider North District.

Two drainage reserves are proposed to be rezoned from RE1 Public Recreation to E4 General Industrial. This land is not recreational and was never intended to be. Rezoning to an E4 zone will match the adjoining industrial zoning and rectifies a zoning anomaly when the planning controls were translated to the Standard Instrument format when all public land was assigned an RE1 Public Recreation zone.

The eastern side of Dale Street will retain the E4 General Industrial zone with additional permitted uses for business premises, office premises, health services facilities and veterinary hospitals. This will support low impact employment uses, while establishing an improved land use transition to manage any land use conflicts that may impact the amenity of future residential uses on Roger Street.

Residential uses will not be permitted in the E4 General Industrial zone.

SP2 Infrastructure

An SP2 Infrastructure (Car Park) zone is recommended for the Winbourne Road Car Park to reflect its current and future status as a public car park and to rectify a zoning anomaly.

Affordable Housing Scheme

The Mixed Use areas will be identified on the LEP Affordable Housing Contributions Scheme Map with 5% of the gross floor area of the building being the required contribution. There is potential to pursue up to 10% affordable rental housing contribution on the Warringah Mall site as part of a negotiated development outcome for this key site.

Reclassification of land

The temporary activation of the Winbourne Road Car Park and opportunity for rear laneway access will require the reclassification of land from community to operational. This will support the activation of Brookvale as a diverse place for commerce and interaction.

The rezoning of the two existing drainage channels from E4 General Industrial to SP2 Infrastructure will require the reclassification of land from community to operational to reflect the restricted access arrangements.



Floor space ratio

A revision of Floor Space Ratios (FSRs) is recommended to reflect the proposed density and built form outcomes for Brookvale.

Floor space ratio controls establish the maximum floor area that can be built on a site and guide the bulk and scale of development. This aims to ensure a suitable amenity outcome for streets and public spaces can be maintained as new mixed use development occurs. The greatest density is proposed toward the B-line stop. The scale of buildings decreases in the north of the precinct so that new residential housing integrates with the existing residential neighbourhood. The recommended FSRs have been tested from a feasibility perspective to support its delivery in the short-term horizon (0-10 years) based on current land values, as well as good urban design outcomes. The total amount of floor space that can be allowed across all of the mixed use precinct has been determined through comprehensive traffic analysis and can be accommodated with a limited suite of road upgrades.

For the north-east corner of Warringah Mall, a minimum employment gross floor area is recommended to ensure employment uses are prioritised in this location. A maximum residential gross floor area has also been applied to allow some flexibility in the location and arrangement of the buildings.

Recommended future floor space ratio map



Maximum height of buildings

The north-east corner of the Warringah Mall site close to the B-Line will set the benchmark upper height of buildings in Brookvale at up to 52m (15 storeys), subject to a Planning Agreement with the owner of the Warringah Mall site to deliver a range of public benefits. Whilst up to 15 storeys may be permitted, this will not be delivered across the MU1 Mixed Use zone area with reduced heights in certain areas to ensure architectural interest and good amenity outcomes e.g. lower buildings may be located next to the town square to provide more sunlight and taller buildings may be located next to main roads to limit wind and noise impacts. A maximum residential gross floor area control will apply in conjunction with the building height control, which also acts as a mechanism to control building heights within the site i.e. not all buildings will be able to reach 15 storeys. The height controls will retain an area for the provision of the town square. This will transition down to a maximum building height of 30 metres (8 storeys) within proposed mixed use areas to the north along Roger Street and Pittwater Road.

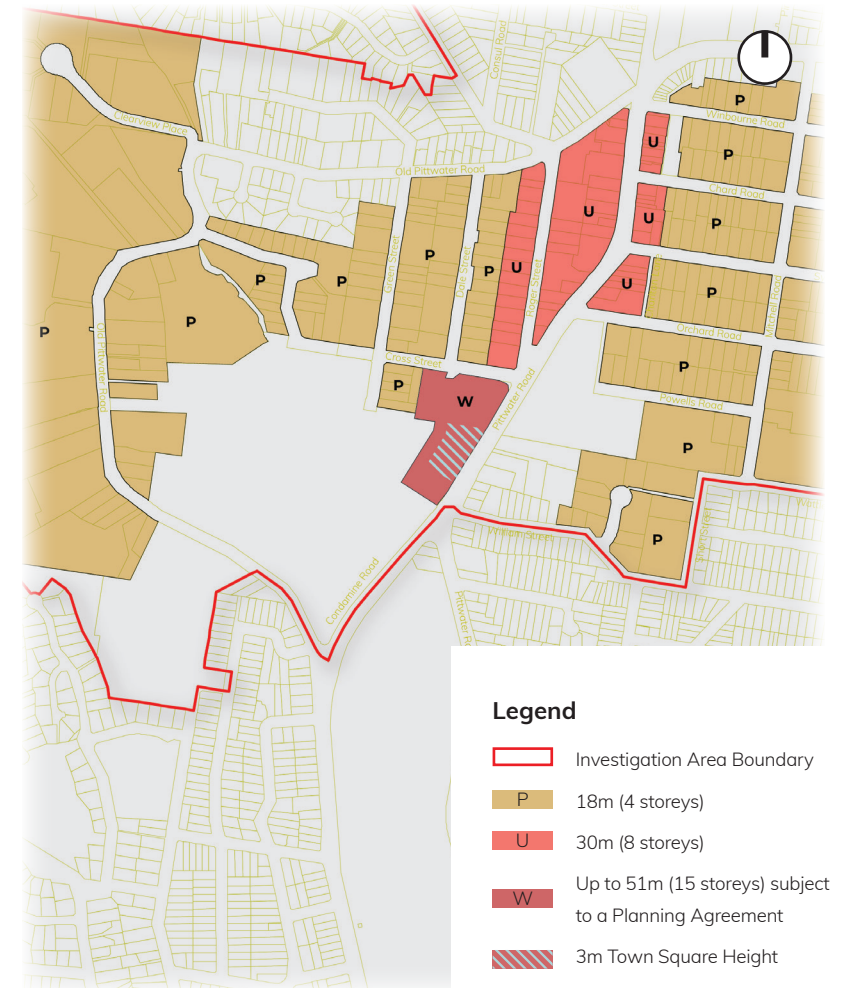
For land zoned E4 General Industrial a maximum building height of 18 metres (up to 4 storeys depending on floor-to-ceiling heights) is recommended. This responds to the State Government's intention to increase the height of single-level industrial buildings to 18m via a complying development pathway. This increase will allow industries to grow and evolve and potentially incorporate contemporary technologies which require large bay warehouses such as robotics, automation, new and more powerful sprinkler systems, solar, plant and equipment.

Urban design analysis is ongoing to determine the appropriate statutory maximum building heights for the remainder of the Warringah Mall site outside the proposed mixed use and open space areas. These height limits can be introduced as part of the broader LEP review that Council is undertaking.

Note: Map only shows heights where changes are proposed and includes the two small drainage reserves in the eastern industrial precinct (Lot 2 DP 1174201 at Winbourne Road and Lot 34 Section 3 DP 6033 at Chard Road) which do not appear on the map due to the scale.

Note: The location and extent of the 3m building height is subject to change based on masterplanning and a negotiated Planning Agreement. The intention is to ensure delivery of 5,000sqm for a town square. Provision of a community facility may require an adjustment to the recommended building height.

Recommended future height of buildings map





Special Area Development Control Plan

As part of the recommended planning framework, Development Control Plan provisions for Brookvale will be prepared to form part of the Warringah Development Control Plan 2011 and supplement the Warringah Local Environmental Plan 2011. This will describe the development strategy and will set the detailed design guidelines for future development applications for new buildings in Brookvale.

As part of the preparation of the Special Area Development Control Plan, provisions around the following matters will be considered:

- the desired future character of Brookvale
- local infrastructure and public domain (including, public open spaces, green infrastructure, streets, lanes and pedestrian links)
- land uses
- heritage
- building layout, form and design
- noise management
- waste management (including circular economy principles)
- water management

- amenity (including noise and vibration, sunlight access to open spaces)
- traffic and parking
- sustainability.

It is noted that 'Part G Special Area Controls' of the Warringah DCP 2011 currently applies to 'Warringah Mall Shopping Centre' (145 Old Pittwater Road, Brookvale) and provides site-specific guidelines for development of this site, including built form, building height, floor space, access and movement and amenity requirements. Any adoption of the site-specific DCP for Brookvale may require an amendment to the 'Special Area Controls' for Warringah Mall, which would be best determined through a masterplanning process in conjunction with a negotiated Planning Agreement with the site's owner.

Implementation

Timeframe

The Brookvale Structure Plan will be implemented through a staged approach, with each action allocated an indicative timeframe for delivery.

Indicative timeframes include:

Quick wins <2 years

Short-term 1-3 years

Medium-term 3-5 years

Long-term 5-10 years

Funding

The Brookvale Structure Plan recommendations will need a source of funding.

While Council is ultimately responsible for funding there are varied methods of funding available that could be considered. These include:

- Council's Capital Works Program
- Developer levies through Section 7.11 developer contributions
- Grant applications (State/Federal Government)
- Planning agreements with landowners
- Housing and Productivity Contribution Scheme (State Government).

Indicative Cost

Approximate cost ranges are outlined as low, medium, high or significant. The costings are indicative only and represent a general guide.

Key

Low	(\$0-\$15,000)	
Medium	(\$15,000-\$500,000)	 
High	(\$500,000-\$5,000,000)	  
Significant	(\$5,000,001 upwards)	   

Where actions infer an investigation via a study, this is generally associated with a medium cost. Where an action is related to physical infrastructure delivery and investment, this is associated with a significant cost.

Brookvale Structure Plan Action Plan

No.	Action	Responsibility	Cost
Quick wins (1-2 years)			
1	Prepare an Urban Tree Canopy and Greening Strategy for Brookvale to inform planning controls to increase urban tree canopy along streets, public open spaces and as part of new buildings, while maintaining suitable access for vehicles within Industrial East and West. The Strategy should identify a heat resilience rating for the identified Green Links to establish a baseline for future monitoring	Council	
2	Undertake a hydrology study to address flood risk and assess the potential for the proposed town square on the Warringah Mall site to be located and designed to also serve stormwater management functions	Council	
3	Consider measures to manage the impact of noise and vibration from Pittwater Road traffic and industrial land uses while providing natural ventilation for dwellings that face Pittwater Road without creating a harsh architectural response	Council	
4	Support mixed-use buildings up to 8 storeys in height within the Pittwater Road and Roger Street character sub-precincts with a single-storey street wall height for the Pittwater Road character sub-precinct and three-storey street wall height for the Roger Street character sub-precinct, accomodating a mix of showroom uses, commercial, creative and maker spaces on the ground level with tall ceilings and mezzanine levels	Council	
5	Support buildings of up to 15 storeys in height in the north-east corner of the Warringah Mall site as part of the initial phase of the development and accommodate a mix of commercial office, retail, community uses and residential, on the provision that a 5,000sqm town square with an area of open space and a minimum 2,000 to 2,500sqm gross floor area community facility and at least 11,000sqm of employment floor space is provided	Council	
6	Continue to support a diverse range of industrial and warehousing businesses and creative industrial businesses	Council	
7	Finalise the draft Social Infrastructure Study for Northern Beaches LGA	Council	

No.	Action	Responsibility	Cost
Short-term wins (1-3 years)			
8	Investigate the potential for improved pedestrian crossings and public domain facilities along Pittwater Road and road safety measures to manage potential conflicts between vehicles and pedestrian movements and between industrial and residential traffic	Council Transport for NSW	(\$ \$)
9	Change the land use designation of the ALDI site from industrial to commercial centre and allow heights up to 4 storeys to support a gradual transition to higher density employment uses	Council	(\$)
10	Adopt 5-6m floor to floor heights on ground level in the mixed use areas (Roger Street and Pittwater Road character sub-precincts) to allow for flexibility to attract showroom uses and creative enterprise and accommodate tall ceilings and mezzanine levels	Council	(\$)
11	Adopt a 3m setback at ground level to increase footpath width / achieve street tree planting to improve the pedestrian amenity along Pittwater Road	Council	(\$)
12	Adopt wider landscaped setbacks along the southern edge of Cross Street to become a green boulevard incorporating landscaping and water sensitive urban design measures, improved amenity and contribute to the envisaged character of Brookvale	Council	(\$)
13	Increase building heights up to 18m (equivalent to 4 storeys) in the industrial area (Industrial East and Industrial West character sub-precincts) to provide greater flexibility for businesses to expand and support modernisation of industrial floorspace	Council	(\$)
14	Implement additional permitted uses for business and office premises, health services facilities and veterinary hospitals on the eastern side of Dale Street to encourage less intrusive employment, to reduce potential land use conflicts with mixed use areas to the east	Council	(\$)
15	Adopt new planning controls to ensure new development provides bicycle parking and end of trip facilities such as showers, lockers and change rooms to support cycling as a mode of transport	Council	(\$)
16	Implement maximum car parking rates for future development in Brookvale as part of a Development Control Plan and investigate opportunities for time restrictions for improved turnover and availability of on street parking	Council	(\$)
17	Require the provision of dedicated car share spaces and electric vehicle parking spaces as part of new development	Council	(\$)
18	Develop an environmental sustainability strategy for Brookvale to inform future planning controls for new development, which is to include new buildings being net zero emissions and the development of a low carbon community with high energy and wastewater efficiency and following circular economy principles	Council	(\$ \$)

No.	Action	Responsibility	Cost
19	Improve local planning controls to: • Ensure residential and non-residential buildings and infrastructure are sustainably designed and built • Encourage precinct scale solutions to reducing resource use • Deliver identified priority local green grid corridors, connections and shared uses • Intergrate green infrastructure into future development, including vertical and roof gardens • Encourage businesses along Brookvale Creek to engage with the creek and unlock these areas as a key source of workplace amenity and encourage pockets of landscaping at the front of industrial properties on vacant land which offers places for workers to sit while also contributing to the character of Brookvale • Minimise disruption from trees to utilities and other community services • Consider urban heat and flooding hazards and measures to reduce these risks e.g. wind paths, shading, cool or porous surfaces, cool roof materials, green roofs and walls	Council	
20	Investigate improvements to existing local and district public open spaces to support additional demand created by the Brookvale Structure Plan	Council	 
Medium-Term (3-5 years)			
21	Facilitate events and markets on council owned land such as Winbourne Road Car Park during non-peak periods of the week (i.e. night-time or weekends) to promote Brookvale as a diverse place for commerce and interaction	Council	 
22	Encourage mixed active frontages addressing rear laneways and Winbourne Road Car Park that supports some active ground floor uses while supporting rear lane access to parking and business loading facilities	Council	
23	Implement a 5% affordable housing contribution levy for new residential floorspace delivered in Brookvale that may be satisfied by dedication of dwellings or by making an equivalent monetary contribution in accordance with the Affordable Housing Contributions Scheme	Council	 
24	Work with the owner of the Warringah Mall site to deliver up to 10% affordable housing contribution levy	Council Developer	 
25	Prepare a 7.11 Contributions Plan to levy for local infrastructure improvements commensurate with the infrastructure requirements for new development in the catchment; and investigate opportunities for planning agreements to deliver public benefit for the incoming population. The contributions plan will include the following traffic infrastructure upgrades: • Willandra Road upgrades • new short left turn lane on Harbord Road northbound north of Abbott Road • Beacon Hill Road / Warringah Road intersection upgrade • extending the right turn bay from Warringah Road to Allambie Road • laneway adjustment to Cornish Avenue	Council Developer	 

Long-term (5-10 years)

	- new traffic signals at Allambie Road / Rodborough Road - new traffic signals at Harbord Road / Brighton Street		
25	- The following traffic upgrades will be investigated for inclusion in a 7.11 local contributions plan or planning agreement: - Extending parking restrictions on the southern side of Abbott Road - The adoption of peak period parking restrictions along the eastern side of Harbord Road and on both sides of Pittwater Road		
26	Provide for through site links increasing the permeability and walkability of Brookvale, and connections to public open spaces (i.e. Allenby Park and Green Street Park)	Developer	 
27	Incorporate new street tree planting along Roger Street to enhance urban tree canopy cover	Council Developer	 
28	Implement proposed cycleways identified by the Northern Beaches Bike Plan 2020 and build on the release of the Strategic Cycleway Corridor program (NSW Government, April 2022), with Pittwater Road and Condamine Street identified as a key cycleway corridor that connects Brookvale with key centres such as Dee Why, Manly Vale, Balgowlah and Manly	Council Transport for NSW	 
29	Implement the recommendations of an updated Open Space and Recreation Strategy for Northern Beaches LGA	Council	  
30	Provide a new town square of a minimum 5,000sqm adjacent to the B-line stop and readily accessible to the public. This space should support a combination of hard and soft landscapes, incorporate new trees, seating, public art and play elements, and potentially serve water management and flood mitigation functions	Developer	 
31	Streets and open spaces are to incorporate WSUD measures to improve stormwater drainage and flood mitigation	Council Developer	 
32	Encourage opportunities for a standalone commercial office building at the intersection of Pittwater Road and Cross Street, or alternatively commercial office space integrated with a community facility building in a highly accessible and visually prominent location becoming a key landmark with high exposure to vehicles and foot traffic	Council	 
33	Investigate re-aligning an extended Dale Street as a new high-street, continuing the Brookvale grid via an attractive ground plane and integrating the mall site into the surrounding centre	Developer	  
34	Encourage the built form and pedestrian environment in the Core character sub-precinct to connect to key destinations in the broader area such as the B-line bus stop, Brookvale Community Health Centre and the Northern Beaches Tafe campus	Council Developer	 
35	Encourage a vibrant ground plane with active frontages to be focused along the Dale Street extension and at the interface of the proposed town square	Developer	 
36	Investigate opportunities to support an enhanced night economy with after-hour uses such as restaurants and bars in the Core character sub-precinct	Council	 
37	Explore opportunities to further enhance the creative hub area, rear laneways and pedestrian through site links with public art, small scale exhibitions and landscaping	Council	 
38	Encourage creative industries and compatible non-industrial uses (e.g. indoor recreational facilities) to focus toward the creative hub area where cultural and creative industries can cluster, collaborate and grow	Council Office of the 24 Hour Economy Commissioner	

No.	Action	Responsibility	Cost
39	Improve pedestrian crossing and public domain facilities at two key signalised intersections on Pittwater Road – those being at Cross Street and Sydenham Road. These improvements (subject to further investigations) may include increased waiting space for pedestrians, wider crossings, upgraded public domain treatments and reduced waiting times	Council Transport for NSW	 
40	Improve walking environments and public domain treatments on key streets such as Cross Street and Dale Street to enhance pedestrian amenity and promote connectivity to the B-Line stops on Pittwater Road	Council	 
41	Encourage the shift in travel mode share toward public and active transport through enhanced connections to public transport stops - particularly the B-Line stops on Pittwater Road	Council Transport for NSW	 
42	Continue to advocate for improvements to the frequency and reliability of the B-line bus service with Transport for NSW	Council Transport for NSW	   
43	Monitor the incremental impact of development on traffic levels through tracking of development approvals and/or periodic traffic counts	Council	 
44	Advocate for State and/or Federal funding for grade separation at the Pittwater Road / Warringah Road intersection to unlock further growth capacity for jobs and homes in Brookvale	Council Transport for NSW Infrastructure Australia	   
45	Investigate the opportunity to deliver a 2,000 to 2,500sqm gross floor area multi-purpose community facility on the Warringah Mall site where it can be co-located with existing services and accessible via public and active transport and potentially incorporate affordable creative spaces such as wet rooms and galleries.	Council Developer	 

Where to from here?

This revised draft Structure Plan seeks to establish a 15 year vision for growth and an overarching strategy for all future planning in Brookvale, with development opportunities deliverable in the short, medium and longer term. Once endorsed, the Structure Plan will be the framework to inform all future planning decisions in Brookvale.

Once adopted, several implementation pathways will be available. This includes Council or Proponent-led Planning Proposals which would seek to amend the Local Environmental Plan. As part of a rezoning process, additional studies and plans will be required including:

- Supporting technical studies
- Special Area Development Control Plan provisions which will provide detailed design and sustainability controls
- A Section 7.11 Contributions Plan which will detail new and upgraded local infrastructure required to support the growth in population and workers in Brookvale
- Inclusion of a 5% Affordable Housing levy for new residential development in Brookvale or a higher amount for the Warringah Mall site (subject to negotiation) in Council's Affordable Housing Contributions Scheme.

The supporting technical studies will need to be completed prior to the preparation of a Planning Proposal and the recommendations are intended to inform detailed planning controls as part of a rezoning process. The technical studies include:

- Urban Design Strategy and Public Domain Plan
- Transport Strategy
- Noise Impact Study
- Social Infrastructure and Open Space Needs Assessment
- Environmental Sustainability Strategy
- Urban Tree Canopy and Greening Strategy
- Heritage Assessment
- Preliminary Site Contamination Investigation
- Hydrology Study / Flooding and Stormwater Assessment
- Bushfire Strategic Study
- Utilities Services Study
- Affordable Housing Contributions Feasibility Study.

Council will review the Structure Plan periodically to monitor and evaluate progress and implementation. This will include updates to respond to funding commitments to major transport infrastructure upgrades that will unlock additional traffic capacity within Brookvale.

Preparation of revised draft Structure Plan

Public exhibition of revised draft Structure Plan

Review and consideration of submissions received

Finalisation of Structure for Council endorsement

Endorsed Structure Plan to be considered for future planning decisions

