



JAMES GRIFFIN MP

COMMENT

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Submission to the Independent Planning Commission

Re: Mixed-Use Development Proposal at 4 Delmar Parade and 812 Pittwater Road, Dee Why

I appreciate the opportunity to make a submission on the proposed mixed-use development at 4 Delmar Parade and 812 Pittwater Road, Dee Why.

I have personally visited the proposed development site and inspected it from the street.

The project, comprising 280 residential apartments (including 43 in-fill affordable housing units) and four commercial tenancies over a three-level basement, represents a significant increase in dwellings in the Dee Why area. While the Department of Planning has recommended approval subject to conditions, I believe this development should also include a contribution from the NSW Government to improve local transport infrastructure. To not align an increase in dwellings, with improved transport connectivity would be a missed opportunity.

This submission emphasises the critical need for increased NSW State Government funding for local transport infrastructure and improvements to bus frequency servicing Dee Why. Without these essential preconditions, the proposed development, whilst a welcome contribution to local housing stock, risks exacerbating existing infrastructure pressures, undermining the benefits it aims to deliver.

Context and Concerns

Dee Why, located on Sydney's Northern Beaches, has undergone substantial urban intensification in recent years. While increased density brings economic activity and vibrancy, it also places significant strain on transport infrastructure.

The inclusion of 43 in-fill affordable housing apartments is commendable, addressing Sydney's pressing housing affordability challenge. However, affordability cannot be achieved in isolation. It must be supported by adequate transport infrastructure to ensure accessibility and equity for residents. A failure to address transport capacity does not constitute good urban planning.

Transport Infrastructure Challenges

Currently, Dee Why faces a number of challenges in terms of transport infrastructure:

- 1. Road Congestion: Pittwater Road, the main thoroughfare in Dee Why, is already heavily congested, particularly during peak hours.*
- 2. Public Transport Limitations: While Dee Why is serviced by bus routes, the frequency and capacity of these services often fall short of meeting community needs. Delays and overcrowding are common, particularly during peak travel times.*
- 3. Active Transport Infrastructure: Cycling and pedestrian pathways in Dee Why remain limited, reducing opportunities for sustainable transport and contributing to car dependency.*



To ensure the proposed development addresses the needs of future residents and the wider community, the following investments should be made by the NSW Government in conjunction with the approval:

1. Increased Funding for Local Transport Infrastructure

The NSW State Government must allocate additional funding for transport infrastructure in Dee Why Why. This funding should prioritise:

€€ Upgrades to Road Networks: Improvements to Pittwater Road and surrounding local roads to manage increased traffic volumes. Consideration should also be given to traffic flow improvements, such as synchronised traffic signals and additional turning lanes where required. This includes the underpass/overpass opportunity on Pittwater Road and Warringah Road.

€€ Enhanced Pedestrian and Cycling Infrastructure: Investment in safe, accessible pathways and cycle lanes to encourage active transport and reduce car dependency.

2. Improved Bus Services

The development must be supported by a commitment from Transport for NSW to increase the frequency and capacity of bus services in Dee Why. Specific measures could include:

€€ More frequent services on key routes connecting Dee Why to employment hubs such as Chatswood, the Sydney CBD, and Macquarie Park.

€€ Additional routes or extended services to meet the needs of the growing population, particularly for residents of the proposed development.

€€ Implementation of a €~Keoride style bus to provide connectivity from the main road to nearby streets.

3. Transport Impact Mitigation

Additional funding could also support:

€€ The construction of new bus stops or upgrades to existing facilities near the development site.

€€ Traffic management measures to address localised impacts during and after construction.

€€ A travel demand management strategy, including incentives for public and active transport use by residents and commercial tenants.

Alignment with Strategic Policy Objectives

These requests align with existing NSW Government policies and objectives, including:

€€ State Environmental Planning Policy (Planning Systems) 2021: The SEPP emphasises the need for sustainable development that balances economic, social, and environmental outcomes. Transport infrastructure improvements are essential to achieving this balance.

€€ NSW Future Transport Strategy 2056: The strategy highlights the importance of integrated land use and transport planning to support growing communities. Ensuring adequate transport capacity in Dee Why is consistent with this vision.

€€ Greater Sydney Region Plan: The plan identifies the need to create well-connected communities where residents can access jobs, services, and amenities within 30 minutes.

Conclusion



The benefits of this proposed development will only be fully realised if they are supported by adequate transport infrastructure. Without addressing local transport challenges, the development risks overburdening existing infrastructure, reducing liveability, and undermining the goals of strategic planning policies.

I urge the Independent Planning Commission to require additional NSW State Government funding for transport infrastructure improvements and commitments to enhanced bus services as a part of this development. These measures are essential to ensure the proposed development delivers positive outcomes for Dee Whys current and future residents.

Thank you for considering this submission. I look forward to the Commissions decision on this important matter.

Sincerely,

James Griffin MP

Member for Manly
