

5 November 2025

Mr Najeeb Kobeissi

Our Ref: 2025/685619

Email: najeeb.kobeissi@dpie.nsw.gov.au

Dear Mr Kobeissi,

Council Comments - SSD-76220734 - 156-164 Ocean Street, Narrabeen

Thank you for your correspondence inviting Northern Beaches Council's advice on the Environmental Impact Statement for Indigo By Moran - 156 Ocean Street Narrabeen - SSD-76220734.

Detailed comments are provided under Appendix 1 for Planning, Landscape, Development Engineering, Environmental Health, Development Contributions, Aboriginal Heritage, Biodiversity, Heritage, Urban Design, Waste Management, Water Management and Transport Network in response to the SSD.

By way of background, a Pre-lodgement meeting (PLM2025/0076) was held with Council on 17 June 2025 to discuss the scheme. In the notes issued after the meeting, there were several significant concerns raised with this scheme including height, scale, streetscape context, setbacks, and lack of appropriate response to relevant built form controls under Warringah LEP 2011.

Various issues and requests for information were also raised by Council's experts for Coastal Management, Urban Design, Traffic Engineering, Environmental Health, Development Engineering, and Waste Services as outlined in the Pre-Lodgement notes.

Since the Pre-lodgement meeting, there has been no change to the design as submitted in the SSD to address Council's issues. The notes issued from the Pre-lodgement meeting are included Appendix 2 and are still relevant.

In summary, the proposal in its current form is an overdevelopment of the site, is inconsistent with the character of the area, and would have unacceptable impacts on adjacent developments & surrounding area.

Should you require any further information or assistance in this matter, please contact Tom Prosser, Principal Planner on 8495 6499.

Yours faithfully



James Farrington

Appendix 1 Northern Beaches Council Submission - Detailed Supplementary Comments - SSD-76220734 - 156-164 Ocean Street, Narrabeen

PLANNING

Building Height

The site and surrounding sites have a Building height of 8.5m that applies under the Warringah LEP.. The below table summarises Building height:

	Requirement	Proposed	Variation
Warringah LEP 2011	8.5m	21.1m	21.1m 148.2% variation to WLEP
SEPP (Housing) 2021 Additional 3.8m Height under s87	12.3m	21.1m	71.5% (see comments below)

The Clause 4.6 Variation request states that as a part of the SEARs, the Department issued, an 'additional assessment requirement' as follows:

"Bonus height and floor space ratios

1. An application relying on an additional floor space ratio or maximum building height bonus under Clause 87 of the State Environmental Planning Policy (Housing) 2021 must include the following: a. A comparison scheme showing compliance with relevant controls or limitations within the Warringah Local Environmental Plan 2011, and reasonable compliance with Part 3, Chapter 15 (Design principles for independent living for medium density) of the Seniors Housing Design Guide 2023.

2. To be eligible for the bonus 3.8m height under Clause 87(2)(c), the floor space ratio of the proposed scheme must be no more than 25% above the comparison scheme...."

Since the issue of the SEARs in December 2024, Section 87(2) Additional floor space ratios of *SEPP (Housing) 2021* has been amended to allow for "one or more" of:

- Additional FSR
- Additional Height (3.8m)

FSR is not applicable to the site, and the proposal requests an additional height, equating to 12.3m. Concern is raised about the applicability of Section 87, given there is no relevant additional floor space ratio, and the proposal does not meet the requirement for 3.8m additional height. It is therefore queried whether Section 87 is applicable to this application.

In either case (under LEP or SEPP), the proposal involves a significant variation to the development standard that results in a building that does not respond to the

established character of the area. The proposal is overbearing and dominant when compared to surrounding built form that responds to the 8.5m development standard.

The proposal also does not show 'reasonable compliance' with Chapter 15 of the *Seniors Housing Design Guide* which includes the following objective:

15.1.1 To provide two or three storey housing clusters where the scale and massing is articulated and separated to respect the character and pattern of the suburban surroundings.

The proposal involves 5-storey buildings, clearly inconsistent with the above objective.

It is also contended the site is relatively flat, and there does not seem to be any site-specific reason or 'environmental planning ground' to justify multiple storeys above the height standard.

Overall, the building height results in the following unacceptable impacts:

- Inconsistent with surrounding character (including nearby R2 Low Density Residential land) that has been required to respond to an 8.5m development standard.
- Significant overshadowing impacts to dwellings on Loftus Street
- Potential view impacts
- Visual impact (see character, bulk and scale below)

Character, Bulk and Scale

In addition to the significant non-compliance with the Building height development standard, the proposal provides long walls facing the street with a lack of articulation, and a lack of separation from the street.

Under the Warringah DCP, Clause D9 for Building Bulk requires

Large areas of continuous wall planes are to be avoided by varying building setbacks and using appropriate techniques to provide visual relief.

Despite the Warringah DCP not strictly applying to this SSD proposal, this control is reminiscent of the established character in the area. The proposal includes lengths of 50m-90m with limited articulation or visual relief. A building of this scale in this context should have substantial breaks in the built form.

Concern is also raised with the lack of separation from the street. The surrounding area has a character that has responded to a 6.5m landscaped front setback control (under the Warringah DCP). This proposal involves large sections of the built form with a setback of 2m-3m from the street (with some upper-level balconies as little as 1m). The proposal also has significant protrusions of built form in each frontage. This does not provide an appropriate balance between landscaping and built form to respond to the established landscaped character.

Amenity Impacts

There will be significant, and unreasonable amenity impacts to the surrounding lower density development. This includes:

- Overshadowing and privacy impacts to neighbouring dwellings on Loftus Street
- Privacy impacts and overbearing nature to various surrounding neighbours due to height and lack of separation from the street and boundaries

- Potential View impacts (concern that view analysis is limited and there is potential for view impact from a variety of residences in the surrounding area)

Seniors Housing Design Guide

- Concern is raised that the proposal is inconsistent with the Seniors housing design guide in that the 5 storey form with a lack of articulation, lack of breaks, lack of separation, lack of suitable landscaping in the street frontage, does not meet the following relevant objectives under Chapter 15 of the Seniors Housing Design Guide:

15.1.1 To provide two or three storey housing clusters where the scale and massing is articulated and separated to respect the character and pattern of the suburban surroundings.

15.1.2 To positively enhance the streetscape and uplift the quality of built form in the neighbourhood and provide a landscape buffer to soften the development.

Apartment Design Guide (ADG)

The proposal does not adequately respond to the following sections of the ADG:

- *3C Public Domain interface* – The proposal provides extensive lengths of solid walls to each frontage without any adequate break, and the extensive built form along each frontage.
- *3F Visual privacy* – The large balcony area to the southeastern corner does not meet the design requirement for privacy under the ADG and contributes to overlooking and noise impacts to dwellings on Loftus Street.
- *4A Solar Access* – See Urban design comments
- *4F Common circulation and spaces* – The proposal provides extensive lengths for internal corridors. This includes some corridors being well in excess of the design guidance of a maximum of 12m
- *4K Apartment Mix* – The proposal does provide any studio or one-bedroom apartments.

Conclusion

It is concluded that the height bulk and scale of the proposal is out of character with the surrounding area, and there would be significant amenity impacts to surrounding residential properties.

This is caused by the extent of height variation that does not respond in any way to the development standard for height on the site, and is reminiscent of a Planning Proposal which seeks to completely amend the 'Height of Building' that applies to the site.

Appendix 1 Northern Beaches Council Submission – SSD-76220734 - 156-164 Ocean Street, Narrabeen

LANDSCAPE

Landscape assessment of the proposal has identified the following issues:

- Previous comments provided reinforced the need to consider all relevant parts under the Seniors Housing Design Guide (SHDG) and alignment with other design guides as relevant such as the Apartment Design Guide, including the 9 design quality principles contained in Schedule 9 and specifically for landscape setting, Principle 5 - Landscape; and parts 3E Deep soil zones, 4O Landscape design, and 4P Planting on structures.

Setbacks

- The proposed setback of basement to northern, southern and western boundaries limits the potential to establish canopy tree cover of any significance and rather the landscape setting outcome along boundaries is likely to present with small tree screening / tall shrub planting only. Opportunities for taller trees to soften the built form are limited. The available deep soil in the setbacks is further diminished by the inclusion of balconies, courtyards and private open space infrastructure.
- The northern setback relies on landscaped areas above the level of the street directly off private open space areas for creation of a landscaped setting. Vegetated areas within private open space are less likely to be successful in the long-term in providing softening to the built form. Additionally, the 'leftover' spaces on street level are insignificant and will not allow the establishment of any meaningful planting. Retaining walls are required along this elevation and their use without sufficient street level planting in front will result in a poor streetscape outcome. Street level landscaped areas should be increased for the entirety of this setback and contain the proposed tree planting. Tree species should be able to achieve a mature height commensurate to the built form height.
- The north-eastern corner of the site is dominated by pavement and built form. This significantly reduces meaningful deep soil and landscaped areas that are vital in the establishment of tree canopy and understorey planting, ultimately helping to soften the bulk and scale of the built form. The remainder of the eastern setback is a better outcome for a development of this size. Tree 6 should be considered for retention.
- The western setback is largely diminished by courtyards and private open space areas. Existing significant trees are located in this setback, and none are to be retained. Further consideration should be given to providing a setback without the encroachment of the built form and private areas which will assist in re-establishing the landscape setting to be lost along this façade.

Trees

- The Arboricultural Impact Assessment (AIA) references architectural plans dated 31/03/25 and the submitted architectural plans are dated 28/07/25. It is therefore unclear that the AIA provides an accurate assessment of impact on trees for the current plans.
- Part 40 Landscape Design of the ADG is identified as 'good guidance' under the SHDG. For a site this size 1 large tree or 2 medium trees per 80m² of deep soil should be provided. For the available deep soil of 2015.7m², 25 large trees or 50 medium trees should be provided, which would also help mitigate the loss of canopy from the proposed tree removal (24 category A trees, 38 category Z trees, and 7 category ZZ trees to be removed). The landscape proposal shows 2 x large trees, 40 small trees and some palm/tree fern planting. More medium/large tree planting should be included in deep soil areas.
- A more appropriate design could retain significant trees 6, 30, 33, 53, 54, 55 and 61 (all rated as category A1 trees "*Important trees suitable for retention for more than 10 years and worthy of being a material constraint*", as defined in the AIA).
- Retention of existing significant trees appears to be a secondary consideration which is contrary to the SHDG.

General

- All on structure planting should achieve the minimum soil depth requirements outlined in the ADG under Part 4P Planting on structures.

DEVELOPMENT ENGINEERING

Engineering assessment of the proposal has identified the following issues:

The submitted stormwater management plans have been reviewed, and the Consultant has provided OSD for the development. No review of the OSD system has been possible as no model was submitted.

There are two OSD tanks provided for the development. One at the northern boundary connecting to the Council piped drainage system in Octavia St and the other on the western boundary connecting to the piped drainage system in Lagoon St.

The overflow pit from tank 1 is located on the boundary of Lagoon St within the access driveway to the basement. The stormwater plan indicates a fall to the boundary for the overflow however this is inconsistent with the architectural plans which shows a 1 in 20 fall from the boundary into the basement. The plans are to be amended to be consistent to ensure a high point is provided in the driveway away from the boundary to ensure no flows enter the basement.

OSD 2 is located under habitable rooms which is not permitted. This tank must be relocated external to the building under the balcony and landscaped areas along Octavia St.

As per the original comments provided, there is a trapped low point in Octavia St which may cause stormwater to enter the site when the drainage system capacity is exceeded. A capacity check of the Council drainage system and determination of the 1% AEP flood level is to be provided to ensure there is no impact on the proposed development and that there is a minimum 500mm freeboard to any habitable floor levels and entry into the basement. The study is to be undertaken by a suitably qualified Civil Engineer.

Once the above information is determined, the orifice plate for OSD 2 must be located above the 1% AEP flood level. This may require the tank to be positioned further east along the Octavia St frontage.

The proposed driveway width is to be confirmed by Council's Traffic Engineers. The grade from the kerb to boundary is to be in accordance with Council's Normal profile which is available on Council's website. Internal grades including a minimum 1 in 20 grade for the first six metres from the boundary are to be in accordance with AS/NZS2890.1:2004. The plans do not include any levels for the driveway to check if the above has been satisfied.

The requirement to upgrade the footpath width and new bus stop and loading zone is to be assessed by Council's Traffic Engineers.

The proposed electricity kiosk must be located within the road reserve as per the existing kiosk. Where a larger kiosk is required, further dedication of the site to road reserve will be required to ensure the kiosk is located within the road reserve.

The Geotechnical report indicates that the basement intersects the water table. Comments from Council's Coast and Catchment Team are required but it is considered that the proposed basement will need to be fully tanked.

ENVIRONMENTAL HEALTH

Environmental Health officers have assessed the proposal, and the following comments are provided:

The applicant has provided a Preliminary (PSI)/ Detailed Site Investigations (DSI), as well as a Remedial Action Plan (RAP) and Hazardous Materials Survey (HMS).

Environmental Health supports the proposal and recommends standard conditions of consent requiring implementation of Recommendations of as outlined in DSI, RAP and HMS.

DEVELOPMENT CONTRIBUTIONS

Development contribution assessment of the proposal has identified the following issues:

The proposal is for seniors housing development, known as “Indigo by/for Moran”.

Council’s adopted Northern Beaches Section 7.12 Contributions Plan 2024 (the Contributions Plan) applies to the subject property.

The development is for seniors housing and, the applicant should demonstrate to the determining authority that the proponent is a social housing provider registered with NRSCH to be exempt from paying development contributions to Northern Beaches Council. Section 2.5 of the Contributions Plan, states as follows:

2.5 What development is exempted?

This plan DOES NOT apply to the following types of developments: ...

- Development for the purposes of any form of seniors’ housing defined in State Environmental Planning Policy (Housing) 2021 that is provided by a social housing provider registered with the National Regulatory System for Community Housing (NRSCH). Applicants must demonstrate they meet these criteria within the application...

In the event the applicant is unable to demonstrate the proponent is a social housing provider registered with NRSCH, a condition should be imposed on the future development consent requiring payment of development contributions, on the basis of 1% of the Estimate Cost of Development, to Council in accordance with the Northern Beaches Section 7.12 Contributions Plan 2024.

Infrastructure required on Council’s road reserve such as footpath widening or restoration, new bus stop and the like is to be directly provided via development consent conditions. In the event that a larger kiosk is required and cannot be accommodated within the existing road reserve, the applicant should liaise with Northern Beaches Council regarding any proposed dedication of land to Council as road reserve to accommodate the new and larger kiosk as land dedication can only be initiated through a formal Offer to enter into a Planning Agreement with Council.

ABORIGINAL HERITAGE

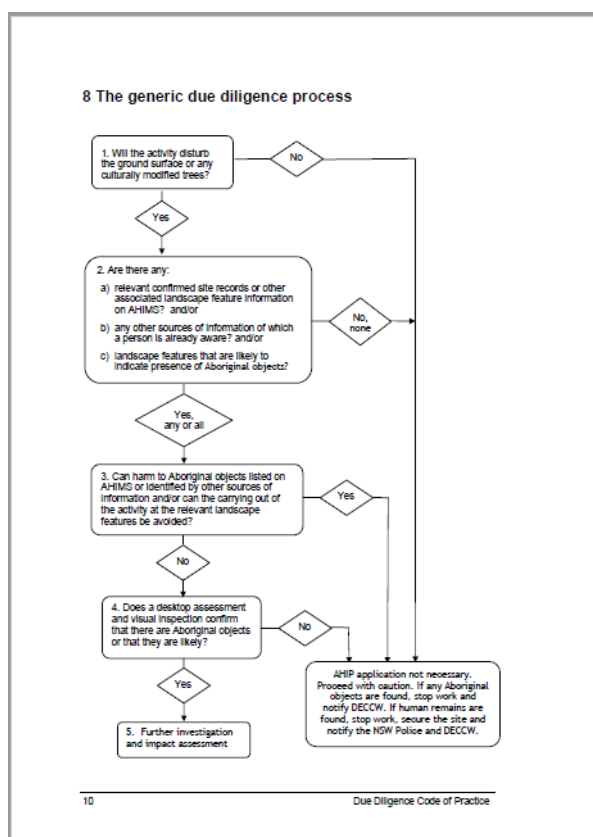
Aboriginal Heritage assessment of the proposal has identified the following issues:

An archaeological assessment under the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (2010) is recommended based on the following:

- A number of registered Aboriginal sites are located within 200m of the subject area
- Within 200m of waters

There are known Aboriginal sites in the area. No sites are recorded in the current development area, however, the area of the proposed development is identified as having high potential for unrecorded Aboriginal sites.

The Aboriginal Heritage Office recommends a preliminary inspection ('due diligence' under the *National Parks and Wildlife Act 1974*) by a qualified Aboriginal heritage professional. The assessment would provide information on what potential Aboriginal heritage issues exist on the land and recommendations for any further action if required. Under the National Parks and Wildlife Act 1974 (NPW Act) all Aboriginal objects are protected.



BIODIVERSITY

Biodiversity assessment of the proposal has identified the following issues:

Biodiversity Planning Controls

The following biodiversity related legislation and planning controls apply to the subject lot:

- SEPP (Resilience and Hazards) 2021 – clause 2.10 Development on land within the coastal environment area
- SEPP (Resilience and Hazards) 2021 – clause 2.11 Development on land within the coastal use area
- Warringah DCP clause E2 Prescribed Vegetation
- Warringah DCP clause E6 Retaining unique environmental features

General Biodiversity Comments

According to the Arborist Report (Naturally Trees, April 2025), the proposal will result in the loss of 37 prescribed canopy trees and 32 exempt trees. It is recommended that the project be redesigned to retain additional native trees. As the submitted Landscape Plan does not currently identify an adequate level of replacement plantings, the proposal as it currently stands will result in a net loss of tree canopy.

Any new landscaping should be composed of locally native species. It is also recommended that the proposed Bangalow palms are replaced with locally native species. Seven *Araucaria heterophylla* (Norfolk Pine) trees will undergo encroachment into their Tree Protection Zones (TPZ) but can be successfully retained with minimal adverse effects if appropriate protective measures are implemented in accordance with Appendix 7 General guidance for working in TPZ. In line with the Arborist Report, the Tree Management and Protection Plan should be implemented.

A BDAR Waiver was prepared by Thrive Ecology (May 2025). A determination under section 7.9(2) of the Biodiversity Conservation Act concluded that the proposed SSD-76220734 is not likely to have any significant impact on biodiversity values and therefore a BDAR is not required.

Recommendations of the BDAR Waiver Request should be implemented to ensure protection of native wildlife during demolition and construction of the proposed works. These include:

- A preclearance survey and clearing supervision of identified habitat trees to protect and rescue any fauna species utilising the subject site during vegetation clearing.

Works should cease and an ecologist should be contacted for advice if any threatened species are identified on site.

HERITAGE

Heritage assessment of the proposal has identified the following comments:

The site is not a heritage item, nor is it located within a heritage conservation area. There are several heritage items located nearby however most are at a significant distance from the site.

These heritage items include:

I145 – Narrabeen Lake Bridge – Pittwater Road, Narrabeen. Also included on the Transport for NSW S170 Register (SHI4305004)

I92 – Shops and Residences – 65-67 Waterloo Street, Narrabeen

I93 – Stone Wall – Ocean Street, near Malcolm Street, Narrabeen.

Heritage Comments

The proposal is for the demolition of all buildings on the site and the construction of several 5-6 storey buildings comprising 149 Independent Living Units and 10 Suites for residential aged care, three-storey basement parking and associated landscaping works and service installation. The proposal requires up to 11m of subsurface excavations across most of the subject site. As the site is not heritage listed, nor is it located within a heritage conservation area, or identified as having potential heritage significance, no concerns are raised regarding the demolition of the existing building on the site. As the site is 410m away from the nearest heritage item, the proposal is not considered to have an adverse impact on the nearby heritage items, nor their significance.

URBAN DESIGN

The application has considered the design guidelines under Seniors Housing Design Guide 2023 (SHDG) but should also resolve and address the following issues:

1. Character with the general streetscape

The proposed built form, as a continuous wall of building blocks joined together without adequate breaks, is considered to be out of character with the general streetscape. The siting of buildings is not sympathetic and responsive to the local environment, and the quality of the general neighbourhood has not been uplifted. The modulation of the bulk and form of the new buildings which is of a much larger scale than the surrounding context has not referenced the local character (generally two storey-built forms) and urban arrangement to acknowledge its surroundings. The front setbacks to Lagoon and Octavia Street frontages should be 6.5m clear of all building structures (including balconies) to allow for adequate landscape buffer and be consistent with the surrounding developments. This will also allow for more existing mature trees to be retained in the streetscape.

2. Building height, bulk and scale

The height breach has resulted in a bulky and out-of-scale built forms which overwhelm and disregard the surrounding building context and streetscape.

The development has not considered the existing low-scale neighbourhood character with one to two-storey dwellings. The proposed larger-scale building should be broken

down into smaller elements to respond to the scale and pattern of the local streetscape and surrounding built character. The proposal should not overshadow the surrounding existing developments especially the developments to the south by allowing adequate building setbacks and reduced building height. The current proposal overshadows the back gardens of the neighbouring residences to the south especially during the winter period.

3. Integrate nature and landscape into the building's function

Communal facilities like swimming pool and fitness centre should not be located in a basement/ sunken courtyard area which is in shadow during the winter months. They should be located in a sunny open space and landscaped area.

WATER MANAGEMENT

1. Site & Proposal Summary

The site is not within waterways or riparian land. Two stormwater outlets associated with the development discharge to the north and southwest, ultimately connecting to Narrabeen Lagoon and Beach, which are sensitive receiving environments.

2. Applicable Planning Instruments & Policies

Warringah LEP 2011 and DCP 2011 apply, specifically:

- C4 Stormwater Siting Requirements
- D22 Conservation of Energy and Water

Council's Water Management for Development Policy (WMD Policy) applies, including:

- Table 5 – General Water Quality Management Requirements
- Section 4.1.2 – Standards of Design

Relevant legislation:

- Water Management Act 2000
- Protection of the Environment Operations Act 1997
- Contaminated Lands Act 1997

3. Stormwater Management

Requirements:

Post-development water quality targets:

- 85% reduction in Total Suspended Solids (TSS)
- 65% reduction in Phosphorus
- 45% reduction in Total Nitrogen

- pH range: 6.5–8.5

Hydrology: Post-development peak discharge must not exceed pre-development peak discharge for flows up to the 50% AEP.

Assessment:

The stormwater plan (ENTEC, Rev. 19.06.25) demonstrates a treatment train approach incorporating filtration and infiltration principles.

Swale drains are essential to meet WSUD objectives and must be integrated into the landscape design at the Construction Certificate stage.

MUSIC modelling or equivalent must confirm compliance with pollutant reduction targets prior to CC approval.

Recommendations:

Incorporate WSUD measures such as biofiltration systems, green roofs, and infiltration to sandy soils.

Submit detailed stormwater design demonstrating compliance with WMD Policy standards.

4. Groundwater & Dewatering

Regulatory Authority: WaterNSW

Requirements:

- All groundwater dewatering must comply with WaterNSW guidelines: Minimum Requirements for Building Site Groundwater Investigations and Reporting.
- Discharge water quality must meet ANZECC Guidelines for Marine Waters prior to entry into Council stormwater assets.
- Discharge to kerb and gutter is not permitted.
- Maximum discharge rate: 15 L/s, unless variation approved by Council.
- Submit Stormwater Drainage Application / Section 68A prior to any discharge.
- Provide a local hydraulic study to assess impacts on street flooding.
- Risk Management:
- Prevent exposure or mobilisation of acid sulfate soils.
- Ensure groundwater drawdown does not cause subsidence or mounding affecting neighbouring properties.
- Basement must be fully tanked.
- Additional Considerations:
- Address noise impacts and space requirements for treatment systems (e.g., carbon filtration).
- Integrated development approvals may be required with WaterNSW.

5. Conditions & Recommendations

1. Stormwater Quality Compliance: MUSIC modelling to demonstrate pollutant reduction targets prior to CC approval.
2. WSUD Integration: Incorporate vegetated swales/biofiltration into landscape design.
3. Groundwater Management:
 - Obtain WaterNSW approvals.
 - Submit Section 68A application and hydraulic study.
 - Ensure discharge ≤ 15 L/s unless variation approved.
4. Construction Considerations:
 - Tank basement.
 - Provide noise and space management plan for treatment systems.
5. Monitoring & Reporting: Implement water quality monitoring during dewatering and construction phases.

Referral Position

No objection, subject to compliance with the above conditions and integration of WSUD and groundwater management measures in accordance with Council and WaterNSW requirements.

TRAFFIC

Council's transport network evaluation of the proposal has identified the following issues:

The development documentation has been accompanied by a comprehensive traffic report addressing traffic generation, parking requirements, loading and servicing requirements and must demonstrate that the proposed off-street parking provisions including vehicle access and circulation are appropriate to the scale of the development and size of vehicles required to serve the development.

Parking

In terms of parking requirements, it appears that the developer is providing the required number of parking spaces to meet the SEPP Housing requirement of 0.5 spaces per bed for the ILU's and to meet the non-discretionary standards for the Residential care facilities of 1 space for each 15 beds plus 1 space for every two employees and one ambulance bay. It is also assumed in Schedule 4 of SEPP housing that visitor parking will be provided.

This would be in addition to the minimum parking required to SEPP requirements for ILU's which is to serve parking needs of residents. Council's expectation is that visitor parking would be provided for the ILU's at a rate consistent with those outlined in the WDCP i.e. 1 car space for each 5 units. A minimum of 30 visitor parking spaces to serve the ILU's is required. The current plans show only 5 visitor parking spaces which is considered significantly deficient for a development of this scale.

The on-street parking around the subject site is already highly utilised and no parking study has been undertaken to determine whether there is any available street parking to offset the lack of visitor parking within the development site. It is unlikely that given the proximity to the beach that any on street parking would be available for this use during the peak months, noting also that the adjoining residential properties generate similar demand for on street parking throughout the year.

Where the developer is providing a resident bus or potentially considering this as a future value add and is considered likely to support the Aged Care beds and for less mobile ILU residents, a dedicated parking bay for this vehicle is required off-street. This parking bay should be separate from the 'Ambulance Bay' and loading bay which will need to be accessible at all times.

Traffic Generation

The developer appears to have assessed the level of traffic generated by the development using reference to rates in the TfNSW Guide to Transport Impact Assessment. Given that the development is comprised largely of two- and three-bedroom ILU's and the site is located over 600 metres from B-Line bus stop with bus services along Ocean Street only serving a limited range of destinations on an infrequent basis, the development cannot be considered well served by public transport. Traffic generation rates likely to be generated by the development are considered to most closely be reflected by those high-density residential dwellings with low public transport accessibility.

Traffic distribution has been assessed and SIDRA intersection modelling for key intersections located nearby including Pittwater Road/Waterloo Street and Waterloo and Lagoon Street. However, this is considered very limited and does not fully demonstrate no net impact on the existing road network operation.

It is noted that the modelling is based a very limited set of traffic counts that appear to avoid the key peak times in the area which would be a Saturday in summer when weekend sport is on, peak attendance at the nearby beaches generates high volumes and would likely coincide with the peak expected visitor attendance at the subject development.

It was also noted that no modelling was undertaken on the potential for 50% of journeys heading north along Ocean Street or any modelling looking at Ocean Street heading south from the site which is a route taken to avoid the section of Pittwater Road between Waterloo Street and Ocean Street.

Further investigation and traffic modelling work is required to address this issue prior to Council being satisfied with this proposal.

Loading/servicing

The development should cater for servicing of waste by a 10.5m waste collection vehicle. The loading bay appears to be sized only to accommodate a small rigid vehicle which is considered inadequate for a development of this scale. Turning and overhead clearance (4.5m) for access by a vehicle of this size must be demonstrated. Apart from waste collection it is considered unlikely that all other servicing needs will be completed by SRVs or mini vans. Removalist trucks will be required on a regular basis for a development comprised of 149 ILU's and 10 aged care beds. Off-street parking for at

least a MRV to facilitate access for removalist trucks and other large servicing vehicles, in addition to the loading bay for garbage and recycling is considered necessary.

Ideally access and circulation areas for trucks should be separated from those required for access to the basement carparking levels. At present the plans show such movements all being accommodated from the one driveway ramp. This could be considered acceptable if this was proposed to minimise the number of off-street parking spaces removed to provide access to the proposed development.

Circulation

Vehicle circulation throughout the carpark must be demonstrated for a B85 vehicle passing a B99 vehicle. With all critically located parking spaces demonstrated to provide acceptable access for a B85 vehicle.

There is a column indicated on the plan at the bottom of the ramp in basement 1 that affects access to the loading bay, ambulance bay and introduces a hazard for general carpark access in this location. The structure is to be designed to remove this column.

Sight lines

Adequate sight lines consistent with AS/NZS2890.1 clause 3.2.4 must be present where the driveway meets the property boundary (for pedestrian sight lines) and the kerb alignment (for vehicles).

Works required in the public domain

As part of the development the proponent is required to undertake the following works to support the residents of the proposed development.

- Relocate the existing bus stop and shelter on the Ocean Street frontage of the site to a suitable location as shown in the Transport Impact Assessment undertaken by Genesis Traffic. This is to include a fully DDA compliant boarding point in line with Council and TfNSW standards.
- Upgrade the path of travel (footpath, boarding point, and crossing points between the development and the southbound bus stop on Ocean Street adjacent to 161 Ocean Street.
- Upgrade the footpath along the site frontage in Ocean Street to a minimum of 2 metres to cater for the increase foot traffic generated by the development.
- Upgrade the footpath to a width of 2 metres along Lagoon Street for the length of the development and continue south along Lagoon Street to the pedestrian crossing south of Wellington Street. This will facilitate appropriate access to the Narrabeen Shopping Precinct for the developments residents and provide the opportunity to connect with the Public Transport services along Pittwater Road.
- Upgrade the footpath along Octavia Street to 1.5 metres minimum width between Lagoon Street and Ocean Street.

Other Matters

The Construction Traffic Management Plan (CTMP) submitted with the State Significant Development Application is not endorsed. If the application is approved and consent granted the applicant must apply to Council for a CTMP approval after

engaging with the Transport Team at Northern Beaches Council to provide guidance on suitable travel routes and construction staging.

The standard requirement for DDA complaint access to Transport Services will need to be formally addressed as part of the development.

Any new of changes to existing parking restrictions required to facilitate the proposed development will need to be submitted to Council at least 8 weeks prior to the proposed implementation to allow the matter to be considered by the Northern Beaches Council Local Transport Forum.

The applicant is also to be aware that Northern Beaches Council will be undertaking construction of the Narrabeen to Mona Vale Safer Neighbourhoods Project in early 2026 with construction of traffic calming being proposed in the area and a permanent reduction to the posted speed from 50km/h to 40km/h

WASTE

Bin Chutes

The bin chutes whilst not recommended by Council, are noted in the OWMP, that bin chutes will be utilised on the updated plans submitted. The bin chutes construction must comply with Appendix C of the Northern Beaches Council Waste Management Guidelines.

Details provided are that the bin chutes will be single chutes and used for general waste only to be deposited into the bin chutes from the various residential floors into a large 1,100L bin in the basement bin rooms. This is not supported as Council does not support or provide 1,100L residential bins. All premises must use 240L bins for storage and collection of waste. It is also noted that a bin cupboard will be provided for 2 x 240L bins for disposal of recycle waste. This implemented strategy is supported.

Residential Bins

This is unacceptable, as this is a residential building complex. Council provides 240L red general waste bins, 240L blue paper/cardboard recycling bins, 240L yellow co-mingle recycle bins and 240L green vegetation bins and servicing of those bins to its residents under the Local Government Act requirements as well as a bulky goods collection which would be on a 5 x weekly cycle for a development this size and/of over 80 dwellings.

The Garbage & Recycling Loading Bay measured at 77m² – rounded end – not practical for bin storage – door width 3.4m, requires a redesign to a rectangular shape.

The OWMP details regarding transferring the bins from the basement bin rooms to the street level garbage and recycling loading bay using a bin tug is supported and required, further safety measures will need to be provided detailing a safety corridor for the bin tug user while transferring bins and conflict with vehicular traffic within the basement carpark to the street level garbage loading bay.

The bin rooms construction must comply with the Northern Beaches Council Waste Management guidelines chapters 3.2, 3.3, 4.2, 4.21

FOGO measures are mentioned in the OWMP

The NSW Government has mandated a food organics collections will be offered to all residential premises by July 2030. For businesses and other properties the mandate for commencement is staged and for seniors housing that council does not provide a regular collection service for the transportation of residual waste will be required to have a food organics collection service in place from 1 July 2026 so food organics bins will need to be factored in when planning for waste. Collection must be weekly.

Bulky Goods Room

Bulky Waste Storage room in the OWMP measured at 32 metres square and waste officer measurements at 33.6m² – this is satisfactory for a 5 x weekly cycle collection for over an 80 x apartment complex, Must comply with Northern Beaches Council Waste Management Guidelines chapter 4.5.

Commercial Bins and Use

It is noted that there will be waste generating facilities proposed within the development such as a hairdressing salon, cinema, fitness centre and medical waste that would require a specialist waste contractor to provide bins and storage in a separate dedicated commercial waste room.

The commercial waste storage room must be separated from the residential waste storage rooms and is required to be as per the Northern Beaches Council Waste Management Guidelines.

As per the OWMP the commercial waste quantities listed and bins required are adequate for this development, a commercial waste contractor must remove all medical and cytotoxic collected waste from this site.

Residential Bin Servicing

The Operational Waste Management Plan refers to a private waste contractor entering the site using a Small Rigid Vehicle SRV, this is unacceptable as Northern Beaches Council operates a (HRV) Heavy Rigid Vehicle 10.5m garbage truck, length 12.5m and 2.8m wide with a travel height of 4.5m.

A Swept Path Analysis for a HRV 10.5m garbage truck to support an access height clearance of 4.5m is required and must be provided demonstrating turning into the complex and turning into the loading dock bay.

Loading/ Servicing

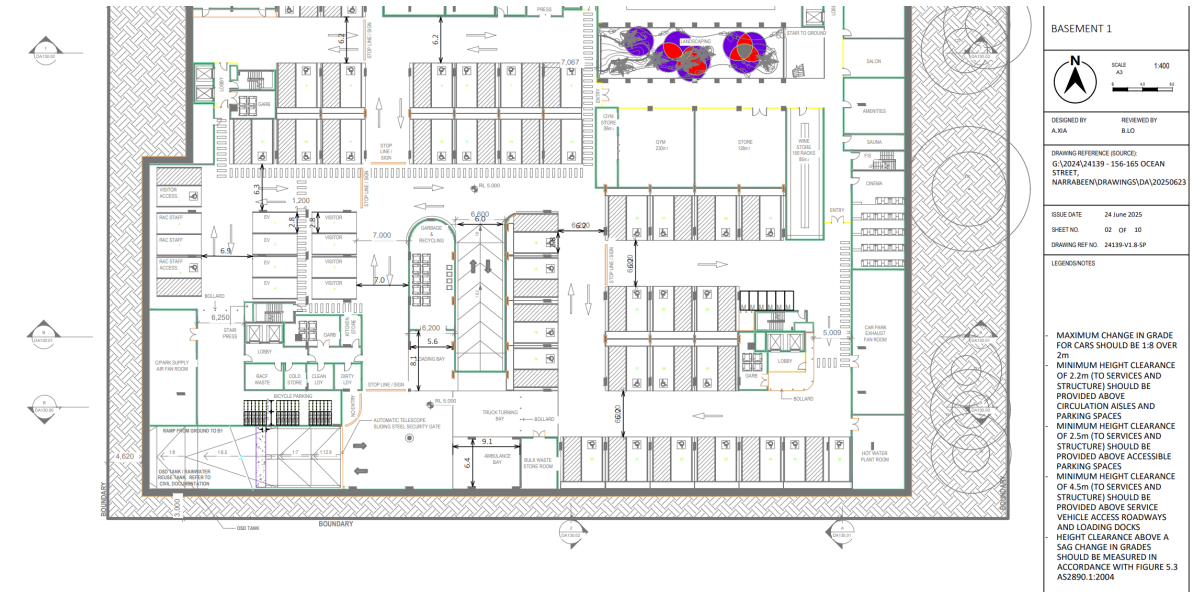
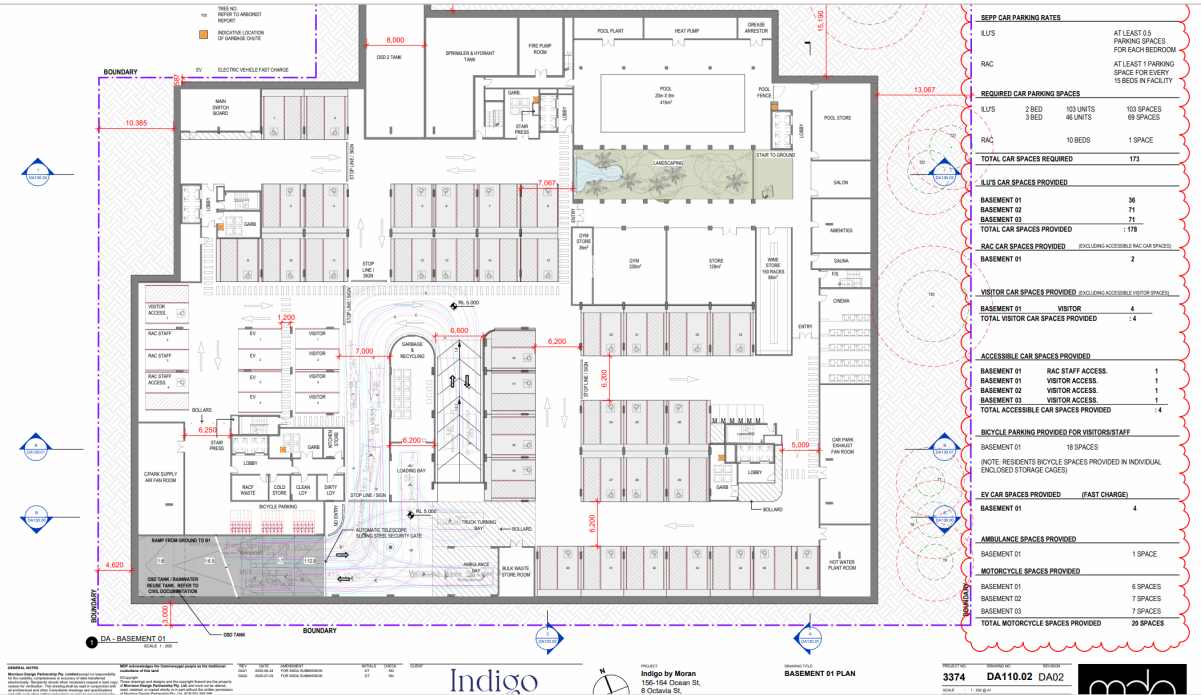
The development should cater for servicing of waste by a 10.5m waste collection vehicle. The loading bay appears to be sized only to accommodate a small rigid vehicle which is considered inadequate for a development of this scale. Turning and overhead clearance (4.5m) for access by a vehicle of this size must be demonstrated.

Apart from waste collection it is considered unlikely that all other servicing needs will be completed by SRVs or mini vans. Removalist trucks will be required on a regular basis for a development comprised of 149 ILU's and 10 aged care beds. Off-street parking for at least a MRV to facilitate access for removalist trucks and other large servicing vehicles, in addition to the loading bay for garbage and recycling is considered necessary.

Northern Beaches Council Waste Management Guidelines chapter 4.7 and 4.8 must apply.

Referred Waste Management Plan by UFD for demolition and construction is included and dated 13th June 2025.

Further information and amendments are required in the plans and OWMP to comply with Council’s waste conditions and requirements as listed above and on the attached plans below.



**Appendix 2 – Notes issued to applicant for Pre-lodgement meeting
(PLM2025/0076) held on 17 June 2025 for Seniors housing scheme on the site**

Pre-lodgement Meeting Notes

Application No:	PLM2025/0076
Meeting Date:	17 June 2025
Property Address:	156-164 Ocean Street NARRABEEN
Proposal:	Demolition and construction of seniors housing within an apartment complex
Attendees for Council:	Daniel Milliken – Manager Development Assessments Alex Keller – Principal Planner Dominic Chung – Urban Designer Finola Sturrock – Urban Designer James Brocklebank – Traffic Engineer Catriona Alder – Waste Services
Attendees for applicant:	Harjeet Spence Markham Relf Nik Winberg Sharne Moran Danile Trafficante Michael Barnett

General Comments/Limitations of these Notes
These notes have been prepared by Council's Development Advisory Services Team on the basis of information provided by the applicant and a consultation meeting with Council staff. Council provides this service for guidance purposes only. These notes are an account of the advice on the specific issues nominated by the Applicant and the discussions and conclusions reached at the meeting. These notes are not a complete set of planning and related comments for the proposed development. Matters discussed and comments offered by Council will in no way fetter Council's discretion as the Consent Authority. PLM notes are provided on a 'without prejudice' basis and treated as confidential but may form part of the DA documents if the proposal proceeds to lodgement. A determination can only be made following the lodgement and full assessment of the application. In addition to the comments made within these Notes, it is a requirement of the applicant to address the relevant areas of legislation, including (but not limited to) any State Environmental Planning Policy (SEPP) and any applicable sections of the Warringah

Local Environmental Plan 2011 and Warringah Development Control Plan 2011, within the supporting documentation including a Statement of Environmental Effects, Modification Report or Review of Determination Report.

You are advised to carefully review these notes and if specific concern have been raised or non-compliances that cannot be supported, you are strongly advised to review your proposal and consider amendments to the design of your development prior to the lodgement of any development application.

SPECIFIC ISSUES RAISED BY APPLICANT FOR DISCUSSION

Response to Matters Raised by the Applicant

Height, Scale and Streetscape context

The proposal is not considered to be a good fit with the surrounding locality as the desired future character seeks to maintain the predominant 2 storey appearance for low rise apartment development. While it is noted that *SEPP (Housing) 2021* allows additional height, it is not considered appropriate to use clause 18 of the SEPP where there is a lower storey limit that deliberately seeks to limit the height and density of apartment development. The proposal is actually 6-storeys due to the upper “pavilion” level facing Ocean Street. The building would present as an extreme anomaly to the streetscape and surrounding density within the Ocean Street, is adversely jarring and likely to trigger a severe undesirable precedent.

Setbacks and Built Form layout

The proposal includes significant non-compliances with the Warringah DCP setback and built form controls which is regarded as symptomatic of overdevelopment. The site does not exhibit any significant site constraints that prevent compliance with the DCP controls, such as steep land, tree locations, heritage, flooding or natural landforms that may justify non-compliance. Where non-compliance with the built form controls achieves better design outcomes (e.g. improved privacy, less overshadowing, protecting trees or view sharing and the like) merit consideration is supportable. However, in this case the basement footprint and above-ground built form (using the SEPP (Housing) 2021) is a dramatic departure from the both the current and draft local planning controls. Both the initial concept design dated September 2024 and the presented scheme dated 29.5.2025 demonstrate significant disregard for the setbacks and local built form controls.

Council has consistently applied the development controls within the 2-storey medium density development zone along Ocean Street under the current and previous planning schemes (Warringah area) and these are intended to be carried through with the Draft Northern Beaches LEP and DCP. The proposal represents a significant compromise and departure from the current future local planning controls that will create an unprecedented anomaly within the 2 storey R3/R2 precinct of Ocean Street. Fully exercising the non-discretionary and bonus SEPP (Housing) 2021 controls as shown in the presented concept is not supported. At most, all setbacks for basements and

balconies should achieved compliance and not overhang or undermining the “minimum” requirements. Any storey element above the 2-storey limit should be central to the new buildings and conceal within an attic-style integrated roof form.

WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011 (WLEP 2011)

WLEP 2011 can be viewed at

<https://www.legislation.nsw.gov.au/view/html/inforce/current/epi-2011-0649>

Part 2 - Zoning and Permissibility	
Definition of proposed development: (ref. WLEP 2011 Dictionary)	Senior's housing Residential flat building
Zone:	R3 Medium Density
Permitted with Consent or Prohibited:	Permitted with consent

Clause 4.6 - Exceptions to Development Standards

Clause 4.6 enables the applicant to request a variation to the applicable Development Standards listed under Part 4 of the LEP pursuant to the objectives of the relevant Standard and zone and in accordance with the principles established by the NSW Land and Environment Court.

A request to vary a development Standard is not a guarantee that the variation would be supported as this needs to be considered by Council in terms of context, impact and public interest and whether the request demonstrates sufficient environmental planning grounds for the variation.

Part 4 - Principal Development Standards			
Standard	Permitted	Proposed	Compliance
Height of buildings	8.5m	RL8.7 to RL28.7	20.0m rooftop pavilion. L6 TBC.
		RL8.7 to RL30.5	21.8 lift/vent overrun structures TBC.
		RL8.7 to RL25.5	16.8m Upper main residential level 5 roof. TBC.

*SEPP (Housing) 2021 prevails and also allows for height 'bonus' to be applied pursuant to Clause 18 (2). Height must be measured from existing ground level. It is

noted that there are some semi-basement parking facilities on site, however the dominant average ground level of RL8.7 is applied based on ALS datum.

The increased building height plane should be 12.3m (8.5m + 3.8m) i.e. Not 13.3m as indicated on the drawings. The proposal exceeds the 12.3m building height plane by about 7m (2 storeys) and 4 storeys above the DCP storey limit. It is also noted that the ground floor to floor height is up 3.9m in part due the partial ground slope.

WARRINGAH DEVELOPMENT CONTROL PLAN 2011 (WDCP 2011)

WDCP 2011 can be viewed at

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/pages/plan/book.aspx?exhibit=DCP>

The following notes the identified non-compliant areas of the proposal only.

Control	Permitted	Proposed
B2 Number of Storeys	2	6 – Does not comply
The storey control is intended to ensure flat buildings and seniors living within the Medium density area along Ocean Street provide a good fit with the established character in the Narrabeen locality near the beachfront. • <i>To ensure development does not visually dominate its surrounds.</i> • <i>To minimise the visual impact of development when viewed from adjoining properties, streets, waterways and land zoned for public recreation purposes.</i> • <i>To provide equitable sharing of views to and from public and private properties.</i> • <i>To ensure a reasonable level of amenity is provided and maintained to adjoining and nearby properties.</i> • <i>To provide sufficient scope for innovative roof pitch and variation in roof design.</i> • <i>To complement the height of buildings control in the LEP with a number of storeys control.</i> It is considered that the scale of the proposed re-development of the site shown would offend these DCP objectives and the variation proposed to the 2 storey control should not be pursued.		
B3 Side Boundary Envelope	45 degrees at 4m	TBC
• <i>To ensure that development does not become visually dominant by virtue of its height and bulk.</i> • <i>To ensure adequate light, solar access and privacy by providing spatial separation between buildings.</i> • <i>To ensure that development responds to the topography of the site.</i> The side boundary envelope plane should be superimposed over a photo montage and section diagram to demonstrate compliance. Generally, the setbacks, as height increases, will be guided by the ADG.		

B5 Side Boundary Setbacks	4.5m within R3 area	Setbacks should be progressively increased above 2 storeys.
• <i>To provide opportunities for deep soil landscape areas.</i> • <i>To ensure that development does not become visually dominant.</i> • <i>To ensure that the scale and bulk of buildings is minimised.</i> • <i>To provide adequate separation between buildings to ensure a reasonable level of privacy, amenity and solar access is maintained.</i> • <i>To provide reasonable sharing of views to and from public and private properties.</i> Generally, the side setbacks will be guided by the ADG. POS should not encroach into the setback areas and the placement of deep basements with shallow soil cover is not encouraged. Generally, basement and driveway ramps should be 2m or further from a side boundary with other residential properties. Clause B5 should be applied to work in conjunction with Clause D9 Building bulk.		
B7 Front Boundary Setbacks	6.5m	For such a large building a 6.5m setback for all balconies and wall lines for all street frontages should be adhered too.
As building height increases, the building should be stepped back. The proposal ignores this design principal and the encroachment within the street frontages are unjustified. The minimum setback requirements of the DCP prevail over SEPP Housing 2021. The encroachments shown are unwarranted for such a large site with multiple street frontages, neighbourhood amenity and gently sloping site characteristics.		
Part C Siting Factors		
The requirements of the <i>Apartment Design Guide</i> and <i>SEPP (Housing) 2021</i> prevail over the equivalent controls in the DCP. The provisions of the DCP that do apply include C2 Traffic, access and safety, C3(A) Bicycle parking and end or trip, C4 Stormwater, C6 Building over or adjacent easements, C7 Excavation and landfill, D8 Demolition and construction, C9 Waste management. (Note: Some guidelines within the ADG overlap with these however).		
Part D Design		
The requirements of the <i>Apartment Design Guide</i> and <i>SEPP (Housing) 2021</i> prevail over the equivalent controls in the DCP. Generally, this includes G1 Landscaped open space, D2 Private open space, D6 Access to sunlight, D8 Privacy, D14 Site facilities. The provisions of the DCP that do apply include D3 Noise, D7 Views, D9 Building bulk, D10 Building colours and materials, D11 Roofs, D12 Glare and reflection, D13 Front Fences and front walls, D15 Side fences, D16 Swimming pools, D19 Site consolidation,		

D20 Safety and security, D21 Provision of utility services. (Note: Some guidelines withing the ADG overlap with these however).		
Part E The Natural Environment		
The provisions of the DCP that apply include E1 Preservation of trees, E6 Retaining unique environmental features, E10 Landslip risk.		

Specialist Advice
Coastal Management The proposed development is located within the coastal zone of NSW. Therefore, the proposal must demonstrate compliance with the following: • The objectives of the NSW Coastal Management Act • Clauses 2.10, 2.11 and 2.12 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
Urban Design The proposal seeks approval for demolition of the former assisted living facility and dwelling houses and construction of a new seniors housing over 5-storeys with 3 levels of basement comprising of: • 149 Independent Living Units • 10 Small Care Suites (Residential Care Facility Rooms) • Communal amenities - fitness centre, pool, infra-red sauna, cinema, wine room/ cellar. • Excavation for three levels of basement for car parking, loading dock, plant/ waste storage facilities and communal amenities. The application should consider the design guidelines under <i>Seniors Housing Design Guide 2023</i> (SHDG). Some initial comments on the proposal presented are: 1. Site analysis The proposed built form, as a continuous wall of building blocks joined together without adequate breaks, is considered out of character with the general streetscape. A detailed site analysis is required to fully understand the contextual characteristics of the site and determine the siting of buildings that is sympathetic and responsive to the local environment and uplift the quality of the general neighbourhood. The modulation of the bulk and form of new buildings that is of larger scale than the surrounding context should reference the local character of two storey-built forms and urban arrangement to acknowledge its surroundings.

Specialist Advice

4.2.4 Map the pattern of existing adjacent development and key features surrounding the site and determine their influence on the articulation of the built form.

4.2.5 Reference front setbacks of neighbouring development and acknowledge the established street pattern.

4.2.6 Manage the scale of large building floorplates with pragmatic internal planning that sensibly informs the façade and external articulation.

(4.2 Typology and scale, *Design Guidance* - SHDG)

2. Building height, bulk and scale

The additional 3.8m height, to accommodate floor space bonus, is allowed over the LEP building height control as residential flat building is permissible in the LEP zone. The LEP building height is 8.5m. Therefore, the increased building height plane should be 12.3m (8.5 + 3.8) i.e. Not 13.3m as indicated on the drawings. The proposal exceeds the 12.3m building height plane by about 7m (2 storeys). No justifications have been provided for this exceedance.

The development should consider the existing low-scale neighbourhood character with one to two-storey dwellings. Larger-scale building should be broken down into smaller elements to respond to the scale and pattern of the local streetscape and surrounding built character. The proposal should not overshadow the surrounding existing developments especially the developments to the south by allowing adequate building setbacks.

4.3.3 Determine setbacks from the location of neighbouring properties, their private outside open space and primary views to and from the development.

4.3.4 Provide setbacks to respect neighbours privacy, overshadowing and existing amenity.

(SHDG - 4.3 Setbacks, Design Guidance)

3. Solar access

The continuous building block around a central courtyard floor plate layout does not maximise solar access for the independent living units. Consider example floor plate layouts in the SHDG.

- Healthy independent living communities are formed between residents who are able to share a communal environment outside of their own private space.
- A common outdoor terrace provides an alternative aspect from resident's own independent living unit. A shared naturally ventilated drying area reduces reliance on mechanical driers and brings people together.
- Clusters of independent living units on each level enable social cohesiveness and manage corridor distances from the lifts. Maximum

Specialist Advice

daylight accessed in corridors from shared terraces reduces the need for artificial lighting.

(SHDG - 16.2 Solar access and design for climate)

4. Integrate nature and landscape into the building's function

Communal facilities like swimming pool and fitness centre should not be located in a basement/ sunken courtyard area. They should be located next to open space and landscape.

16.9.1 To integrate nature and landscape into the building's function — not only as decorative or passive elements, but as key programmatic aspects for healing and health.

16.9.2 Stagger and articulate setback distances and maximise setbacks for meaningful use,

including to utilise deep soil for mature shade trees to establish and flourish.

16.9.3 Use setback spaces for purposeful outdoor recreation, for screen planting and privacy and to maintain healthy biodiversity.

(SHDG - 16.9 Open space and landscape)

Traffic Engineering

The development is for 102 x 2 bed and 47 x 3 bed Independent living units and 10 residential aged care beds with 3 levels of basement parking.

The development will need to be accompanied by a comprehensive traffic report addressing traffic generation, parking requirements, loading and servicing requirements and must demonstrate that the proposed off-street parking provisions including vehicle access and circulation are appropriate to the scale of the development and size of vehicles required to serve the development.

The information presented to the PLM was limited and detailed comments cannot therefore be provided.

Parking

In terms of parking requirements, it appears that the developer is providing the required number of parking spaces to meet the SEPP Housing requirement of 0.5 spaces per bed for the ILU's and to meet the non-discretionary standards for the Residential care facilities of 1 space for each 15 beds plus 1 space for every two employees and one ambulance bay. It is also assumed in Schedule 4 of SEPP housing that visitor parking will be provided. This would be in addition to the minimum parking required to SEPP requirements for ILU's which is to serve parking needs of residents. Council's expectation is that visitor parking would be provided for the ILU's at a rate consistent with those outlined in the WDCP i.e. 1 car space for each 5 units. A minimum of 30 visitor parking spaces to serve the ILU's is required. The PLM plans show only 5 visitor

Specialist Advice

parking spaces which is considered significantly deficient for a development of this scale.

If a resident bus is provided, and this is considered necessary to support the Aged care beds and for less mobile ILU residents, a dedicated parking bay for this vehicle is required off-street. That bay should be separate from the 'Ambulance bay' and loading bay(s) which will need to be accessible at all times.

Traffic Generation

The developer will need to assess the level of traffic generated by the development by reference to rates in the TfNSW Guide to Transport Impact Assessment. Given that the development is comprised largely of two and three bedroom ILU's and the site is located over 600 metres from B-Line bus stop with bus services along Ocean Street only serving a limited range of destinations on an infrequent basis, the development cannot be considered well served by public transport. Traffic generation rates likely to be generated by the development are considered to most closely be reflected by those high-density residential dwellings with low public transport accessibility.

Traffic distribution is to be assessed and SIDRA intersection modelling for key intersections located nearby including Pittwater Road/Waterloo Street and Ocean Street/Pittwater Road is to be provided to ensure generated traffic is able to be accommodated.

Loading/servicing

The development should cater for servicing of waste by Council's 10.5m waste collection vehicle. The loading bay appears to be sized only to accommodate a small rigid vehicle which is considered inadequate for a development of this scale. Turning an overhead clearance (4.5m) for access by a vehicle of this size must be demonstrated. Apart from waste collection it is considered unlikely that all other servicing needs will be completed by SRVs or mini vans. Removalist trucks will be required on a regular basis for a development comprised of 149 ILU's and 10 aged car beds. Off-street parking for at least a MRV to facilitate access for removalist trucks and other large servicing vehicles, in addition to the loading bay for garbage and recycling is considered necessary.

Ideally access and circulation areas for trucks should be separated from those required for access to the basement carparking levels. At present the plans show such movements all being accommodated from the one driveway ramp

Circulation

Vehicle circulation throughout the carpark must be demonstrated for a B85 vehicle passing a B99 vehicle. With all critically located parking spaces demonstrated to provide acceptable access for a B85 vehicle.

Sight lines

Specialist Advice
Adequate sight lines consistent with AS/NZS2890.1 clause 3.2.4 must be present where the driveway meets the property boundary (for pedestrian sight lines) and the kerb alignment (for vehicles)
Environmental Health <u>Acid Sulphate Soils</u> The property is class 4 acid sulphate soils in accordance with the Warringah Local Environmental Plan 2011. The development will involve extensive excavation in excess of 8 metres in depth to allow for the creation of 3 basement levels. This is well beyond the trigger of works below 2 metres as noted with acid sulphate soils class 4. Accordingly, an acid sulphate soils management plan, by an appropriately qualified consultant, will need to be provided with the proposal documentation to address effective management and treatment/disposal (as required) of acid sulphate soils encountered throughout the course of the development. <u>Food Premises</u> The proposal will need to contain detailed plans outlining all sections of the food premises within the development (kitchen, prep areas, storage etc) and demonstrating compliance with Australian Standard 4674 - Design, construction and fit-out of food premises. Mechanical ventilation associated with food premises will need to demonstrate compliance with Australian Standard 1668.2 Mechanical Ventilation for Buildings. <u>Additional considerations (noise):</u> Acoustic report required to address potential noise impacts and required mitigation measures for: • mechanical ventilation • various other plant and equipment to be externally sited • Construction Noise and Vibration Management Plan (for mitigation during demolition, excavation and construction)
Development Engineering

Specialist Advice

The subject site is located within 'Region 2' using 'Map 2' of Council's *Water Management for Development Policy*. As such the on-site stormwater detention (OSD) is to be designed in accordance with clause 9.3.2.5 and 9.3.2.6 of the Policy. The site is to be connected to Council's piped drainage system which is located to the north of the site in Octavia St and to the south in Lagoon St. Details to be submitted with the submission.

There appears to be a trapped low point in Octavia Street which may cause stormwater to enter the site when the drainage system capacity is exceeded. A capacity check of the Council drainage system and determination of the 1% AEP flood level is to be provided to ensure there is no impact on the proposed development and that there is a minimum 500mm freeboard to any habitable floor levels and entry into the basement. The study is to be undertaken by a suitably qualified Civil Engineer.

The proposed driveway width is to be confirmed by Council's Traffic Engineers. The grade from the kerb to boundary is to be in accordance with Council's Normal profile which is available on Council's website. Internal grades including a minimum 1 in 20 grade for the first six metres from the boundary are to be in accordance with AS/NZS2890.1:2004.

The requirement to upgrade the footpath width and new bus stop and loading zone is to be assessed by Council's Traffic Engineers.

The proposed electricity kiosk must be located within the road reserve as per the existing kiosk. Where a larger kiosk is required, further dedication of the site to road reserve will be required to ensure the kiosk is located within the road reserve.

A Geotechnical report must be provided with the application and where the basement intersects the water table, the proposed basement will need to be fully tanked.

Waste Services

There is no Waste Management Plan to assess at this stage.

From looking at the plans:-

Garbage chute rooms located on:

B2 31m²

B1 31m²
20m²
28m²
23m²

Chutes located on all levels – Council does not recommend chutes but if utilised they must comply with Appendix C of the Waste Management Guidelines. Detail on whether the chutes are single or dual chutes and how the garbage rooms will be managed is not

Specialist Advice

discernible on the plans. If single chutes for garbage only there will need to be an adjacent room with recycling bins on all four levels and these will need to be managed by the building manager.

Doors to all garbage room must be minimum 1.2m wide, opening outwards and able to be locked open for servicing.

Garbage & Recycling Loading Bay 77m² – rounded end – not practical for bin storage – door width 3.4m

Bulky Waste Storage room 33.6m² - Satisfactory

Ramp and loading bay – swept paths appear to be based around an ambulance.

Council operates HRV 10.5m garbage truck, length 12.5m and 2.8m wide with a travel height of 4.5m. If Moran propose to utilise a private collection using a low entry HRV, a 9.7m HRV has an operational length of 11.7m, 2.8m wide with a travel height of 3.5m.

Swept paths for garbage truck access need to be provided.

NSW Government has mandated food organics collections will be offered to all residential premises by July 2030. For businesses and other properties, the mandate for commencement is staged and for seniors housing that council does not provide a regular collection service for the transportation of residual waste will be required to have a food organics collection service in place. from 1 July 2026 so food organics bins will need to be factored in when planning for waste. Collection must be weekly.

Food Organics Garden Organics (FOGO) EPA future changes Weblink:
<https://www.epa.nsw.gov.au/Your-environment/Recycling-and-reuse/business-government-recycling/Food-organics-and-garden-organics/fogo-mandates-and-rollout>

Documentation to accompany the Development Application

- Lodge Application via NSW Planning Portal
- Statement of Environmental Effects
- Scaled and dimensioned plans:
 - Site Plan;
 - Floor Plans;
 - Elevations; and
 - Sections (include detail to show tanking of basement and cavity drainage of basement walls). At least 2 sections per “wing” of the building and 2 site cross sections N/W E/W)
- Certified Shadow Diagrams (depicting shadows cast at 9am and hourly to 3pm on 21 June).
- Cost of works estimate with QS Report
- ADG report and compliance table for SEPP (Housing) 2021 design requirements
- Architectural design statement
- Landscape and Arborist report
- Survey Plan (Boundary Identification Survey)

- Site Analysis Plan with the local built form control overlaid and SEPP principal controls annotated on the plan
- Geotechnical report (must identify if dewatering required for WaterNSW referral)
- Traffic and Parking report (including right turn capacity for northbound traffic in holding up am/pm peak hour traffic along Pittwater Road Narrabeen for traffic movements toward Ocean Street.)
- Acid sulfate soils assessment report
- Demolition Plan
- BCA and accessibility report
- CPTED report
- Excavation and fill Plan
- Waste Management Plan (Construction & Demolition)
- Driveway Design Plan (include ramp transition gradients and long section from kerb)
- Erosion and Sediment Control Plan / Soil and Water Management Plan
- Stormwater Management Plan / Stormwater Plans and On-site Stormwater Detention (OSD) Checklist

IMPORTANT NOTE FOR DA LODGEMENT

Please refer to the Development Application Lodgement Requirements on Council's website (link details below) for further detail on the above list of plans, reports, survey and certificates.

<https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/pdf-forms/development-application-da-modification-or-review-determination/2060-da-modification-lodgement-requirements-mar21.pdf>

The lodgement requirements will be used by Council in the review of the application after it is lodged through the NSW Planning Portal to verify that all requirements have been met for the type of application/development.

Concluding Comments

These notes are in response to a pre-lodgement meeting held on 17 June 2025 to discuss demolition and construction of a senior living apartment complex at No.156-164 Ocean Street. The notes reference the plans prepared by *MDP Architecture* dated 29.5.2025.

Overall, proposal is considered to be completely inappropriate for the 2-storey precinct and inconsistent with SEPP Housing - Clause 1 of *Schedule 8* and SEPP Housing - Clauses 1, 2, 3, 6 and 9 of *Schedule 9*. The proposal would set an adverse precedent for other such out-of-scale development in the 2-storey medium density precinct of Narrabeen. The high occupancy capacity combined with other such future development would likely contribute to adverse impacts on traffic flows along Pittwater Road due to the afternoon peak hour limitations on the northbound right turn lanes between Goodwin Street and Waterloo Street.

The precedent in the locality for new apartment style development and the DFC is for 2 storey built forms (commonly only requiring a single basement level). Setbacks for basements should be at least 6.5m from all road boundaries and not closer than 2m to

Concluding Comments

a side boundary with an adjoining property (further is preferred). The incidents of some 3 storey buildings predate the year 2000 or are on sloping sites where basements are integrated and the building stepping with the land. Loft-style upper levels (where some have been permitted in recent years) are fully integrated into building roof formats for secondary bedrooms/ TV lofts / 'study' rooms only, however there are few examples in the R3 2-storey area of Narrabeen.

The proposal is jarring against its surroundings and will completely dominate the streetscape in the vicinity, particularly considering the adjacent low-density zones to the east and west. The proposal is also highly inconsistent with the pending Draft NBLEP controls

It is considered that the residential waste facilities (with a bin room for ILU and RAC) would be better located at ground level and convenient to elderly residents as well as service trucks. Additionally the communal facilities should be a ground level with better inclusion of variety of facilities for residents including lounge bar & social games area, space for men and women's hobbies activities, family visitors café and outdoor games spaces, dining function space suitable for family events (Christmas/birthday celebrations) library & reading room / TV cinema room & relaxation rooms space for light exercise/physio/gym/yoga as well as pool/sauna. Space for hairdresser/consultations and storage for mobility scooters.

The enclosing height of the complex will heavily overshadow the central landscaping and the below ground landscaping is likely to be in permanent shade. A more open low-scale (2 storey format) with 3 or 4 semi-detached buildings would provide better connectivity, light and amenity for residents within its surroundings. Private open space for balconies and ground level ILU units should not encroach into the 6.5m front setbacks or within 4.5m side setback to the southern boundary for apartment buildings. Therefore, a part 5-storey building façade to south is likely to be unacceptable to neighbouring residents along the southern boundary. The presence of such a large building to the adjacent low density zone interface is also inconsistent with local provisions.

In summary the *NSW Department of Planning Practice Note*, dated 2023, on in-fill housing includes the following advice:

"The full extent of the in-fill affordable housing bonuses may not be achieved on all sites, due to site constraints and local impacts. The in-fill affordable housing bonuses should not be treated as an entitlement. DAs that propose in-fill affordable housing will be subject to merit assessment by the consent authority. The application of the bonuses does not affect a consent authority's responsibility to consider the requirements of relevant EPI's, a development's likely impacts or the suitability of the site for the development."

While the need to upgrade, replace and increase supply of Senior's Housing within the Northern Beaches local area is recognised, highly concentrated developments that are

Concluding Comments

inconsistent with the desired future character of the surrounding streetscape are not likely to be well received by local residents whose amenity is negatively impacted. This includes long term impacts on traffic, built form, privacy, overshadowing, streetscape and the like. The proposal is considered to be a significant overdevelopment of the site and inconsistent with *SEPP (Housing) 2021* - Clause 1 of Schedule 8 and *SEPP (Housing) 2021* - Clauses 1, 2, 3, 6 and 9 of Schedule 9. Additionally, the overwhelming scale of the development represents a severe irregularity against the (current and future) Local Environmental Plan and Development Control Plan provisions and is not supported.

Question on these Notes?

Should you have any questions or wish to seek clarification of any matters raised in these Notes, please contact the member of the Development Advisory Services Team at Council referred to on the front page of these Notes.