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**URBIS**

# **PLANNING PROPOSAL JUSTIFICATION REPORT**

## **Oceangrove Expansion**

2, 6 and 10-12 Dee Why Parade, part of  
lot 1 DP 1136948 and part of 2 Clarence  
Avenue, Dee Why 2099

Prepared for  
**DEE WHY RSL**  
6 March 2024

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# 1. EXECUTIVE SUMMARY

This Planning Proposal request has been prepared by Urbis Ltd on behalf of Dee Why RSL (**the Club**) (**the proponent**) in support of a planning proposal to amend the *Warringah Local Environmental Plan 2011 (WLEP 2011)*. The request relates to the land at 2, 6 and 10-12 Dee Why Parade, part of lot 1 DP 1136948 and part of 2 Clarence Avenue, Dee Why 2099 (**the site**).

This Planning Proposal also seeks amendments to the Warringah Development Control Plan 2011 (**WDCP**) to establish site specific provisions to guide the future development of the site. This Planning Proposal is accompanied by a Letter of Intent to provide a Public Benefit offer for the monetary contribution towards the provision of affordable housing.

Since its inception in 2010, the Oceangrove seniors living site at 914-930 Pittwater Road, Dee Why, operated by the Club, has become a pivotal community asset, offering specialised independent living units (**ILUs**) for seniors and various services for an ageing population. Recognising an increasing local demand for ILUs, the Club has identified an opportunity for expansion. This expansion to the south of the existing Oceangrove seniors living site aims to provide additional ILUs, addressing the needs of over 240 parties on the Club's waiting list for seniors residential housing.

The intent of the request is to increase the building height development standard applicable to the land to transform an underutilised part of the site for the purposes of delivering additional seniors housing accommodation and extending the residential amenity for Oceangrove. The planning proposal seeks to facilitate this outcome by amending the building height control that applies to the site under the WLEP 2011.

The Planning Proposal is supported by a conceptual reference scheme; however, the design of the development will be subject to a future detailed development application.

The Planning Proposal satisfies the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*

## SITE CONTEXT AND DESCRIPTION

The land to which the Planning Proposal relates to is 2, 6 and 10-12 Dee Why Parade, part of lot 1 DP 1136948 and part of 2 Clarence Avenue, Dee Why 2099. The site is located in the Northern Beaches LGA, located at the intersection of Pittwater Road and Dee Why Parade on the northern gateway of the Dee Why Town Centre (**Town Centre**). The site occupies a prominent corner lot and benefits from dual street frontages along Pittwater Road and Dee Why Parade.

## PLANNING CONTEXT

The Planning Proposal request has prepared in accordance with the *Department of Planning, Housing and Infrastructure (DPHI)* August 2023 guidelines and local planning considerations including strategic and site-specific merit tests.

The subject land holding to the south of the existing club has the potential to be developed for high density residential development as residential flat buildings are permitted in the R3 zone and is likely the highest and best use for the land. The Club, as landowner, does not wish to develop for straight residential. However, in examining the feasibility of the use of the land, a senior's development is viable based on seeking potential additional storeys above the current height controls. The additional storeys are required as the yield in seniors living is lower than a traditional residential development. There are also some efficiencies with the connections and existing facilities in the Oceangrove seniors living development.

## STRATEGIC MERIT

The proposed development at Oceangrove seniors living demonstrates strategic merit, aligning with both state and local policies and objectives. The development is a direct response to the strategic framework established by the *"Ageing Well in NSW: Seniors Strategy 2021–2031," Council's "Towards 2040" Local Strategic Planning Statement (LSPS)*, and *Local Housing Strategy (LHS)*. The proposal addresses key objectives such as creating age-friendly environments, increasing housing options for older people, and fostering inclusive community participation.

Furthermore, the development aligns with the *Greater Sydney Region Plan – A Metropolis of Three Cities*, which emphasises the need for infrastructure to support the growth of socially connected communities

inclusive of the ageing demographic. The *North District Plan*, *NSW State Infrastructure Strategy 2018 - 2036*, and *Future Transport 2056* further reinforce this alignment, highlighting the necessity for the amendment of the height control at the site to accommodate demographic shifts and infrastructure demands.

The Planning Proposal aims to contribute to the Northern Beaches Local Government Area (**LGA**) housing supply, specifically responding to the senior demographic, via the provision of ILUs. The strategic extension of senior living accommodation near essential services, shopping districts, and public transportation, notably along Pittwater Road and Dee Why Parade and forming part of the Dee Why Town centre, enhances residents' autonomy and access to community resources. This development represents a proactive approach to urban planning, supporting orderly and economic use of land whilst integrating positively within the existing urban and social infrastructure.

## **SITE SPECIFIC MERIT**

The site is well-equipped to accommodate the proposed development, with technical assessments confirming manageable traffic impacts, robust flood resilience, sympathetic built form response, and satisfactory visual impact and view sharing to the surrounding site. Collectively, these elements demonstrate the site's capability to accommodate the proposed changes effectively, enhancing the living experience for both new and existing residents, contributing to a cohesive and inclusive community environment.

The submitted indicative concept demonstrates that an end design can be prepared that respects and enhances the strong architectural language of the existing Oceangrove seniors living building. The proposed facade's regular framed elements, brickwork, and recessed top level with over-sailing roof form and brise soleil adds complementary hierarchy, ensuring the new development harmonises with its surroundings.

Emphasising connectivity to the existing Oceangrove seniors living development (and to the town centre), the proposed development will enhance pedestrian links and entry/exit ramps for seamless integration of new and existing residents, while additional landscaped open spaces will enrich the community environment.

## **URBAN DESIGN PRINCIPLES**

The proposed building height and building envelope posed in the draft planning controls is built on the following urban design principles:

- Strategically positioned at the northern gateway of the Town Centre to facilitate ease of access to existing services and facilities.
- The tallest height is concentrated on the corner to craft a distinct street presence and enhance visual appeal particularly along Pittwater Road.
- The design ensures no overshadowing or view impact to public spaces.
- The form offers a scale that meets the local housing demand effectively.
- Designed in a way to leverage existing Oceangrove seniors living and facilities to the north of the site.
- The building height transitions appropriately from Pittwater Road and stepping down along Dee Why Parade, respecting the existing urban fabric and generally replicating the southern side of the street.

## **CONCLUSION**

The Planning Proposal is entirely consistent with the strategic planning framework and demonstrates site specific merit. It is therefore considered that the proposal meets the strategic and site specific merit tests. For the reasons outlined in the following sections, the proposal will deliver a myriad of public benefits and will provide minimal environmental impacts and warrants support. Accordingly, it is **recommended** the Planning Proposal is endorsed by Council to enable a gateway determination by DPHI.



## 2. INTRODUCTION

### 2.1. OVERVIEW

This report has been prepared by Urbis Ltd on behalf of Dee Why RSL (**the Club**) (**the proponent**) in support of a request to prepare a planning proposal to amend the *Warringah Local Environmental Plan 2011 (WLEP 2011)* in relation to the landholdings of 2, 6 and 10-12 Dee Why Parade, part of lot 1 DP 1136948 and part of 2 Clarence Avenue, Dee Why 2099 (**the site**).

The Planning Proposal seeks to amend the building height development standard applicable to the site, under the WLEP, in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**).

This Planning Proposal also seeks amendments to the Warringah Development Control Plan 2011 (**WDCP**) to establish site specific provisions to guide the future development, including establishing a building envelope for the site as well as other key assessment criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a feasible seniors housing development. As evident in the indicative reference scheme accompanying this Planning Proposal request, the amendments sought to the LEP and DCP have the ability to generate approximately 51 ILUs on the site.

The Club has owned and operated the adjoining Oceangrove site as a seniors living facility since its construction and opening in 2010. As such, the site has an established history in providing a range of local community services for an ageing population. However, the club has identified the opportunity for Oceangrove seniors living to expand to the south and provide additional Independent Living Units (**ILUs**) for seniors. The club has a waiting list of over 240 parties wishing to move into the facility for independent living, and the subject proposal has the ability to provide more dwellings to meet this demand.

Aligning with the Northern Beaches Local Housing Strategy 2021 (**LHS**), the development seeks to address the LGA's ageing population and the identified need for 12,000 new dwellings by 2036. The Club's previous submission to the Draft LHS in March 2021 highlighted the potential opportunity to expand Oceangrove seniors living and add approximately 51 ILUs, directly contributing to these housing targets and since this time demand for this housing typology has only grown.

Furthermore, the Planning Proposal is designed to meet the broader growth objectives of the Eastern Harbour city, delivering substantial public benefits in line with Section 7.4 of the EP&A Act. It focuses on providing housing for seniors, enhancing their independence and access to essential services, shopping districts, and public transportation, especially along Pittwater Road and Dee Why Parade. The proposal includes a Public Benefit Offer, as part of a Voluntary Planning Agreement (**VPA**), which aligns with Council's Contribution Plan and may encompass elements like affordable housing.

The development will be integrated within the existing urban and social infrastructure, fostering a strong sense of community, promoting walkability, and encouraging active lifestyles among senior residents. Overall, the proposal ensures that new development is appropriate to the surrounding built form context and provides an acceptable transition to surrounding properties, thus significantly contributing to the public good.

### 2.2. PROPOSED LEP AMENDMENTS

The Planning Proposal requests amendments to the height of building applying to the site under the WLEP 2011 to align with Council's strategic objectives and the overall urban context. Specifically, the proposed amendment seeks to increase the height limit from 12/13metres to 32 metres and 23 metres at the corner of the development site, matching the height of adjacent structures at 1 Dee Why Parade. This increase in height will accommodate the additional ILUs while maintaining a form that is harmonious with the surrounding built environment.

The site is zoned R3 Medium Density Housing under WLEP 2011, and seniors housing is permissible with consent in the zone. The Club land also has additional permitted land uses under Schedule 1 of WLEP 2011, however does not extend to the subject development area of this proposal.

The Planning Proposal request is accompanied by a site-specific development control plan (**DCP**). The Club has indicated a willingness to enter into a Voluntary Planning Agreement (**VPA**) with Council to deliver key public benefits. These matters will be discussed with Council through the planning proposal process.

## 2.3. REPORT STRUCTURE

The Planning Proposal request has been prepared in accordance with Section 3.33 of *the Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning, Housing and Infrastructure (DPHI) guidelines *‘Local Environmental Plan Making Guidelines’* dated August 2023.

This Planning Proposal is structured as follows:

- **Section 2: Site and Surrounding Context** – provides a description of the site and context.
- **Section 3: Statutory Planning Context** – provides a summary of the relevant existing statutory planning legislation controls.
- **Section 4: Background** – provides a timeline of the site and the long history of the planning proposal scoping opportunity in accordance with Councils Strategic policies and refinement of the proposed development.
- **Section 5: The Case for Change** – summarises the compelling reasons why the Northern Beaches Council should resolve to support the Planning Proposal and initiate the required amendments to the planning legislation.
- **Section 6: Indicative Development Concept** – provides a description of the proposed concept design.
- **Section 7: Planning Proposal** – details the relevant matters for consideration namely *A Guide to Preparing Planning Proposals*.
- **Section 8: Part 1 Objectives and Intended Outcomes** – provides a statement of the objectives and intended outcomes of the proposed instrument.
- **Section 9: Part 2 Explanation of the Provisions** – provides an explanation of the provisions that are to be included in the proposed instrument.
- **Section 10: Part 3 Justification of Strategic and Site Specific Merit**– outlines the justification for those objectives, outcomes and the process for their implementation.
- **Section 11: Environmental Assessment** – provides an assessment of the potential environmental impacts of the proposal, and details necessary mitigation and management measures required.
- **Section 12: Part 4 Maps** – where relevant, to identify the intent of the Planning Proposal and the area to which it applies.
- **Section 13: Part 5 Community Consultation** – details of the community consultation that is to be undertaken on the Planning Proposal.
- **Section 14: Project Timeline** – a project timeline to detail the anticipated timeframe for the plan making process.
- **Section 15: Conclusion.**

## 2.4. SUPPORTING DOCUMENTATION

This Planning Proposal has been prepared through significant collaboration with the project team and is supported by a range of technical inputs as shown in **Table 1** below.

Table 1 Planning Proposal Project Team

Technical Input	Consultant	Appendix
Survey Plan	Frank M Mason & Co.	Appendix A
Urban Design Report	Marchese Partners	Appendix B
Indicative Layout Plan	Marchese Partners	Appendix C
Visual Impact Assessment	Urbane	Appendix D

<b>Technical Input</b>	<b>Consultant</b>	<b>Appendix</b>
Draft Site Specific Development Control Plan	Urbis	<b>Appendix E</b>
Stormwater Management Report	Triaxial Consulting	<b>Appendix F</b>
Flooding report	Triaxial Consulting	<b>Appendix G</b>
Arborist report	Tree Wise Men	<b>Appendix H</b>
ADG principles and schedule of compliance	Marchese Partners	<b>Appendix I</b>
Traffic report	Varga Traffic Planning	<b>Appendix J</b>
ESD	Efficient Living	<b>Appendix K</b>
Proposed LEP Mapping	Urbis	<b>Appendix L</b>
Services Report	Lakiss & Associates Consulting Engineers	<b>Appendix M</b>
Acoustic Report	Renzo Tonin	<b>Appendix N</b>
Civil Plans	Triaxial	<b>Appendix O</b>
Public Benefit Letter of Intent	Dee Why RSL	<b>Appendix P</b>
NSW Coastal Design Guidelines Assessment	Urbis	<b>Appendix Q</b>

# 3. SITE CONTEXT

## 3.1. SITE DESCRIPTION

The land to which the Planning Proposal relates to is 2, 6 and 10-12 Dee Why Parade, part of lot 1 DP 1136948 and part of 2 Clarence Avenue, Dee Why as legally described in **Table 2**. The site is located in the Northern Beaches LGA, located at the intersection of Pittwater Road and Dee Why Parade on the fringe of the Dee Why Town Centre (**Town Centre**). The site occupies a prominent corner lot and benefits from dual street frontages along Pittwater Road and Dee Why Parade.

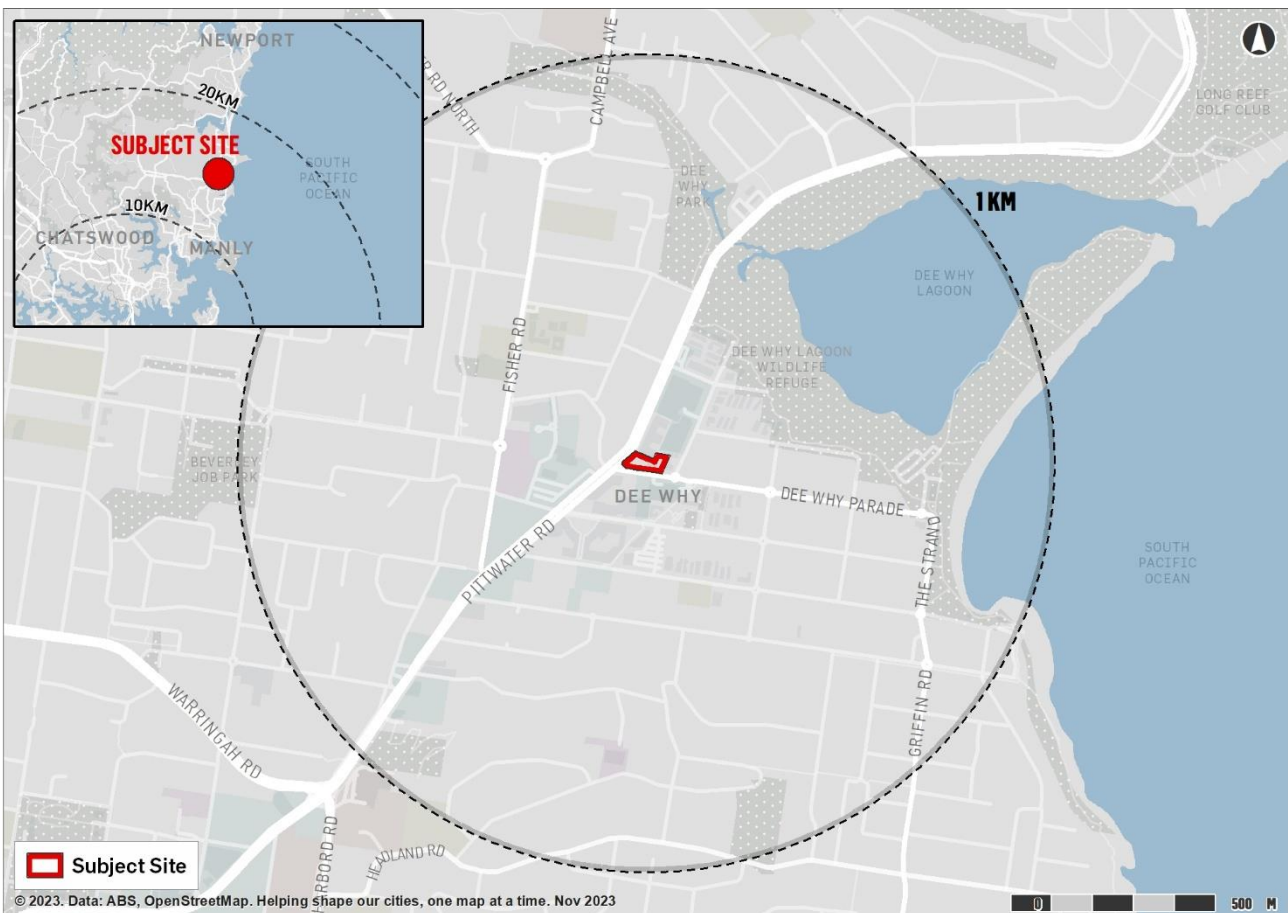
The Town Centre is primarily comprised of multi storey buildings that integrate commercial spaces on the ground floors with residential accommodation above.

The Town Centre has been identified as a strategic centre within State and Local Council strategic plans and policies, illustrating the importance of this site location as a nucleus to the LGA. This strategic centre is recognised for the concentration of business and employment, due to size, diversity of activities, services, amenities and public transport connections.

The urban context of the site is illustrated in **Figure 1** and **2** and characterised by the following:

- A high level of transport accessibility being located on Pittwater Road, 400m east from the B-Line bus service that travels to and from the Sydney CBD and local bus services.
- Land situated immediately west of the Dee Why Town Centre precinct, identified by Council and the master planning for the area as continuing to undergo significant growth and change.
- The proximity to Dee Why Beach to the east introduces a natural and leisure dimension to the urban context. The beach is a major recreational asset for the area, providing access from the urban environment to the natural environment.

Figure 1 Subject site and surrounding context



Source: Urbis, 2023

Figure 2 Surrounding Site Character and Heights



Source: Marchese, 2023

The site comprises an irregularly shaped allotment with a total area of approx. 2,769 m<sup>2</sup>, encompassing the following designated lots:

Table 2 Legal Site Description and Details

Lot Details	Property	Land Use	Site Area (approx.)
Lot A DP 307103 Lot B DP 307103	2-6 Dee Why Parade	Unoccupied former chemist building with two shop top apartments with short term leases. Approval, DA2020/1442, was	902 m <sup>2</sup>

Lot Details	Property	Land Use	Site Area (approx.)
		granted for the building's demolition of the derelict building.	
Part of lot 1 DP 1136948	Part 914-930 Pittwater Road	Driveway access to the existing Oceangrove Seniors Living site.	445 m <sup>2</sup>
SP11488	10-12 Dee Why Parade	Three storey residential apartment building with parking.	942 m <sup>2</sup>
Part of lot 2 DP 1136948	Part of 2 Clarence Avenue	Partial outdoor play area of the existing Dee Why Kindergarten childcare (land leased by Club). – <i>the intention is to retain the child care use on the Dee Why RSL landholdings site.</i>	480 m <sup>2</sup>

### 3.1.1. Topography

Topographically, the site has a fall of approximately 5.8 metres from the Pittwater Road towards Clarence Avenue and a similar gradient from Dee Why Parade down to the existing entrance of Oceangrove. A primary consideration for the development proposal is to facilitate a uniform integration at the lower levels between the new project and the existing amenities within the Oceangrove seniors living complex.

The suburb of Dee Why is located on the southern side of a basin with the Pacific Ocean to the east. The landscape character of the centre of Dee Why is dominated by the rocky outcrop and vegetated hill.

The Dee Why Town Centre and surrounding area layout responds to its topography by following natural contours, assisting stormwater drainage. The higher points on natural outcrops provide views and vistas to the ocean. Pittwater Road dissects the centre through a natural gully. Pittwater Road cuts into the southern ridge landform at what is known as Stony Range Reserve. The landform within the centre includes environmentally sensitive landscapes that constrain certain land uses.

### 3.1.2. Flooding & Stormwater

As the site has a natural fall from west to east with levels between 15.30 to 9.44 RL AHD, it is partially affected by the Probable Maximum Flood (PMF) event and is within the Flood Planning Area (FPA). However, the site is not identified to be affected by the 1% AEP flood event, and it is not in a floodway. Dee Why Parade, however, is affected by the 1% AEP event. As such, flooding in this location is flash flooding and very short duration. It is due to overland flow flooding from the south-west. Council's stormwater drainage infrastructure within the site vicinity is mostly aligned with the road network to the south and east of the site and continues to the north-east ultimately draining to Dee Why lagoon.

## 3.2. EXISTING DEVELOPMENT

The agglomeration of the site currently accommodates a derelict mixed use building at the junction of Pittwater Road and Dee Why Parade. The site is further distinguished by an access way into the Oceangrove seniors living development off Dee Why Parade, a three storey walk-up residential complex, and partial outdoor space of the existing Childcare centre.

Historically, the corner lot has been the location for various businesses, such as a home furnishings store and a chemist. There is vacant commercial space on the ground floor and short term lease shop top housing units above. The building's design features no setback from the street at the junction of Pittwater Road and Dee Why Parade, conforming to the established urban planning guidelines of the Town Centre.

Figure 3 Site Photos



Picture 1 2-6 Dee Why Parade



Picture 2 10-12 Dee Why Parade



Picture 3 2-6 Dee Why Parade



Picture 4 10-12 Dee Why Parade & Part of 2 Clarence Avenue

Source: Urbis, 2023

### 3.3. LOCALITY CONTEXT

#### 3.3.1. Local Context

The site is located within Dee Why being 18 kilometres north-east of the Sydney central business district and sits within the Northern Beaches LGA. In conjunction with neighbouring Brookvale, it is considered to be one of the main centres of the Northern Beaches region.

The Northern Beaches LGA area contains a variety of businesses and light industries, including the shopping centre at Warringah mall and the Brookvale industrial area. In Dee Why, there is a broad range of residential development, from low to high density housing; however, the majority of housing stock consists of medium density apartment dwellings particularly clustered around key transport nodes and town centres.

The Town Centre is composed by a variety of multi storey building forms predominantly characterised by commercial usage on the lower levels and residential on the upper levels. The proposed site is adjacent to the Town Centre, on the southern side of Dee Why Parade.

On its Northern side, the proposed site is adjacent to the Oceangrove seniors living and the Dee Why RSL Club which are part of a medium density zone. The proposed site is seen as a transition site between the high density and medium density zones.

Figure 4 Local Context



Source: Urbis, 2023

### 3.3.2. Surrounding Development

#### North:

The northern boundary is aligned with the Oceangrove seniors living, Dee Why Kindergarten and the Dee Why RSL Club, situated in a medium-density residential zone. This area is characterised by a community-oriented atmosphere, providing a buffer of residential space adjacent to the site.

#### East:

To the east, the development is neighbored by medium-density housing predominantly comprising three-storey walk-up apartment blocks. This residential setting contributes to a consistent and harmonious architectural rhythm in the neighbourhood. Dee Why beach is an accessible leisure destination, approximately 750 metres away via Dee Why Parade.

#### South:

Directly to the south, the site interfaces with the dynamic Town Centre. This vibrant commercial heart includes shop-top housing, scaling up to 9 stories, and the Lighthouse by Meriton—a 17-storey mixed-use development at the junction of Pittwater Road and Howard Avenue. The presence of these structures underscores the area's growth and urban density.

#### West:

Immediately to the west is Pittwater Road. On this western frontage, the site is enveloped by higher density residential buildings that range from 3 to 8 stories, ascending towards a local elevation high point. The civic precinct, encompassing the Northern Beaches Council offices and the Dee Why Library, is located to the southwest, reinforcing the site's connection to municipal services and public amenities.



### 3.3.3. Transport and Accessibility

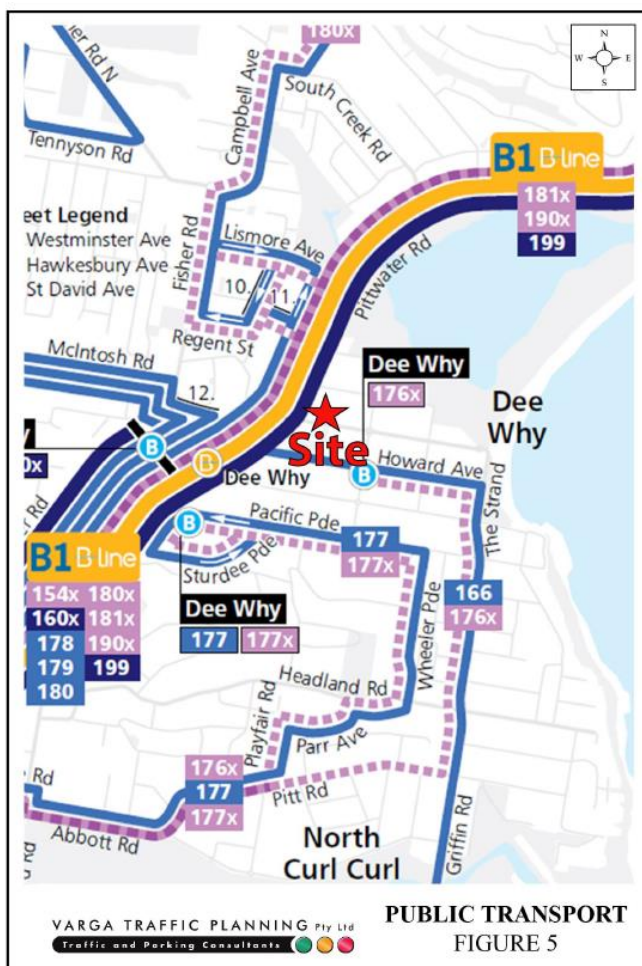
The site is well connected by a network of State and local roads. The key road network surrounding the site consist of:

- Pittwater Road (State Road)
- Dee Why Parade (Local Road)
- Clarence Avenue (Local Road)

Pittwater Road provides the key north-south road link in the area, linking North Manly to Church Point. It typically carries 3 traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Dee Why Parade provides an east-west road link in the area, linking Pittwater Road to Dee Why Beach. It typically carries one traffic lane in each direction in the vicinity of the site.

There is an extensive range of bus services available within 300m walking distance from the site along Pittwater Road. The Traffic Assessment prepared by Varga Traffic Planning identified more than 510 bus services per day travelling near the site on weekdays, decreasing to approximately 470 bus services per day on Saturdays and approximately 460 bus services per day on Sundays.

Figure 5 Public Transport Network



Source: Varga Traffic Planning, 2023

The site is also located within easy walking distance of the Town Centre which includes a wide range of essential shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants, and specialty stores.

On the above basis it is clear that the site is extremely well served by existing public transport and essential services and is ideally located to encourage reduced private car usage and an increased use of public transport and active forms of transport such as walking and cycling.

## 4. BACKGROUND

### 4.1. HISTORICAL ACKNOWLEDGEMENT OF SITE UPLIFT

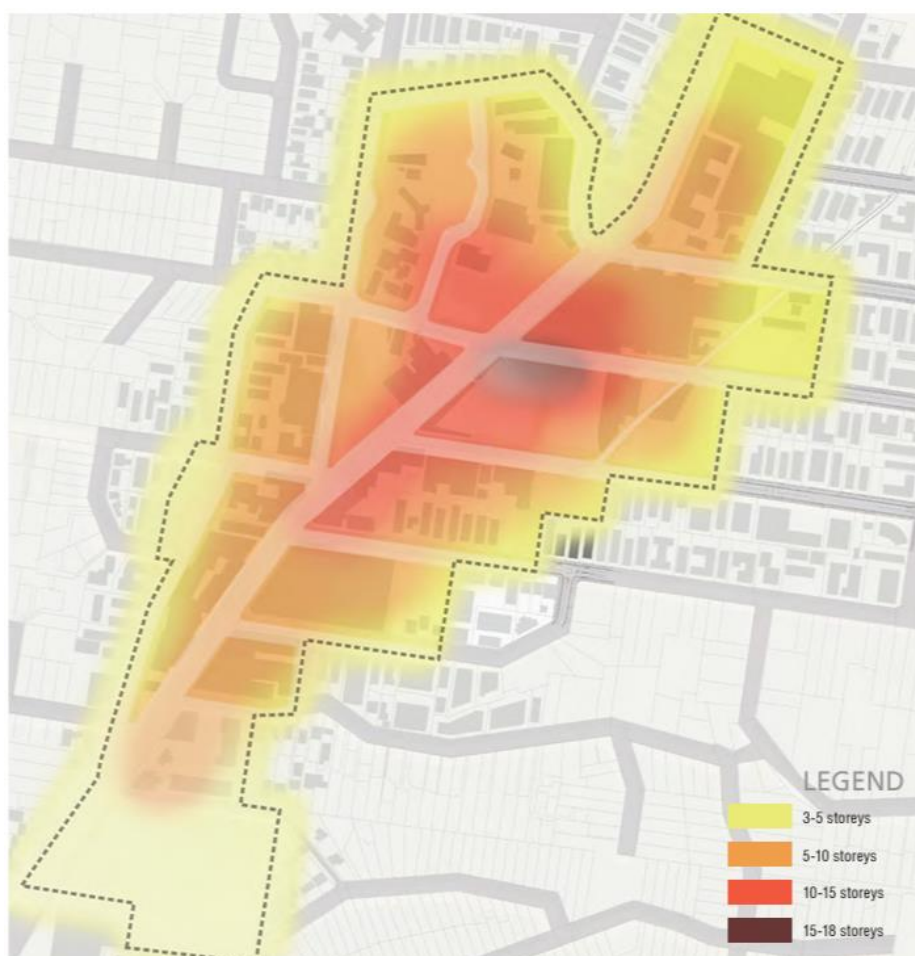
Dee Why RSL Club has had ongoing engagement with Northern Beaches Council over many years to seek additional land uses as well as additional height. Under the former LEP, the Club land was subject to a site specific master plan that included tourist and visitor accommodation. As part of the implementation of the Warringah LEP 2011, this land use was removed however discussions continued with Council on the provision of a hotel, that exceeded the height controls. Whilst this was on land to the north of the subject land holding it demonstrated the Club's desire to diversify land uses and respond to market demand and also initiated the discussion that the broader land holding has capacity to increase density.

Both the acquisition of additional land on Dee Why Parade and to better utilise under developed land, such as the corner 'Chemist' site, has provided the opportunity to again re-look at the broader site's capacity and additional or expanded land uses such as seniors.

The adopted Dee Why Town Centre Masterplan, prepared by Place Design Group in 2013 incorporated the land subject to the planning proposal and the club land as part of the study area and investigation area. In the assessment within the Masterplan, it stated an opportunity was to provide gateway markers on the corner of Dee Why Parade as well as the corner of Hawkesbury Avenue, with these elements providing the ability to use building heights to articulate street edges and accentuate corners.

A building height principles diagram (informally known as a height 'heat map') clearly shows in the urban design study and built form analysis in the Masterplan that the subject site could accommodate heights of 5-10 storeys, with greater height intensity at the corner of Dee Why Parade. See extract below in **Figure 6**.

Figure 6 Height Heat map of proposed strategic storey growth within the Town Centre



Source: Dee Why Town Centre Masterplan, prepared by Place Design Group in 2013

At this time of the Dee Why Town Centre Strategy (and Masterplan), the Club made a submission reinforcing the merit in incorporating the Club land into the Town centre and supporting an increase in building height. In the response to the submissions forming part of the report back to the then Warringah Council, it stated:

- *“Property owners from Dee Why RSL and KFC adjoining the Dee Why Town Centre asked Council to reconsider the boundary of the Planning Proposal. The Dee Why Town centre has been determined by the B4 Mixed use zone under WLEP 2011, as the controls relate to development to be constructed within a mixed use zone. Any requests to consider the above lots within the Dee Why Town Centre would require an amendment to the zoning map. As the Planning proposal does not involved changes to the zoning of any properties, it can not be considered at this stage”* (page 15 September 25 September 2018 Council business paper).
- The Appendix 7- Submissions Table, to the 25 September 2018 Council business paper stated:

Submission Summary	Response
<b>Dee Why RSL Club</b>	
Urbis Pty Ltd on behalf of Dee Why RSL Club	
The Dee Why RSL Club should be considered as part of Dee Why Town Centre in recognition of their function of providing entertainment and recreation land uses that support the centre and their intent to consider providing tourist and visitor accommodation in the future.	<p>The current uses on the site are permissible as they are an existing use.</p> <p>Any changes to these lots would require a separate Planning Proposal.</p> <p>Council notes the developer’s intention to submit a future planning proposal applicable to their land holding.</p>
Sites surrounding the Dee Why RSL should be considered as part of Dee Why Town Centre as they are isolated and overdue for refurbishment.	Any changes to these lots would require a separate Planning Proposal.

Given the above, there has been a former acknowledgement that, subject to additional testing, that the Club land is capable of additional density. This proposal is for seniors housing, a permissible land use under the zoning and Housing SEPP, and the proposal is a direct response to community demand for this type of housing.

The time to submit a Planning Proposal, as was forecasted in the 2018 report, is now.

Building on this historic engagement with Council and past urban design studies, recognising the merit of additional uplift to 10 storeys, now underpin the response by the Club to undergo a planning proposal for the site.

## 4.2. NORTHERN BEACHES LOCAL HOUSING STRATEGY 2021

The background and opportunity of the proposed development are closely tied to the objectives set forth in the Local Housing Strategy (LHS) issued by Council, which focused on unlocking new housing potential around strategic centres, including Dee Why. Adopted by the Council on 27 April 2021, the final draft of the strategy from April 2021 underscored the growing demand for various types of housing, including seniors.

The strategy emphasised the importance of situating seniors housing in areas with lower environmental risks, within a 1km radius of local centres, specific investigation areas, and selected R2 zoned sites under certain conditions. The strategy projects a specific demand for 1,716 independent senior living units, 502 assisted living units, and 756 nursing home beds within the LGA.

In this context, the Club's submission to the Draft LHS in March 2021 highlighted the potential for the site to significantly contribute to meeting these housing targets. The initial proposal envisioned the expansion of the Oceangrove facility to include approximately 35 additional units. This expansion was not only a response to a clear demand, evidenced by a waiting list of over 200 parties eager to join the facility, but also an efficient use of space connecting in with the existing seniors living Oceangrove development.

Specifically, the opportunity included adding additional independent seniors living housing to respond to the existing demand and provide a substantial number of new dwellings for seniors, directly contributing to the housing targets set out in the LHS.

## 4.3. CONSULTATION WITH COUNCIL

Prior to lodgement of this planning proposal, the proponent and representatives from the project team held various meetings with Council officers first in August 2022 (PLM 2022/0131) and then a year later in August 2023.

The initial submission, designed by Altis Architects, covered a smaller site area, and received detailed feedback from Council. The Club recognised that the purchase of the adjoining property at 10-12 Dee Why Parade would address many of Council's comments and also provide improved amenity for the development as well as assist in providing additional seniors apartments which correlate with the strong demand for this housing typology.

Subsequently, in July 2023, Marchese Partners were engaged to advance the project following Dee Why RSL's acquisition of additional land on Dee Why Parade. This expansion allowed for a more substantial development, addressing several of the Council's initial concerns.

An additional item for discussion with Council was the application of Council's Affordable Housing Contributions Scheme and Affordable Housing Policy. The Policy requires the dedication of 10% of apartments towards the provision of affordable housing as part of residential development where uplift is proposed. In such scenarios, the policy requires dedication of built product to Council. In a conventional residential apartment scenario, this is facilitated via the strata subdivision of the apartment product. The subject future units will not be strata titled as would otherwise be provide for an alternate housing typology and the dedication of units on site is not possible or practical. Notably, this policy is however silent, or perhaps more appropriately, does not for provide any guidance on the application of such a policy to a seniors housing development. **Section 7.2** and **Section 7.5** provides commentary on the operational and management attributes of a seniors housing outcome and the complexities that arise from dedication of affordable housing units within the development site. Overall, in pre-lodgement discussions and correspondence with Council there was consensus that for the seniors housing typology, it is more appropriate to make a monetary contribution towards affordable housing. The Letter of Intent and public benefit offer is discussed further in **Section 7.5**.

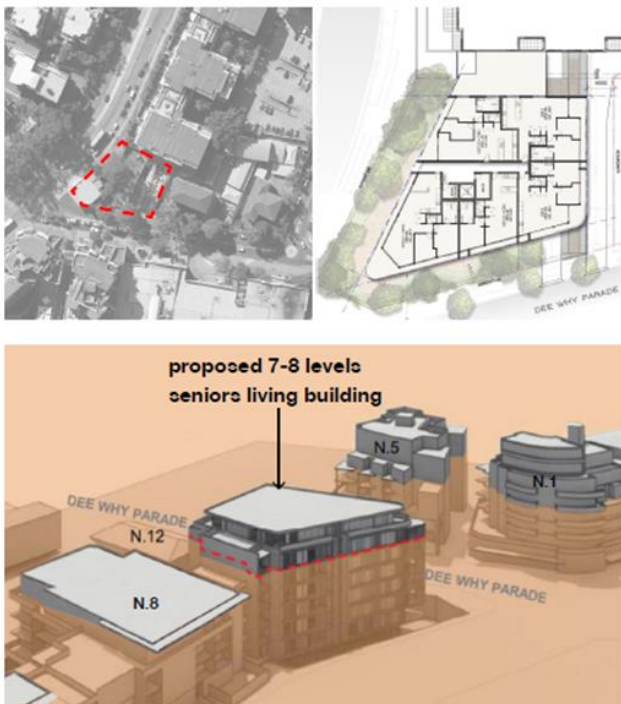
### 4.3.1. Previous Planning Proposal Scoping

A scoping report for the site was submitted to Council on 15 June 2022 (PLM 2022/0131). The purpose of the request was to obtain advice on the preparation of a Planning Proposal to increase the height on the subject land to ~ 20m of the WLEP 2011 height development standard and confirm the technical inputs. Preliminary drawings were prepared by Altis.

The initial proposal encompassed a site area of approx. 1,367 m<sup>2</sup>, incorporating three lots at 2, 6 Dee Why Parade and part of lot 1 DP 1136948. The plan aimed to extend the existing Oceangrove senior living development with a 7-storey building fronting the street, offering 33 senior housing dwellings. The design included a 6-metre front setback from Pittwater Road and a 4.5-metre front setback from Dee Why Parade, with the building proposed to adjoin the existing Oceangrove seniors living directly (0m side setback).

Additionally, the ground floor was envisioned to be below the level of Pittwater Road, accompanied by a narrow strip of landscaped open space facing Pittwater Road.

Figure 7 Altis Concept Design



Source: Altis, 2022

Council held a meeting 2/08/2022 to discuss the proposed application. Feedback on the proposed development highlighted several areas for revision. A key issue among these was the necessity to comply with flood requirements, ensuring that both basement access and habitable floors for seniors are above the probable maximum flood (PMF) level, along with well-planned evacuation routes and flood-resilient building design.

The revised development would be required to also align with various state planning policies and guidelines, including those related to housing, seniors living, transport, infrastructure, and urban design.

Additionally, the Council emphasised the importance of incorporating ecologically sustainable design elements, and providing quality landscaped open spaces as per current and future local planning and apartment design guidelines, and suggested the preparation of an Ecologically Sustainable Development Report. The proposal was also advised to consider a revised dwelling count, incorporating a 10% dedication to affordable housing in line with the Council's scheme, subject to feasibility testing. This adjustment is thus backed by feasibility evidence, ensuring practical compliance with the affordable housing requirement.

### 4.3.2. Project Refinement

In response to the feedback captured within Council's meeting minutes, the site, the subject of the proposal, was broadened to include a total site area of approx. 2,800 m<sup>2</sup>, encompassing properties at 2, 6, 8, and 10 Dee Why Parade (SP 11488) and part of 2 Clarence Avenue. This expansion was a result of the recent procurement of 10 Dee Why Parade. As an effort to respond to comments from the Council, the Club embarked on a detailed investigation, leading to the acquisition of additional land at 10 Dee Why Parade.

Marchese Partners have since led the revised development, addressing Council's observations and recommendations.

The development plan has been revised and proposes a nine-storey structure (Building 1) and a seven storey structure (Building 2), designed to house 51 senior ILUs, and provide 700 m<sup>2</sup> of ancillary amenities. This will be subject to a future development application. The design aligns with the existing urban landscape, featuring a 0m front setback from Pittwater Road and Dee Why Parade for Building 1, similar to 1-5 Dee Why Parade, a 4.5m front setback from Dee Why Parade for Building 2, akin to 2 Clarence Avenue, and a 12m side setback from the existing Oceangrove seniors living.

The project includes an approved demolition plan (DA 2020/1442) for the old pharmacy building, removing the need for further environmental studies regarding roosting microbats. An initial assessment of the site's existing trees, in consultation with a professional arborist, led to the decision to remove a tree at the site's southwest corner to facilitate Building 1's future construction, with plans for replanting with ecologically significant species.

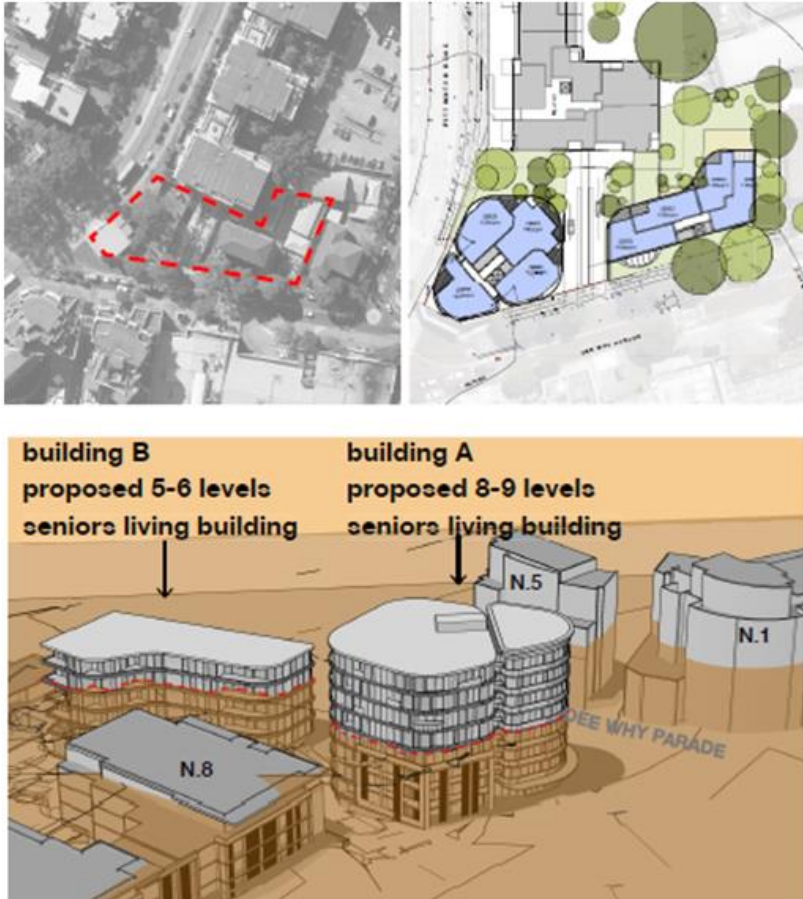
In addressing specific Pre-Lodgement Comments from Council:

- The site now includes 10 Dee Why Parade.
- A flood consultant has been engaged and building levels have been adjusted to meet the site's flood requirements.
- The development now addresses urban design aspects such as ventilation, noise mitigation, massing, and solar analysis.
- Sustainable development strategies have been imposed to ensure a minimum of 30% landscaped open space in accordance with the Apartment Design Guidelines
- As recognised by Council, the revised proposal, in line with previously submitted information, does not require a formal reassessment by various government agencies in the scoping stage.

The proposed development seeks to establish a built form that is compatible with the neighbouring Town Centre and residential areas. While current planning controls permit a height of 12 to 13 metres, the development proposes a 32 metre and building on the corner, generally commensurate with the height of 1 Dee Why Parade. The design includes a lower building being 23 metres to transition into the residential context appropriately and generally align to the height on the southern side of Dee Why Parade.

Furthermore, the development features a new pedestrian entrance at Pittwater Road and Dee Why Parade intersection, maintaining existing access to Oceangrove seniors living. The indicative concept design also envisions a landscaped underroof area at the site's corner, serving as a green threshold to enhance the development's aesthetic appeal.

Figure 8 Preliminary Concept by Marchese presented to Council



Source: Marchese, 2023

#### 4.4. CONSULTATION WITH INFRASTRUCTURE SERVICE PROVIDERS

During the initial planning proposal consultation stage under PLM 2022/0131, the proposed development was referred to key agencies and infrastructure providers, including Transport For NSW, Department of Planning and Environment – Environment and Heritage Group, and NSW State Emergency Services, for a preliminary assessment.

The feedback from these consultations indicated that the preliminary concept for the site aligns with legislative requirements and is suitable for a seniors ILU residential development. This approval is contingent upon the provision of a detailed design and a comprehensive assessment of the environmental impacts pertaining to the site which would be undertaken during the DA phase of the site.

## 5. STATUTORY CONTEXT

### 5.1. WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011

Warringah Local Environment Plan 2011 (WLEP 2011) is the primary environmental planning instrument applying to the site. The following provisions are applicable to the subject land.

#### 5.1.1. Land Use Zoning

As shown in **Figure 9**, the site is zoned R3 Medium Density Residential in accordance with the WLEP 2011.

Figure 9 Land Use Zoning Map



Source: Urbis, 2023

The relevant zone objectives within the R3 Medium Density Residential include:

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.
- To ensure that medium density residential environments are of a high visual quality in their presentation to public streets and spaces.

The following development is permitted with development consent in the R3 zone:

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental protection works; Exhibition homes; Group homes; Home businesses; Multi dwelling housing;

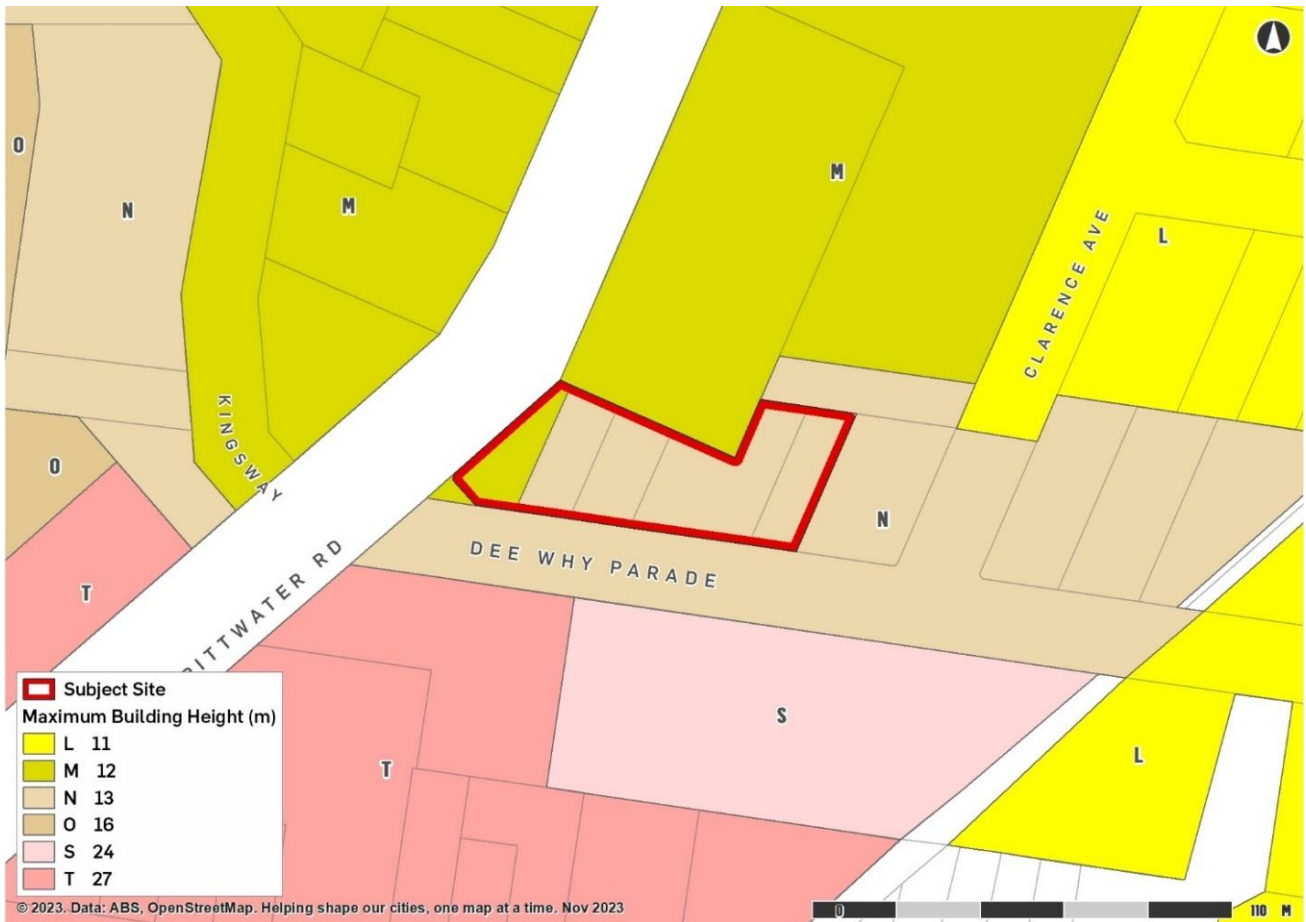


Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Secondary dwellings; Seniors housing; Tank-based aquaculture; Veterinary hospitals

### 5.1.2. Building Height

The site has a maximum building height of 13 metres in accordance with clause 4.3 of the WLEP 2011 and as shown in **Figure 10** below with a 12m height on the corner allotment.

Figure 10 Height of Building Map

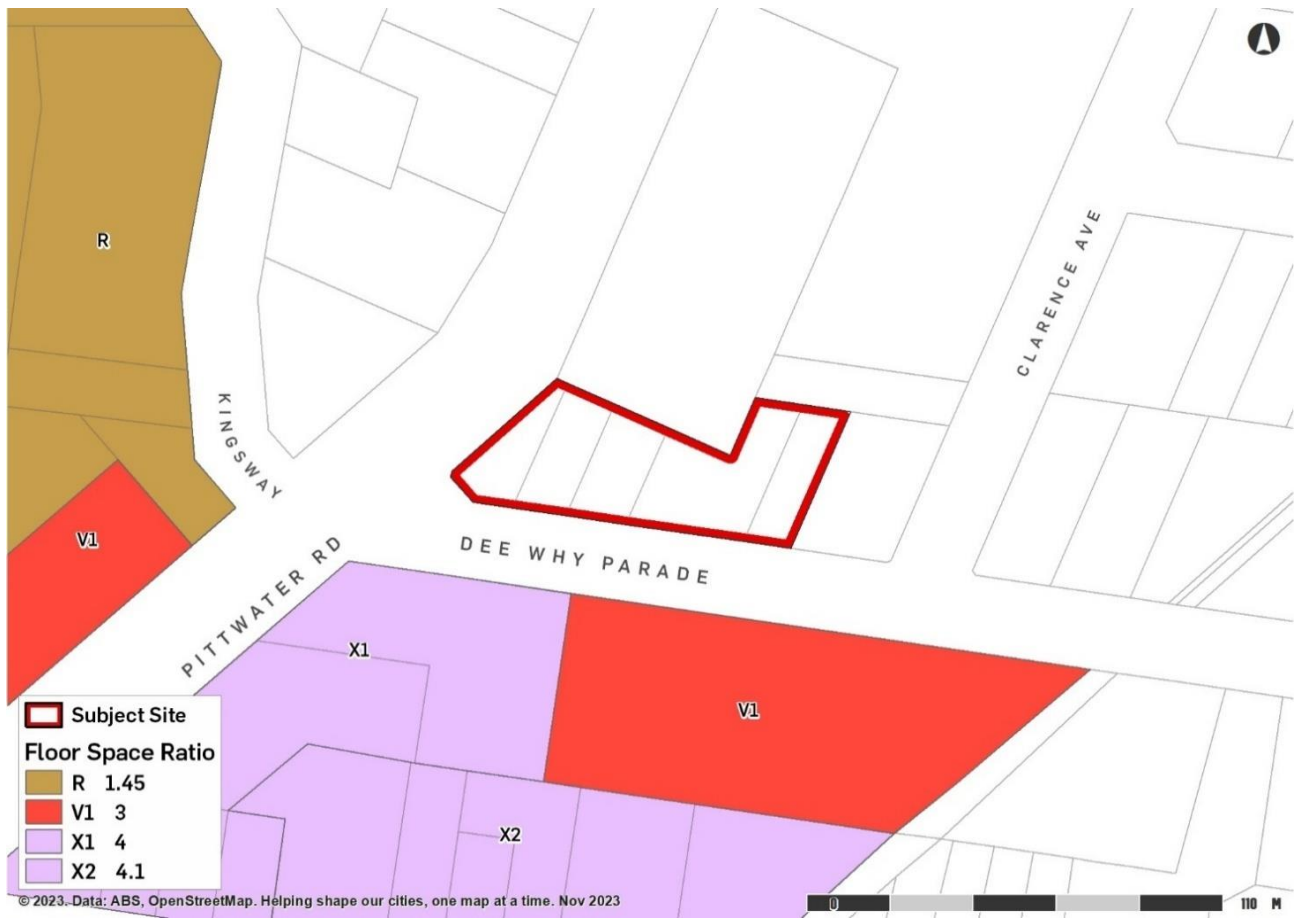


Source: Urbis 2023

### 5.1.3. Floor Space Ratio

The site does not have a maximum floor space ratio (FSR) in accordance with clause 4.4 of the WLEP 2011 and as shown in **Figure 11** below.

Figure 11 Floor Space Ratio Map



Source: Urbis, 2023

## 5.1.4. Heritage Conservation

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. However, the Heritage Listed Dee Why Public Library and landscaped area on Pittwater Road sits south west from the site as shown in **Figure 12** below.

Figure 12 Heritage Map



Source: Urbis, 2023

## 5.2. WARRINGAH DEVELOPMENT CONTROL PLAN 2011

Warringah Development Control Plan 2011 (**WDCP 2011**) provides the detailed development controls which apply to land across the Northern Beaches LGA. The key controls which are relevant to the site and the requested Planning Proposal are summarised below:

- Part A - Introduction
- Part B - Built Form Controls
- Part C - Siting Factors
- Part D - Design
- Part E - The Natural Environment

## 6. CASE FOR CHANGE

The site has the capacity and capability to accommodate additional density to facilitate a feasible seniors housing development. The proposed expansion Oceangrove seniors living development is poised to significantly contribute to the Eastern Harbour city's Strategic Growth plan, particularly in addressing the evolving demographic needs. The proposed development has been designed to positively respond to the surrounding and future built form context, providing an acceptable transition to the surrounding properties. The proposed development will foster a strong sense of community by integrating the development within the existing urban and social infrastructure, promoting walkability, and encouraging active lifestyles among senior residents.

The compelling reasons justifying the proposed amendments are summarised below.

- **Strong alignment with strategic policy:** The development aligns with the objectives of key strategic plans such as the "Ageing Well in NSW: Seniors Strategy 2021–2031" and Council's "Towards 2040" LSPS and LHS. It specifically targets the growing senior demographic, offering housing solutions that are both accessible and sustainable.
- **Optimisation of its Strategic Location:** Situated near vital services and transportation hubs, the development uniquely positions itself to enhance seniors' independence and community connectivity. This strategic placement not only meets immediate housing needs but also fosters a vibrant, inclusive community.
- **Comprehensive Urban and Social Infrastructure Integration:** The indicative development concept includes facilities that encourage active lifestyles and community interaction. By integrating with the existing urban fabric, the proposal enhances the overall liveability and social cohesion of the area.
- **Adherence to Regional Plans and Strategies:** The proposal aligns with the *Greater Sydney Region Plan, North District Plan, NSW State Infrastructure Strategy 2018 - 2038, and Future Transport 2056*. These alignments ensure that the development not only meets the current needs but is also future proofed for demographic and urban trends.
- **Delivery of significant public benefits:** The development will facilitate the monetary contribution to the provision of affordable housing in the LGA. Furthermore, the future development aims to provide 51 independent living apartments which will in turn free up standard residential housing stock to the open market.
- **Enhanced Public Domain and Community Benefits:** The development is designed to improve the interface with the public domain and offer a range of community benefits. These include creating a walkable environment, increasing accessibility to services, and enhancing the overall urban design to benefit both residents and the wider community.
- **Responsive to Market Demand and Ageing Strategy:** In line with the *NSW Ageing Strategy 2016 – 2020*, the development offers a variety of independent living housing options catering to the needs and preferences of seniors. This approach ensures that the development is not only responsive to current market demands but also anticipates future trends in senior living.
- **Unique Opportunity for Comprehensive Development:** The site offers a unique redevelopment opportunity alongside the Town Centre. Its characteristics, as a northern gateway to the town centre and on a prominent corner site, make it an ideal location for additional density to facilitate seniors housing, promising to deliver a holistic solution that encompasses housing, community integration, and access to essential services.

The Oceangrove seniors living development represents a forward-thinking response to the evolving needs of the senior population in the Eastern Harbour city. By aligning with strategic objectives, optimising its strategic location, and integrating with urban and social infrastructure, the proposal not only addresses the current needs but sets a precedent for future senior living developments.

We request the relevant planning authorities to consider this Planning Proposal favourably, recognising its potential to significantly enhance the quality of life for seniors and contribute positively to the community fabric of the Eastern Harbour city.

**For these reasons, we request that Northern Beaches Council (as the relevant planning authority) resolve to initiate the amendment process under Section 3.33 and 3.34 of the EP&A Act and seek a 'Gateway Determination' from the NSW Department of Planning and Environment**

# 7. DEVELOPMENT CONCEPT

## 7.1. OVERVIEW

The objective and intended outcomes of the proposed amendments to the WLEP 2011 and supporting site specific DCP is to facilitate the redevelopment of the site to extend the existing Oceangrove independent seniors living development. This will provide much needed housing for seniors within the Northern Beaches LGA responding directly to the demand for quality and well located seniors housing and on a site suitable for additional density. The future development aims to provide 51 independent living apartments, which will in turn free up standard residential housing stock to the open market. The existing Oceangrove seniors living will benefit from the proposed extension, with the linking of the existing communal areas to the proposed communal areas and new residents. This will improve the overall offering for the current and proposed residents at Oceangrove. Furthermore, the increased scale for the Oceangrove seniors living will enable the provision of increased services to all residents such as a registered nurse on staff.

The Planning Proposal seeks amendments to the LEP through a site specific provision into Part 4, Division 3 of the WLEP which will allow a greater maximum allowable height on than that currently allowed pursuant to the LEP. To support this amendment to the LEP, a draft site specific DCP accompanies the Planning Proposal at **Appendix E**. A which defines a building envelope within which a future seniors housing development will be located. The building envelope has been designed in accordance with the key built form controls identified in the LEP and DCP detailed in **Section 4** of this report.

A concept reference scheme has been prepared that falls within the building envelope. However, the building envelope has intentionally been designed to allow flexibility and scope for alternate design approaches which will arise during the DA process.

The Urban Design Principles for the proposed development have been formed to ensure the development aligns with the strategic planning objectives whilst enhancing the existing urban fabric.

These principles include:

- Strategically positioned at the northern gateway of the Town Centre to facilitate ease of access to existing services and facilities.
- Height is concentrated to craft a distinct street presence and enhance visual appeal particularly along Pittwater Road.
- The design ensures no overshadowing or view impact to public spaces.
- The form offers a scale that meets the local housing demand effectively.
- Designed in a way to leverage existing Oceangrove seniors housing and facilities to the north of the site.
- The building height transitions appropriately from Dee Why Parade to Clarence Avenue, respecting the existing urban fabric.

The reference scheme is indicative only and the final detailed design of the scheme will be the subject of a subsequent detailed DA.

## 7.2. OPERATIONAL ASPECTS

The seniors' village, managed under the Retirement Villages Act, will continue to be owned and operated by the Club, consistent with the existing Oceangrove seniors living development.

Below are some operational and management arrangements for the future seniors independent living units:

- The seniors' village is managed under the Retirement Villages Act and will be owned and operated by Dee Why RSL Club (consistent with the existing Oceangrove development)
- Future residents of the village will enter into a 99-year loan lease agreement as per the Retirement Villages Act. This arrangement includes paying an Ingoing Contribution at the lease's commencement, refundable upon vacating the property.

- Additionally, residents are subject to a departure fee (Deferred Management Fee) ranging from 5% to 25% of the Ingoing Contribution, depending on their residency duration, and they will equally share any capital gains with Dee Why RSL.
- To cover operational costs and on site staffing, residents pay a monthly recurrent fee (levied).
- Each lease also features a 6-month buy-back guarantee, ensuring market value reimbursement if an apartment is not re-leased within six months of vacancy.
- There is no strata titling involved as would be typically be case with an alternate type of residential development.
- The current Oceangrove development and as to be proposed for the additional subject land, includes independent living apartments designed with extensive common facilities and onsite resident support services including concierge, handyman, Village manager, nurse call system, consulting room, and gym, among other amenities. The proposed site as part of the Planning Proposal request will deliver further seniors living housing, extending a similar offering to the future residents.
- The average age of current Oceangrove residents is 82 years. To ensure the site's continued use for senior housing, the Club is willing to impose a caveat in title enabling a restriction on use and/or covenant.

Further, the proposed expansion of the seniors independent living units is currently situated on a site that includes part of Dee Why Kindergarten childcare facility. In order to facilitate this expansion, Dee Why RSL Club is actively exploring alternative locations for the childcare centre to ensure a seamless transition and continuity of services within the landholdings of the Club.

## 7.3. BUILDING ENVELOPE

The Planning Proposal seeks amendments to the LEP through a site specific provision into Part 4, Division 3 of the WLEP 2011 which will allow a greater maximum allowable height on than that currently allowed pursuant to the LEP. To support this amendment to the LEP, a draft site specific DCP accompanies the Planning Proposal at **Appendix E** which defines a building envelope within which the two independent seniors living apartment blocks will be located.

An Urban Design Study accompanies the Planning Proposal at **Appendix B** which includes a detailed description of the proposed building envelope.

The key built form elements of the building envelope are described as follows:

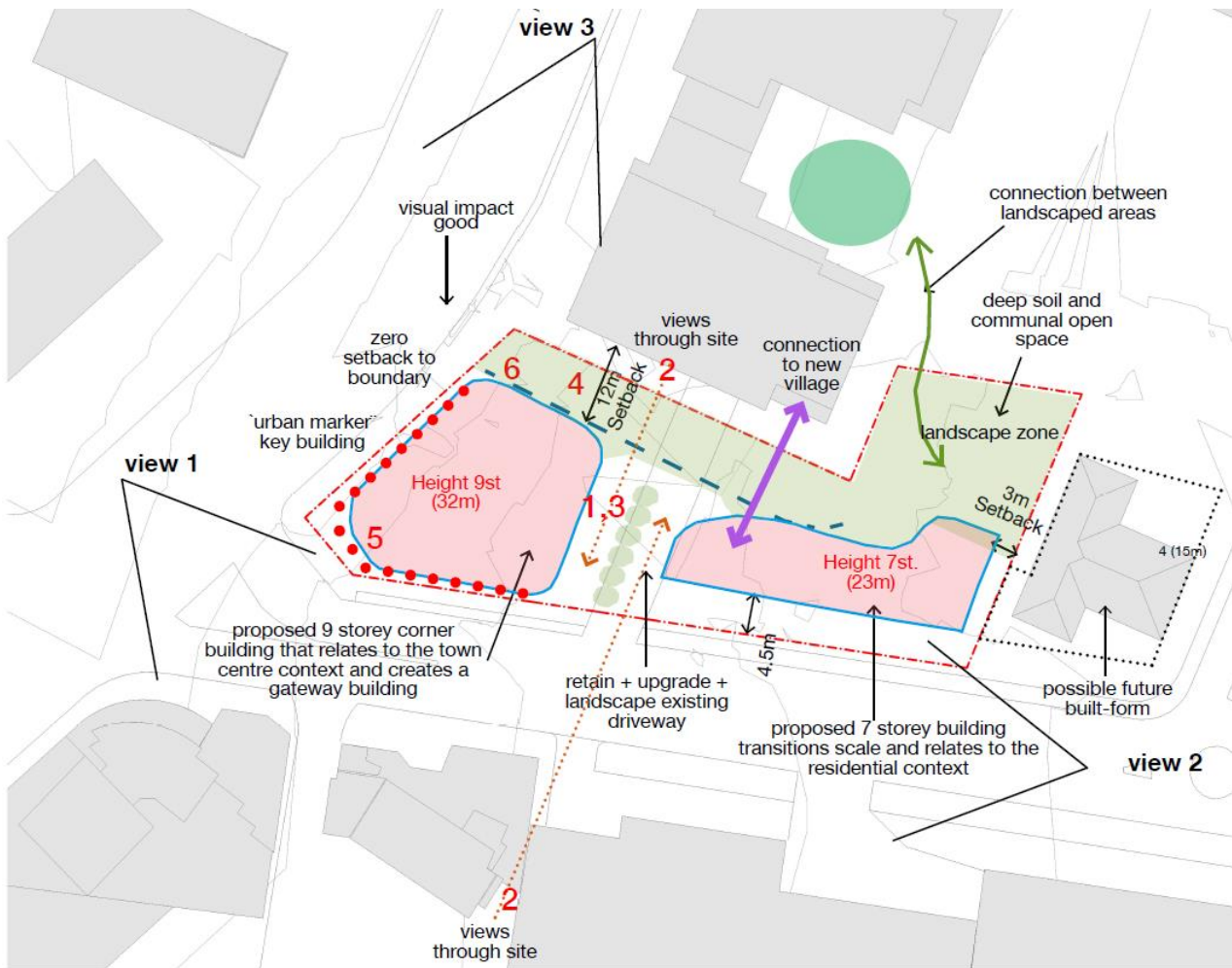
- Split of the built form across two buildings tapering down Dee Why Parade into Clarence Avenue
- Recessed top of building through an articulation zone to reduce the upper level bulk.
- Allowance in the maximum building height for lift overrun and associated services as well as rooftop communal space to provide amenity to the future residents
- Stepped building form to frame the podium and act as a transition between the existing urban fabric and Oceangrove seniors living site and the proposed development.

### 7.3.1. Building Heights

The Planning Proposal's request to extend the maximum building height to 32m and 23m is underpinned by a commitment to smooth urban transition, topographical harmony, facade synchronisation with neighbouring development, and the promotion of equitable view sharing.

The scale of the site can deliver a comfortable transition in height from Pittwater Road down to Clarence Avenue. The proposed two building envelopes (Figure 13) sit at 32 metres high on the corner (Building 1) and steps down to 23 metres (Building 2), to commensurate with the height of 1 Dee Why Parade.

Figure 13 Development Concept building envelope and site context



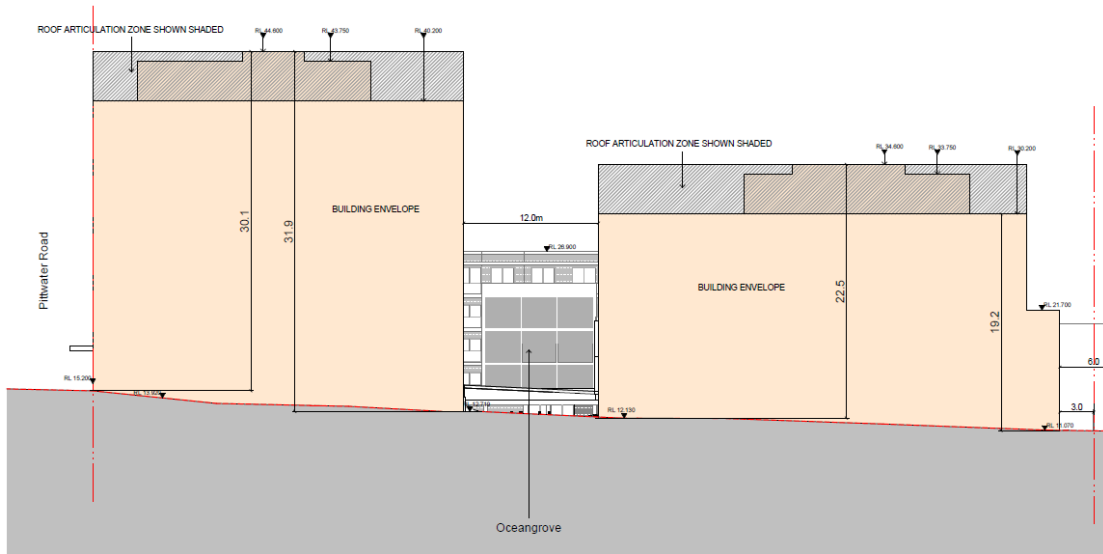
Source: Marchese, 2023

As shown in Figure 14, the 32 metre height of Building 1 allows for 9 storeys providing a variety of ILU and residential amenity of communal open space. The setback roof element establishes visual interest to the podium creating a gateway to the Town Centre. The shoulder height of the proposed building purposefully matches that of 1 Dee Why Parades height.

The height of building 2 allows for 7 storeys providing a variety of ILU and residential amenity of communal open space. The tapering down of Building 2 enables a cohesive transition into the existing medium density residential context along Clarence Avenue.

Together, these buildings articulate a considered approach to urban design, balancing height with visual impact and contributing positively to Dee Why's urban landscape.

Figure 14 Concept Building Envelope height elevation



Source: Marchese, 2023

This measured increase from the existing height restrictions allows for a seamless architectural gradient from the Town Centre to surrounding medium-density residential areas, aligning with the natural slope along Dee Why Parade. This ensures consistency with the southern streetscape, and preserves the sightlines for southern and western residents, thereby enhancing the community's visual and living experience.

### 7.3.2. Setbacks

The proposed building envelope setbacks (as articulated in the site specific DCP) and aligning with the concept reference scheme aim to minimise the impact of future development on the streetscape and public domain, ensure spatial separation between buildings for high amenity, reduce the impact on adjoining residential lots, and provide landscaping opportunities.

#### Front, Rear, and Side Setbacks:

The setbacks are designed to be consistent with the existing streetscape as demonstrated in Figure 15, with Building 1 positioned at the corner of Dee Why Parade and Pittwater Road with minimal setbacks to frame the gateway element.

Building 2 along Dee Why Parade will have a 4.5m setback, aligning with the residential development at the corner of Clarence Street and Dee Why Parade, and a 3m setback to the eastern boundary of the site.

#### Building Separation:

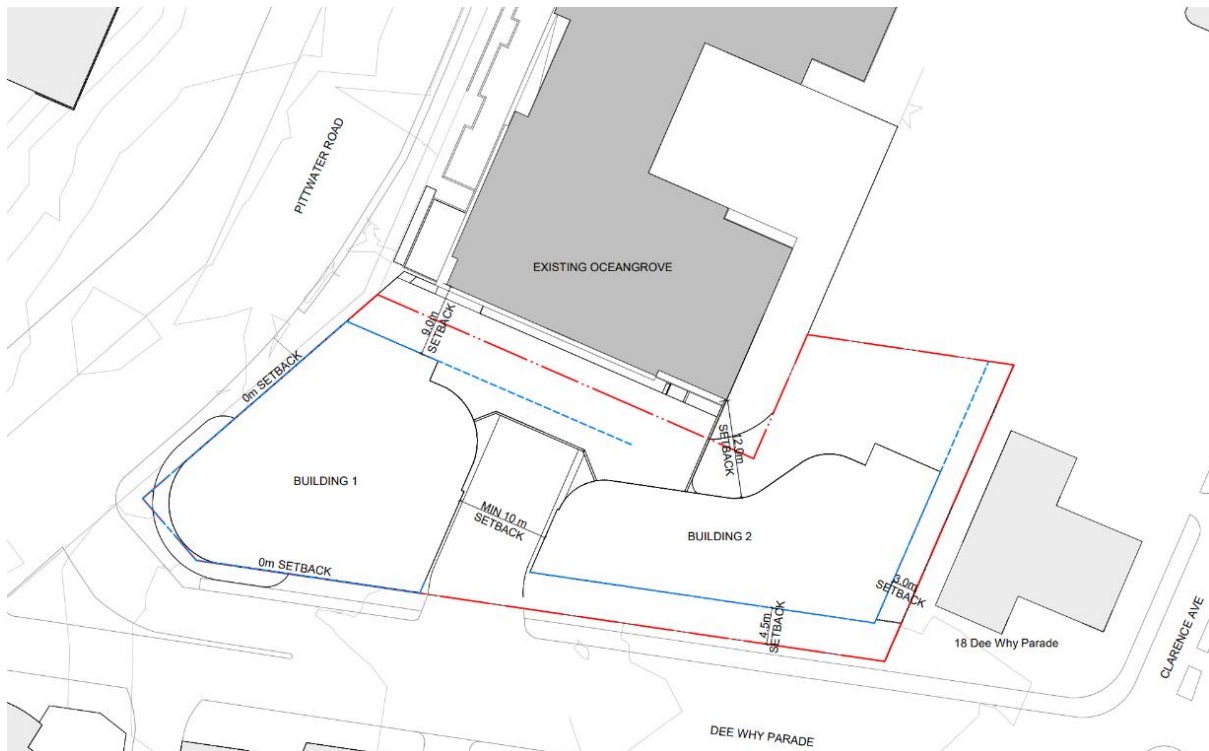
Appropriate building separation is a key focus, with Building 1 maintaining a minimum of 9m from the existing development on Pittwater Road and Building 2 a minimum of 12m. The separation between Buildings 1 and 2 is set to be a minimum of 10m, ensuring spatial quality and visual harmony.

Overall, the building envelope and setbacks are carefully considered to ensure the proposal aligns with the existing urban fabric, respects the visual quality of the streetscape, and provides a high level of amenity for residents and the surrounding community.

It is noted that the end design is subject to detailed design including considerations in the Apartment Design Guide as part of a future DA.



Figure 15 Setbacks Diagram



Source: Marchese, 2023

## 7.4. CONCEPT REFERENCE SCHEME

A concept reference scheme accompanies the Planning Proposal for the purposes of articulating a possible and realistic development outcome within the proposed envelope and demonstrating that the proposed building envelope is capable of accommodating 51 ILUs over two buildings, one of 9 storeys and the second of 7 storeys. The lower ground floor houses the communal amenity area, linking to the outdoor communal open space and landscaped areas. This lower level also provides basement access for 76 car spaces.

An Urban Design Study and Concept Reference Scheme Plans accompanies this report at **Appendix B and C**.

### 7.4.1. Urban Design and Façade

The facade design of the proposed apartments plays a crucial role in integrating the new development with the existing Oceangrove seniors living building. The design focuses on establishing a physical and architectural connection between the two structures. At the lower level of both buildings, the connection allows for resident interaction across the proposed and existing buildings, while the facade design aligns with the architectural language of the existing Oceangrove building. A provision to this effect is drafted in the site specific DCP.

Key elements of the facade facing Pittwater Road include a strong, regular frame that encloses operable privacy screens, introducing a rhythmic pattern to the façade. Brickwork is utilised to add scale and detail, reflecting the surrounding architectural style. A recessed top level features an over-sailing roof form and brise soleil, creating a distinct visual hierarchy.

In the proposed extension, the framing element forms a podium that continues the scale of the Oceangrove seniors living building. Above this podium, a taller tower element with a horizontal orientation and curved form. This podium design facilitates a seamless transition between the heights of Oceangrove and the new extension, aligning with recommendations applied from the preliminary design meetings held with Council.

The tower's brickwork is consistent with that of the existing Oceangrove seniors living development and the local area, maintaining architectural continuity. The use of screening for privacy and solar protection, along with the brise soleil on the upper levels of the extension, further aligns with the existing development. These design decisions ensure the new building harmonises with its surroundings and reinforces the visual and functional bond between the new extension and the existing site. This alignment is essential for the cohesive urban design and the community dynamics of the residents.

Figure 16 Urban design and façade along Pittwater Road



Source: Marchese, 2023

## 7.4.2. Car Park and Vehicular Access

The proposed concept design includes thoughtfully designed lower level that will house a basement car park, offering 76 car spaces along with designated loading bays to accommodate the logistical needs of the residents and services. Vehicle access to the site will be conveniently managed through the existing entrance to Oceangrove seniors living on Dee Why Parade, ensuring a smooth flow of traffic into the site.

Additionally, the development will feature a through-site link, enhancing connectivity and accessibility for vehicles traversing the area, further reflecting the development's commitment to a comprehensive and user-friendly transport solution.

## 7.4.3. Relationship with the existing Oceangrove Site

The integration of the proposed extension with the existing seniors' development is vital for the project's overall success. The existing Oceangrove seniors living site accommodates extensive common facilities and onsite resident support services including concierge, handyman, Village manager, nurse call system, consulting room, and gym, among other amenities situated mostly on the lower level of the development. These amenities are accessible through the main entrance on Dee Why Parade, which leads down a shared vehicular and pedestrian ramp that intersects the site of the proposed development.

In the design of the proposed extension, it is planned to retain the existing entry and exit ramp from Dee Why Parade to continue servicing both the existing village and the new development. To enhance connectivity and facilitate access, a pedestrian link is proposed. This link will connect the existing entrance at

Oceangrove seniors living and the communal amenities directly to the new development, thereby significantly improving the arrival experience for residents and visitors.

Furthermore, the development plan includes the creation of a new landscaped open space. This addition aims to provide an area for relaxation and social interaction, accessible from the ground level, and to be shared by both new and existing residents. The introduction of this landscaped area is expected to enrich the living environment and contribute to the communal atmosphere of the development.

Overall, these enhancements in site layout and facilities are designed to ensure a cohesive connection between the existing and proposed extensions of the seniors' development. The introduction of improved pedestrian site-through links, access and the addition of communal open spaces are integral to this design approach, aimed at augmenting the living experience for all residents within the development.

## 7.5. PUBLIC BENEFIT OFFER

Under Section 7.4 of the *EP&A Act*, a proponent may enter into a Voluntary Planning Agreement (**VPA**) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument.

Overall the Club acknowledges Council's Northern Beaches Affordable Housing Contributions Scheme (Sept 2021) and Affordable Housing Policy (August 2018) and the requirement to contribute given the potential uplift sought in the Planning Proposal. Further, the Club is committed to negotiating with Council over the appropriate contribution.

It was noted in discussions with Council that the Northern Beaches Affordable Housing Contributions Scheme doesn't anticipate a senior's living scenario and the practicalities of implementation that comes with this housing typology. As detailed in **Section 7.2**, there are complexities in dedicating affordable housing on site. To summarise some operational and management arrangements for the future seniors independent living units:

- The Planning Proposal will facilitate lodgement of a future DA under the Seniors Living Provisions of the Housing SEPP 2021. As such, the consent will therefore limit the use to seniors housing and as per the SEPP seniors meaning people who are at least 60years of age. The average age of current residents in the existing Oceangrove is 82yrs.
- Council's Affordable Housing Contributions Scheme assumes dedication of affordable housing via Strata Subdivision, that will be managed by a Community Housing Provider and made available to eligible persons who will enter into a lease under the Residential Tenancies Act. The subject future units will not be strata titled as would otherwise be provide for an alternate housing typology and the dedication of units on site is not possible or practical.
- The seniors' village is managed under the Retirement Villages Act and will be owned and operated by Dee Why RSL Club (consistent with the existing Oceangrove development)
- The arrangement for the residents are:
  - The future residents are required to enter into a 99yr loan lease under the Retirement Villages Act
  - Residents pay an Ingoing Contribution when the lease commences and this is refunded when they vacate the property.
  - Residents pay a departure fee (Deferred Management Fee) of between 5% to 25% of the Ingoing Contribution when they leave based on the time they reside there.
  - Residents and the Dee Why RSL share equally in any capital gain.
  - Residents pay a recurrent fee per month which covers day to day operational costs and on site staffing.
  - Each lease has a 6 month buy back guarantee meaning that if the apartment is not re leased 6 months after it is vacated than the Dee Why RSL Club buys it back at market value.
- The independent living apartments are designed with extensive common facilities for resident use.

- Onsite resident support services include a concierge, handyman, Village manager, nurse call system, consulting room and gym. A full range of other facilities also exist.

After explaining the above operational and management arrangements for the future seniors independent living units, it was agreed with Council that there are complexities in dedicating affordable housing on site as part of a seniors housing development. Overall, this approach is consistent with pre-lodgement discussions with Council, given the Northern Beaches Affordable Housing Contributions Scheme prioritises the physical dedication of affordable rental housing via a strata subdivision and managed by a community housing provider as opposed to monetary contribution.

As such Dee Why RSL Club has prepared a Letter of Intent which commits to enter into a planning agreement on the following terms:

1. The sole and exclusive use of the site is for 'seniors housing' purposes. In the event at any stage in the future the site reverts to a conventional residential development, the current VPA will be voided. Any future conventional residential development that relies on the uplift afforded by this planning proposal will be required to enter into a new Planning Agreement as part of any relevant Development Application.
2. Offer to enter discussions to agree a monetary contribution for Affordable Housing based on an agreed valuation methodology. The agreed amount is to be finalised prior to the gazettal of the LEP and payable at the future Construction Certificate Stage.

## 8. THE PLANNING PROPOSAL

The Planning Proposal request has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and consideration of the relevant Department of Planning, Industry and Environment Guidelines, *namely Local Environmental Plan Making Guideline (August 2023)*.

This section outlines the vision, objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes.

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – Objectives and intended outcomes.
- **Part 2** – Explanation of provisions.
- **Part 3** – Justification of strategic and site-specific merit and environmental impact assessment.
- **Part 4** – Maps.
- **Part 5** – Community consultation.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following sections.

## 9. PART 1: OBJECTIVES AND INTENDED OUTCOMES

The proposed increase in building height from the current WLEP 2011 provisions of 12 and 13 metres to proposed amended heights on the site significantly enhances its capacity to address market and community need for seniors housing, raising the number of potential ILUs from 23 (under the current height control) to 51 (proposed height). This change results in more efficient land use and optimises urban density, offering a substantial contribution towards the growing demand for senior housing in the area and Council's housing targets.

The increase in height provides more housing options but further improves the quality of life for residents through enhanced amenities like better views, natural light, and ventilation. Additionally, this strategic adjustment aligns with broader urban planning objectives, promoting concentrated growth and sustainable development patterns, thereby making it a more effective and beneficial outcome for the community.

The primary objectives of the Planning Proposal are to:

- Align the development with the broader objectives of the Eastern Harbour city's growth, by contributing to the region's housing supply specifically tailored to the senior demographic, addressing the expected demand due to demographic shifts.
- Strategically extend the existing senior living accommodation in proximity to essential services, shopping districts, and public transportation routes, notably along Pittwater Road and Dee Why Parade, to enhance the residents' autonomy and access to community resources.
- Support orderly and economic use of otherwise underutilised land.
- Deliver a high quality seniors living amenity with suitable layout and structure that responds to the opportunities and constraints of the site.
- Improve the access and safety of vehicle movements around the site and provide basement parking on site to remove staff and visitors parking from surrounding streets.
- Ensure that new development is appropriate to the surrounding built form context and provides an acceptable transition to the surrounding properties.
- Effective use of under- utilised land to enable a feasible development outcome.
- Foster a strong sense of community by integrating the development within the existing urban and social infrastructure, promoting walkability, and encouraging active lifestyles among senior residents.
- Enable the provision of affordable housing units within the Northern Beaches LGA providing a broader community benefit therefore a monetary contribution has been agreed.
- Amend the relevant development standard map for height of buildings shown at Part 4 of the Planning Proposal.

Ultimately, this will enable the achievement of a range of both State and local strategic planning objectives, whilst ensuring a site-specific and sensitive response as informed by the surrounding land use and built form character.

# 10. PART 2: EXPLANATION OF PROVISIONS

The land the subject of the Planning Proposal and proposed to be included in the LEP amendment is identified at 2, 6 and 10-12 Dee Why Parade, part of lot 1 DP 1136948 and part of 2 Clarence Avenue, Dee Why.

## 10.1. LAND USE ZONING

This Planning Proposal seeks to retain the existing zoning across the site. The site will remain zoned R3 Medium Density Residential. The objectives of the R3 zone under WLEP 2011 align with the objectives of the Planning Proposal. The objectives facilitate the provision of a permitting a variety of housing types to meet the needs of the community being of high visual quality.

## 10.2. DEVELOPMENT STANDARDS

### 10.2.1. Building Height

The Planning Proposal seeks to increase the maximum permissible building height from 12 and 13m to partly 32m and partly 23m height across this site.

The approach to height is justified as follows:

- **Urban Transition:** The proposed heights facilitate a tapering architectural transition from the town centre to the adjacent medium-density residential areas. This ensures a gradual shift in scale that respects the existing urban landscape and prevents abrupt disparities in building heights.
- **Topographical Harmony:** By stepping down the building height as it moves eastward along Dee Why Parade, the development mirrors the natural land gradient. This topographical sensitivity in design contributes to the visual coherence and integration with the landscape.
- **Façade Synchronisation:** The development seeks to achieve a general alignment with the façade heights of existing structures on the southern side of Dee Why Parade. This alignment is intended to maintain the established street wall continuity and visual harmony along the parade.
- **View Sharing:** With deliberate design considerations, the proposed building heights enable view sharing, ensuring that residents in the properties to the south and west maintain their existing vistas. This approach promotes equitable distribution of visual resources and fosters a sense of openness within the community.

Overall, the approach to increased building heights is rooted in a conscientious effort to balance the need for additional housing with the preservation of the character and liveability of the surrounding areas. The proposal underscores a commitment to thoughtful urban design that benefits the entire community by enhancing the built environment while respecting natural topography and existing urban forms.

The intended provisions are illustrated on the proposed LEP mapping in **Section 12** of this report.

### 10.2.2. Site Specific Draft Development Control Plan

A site specific Development Control Plan (DCP) has been requested by Council to be prepared as part of the Planning Proposal submission. The draft DCP provides detailed development controls to be addressed the by future development. Its purpose will be to provide the consent authority with surety that a future Development Application will achieve an appropriate built form outcome. It is anticipated the draft DCP will be further developed in consultation with Council.

Provisions detailed in the draft site specific DCP include:

- Built form objectives and provisions including the requirement of an articulation zone for the top of buildings, as well as building length and façade guidelines.
- Setbacks from site boundaries and building separation to ensure the visual quality of the streetscape is maintained.
- Building design guidance to ensure high quality design outcome on the site.

- Parking, vehicular and pedestrian access requirements to mitigate impact on the surrounding road network.
- Landscaping to provide screening on the site boundaries and improve the site amenity.



# 11. PART 3: JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

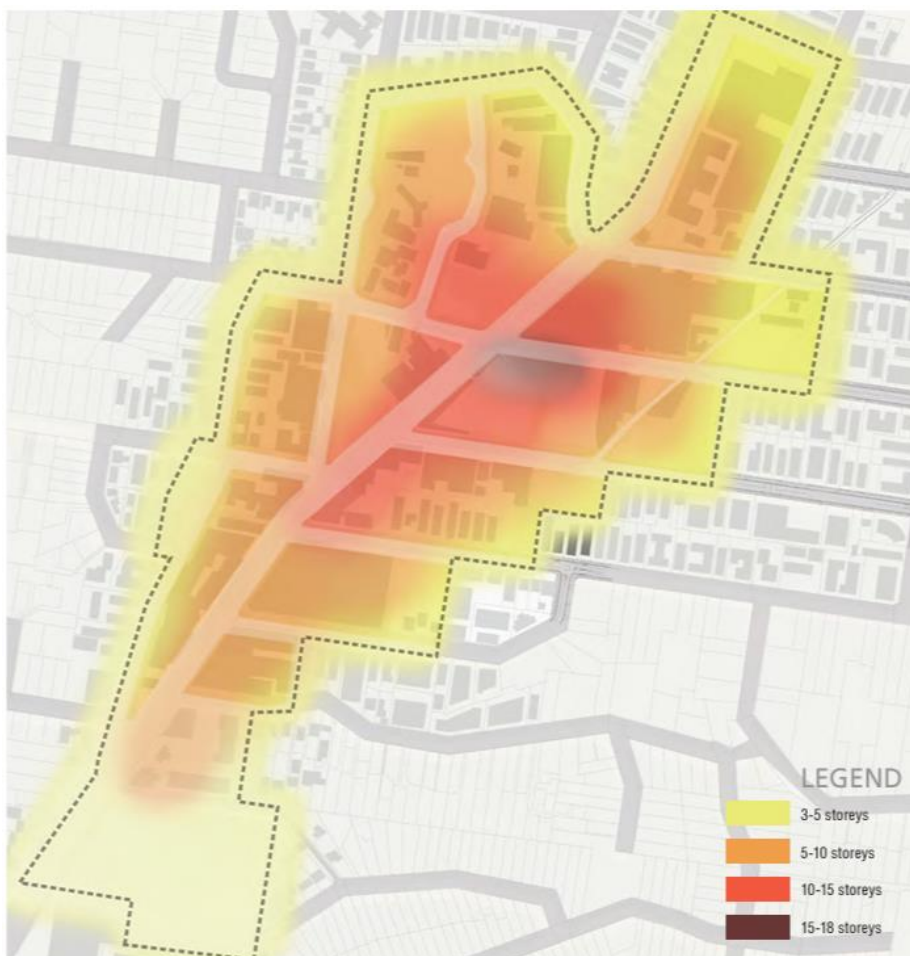
## Section A – Need for the planning proposal.

**Q1.** *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

**Yes**

As was detailed in **Section 3.1**, the site has been historically flagged for the consideration of additional uplift, including the subject land forming part of the Dee Why Town Centre investigation area with indicative building heights of 5-10storeys. This is wholly consistent with the heights now proposed in the subject Planning Proposal.

Figure 17 Heat map of proposed strategic storey growth within the Town Centre



Source: *Dee Why Town Centre Masterplan, prepared by Place Design Group in 2013*

The planning proposal for the expansion of the Oceangrove seniors living development aligns with and is a direct response to the objectives and priorities outlined in the endorsed local strategic planning statements, particularly the "**Ageing Well in NSW: Seniors Strategy 2021–2031**", Council's "**Towards 2040**" **LSPS** and **LHS**.

The proposal addresses objectives specifically creating age-friendly environments, increasing housing options for older people, and fostering inclusive community participation. Furthermore, it responds to identified housing needs in the Northern Beaches area, aligning with the strategic direction for housing supply, choice, and affordability as detailed in these strategic documents. While the proposal is not the result of a single specific strategic study or report, it is clearly informed and guided by the broader strategic framework and planning priorities established by local and state strategic planning directives.

The approach to the proposed built form and its outcomes has been meticulously developed, considering the recommendations of the Town Centre Strategy. This process involved a comprehensive evaluation of the site's physical characteristics and strategic potential. Key to this evaluation was the development of indicative design concepts and an urban design analysis. This analysis focuses on determining an appropriate scale for massing, bulk, and height that aligns with the metropolitan context whilst considering the impacts on surrounding amenity-sensitive areas.

The analysis undertaken demonstrates that the site's characteristics make it a unique, highly strategic, and prominent site that can realise the objectives and intended outcomes of the applicable strategic planning policies, whilst also suitably accommodating the proposed height and density as sought within this Planning Proposal request.

This careful examination and planning demonstrate that the site's unique and strategic position making it exceptionally suitable for realising the objectives and intended outcomes of the applicable strategic planning policies. The analysis confirms that the site can feasibly support the proposed height and density increases as requested in the Planning Proposal, thereby contributing positively to the broader strategic vision of the Dee Why Town Centre and aligning with the larger strategic frameworks relevant to the site.

**Q2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

**Yes**

The Planning Proposal which seeks to implement specific development standards for the site as supplemented is consistent with state and local policy and approaches to the alteration of the height control and is considered the best means of achieving the objectives and intended outcomes.

The current height and densities allowed for by the height development standard have been in place since 2012. During this time, there has been minimal, if any, significant development activity on the site and the existing low-density character of the site has remained.

This Planning Proposal presents an opportunity to stimulate urban renewal and capitalise on the unique development opportunity for the site, and the ability to deliver a feasible development that extends from the current offering of seniors living accommodation within proximity to the Town Centre and supporting urban services.

**Section B – Relationship to strategic planning framework.**

**Q3. *Will the planning proposal give effect to the objectives and actions of the applicable regional, of district plan or strategy (including any exhibited draft plans or strategies)?***

**Yes**

The Planning Proposal aims to give effect to the objectives and actions of the following regional plans and strategies:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- North District Plan
- NSW State Infrastructure Strategy 2018 - 2036
- Future Transport 2056
- NSW Ageing Strategy 2016 – 2020

**Greater Sydney Region Plan – A Metropolis of Three Cities**

The Greater Sydney Region Plan was released in March 2018. It provides a 40-year vision (to 2056) for the Greater Sydney Region and establishes a 20-year plan to manage growth and change for Greater Sydney. It identifies a vision for Greater Sydney to emerge as a metropolis of three cities comprising the Western Parkland City, the Central River City and the Eastern Harbour City.

The concept of three cities is predicated on the aspiration for its residents to live within 30-minutes of education, facilities, city-scale infrastructure and services and employment opportunities. To achieve this

vision, the Greater Sydney Region Plan nominates 10 Directions centred around a framework based on the core themes of liveability, productivity and sustainability. These include:

1. A city supported by infrastructure.
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

Each direction is supported by objectives and indicators that have been developed to guide the implementation of the plan. The overarching vision of the Greater Sydney Region Plan and its associated objectives are to be achieved through collaboration with all tiers of governments, the community, businesses and non-government organisations.

At a regional level, the Greater Sydney Region Plan recognises the need for infrastructure to be co-located in metropolitan and strategic centres. In light of this, the delivery of new facilities and infrastructure is noted as being integral to fostering the growth of socially connected communities as well as social and cultural networks that improve mental and physical health outcomes.

To achieve this, strategic planning should aim to consider and capitalise on local identity, heritage, and cultural values. The Greater Sydney Region Plan also identifies that there is a growing demand for community and health infrastructure due to shifting demographics, including the record number of births each year and the growing ageing population. In light of the above, the Planning Proposal responds to the Greater Sydney Region Plan by considering its strategic directions and objectives. Specifically, the proposal is consistent with the nominated objectives as it will:

- Develop senior living residences that contribute to the expansion of the Eastern Harbour City, aligning with strategic growth plans (Objective 1).
- Respond proactively to changing demographic trends and the resulting housing requirements of the community (Objectives 3 and 6).
- Cultivate partnerships among government entities, local communities, and businesses to achieve shared goals (Objective 5).
- Augment the available housing stock to meet current and future demand (Objective 10).
- Create new job prospects within the development's reach, leveraging its strategic and accessible location (Objective 14).
- Carefully assess the site's specific limitations and enact strategies to lessen the risks associated with natural hazards (Objective 37).
- Pursue a unified and strategic redevelopment process for the site that thoughtfully weighs the priorities of both Government agencies and key stakeholders (Objective 39).

### **North District Plan**

The North District Plan (March 2018) is intended to guide the implementation of the Greater Sydney Region Plan at a district level, bridging regional and local planning by informing Local Environmental Plans and Planning Proposals.

In particular, the District Plan provides detailed planning priorities which integrate relevant objectives, strategies and actions in response to identified challenges and opportunities.

The planning priorities relate to three key aims of the District Plan, being:

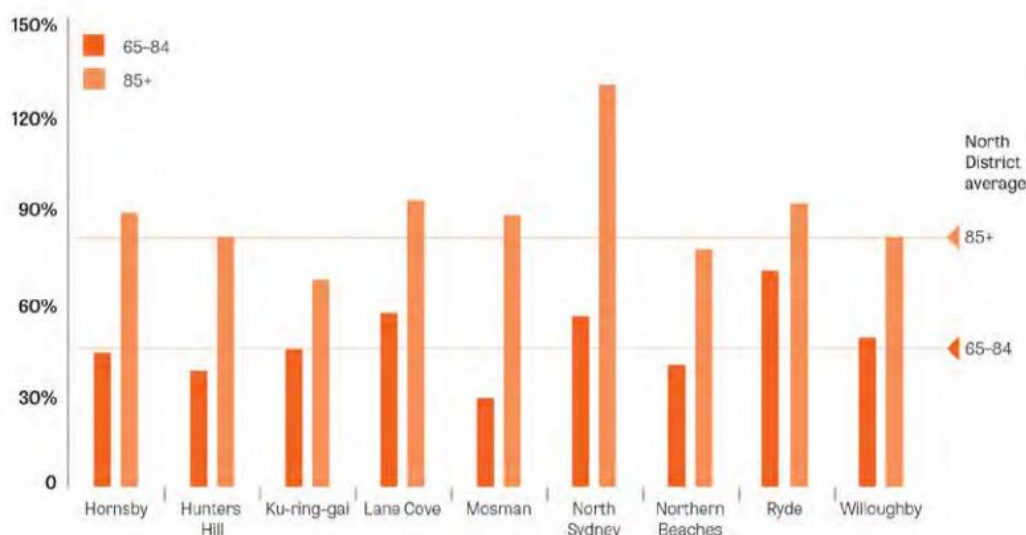
- A productive city;
- A liveable city; and
- A sustainable city.

The site adjoins the Town Centre which is identified as being strategically important for its residential, retail, commercial and recreational offerings that benefit from the district’s scenic and cultural landscapes, including North Head.

The North District is experiencing notable demographic changes which influence the demand for infrastructure, services and housing. Of the LGAs in the North District, Northern Beaches is expected to experience one of the largest increases in people aged 65-85 years (Figure 18). This population segment is expected to increase by approximately 20% by 2036.

In consequence the Northern Beaches LGA will accommodate a greater proportion of older people relative to surrounding LGAs. More diverse housing types and medium density housing, as well as the design of walkable neighbourhoods will create opportunities for older people to continue living in their community, where being close to family friends and established health and support networks improves people’s wellbeing.

Figure 18 Ageing Population changes



Source: North District Plan, 2016

The proposed development invigorates under-utilised land and is thoughtfully tailored to meet the needs of seniors, aligning with Planning Priority N5 by providing accessible, affordable senior living options within the Town Centre. The strategic location ensures seniors continue to be within easy reach of essential services, retail hubs, and public transportation along Pittwater Road and Dee Why Parade, fostering independence and community connectivity.

The end design prioritises universal accessibility and a range of price points to offer seniors a choice that fits their lifestyle and budget. By integrating the development with the local infrastructure, seniors will benefit from a liveable, walkable environment that enhances their quality of life and allows them to remain active and engaged within their community.

## **The NSW State Infrastructure Strategy 2018 – 2038**

The NSW State Infrastructure Strategy 2018 – 2038 (the Strategy) sets out the NSW Government's infrastructure vision for the State over the next 20 years. The Strategy aligns with the Greater Sydney Region Plan. The Strategy identifies that a key challenge for the Eastern Harbour City is to drive and accommodate growth and density alongside investment in infrastructure that optimises use of existing assets. It outlines a number of key infrastructure responses, including the need to invest in improvements in cultural infrastructure and tourism; support the population with social infrastructure investments; and provide more housing.

The Planning Proposal aligns with the aspirations of the Strategy in that it will contribute to the Eastern Harbour City's growth and density by providing much-needed senior housing. This development not only optimises the use of existing land assets but also supports the population with essential social infrastructure investments. By extending the Oceangrove senior living accommodation, the proposal directly addresses the need for specialised housing infrastructure for an ageing population whilst leveraging the existing senior's infrastructure available through shared services and amenities.

Moreover, the proposed development is strategically situated to enhance access to local amenities and services, thereby supporting the community's broader social and cultural needs. The proximity to essential services, shopping districts, and public transportation routes aligns with the Strategy's emphasis on supporting the population with comprehensive social infrastructure.

The proposed development's integration into the existing urban landscape is set to enrich the local area's character significantly. By consolidating senior housing within this well-located site, close to existing essential services and infrastructure, the proposal effectively utilises space, potentially freeing up other areas in the community for residential dwellings. This approach not only caters to the specific needs of seniors but also contributes to the broader housing strategy by allowing more diverse housing options available for other demographics, such as families, in the surrounding area. The proposal thus plays a pivotal role in enhancing the overall appeal and functionality of the Dee Why community.

## **Future Transport 2056**

Future Transport 2056 establishes a 40 year vision for transport investment. It has been prepared in conjunction with the Greater Sydney Region Plan. It provides a framework for planning and investment to support the delivery of an innovative transport network that adapts to change and is customer focused. The future Transport 2056 nominates a number of key priorities. The following priorities are of relevance to the proposal:

- Activating centres with a new Movement and Place framework;
- Encouraging active travel (walking and cycling) and using public transport;
- Connecting people to jobs, goods and services in our cities and regions; and
- Supporting more environmentally sustainable travel.

The Planning Proposal is entirely consistent with the Future Transport Strategy 2056 in that it will facilitate the activation of an underutilised site that is easily accessible by public transport by providing a mix of uses. These uses will increase visitation to the site and foster community interaction.

The concept reference scheme that accompanies the Planning Proposal makes provision for pedestrian connections that will support more environmentally sustainable modes of travel such as walking.

## **NSW Ageing Strategy 2016 – 2020**

The NSW Ageing Strategy 2016 – 2020 establishes the key priorities to address the needs of the ageing population across NSW. These priorities support the overarching vision for the NSW population to experience the benefits of living longer and having the opportunity to be included in their communities. The priorities and associated objectives are as follows:

- Priority 1: Health and Wellbeing – Older people in NSW are encouraged to live active and healthy lives with improved physical and mental wellbeing;

- Priority 2: Working and Retiring – Older people in NSW have opportunities to remain in the workforce, are financially secure and independent in retirement, and plan their finances based on their circumstances and needs;
- Priority 3: Housing Choices – Older people in NSW live in affordable accessible, adaptable and stable housing;
- Priority 4: Getting Around – Older people in NSW travel safely and appropriately to participate in social and economic life and access to services; and
- Priority 5: Inclusive Communities – Older people in NSW stay connected and contribute to their communities.

The Planning Proposal is entirely consistent with the NSW Ageing Strategy 2016 – 2020 in that it will by increasing the density on the site allow for an expansion of the permissible use across the site to facilitate the provision of seniors housing in an accessible location. It will co-locate seniors housing that adjoins key retail, health, and recreational uses and in turn will reduce the need for residents to travel great distances to participate in social activities and access needed services. An enlarged senior's site will provide appropriate green space and passive green spaces throughout the development to improve physical and social wellbeing for the residents.

### Assessment Criteria for Strategic and Site-Specific Merit

The Planning Proposal addresses the Assessment Criteria within the DPHI guidelines as summarised below:

Provision	Consistency
<b>Does the proposal have strategic merit? Does the proposal:</b>	
<p><i>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site.</i></p> <p><i>This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or</i></p>	<p><b>Yes.</b> The Planning Proposal is consistent with the objectives and actions of the following:</p> <ul style="list-style-type: none"> <li>▪ Greater Sydney Region Plan – A Metropolis of Three Cities</li> <li>▪ North District Plan</li> <li>▪ NSW State Infrastructure Strategy 2018 - 2036</li> <li>▪ Future Transport 2056</li> <li>▪ NSW Ageing Strategy 2016 – 2020</li> </ul>
<p><i>Demonstrate consistency with the relevant LSPS or strategy has been endorsed by the Department or required as part of a regional or district plan; or</i></p>	<p><b>Yes.</b> The Planning Proposal is consistent with the objectives and actions of the following:</p> <ul style="list-style-type: none"> <li>▪ Northern Beaches Local Housing Strategy</li> <li>▪ Northern Beaches Local Strategic Planning Statement</li> </ul>
<p><i>Respond to a change in circumstances that has not been recognised by the existing planning framework</i></p>	<p><b>Yes.</b> Given the demand for seniors housing in the Greater Sydney region, the proposal will contribute to delivering much needed housing supply that aligns with demand for housing in this locality. The delivery of this additional housing is proposed within a typology that has strong market demand and that can be specifically sited and designed on this large site in a manner that responds to the surrounding medium-density character of the local area.</p>

Provision	Consistency
<b>Does the proposal have site-specific merit? Does it give regard and assess impacts to:</b>	
<p><i>The natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i></p> <p><i>Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates.</i></p> <p><i>Services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision</i></p>	<p><b>Yes.</b> The Planning Proposal has site-specific merit having regard to the following matters:</p> <ul style="list-style-type: none"> <li>▪ the natural environment (particularly the natural topography of the site and flooding);</li> <li>▪ existing, approved, and likely future uses; and</li> <li>▪ available and proposed services and infrastructure.</li> </ul> <p>Refer to <b>Section C – Environmental, social and economic impacts</b> which provides detailed commentary on this.</p>
<p>The site-specific merit of the Planning Proposal is discussed further in <b>Section C – Environmental, social and economic impacts</b>.</p>	

**Q4. Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

**Yes**

The Planning Proposal is consistent with Northern Beaches Council Local Housing Strategy (**LHS**) and Local Strategic Planning Statement (**LSPS**) as discussed below:

**Northern Beaches Council Local Strategic Planning Statement**

Towards 2040, Council’s LSPS, adopted on 26 March 2020, designates Dee Why as a strategic centre. The subject site, located just north of this area, aligns with the LSPS’s vision of supporting mixed-use developments. The LSPS highlights the potential to unlock land around strategic centres for new housing opportunities and underscores the significance of community uses and the nighttime economy.

A previous submission to the LSPS, made by the Club on 08 November 2019, detailed the existing and potential future role of the RSL site, emphasising its alignment with key LSPS recommendations. The proposed expansion of the Oceangrove seniors living development directly addresses the demand for quality senior housing in Dee Why. This expansion and increase in density enable the delivery of additional senior housing units and is not only beneficial for those on the waiting list but also aids the broader community by releasing standard residential housing stock into the market.

Moreover, the development aligns with the strategic principles outlined in the LSPS **‘Managing Growth and Change’** specifically:

- **Environmental and Public Realm Integration:** The Planning proposal will facilitate a development plan that is tailored to respect both the natural and built environments. It aims to enhance the urban tree canopy and green spaces, adhering to the LSPS priorities and contributing to a healthier and more sustainable community.
- **High-Quality Urban Design:** The proposal emphasises high-quality urban design outcomes. The envelope will enable the preparation of a development proposal that will focus on architectural excellence

and the creation of a streetscape in harmony with the character of the Dee Why area specifically the relationship between Number 1 Dee Why Parade.

- **Ecological and Biodiversity Protection:** The proposal recognises the importance of protecting and enhancing ecological functions and vegetation and detailed analysis of the capability of the land has been undertaken as part of this proposal. The eventual proposed landscaping is specifically designed to positively contribute to local biodiversity.
- **Accessibility to Open Spaces:** An enlarged site enables the ability to provide additional green landscaped spaces in the eventual end design. The design of the development prioritises easy access to green, open areas. It integrates landscaped areas and outdoor communal spaces, enhancing accessibility to open spaces for residents.
- **Broader Public Benefit:** The proposal extends beyond meeting the demand for seniors housing, offering broader community benefits. This is through the monetary contribution to affordable housing provision in the LGA as well as enabling the site to be utilised for additional housing improving the overall quality and variety of housing in the area and making a positive contribution to the local housing market.

By adhering to these strategic principles, the proposal seeks an uplift in building height while aligning with the broader objectives of the LSPS. This approach contributes significantly to the strategic direction set out in Towards 2040, especially in terms of providing diverse, quality housing options and enhancing the lifestyle and environment of the local community.

Furthermore, the proposed development of expanding the Oceangrove seniors living complex directly responds to '**Priority 12: An inclusive, healthy, safe and socially connected community**' identified in the LSPS, focusing on fostering an inclusive, healthy, safe, and socially connected community. The expansion aligns with several key aspects of this priority:

- **Supporting an Ageing Population:** The development caters specifically to the ageing population, a demographic that is notably growing in the LGA. By providing quality seniors housing, the project directly addresses the need for age-friendly spaces that support the social and recreational needs of older people. It ensures accessibility for all abilities, thereby facilitating social inclusion and engagement for senior residents.
- **Encouraging Social Connection:** The development is designed to encourage community activities, arts, recreation, and cultural participation among its residents. By integrating communal areas and amenities within the development, it promotes social interaction, understanding, and neighbourliness, key factors in enhancing mental health and wellbeing.
- **Facilitating Access to Services and Facilities:** With its strategic location and design, the development ensures continued easy access to educational, community facilities, and healthcare services. This accessibility is crucial for residents who require assistance in core activities, aligning with the Council's recognition of the needs of about 9,280 people in the area who require such support.
- **Promoting Active Lifestyles:** The design of the development encourages an active lifestyle, crucial for combating issues like obesity and Type 2 diabetes. Features such as walkable streets, proximity to open spaces, and recreational opportunities are integral to the project, aligning with the Council's vision of health-focused community planning.
- **Diverse Housing and Community Integration:** The development not only provides housing specifically tailored for seniors but also contributes to the diversity of housing options in the area. This diversity is key to creating multi-generational spaces within Dee Why to both the young and old, fostering a balanced and integrated community.
- **Mental Health and Emotional Wellbeing:** The project indirectly supports mental health and emotional wellbeing by creating a supportive and engaged community environment. While it does not directly address the planning for mental health, it contributes to the overall wellbeing of residents by providing a dignified and supportive living environment.

In summary, the Oceangrove seniors living development expansion is a comprehensive response to the Council's Priority 12. It not only provides necessary housing solutions for the ageing population but also creates an environment conducive to physical health, social connection, and mental wellbeing, thus contributing significantly to the community's overall quality of life.

The proposed development for expanding the Oceangrove seniors living complex aligns with '**Priority 15: Housing supply, choice and affordability in the right locations**' of the LSPS, focusing on providing



housing supply, choice, and affordability in the right locations. The development contributes to this priority in several key ways:

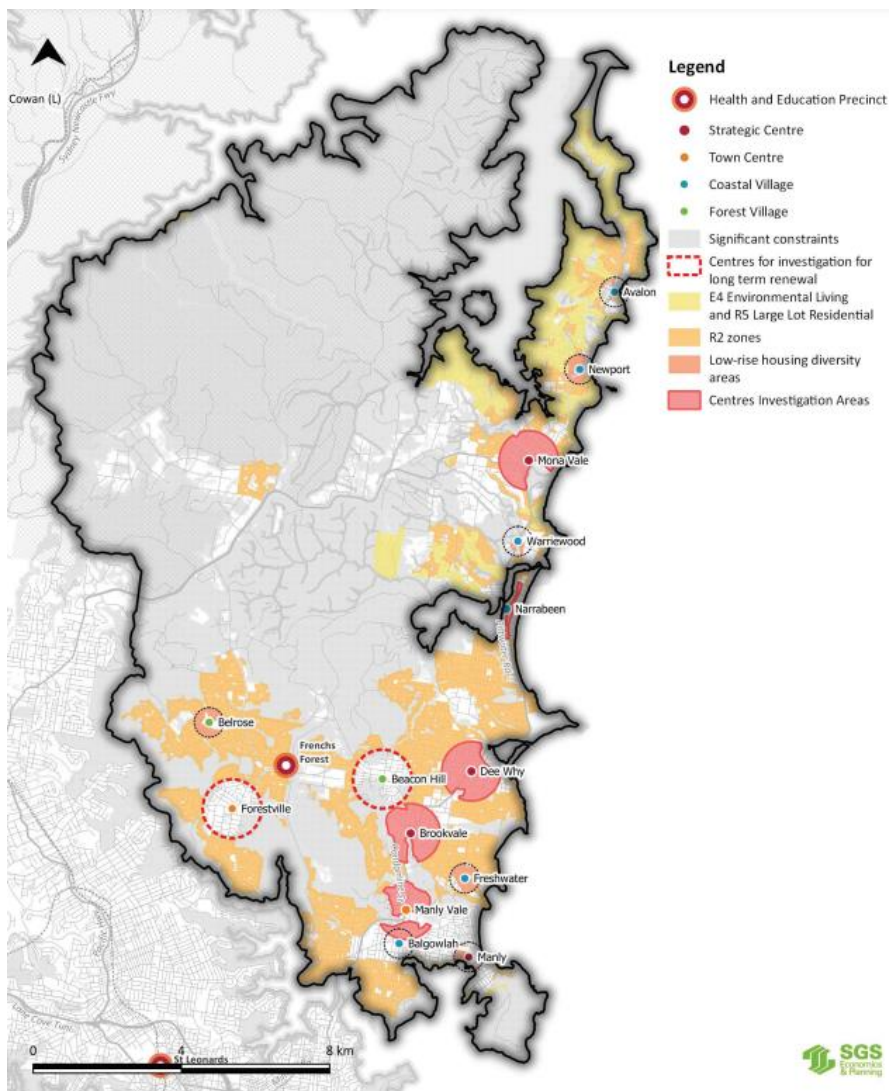
- **Addressing Housing Demand:** The development directly responds to the projected demand for additional dwellings in the Northern Beaches area by 2036. The current LEP would allow for a maximum of 23 new ILUs within the height plane, however the increase in height will offer 51 new ILU contributing to the need for new housing, aligning with historical and projected growth trends.
- **Diverse Housing Options:** The expansion of Oceangrove introduces a specific type of housing – senior living facilities – which is crucial for diversifying the housing options in the area. This directly supports the Council's goal of providing housing that caters to different demographic groups, especially older people.
- **Strategic Location:** Located in Dee Why, the development is positioned in a strategic centre identified by the LSPS. It leverages existing planning controls and presents an opportunity to diversify housing types around this central area, aligning with the strategy to focus development in strategic and local centres.
- **Urban Form and Accessibility:** The design of the development encourages walkability and is in close proximity to public transport, aligning with the Council's vision of urban form that supports walking and cycling. This aspect is crucial for older residents and promotes a healthier, more active lifestyle.
- **Renewing Local Centres for Ageing Population:** The project aligns with the Council's objective to renew villages and local centres to cater to the needs of older people. The expansion allows for multi-generational housing and services, enabling older individuals to downsize and remain in their communities, thereby freeing up existing housing for younger families.
- **High-Quality Design for Healthy Neighbourhoods:** In line with the LEP and DCP controls, the development aims to encourage high-quality, well-designed buildings. The focus on creating healthy, liveable neighbourhoods is evident in the proposed development's design and layout.
- **Planning for Future Housing Needs:** The project is a proactive step towards addressing the future housing needs of the community, particularly for the ageing population. It sets a precedent for how developments can cater to specific community needs while aligning with strategic growth and change objectives.

In summary, the proposed expansion of the Oceangrove seniors living development is a strategic response to the Northern Beaches Council's Priority 15. It not only provides additional housing capacity but does so in a manner that enriches housing diversity, supports older residents, and enhances the overall quality and liveability of the local neighbourhood. By consolidating and leveraging on the existing Oceangrove it utilises the existing services. The additional density will enable the delivery of additional housing and ensures the feasibility of the end development.

### **Northern Beaches Council Local Housing Strategy 2021**

The Council's LHS endorsed by DPPI on 16 December 2021, identifies the strategy for where housing should be delivered within key areas to meet community needs. Dee Why has been marked as a centre for investigation to identify opportunities for low-rise medium density housing around the centre (Figure 19)

Figure 19 Centre of Investigation for housing



Source: SGS, 2021 via NBC LHS 2021

The proposed expansion of Oceangrove seniors living aligns with the housing priorities in the LHS as follows:

- *Priority 1: Housing targets meet District Plan and 6-10 year housing target.*

The Demographic Issues Paper prepared by SGS and accompanying the NBC LSPS identifies the Northern Beaches as having an ageing population. Over the next 20 years, the number of older people will increase by 15,843 persons representing 37.5% growth.

Given the population forecast, the LHS states that the LGA can support 12,000 new dwellings by 2036. However, by examining the land capacity and feasibility, the LHS stated that there is a potential deficit of around 1,250 dwellings, “which suggests a need to plan for additional capacity for housing in the LGA in the medium to longer term”.

The proposed expansion of seniors housing on the Club landholding has the ability to create up to 51 seniors dwellings. The current controls being 12/13m height would only provide 23 ILU. This greater offering directly contributes to the housing target and on appropriately zoned land, in an accessible location and with existing infrastructure. The land is also “shovel ready” and is able to make a contribution to the identified deficit in the short to medium term.

- *Priority 2: Detailed planning for centres*

*Establish sufficient capacity to accommodate housing demand around existing centres.*

Dee Why is identified as a Centres Investigation Area and a Strategic Centre. A stated vision for the LHS includes seniors housing that is to be developed in areas that will allow older people to easily access transport and services.

The Club landholding is on the northern periphery of the town centre, on the B-Line bus route and is near to support and convenience services in the town centre but also as part of the Club's facilities making the site appropriate for additional density.

The LHS also states that:

- Demand will increase for all types of seniors housing.
- Requirement to plan for alternative housing (such as seniors housing) near shops and services.
- Seniors' accommodation will be limited to areas within 1 kilometre of local centres and Centre Investigation Areas, with some facilities potentially permitted on R2-zoned sites subject to certain conditions.

- *Priority 3: Social and affordable housing*

An expansion of Oceangrove seniors living not only will contribute to additional housing but also the ability for diversity within the unit typology and potentially level of care or access to support services. The LHS seeks to tackle affordable options and provide options for more people by planning for diversity in housing so more people can afford to live in the LGA and includes seniors housing.

- *Priority 4: Precinct sustainability and housing Investigate and support sustainable housing precincts.*

The LHS recognises that new development is to leverage greater sustainability and liveability outcomes as Council commits to several sustainability, liveability and other targets.

Having a site that is appropriately connected into existing infrastructure, services and amenities, has the potential for building efficiencies and potentially improves the sustainability performance. Similarly creating an additional 9 and 7 storeys across the corner allotment, beyond the permissible height, creates additional yield on a portion of land that is already zoned and capable of delivering approximately 51 ILU, whilst also appropriately managing or mitigating any impacts.

- *Priority 5: Planning for seniors housing - incentivise the provision of seniors housing in the right locations:*

The LHS states:

- Council will encourage seniors housing in accessible locations, enable the industry trend of the 'continuum of care' approach on larger sites, and provide incentives for seniors housing that meets the needs of the community.
- There is an identified additional demand of 1,716 self-contained retirement village units, 502 assisted living units and 756 nursing home beds.

Council's specific approach is stated to:

- allow for the redevelopment and upgrade of older and larger seniors housing sites to increase the supply of all-inclusive seniors housing including residential care facilities.
- incentivise the provision of seniors housing in accessible locations in Centre investigation Areas, within multi-level developments.
- limit developments in inaccessible locations that will not meet the needs of older people.

The subject land holding to the south of the existing club has the potential to be developed for high density residential development as residential flat buildings are permitted in the R3 zone and is likely the highest and best use for the land. The Club, as landowner, does not wish to develop for straight residential and is committed to placing caveats on title stating as such. However, in examining the feasibility of the use of the land, a senior's development is viable based on seeking potential additional storeys above the current height controls. The additional storeys are required as the yield in seniors living is lower than a traditional residential

development. There are also some efficiencies with the connections and existing facilities in the Oceangrove seniors living development.

**Q5. Is the planning proposal consistent with applicable State and regional studies or strategies?**

**Yes.**

The Planning Proposal is consistent with **The Ageing Well in NSW: Seniors Strategy 2021–2031** prepared by the NSW Government. The strategy identifies five principles to guide an approach to planning for seniors. The strategy identifies focus areas and proposes key actions. This alignment is evident in several key aspects of the proposal:

- **Age-Friendly Environments:** The development is designed to create an age-friendly environment. It focuses on enhancing the built environment to ensure it is accessible, safe, and easy to navigate for older people. This includes the provision of open spaces, comfortable walkways, rest areas, and green infrastructure, all of which are integral to an age-friendly living space.
- **Housing Options for Older People:** The proposal directly addresses the need for increased housing options for older people. The development offers age-appropriate, affordable, and accessible housing, conveniently located near transport, recreational, and community services. This ensures that senior residents have easy access to essential services and facilities.
- **Inclusive Community Participation:** The project encourages social participation by creating spaces that enable older people to engage actively in their communities. Through recreational, social, cultural, and educational opportunities provided within the development, it promotes a lifestyle that older people value and enjoy.
- **Supporting Physical and Mental Wellbeing:** While the proposal does not include allied health services on-site, its strategic location near existing health facilities ensures that residents have convenient access to essential health and wellness services. This proximity is crucial in supporting the physical and mental wellbeing of the older population.

In conclusion, the Planning Proposal effectively meets the objectives of the "Ageing Well in NSW: Seniors Strategy 2021–2031" by providing a supportive, inclusive, and well-connected living environment for seniors. The focus on age-appropriate housing, community engagement, and accessibility to nearby health services underscores the development's commitment to enhancing the quality of life for the ageing population specifically in Dee Why.

**Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

**Yes**

The Planning Proposal is consistent with relevant State Environmental Planning Policies (SEPP) as identified and discussed in **Table 3**.

Table 3 Consistency with SEPPs

Relevant document	Consistency
<p><i>State Environmental Planning Policy (Housing) 2021</i></p>	<p>The objective of the <i>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</i> is to incentivise the supply of affordable and diverse housing in the right places.</p> <p>The Planning Proposal does not rely upon the provisions of the Housing SEPP. A future development proposal will be prepared in accordance with the relevant provisions in the Housing SEPP.</p>

<b>Relevant document</b>	<b>Consistency</b>
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	Assessment of compliance with the relevant provisions of this SEPP as they relate to advertising and signage will be appropriately addressed as part of future DA/s.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	<p>Chapter 4 of the SEPP sets out the statutory planning framework to manage the remediation of contaminated land. A consent authority is required to consider whether land is contaminated and if it is contaminated whether the site can be made suitable for the proposed development prior to granting development consent.</p> <p>The Planning Proposal is not seeking a change to the land use zone or permissible uses and the proposed use is consistent with the permissible land uses applicable to the R3 zone. The planning proposal seeks to amend the height control only therefore contamination is not considered an issue as part of this request. Any geotechnical investigation works will be undertaken as part of the DA for the site. The site is therefore considered to be rendered suitable for the proposed use.</p>
<i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>	The Planning Proposal does not contain provisions that would contradict or hinder the application of this SEPP.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	<p>The SEPP provides a consistent planning regime for the provision of infrastructure and services and prescribes requirements for consultation with relevant public authorities during the DA process.</p> <p>The provisions of the SEPP will be addressed in future DA/s.</p>
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	The provisions of the SEPP will be addressed in a future DA/s.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	<p>The SEPP supports the <i>Environmental Planning and Assessment Regulation 2022</i> to encourage the delivery of sustainable residential development. The SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>Demonstration of achieving the sustainability outcomes is required at future DA stage.</p>

**Q7** *Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?*

**Yes**

The Planning Proposal is consistent with relevant Ministerial directions (now referred to a Local Planning Directions) under section 9.1(2) of the EP&A Act as identified and summarised in **Table 4**.

Table 4 Consistency with Local Planning Directions

Section 9.1 Direction	Consistency
<b>Focus Area 1: Planning Systems</b>	
1.1 Implementation of Regional Plans	The Planning Proposal is consistent with this Direction, as discussed in <b>Question 3</b> above.
1.2 Development of Aboriginal land Council Land	Not applicable.
1.3 Approval and Referral Requirements	This is an administrative requirement for Council.
1.4 Site Specific Provisions	Where appropriate, site-specific provisions are supported by a site-specific DCP which provides guidance for future the development on site.
<b>Focus Area 1: Planning Systems Place Based</b>	
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
1.6 Implementation of Northwest Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
1.7 Implementation of the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
1.10 Implementation of the Western Sydney Aerotropolis	Not applicable.
1.11 Implementation of the Bayside West Precincts 2036 Plan	Not applicable.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.
1.13 Implementation of St Leonards and Crow's Nest 2036 Plan	Not applicable.
1.14 Implementation of Greater Macarthur 2040	Not applicable.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable.
1.17 North West Rail Link Corridor Strategy	Not applicable.

Section 9.1 Direction	Consistency
<b>Focus Area 3 – Biodiversity and Conservation</b>	
3.1 Conservation Zones	Not applicable.
3.2 Heritage Zones	Not applicable.
3.3 Sydney Drinking Catchment	Not applicable.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
3.5 Recreation Vehicle Areas	Not applicable.
<b>Focus Area 4 – Resilience and Hazards</b>	
4.1 Flooding	Yes. The future development is capable of achieving compliance as detailed in the flood management report prepared by Triaxial ( <b>Appendix G</b> ). The results of the modelling indicated that the site's affectation by PMF floodwater is limited and of low hazard. Therefore, the PMF flood is unlikely to pose an intolerable flood risk to the development provided the flood risk management measures recommended in this report are followed during the detailed design phase of the site.
4.2 Coastal Management	The subject site is partly located within the 'coastal environment area' under the SEPP Resilience and Hazards.  The <b>Appendix Q</b> assessment checklist for planning proposals has been completed as part of the submission package. The assessment confirms the site will not negatively impact the coastal environment.
4.3 Planning for Bushfire Protection	The site is not identified as bushfire prone land.
4.4 Remediation of Contaminated Land	Not applicable.
4.5 Acid Sulfate Soils	Not applicable.
4.6 Mine Subsidence and Unstable Land	Not applicable.
<b>Focus Area 5 – Transport and Infrastructure</b>	
5.1 Integrating Land Use and Transport <i>The objective of this direction is to ensure that urban structures, building forms, land use locations,</i>	Yes, the Planning Proposal to create additional seniors housing at the site is consistent with the Ministerial Direction. Additional information regarding transport routes is provided within the Traffic Report at <b>Appendix J</b> .

Section 9.1 Direction	Consistency
<p><i>development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight</i></p>	
5.2 Reserving Land for Public Purposes	Not applicable.
5.3 Development Near Regulated Airports and Defence Airfields	Not applicable.
5.4 Shooting Ranges	Not applicable.
<b>Focus Area 6: Housing</b>	
<p>6.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p>	The Planning Proposal is consistent with the Direction as outlined below.
<p><i>To encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p>	The Planning Proposal would facilitate additional independent living seniors housing on the site. The proposal is consistent with the Local Housing Strategy priorities which demonstrate that the proposed Planning Proposal is consistent with market trends.
<p><i>To make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i></p>	The Planning Proposal has demonstrated that existing infrastructure and services can with augmentation if required support the proposed seniors housing development on the site.
<p><i>To minimise the impact of residential development on the environment and resource lands.</i></p>	The technical assessment submitted with the Planning Proposal demonstrates the site is physically and environmentally capable of accommodating seniors housing including consideration of, heritage, protection of ecology and biodiversity, and consideration of slope, geotechnical and potential contamination constraints.



<b>Section 9.1 Direction</b>	<b>Consistency</b>
6.2 Caravan Parks and Manufactures Home Estates	Not applicable
<b>Focus Area 7: Industry and Employment</b>	
7.1 Business and Industrial Zones	Not applicable
7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
<b>Focus Area 8: Resources and Energy</b>	
8.1 Mining, Petroleum Production and Extractive Industries	Not applicable
<b>Focus Area 9: Primary Production</b>	
9.1 Rural Zones	Not applicable
9.2 Rural Lands	Not applicable
9.3 Oyster Aquaculture	Not applicable
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable

## **Section C – Environmental, Social and Economic Impact**

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

**No.** The site is not mapped as an area of high biodiversity significance or an area of biodiversity significance in the LEP Biodiversity Map, therefore it is considered that the Planning Proposal will not adversely impact critical habitat, threatened species, populations, or their habitats. The site has already undergone significant development and there are no major parcels of vegetation or critical habitats that are proposed to be removed as part of this Planning Proposal.

**Q9. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. Where potential environmental impacts have been identified, mitigation and management measures have been provided. **Section 11** provides a summary of the potential environmental impacts and management measures.

**Q10. *Has the planning proposal adequately addressed any social and economic effects?***

The intended outcomes of the Planning Proposal will have an overwhelmingly positive social and economic impact on the local community. The Urban Design Study and Concept Reference Scheme demonstrates how the site can accommodate the increased density to increase the residential capacity of the site that is a significant improvement to the existing site condition.

Specifically, the Planning Proposal will have the following positive social and economic effects on the immediate and surrounding locality:

- The proposal will generate jobs both during construction and operation of the proposed development which will have flow on effects to the local economy.
- The proposal aligns with the LSPS to facilitate additional residential housing capacity in Dee Why while also delivering improved public domain outcomes.
- The new building will achieve a high level of environmental performance.
- The proposal will enable the monetary contribution towards affordable housing benefiting those more socially disadvantaged in the LGA.

The Planning Proposal will therefore have positive social and economic benefits for the broader community. It is considered that the proposal has addressed social and economic impacts and is in the public interest.

### **11.1.1. Section D – Infrastructure (Local, State and Commonwealth)**

#### **Q11. *Is there adequate public infrastructure for the planning proposal?***

The site is located in an established urban area and benefits from access to a range of existing facilities and services, including utilities, with capacity to service additional envelope. The site is already serviced by existing infrastructure and can accommodate the uplift in residential development.

The site is located in close proximity to a number of public transport services, including bus services along Pittwater Road opposite the site which provide connections to the Northern Beaches and surrounding area. The site sits within the fringe of the Town Centre, which provides additional public transport connections to the Sydney CBD, North Sydney CBD and Chatswood.

### **Section E – State and Commonwealth interests**

#### **Q11. *What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?***

No consultation with State or Commonwealth authorities has been carried out to date on the subject planning proposal.

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period. In accordance with the Gateway Determination, public exhibition of the planning proposal is required for a minimum of 28 days. The RPA must comply with the notice requirements for public Exhibition of planning proposals in Section 5.5.2 of *A guide to preparing local environmental plans*.

# 12. ENVIRONMENTAL IMPACT ASSESSMENT

## 12.1. BUILT FORM AND URBAN DESIGN

### 12.1.1. Overview

An urban design study and concept reference scheme has been prepared by Marchese that falls within the building envelope at **Appendix B** and **C**. The study provides a comprehensive site analysis including review of the existing and future constraints and opportunities presented by the site to inform the building envelope (established by the draft LEP height control and the draft site DCP) sought via this Planning Proposal and the concept reference scheme.

The outcome of these investigations created an indicative design that reflects existing site characteristics and optimises site opportunities, enabling the provision of additional height without compromising the amenity of surrounding landholders.

### 12.1.2. Building Height and Setbacks

The proposed envelope has been devised with consideration of the objectives and controls in the planning policies as well as an appropriate urban contextual response. The surrounding area is characterised by a mix of multi 8-10 storey retail commercial properties, and medium-density 3-4 storey residential flats as shown in Figure 20. The streetscape is a blend of multi storey medium density residential apartments and commercial outlets, with Pittwater Road playing a significant role as a major thoroughfare.

Figure 20 Surrounding Site height and density

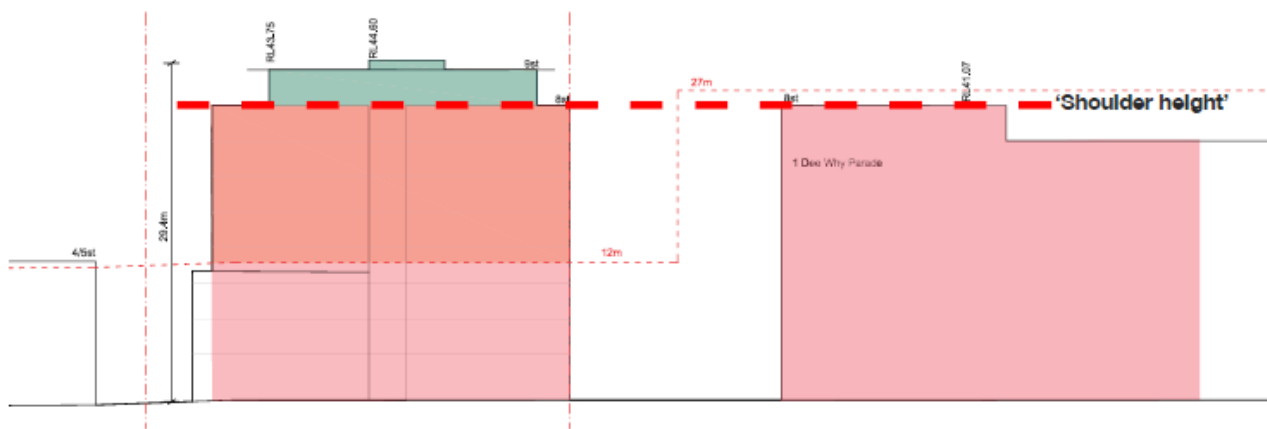


Source: Marchese, 2023

The height is appropriate for the site and context as:

- The Pittwater Road height is drawn from the parapet height of 1 Dee Why Parade and provides an upper level setback or articulation zone to enable plant and lift overrun and provide rooftop amenity and communal open space for the residents as demonstrated in Figure 21.
- The tallest height is concentrated on the corner to create a distinct street presence and enhance visual appeal particularly along Pittwater Road.
- The existing ground level of 1 Dee Why Parade is 60-70cm above the existing height of the subject site at the corner
- The design ensures no overshadowing or view impact to public spaces.
- The building height transitions appropriately from Pittwater Road and stepping down along Dee Why Parade, respecting the existing urban fabric and generally replicating the southern side of the street.

Figure 21 Proposed Elevation of Building Envelope along Dee Why Parade



Source: Marchese, 2023

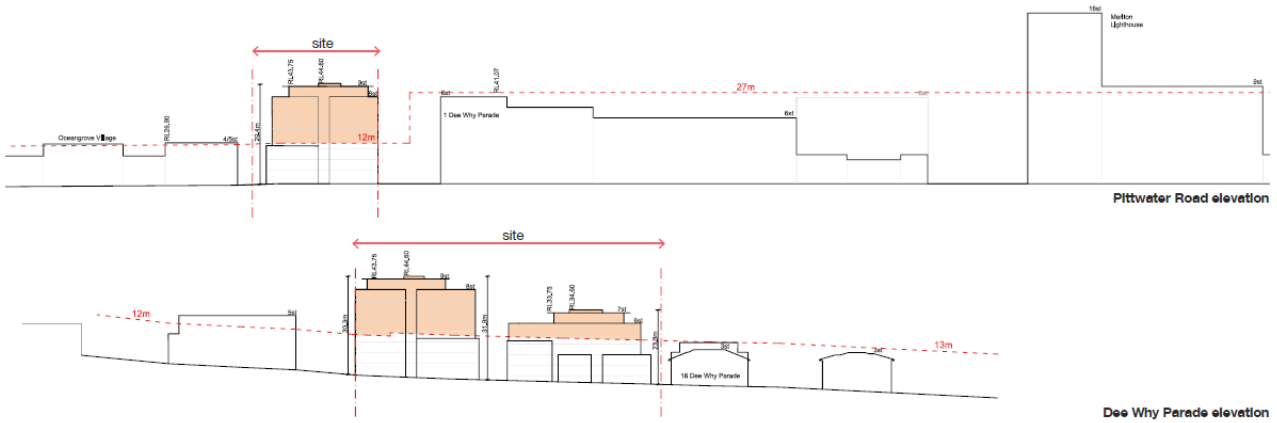
The development of a site specific DCP defines a building envelope within which the two independent seniors living apartment blocks will be located, providing detailed development controls for future development, and ensuring that any subsequent Development Application achieves an optimal architectural result.

This draft DCP, provides provisions such as articulation zones at the top of the building, along with guidelines for building length and façade design; setbacks and separations to maintain streetscape aesthetics; directives for high-quality building design; and specific requirements for parking and access to mitigate impacts on the surrounding roads. Furthermore, the DCP encourages landscaping that enhances site privacy and amenity, ensuring the development appropriately fits within its context.

The design respects the existing urban fabric by transitioning in height from the taller buildings along Pittwater Road to the lower residential structures along Dee Why Parade (Figure 22). This approach not only maintains the visual continuity of the streetscape but also ensures that the development does not overshadow or impact views of public spaces. The tallest building height is concentrated on the corner of the site to create a distinct and visually appealing street presence, particularly along Pittwater Road.

The proposed development's visual landscape is further enhanced by the strategic use of materials and architectural elements that reflect the vernacular. The use of brickwork and framed elements adds scale and detail, contributing to the overall appeal of the development. Additionally, the integration of landscaping throughout the site enhances the visual quality and provides a pleasant environment for both residents and the surrounding community.

Figure 22 Proposed Elevation embedded within the Urban Landscape



Source: Marchese, 2023

The urban design of the Oceangrove seniors living expansion is a considered balance of height, form, and materials that respects the existing urban context while contributing positively to the visual landscape of Dee Why. The development is designed to provide a gateway element to the town centre, framing views and creating a smooth transition from the commercial to the residential areas.

### 12.1.3. Visual Impact

To determine the visual impact assessment (VIA) of the reference scheme compared to the existing use of the site, Urbaine has prepared a VIA to understand the projected impacts of the development to the surrounding existing urban environment. 26 Viewpoint locations of private and publicly accessible locations that may be impacted have been assessed to understand the visual sensitivity of the proposal across the viewpoint locations to determine the overall visual impact as shown in Figure 23 below.

Figure 23 Photomontage viewpoints



Source: Urbaine, 2023

## Existing Environment

As the site is situated north of Dee Why's commercial area along Pittwater Road, it is surrounded by a mix of older and newer residential buildings, retail commercial properties, and medium-density residential flats. The neighbouring north area includes the Oceangrove seniors living. The streetscape around the site features a blend of residential apartments, retail, and commercial outlets, with Pittwater Road serving as a prominent feature in the town centre.

## Potential Impacts

In evaluating the visual impact of the proposed development, the VIA places particular emphasis on certain aspects:

- **District Views:** The assessment acknowledges that while the development affects some district views, these views are not of high importance in the broader context. For example the development at 1 Dee Why Parade is predominately north facing, with living spaces and balconies on the northern elevation and limited views of greater importance (such as towards the ocean or land/sea interface). The impact on these views is considered moderate and does not detract significantly from the overall visual quality of the area as shown in Figure 24 and 25 below.
- **Contribution to Civic Scape:** The proposed development contributes positively to the civic landscape, adding architectural interest and variety to the existing streetscape. Its design complements the urban environment, enhancing the aesthetic appeal of the area as shown in Figure 26 below.
- **Building Separation:** The development maintains adequate separation between buildings, ensuring that the outlook from and to the site remains appropriate. This separation helps mitigate potential negative visual impacts, preserving the sense of openness and ensuring compatibility with the surrounding urban fabric.
- **Relative Importance:** The VIA concludes that the visual impacts of the development, particularly regarding district views and outlook, are not of great significance when considering the overall urban context. The proposal's design and integration into the existing landscape are such that they do not cause substantive negative impacts on the surrounding sites.

Figure 24 Viewpoint 1



Picture 5 Existing Site from Clarence Avenue

Source: Urbaine, 2023



Picture 6 Proposed development from Clarence Avenue

Source: Urbaine, 2023

Figure 25 Viewpoint 2



Picture 7 Existing Site from Dee Why Parade

Source: Urbaine, 2023



Picture 8 Proposed development from Dee Why Pde

Source: Urbaine, 2023

Figure 26 Viewpoint 14



Picture 9 Existing Site from Pittwater Road

Source: Urbaine, 2023



Picture 10 Proposed development from Pittwater Rd

Source: Urbaine, 2023

Considering the site's location and surrounding environment, the proposed development is expected to create varying levels of visual impact depending on the viewpoint. The proximity of residential areas and the site's integration into the urban landscape are key factors influencing these impacts.

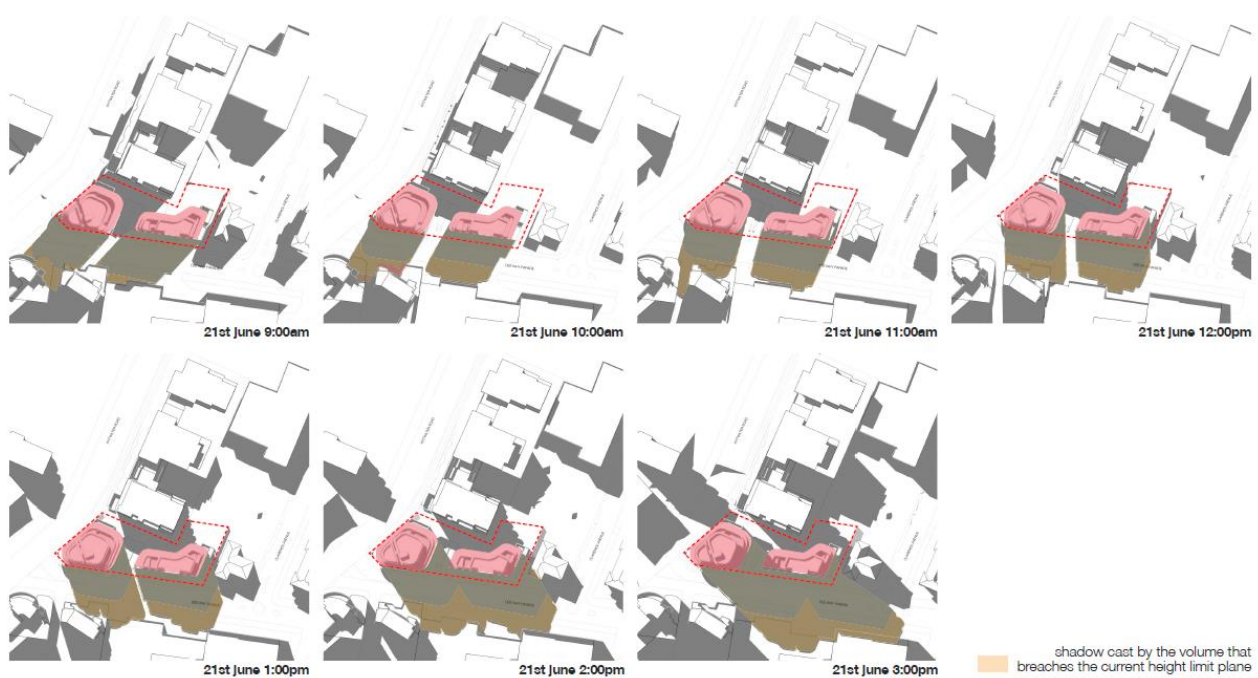
Urbaine's report concludes that the proposed development can be seen to be providing a sensitive architectural solution to the brief requirements, the site, and the overall architectural context of the area. Their assessment also states that the proposal's transition in building height across the two apartment blocks is particularly effective in blending with the existing environment.

#### 12.1.4. Overshadowing

The shadow analysis of the proposed development at the corner of Pittwater Road and Dee Why Parade indicates that the additional height of the development does not significantly impact the adjoining development. The shadow cast by the volume exceeding the current height limit plane was assessed at various times throughout the day (9:00 am, 10:00 am, 11:00 am, 12:00 pm, 1:00 pm, 2:00 pm, and 3:00 pm) on June 21st, which is typically the shortest day of the year and thus represents the worst-case scenario for solar access (Figure 27).

The findings indicate that the additional height of the development does not substantially compromise the solar access of adjoining buildings. Even with the proposed height increase, the surrounding buildings continue to meet the minimum statutory solar access requirements. The Apartment Design Guide states under Criteria 3B that developments should achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter). The adjoining development, including 16-18 Dee Why Parade (to the immediate east) achieves this requirement. Thus, demonstrates the development's ability to integrate into the existing urban fabric without causing adverse effects on the quality of light and solar exposure for neighbouring residents. The shadow analysis confirms that the development, remains considerate of its impact on the local environment and surrounding residents.

Figure 27 Solar diagrams of the proposed development



Source: Marchese, 2023

In summary, the shadow analysis and visual impact assessment demonstrate that the proposed development is designed to be sympathetic to its urban context, maintaining statutory solar access for surrounding buildings and presenting a visually integrated and positive addition to the Dee Why area.

## 12.2. TRAFFIC AND TRANSPORT

The Transport Impact Assessment prepared by Varga Traffic Planning (**Appendix J**), assesses the potential transport impacts of the proposed development under the indicative concept scheme. This comprehensive assessment includes a review of the existing transport and traffic networks serving the site, an evaluation of current travel behaviours and land use patterns in the surrounding area, and an examination of the traffic-generating characteristics of the proposed development.

Additionally, the report assesses the distribution of trips of the proposed development onto the surrounding road network to investigate the broader transport and traffic implications. To support the redevelopment effectively, the assessment also identifies necessary mitigation measures, ensuring that the development's transport-related impact managed and integrated into the existing traffic infrastructure.

Vehicular access to the site is to be provided via the existing 'Oceangrove' entry/exit driveway located towards the middle of the Dee Why Parade site frontage. In this regard, minor changes are proposed to the existing 'Oceangrove' vehicular access driveway to accommodate the additional traffic accessing the site as a result of the planning proposal. Off-street parking will be provided in a new basement car parking area and will be designed to comply with Council and SEPP (Housing) 2021 requirements, as well as the relevant Australian Standards.



All of the other existing access driveways in Pittwater Road and in Dee Why Parade are to be closed as part of a future development proposal, allowing kerbside parking to be reinstated (except in Pittwater Road).

Loading/servicing for the proposed development will be undertaken by a variety of light commercial vehicles such as the Hyundai iLoad or similar B99 sized “white vans”, and trucks up to and including 8.3m long waste trucks already used by the existing private waste collection contractor Doyle Bros for the ‘Oceangrove’ seniors living building.

A dedicated loading/servicing area is planned on the lower ground floor within the proposed nine storey building in the southwestern corner of the site, with vehicular access to be provided via the abovementioned existing Dee Why RSL driveway, which allows all service vehicles to enter and exit the site in a forward direction at all times.

The assessment concludes that the proposed development will have negligible traffic impact on the surrounding road network. The development will not exceed environmental capacity limits for local roads set by TfNSW, and all parking and servicing needs will be accommodated on-site, reducing any off-site impacts. The site's projected future traffic generation is minimal and will not require any road improvements or intersection upgrades.

In summary, the traffic assessment supports the development proposal, demonstrating that it will not adversely affect the surrounding road network's capacity or necessitate significant changes to existing traffic arrangements. The proposed transport and parking solutions align with the development's needs while ensuring minimal disruption to the existing traffic flow and local infrastructure.

### **12.3. ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

The proposed development will incorporate sustainability initiatives and targets to meet key sustainability regulations and strategies and to ensure the project meets or exceeds industry standards. The Ecologically Sustainable Design (ESD) report prepared by Efficient Living (**Appendix K**) details the proposed development has the ability to accommodate in a future DA a wide cross section of environmental sustainability outcomes in state and local strategies and development control plans specifically the key focus areas:

- Energy and Carbon Smart
- Human health and wellbeing
- Water efficiency
- Climate resilience and urban greening
- Responsible construction and waste management
- Sustainable Transport and Movement

The future use of the site will intend to comply with Sustainable Buildings SEPP and the latest NCC 2022 Section J inclusions for building fabric and energy requirements as required. This will include any community spaces that may be air conditioned. In detailed design and service selection an analysis to target a 20% reduction in energy will be carried out.

The concept floor plates of the building have been designed to maximise the solar access and to ensure at least 60% of the apartments comply with the cross ventilation requirements in accordance with the SEPP Apartment Design Guidelines. Appropriate glazing will be chosen in line with thermal comfort modelling to minimise the energy consumption.

The end development outcome will target industry standards and is considering a weighted average of at least NatHERS 7 stars and NatHERS 5.5 stars for each ILU. However given this is a Planning Proposal, further investigations will be explored during the detail design of the development to understand where further ESD considerations can be achieved and to confirm the corresponding targets.

### **12.4. ACOUSTIC IMPACT ASSESSMENT**

Noise emissions generated from the site during the operational stage of the development would not be anticipated to impact on surrounding land uses. The following section provides a high-level assessment of the anticipated acoustic impacts associated with the future development. The Acoustic capability statement prepared by Renzo Tonin (**Appendix O**) has assessed the acoustic treatments proposed to the development

to align with the SEPP 65 Apartment Design Guide requirements to provide natural ventilation to apartments whilst minimising the acoustic impacts.

Key findings and recommendations include:

- **Road Traffic Noise:** Long-term noise monitoring indicated that road traffic noise levels from Pittwater Road are significant. The recommendation of specific façade treatments to ensure internal noise levels comply with SEPP Infrastructure requirements when windows and doors are closed would be required for the detail design.
- **Façade Treatments:** The proposed development will use specific glazing systems and construction materials to reduce external noise intrusion. The recommended glazing systems align with the ventilation requirements set out in the ESD report, with different specifications for various building façades and room types.
- **Natural Ventilation and Acoustics:** The development design incorporates strategies to balance natural ventilation needs with acoustic comfort in accordance with the Apartment Design guidelines. This includes the use of enclosed balconies and other design elements to provide acoustically protected natural ventilation to the apartments.
- **Compliance with Guidelines:** The design of the development adheres to the Apartment Design Guide and the Development Near Rail Corridors and Busy Roads guidelines. The report confirms that the proposed design solutions align with these guidelines and effectively mitigate noise impact.

In conclusion, the assessment affirms that with the implementation of the recommended acoustic treatments and design strategies, the proposed Oceangrove seniors living development will achieve suitable internal noise levels and provide natural ventilation, addressing the concerns raised by the Council regarding acoustic impacts.

## 12.5. FLOOD IMPACT ASSESSMENT

Triaxial Consulting prepared a flood management report for the proposed extension of Oceangrove seniors living development (**Appendix G**). The report reviews existing flood data, analyses flood hydraulics and risks before and after development, and evaluate flood risks in compliance with Council standards.

The report follows the guidelines from the Australian Rainfall and Runoff (2019), NSW Floodplain Development Manual (2005), WLEP 2011, DCP, and Councils Water Management Policy 2020.

The report establishes that the site for the proposed extension of the Oceangrove seniors living development faces minimal impact from 1%, 0.5%, and 0.1% Annual Exceedance Probability (AEP) flood events. Further modelling conducted by Triaxial Consulting using DRAINS and TUFLOW software shows that the site's risk from Probable Maximum Flood (PMF) is limited, posing a low hazard. Implementing recommended flood risk management measures, as part of the site's detailed design, will effectively mitigate the PMF risk, making it acceptable for the proposed development.

Key measures will be included for the detailed design to mitigate the flood risk, specifically:

- Raising the Finished Floor Level (FFL) of the lower ground level to 10.8m AHD.
- Construction of an open subfloor to allow flood flows under the connection to the existing building, from the basement car park entrance to the village green.
- Installation of an automatic deploying flood barrier to protect the new basement car parking levels from inundation during PMF events.
- Utilising 'flood compatible' building materials below the ground floor FFLs.
- The design of the lower ground floor level ancillary facilities to provide sufficient space and amenities for shelter-in-place, in line with Council requirements.
- Incorporating an evacuation path in the design to facilitate evacuation when shelter-in-place is not feasible.

The report confirms that with these flood risk management measures in place, the proposed land use and density are appropriate in terms of flood risk. These measures are to be further explored at the detailed DA stage. Implementing these measures stated will ensure the development's resilience against flooding, aligning with the necessary council and environmental safety standards.

## 12.6. SERVICING

Lakiss & Associates have prepared a Service Infrastructure Assessment (**Appendix M**) confirming that the site is capable to adequately service the proposed development. The assessment reveals that the development can connect to existing sewer, water, and gas supplies without necessitating major infrastructure modifications. Existing service capacities are sufficient to accommodate the needs of the development.

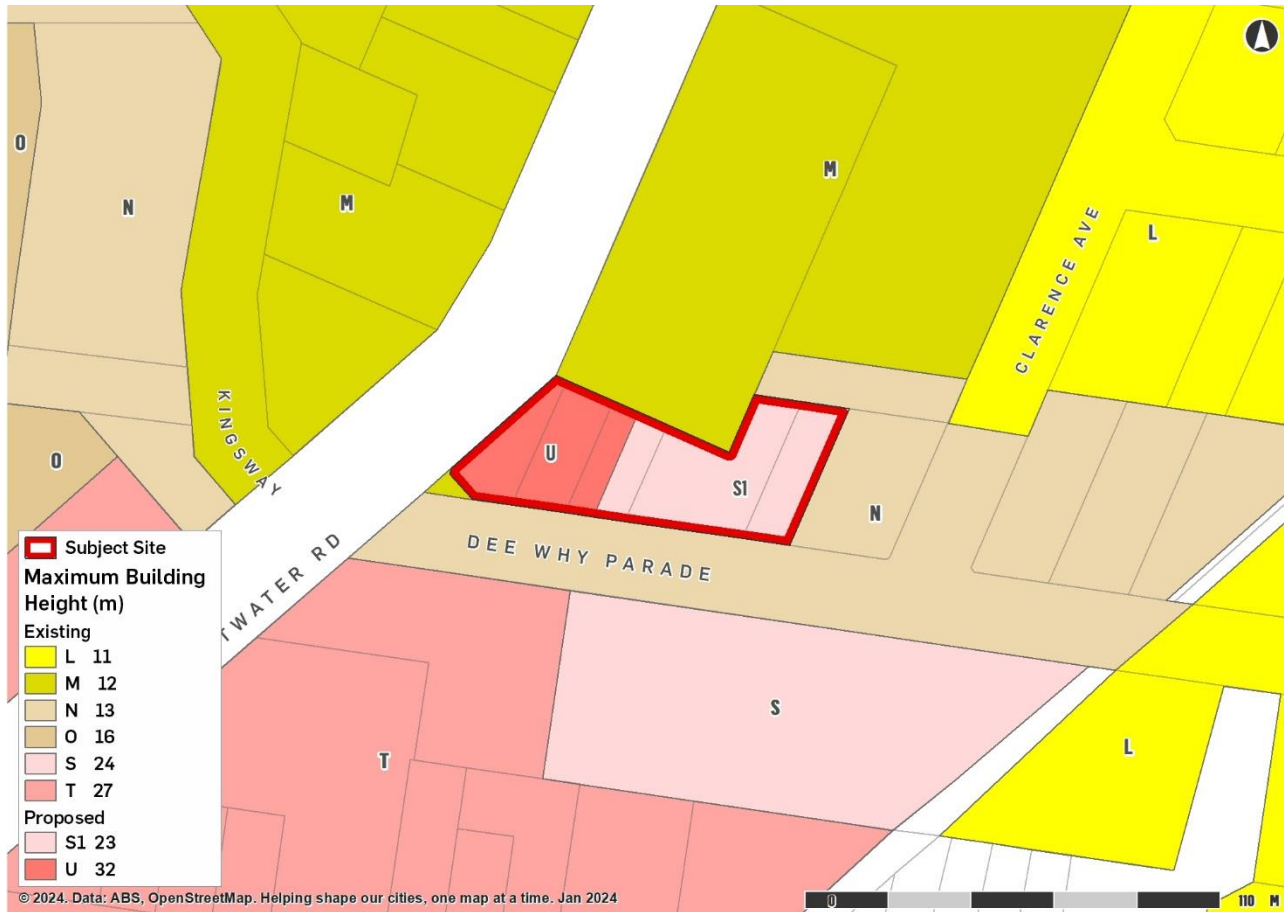
The construction of a new substation is likely to be required to meet the development's energy requirements servicing the ILUs. This substation will be fully installed and operational prior to the removal of the existing one, guaranteeing uninterrupted power supply throughout the transition. The project team will closely coordinate the construction and commissioning of this infrastructure to ensure compliance with all requirements for any Occupation Certificate approval.

# 13. PART 4: PROPOSED MAPPING

The following maps contained within the WLEP 2011 are proposed to be amended.

The proposed map amendment is provided in **Figure 28** and also found in **Appendix L**. The proposed maps are consistent with the intended outcomes for the Planning Proposal as identified in **Section 6.2**.

Figure 28 Amended Height Map



Source: Urbis, 2024

## 14. PART 5: COMMUNITY CONSULTATION

Prior to the lodgement of the Planning Proposal, the Club proactively engaged with the lessee of the Dee Why Kindergarten to share the development concept and address any questions or concerns. This early engagement reflects the Club's commitment to maintaining open lines of communication ensuring that their feedback is considered in the development process.

Public consultation will be undertaken in accordance with the requirements of the **EP&A Act** and Council's policies for community consultation (which includes a pre-Gateway exhibition stage). It is anticipated that public exhibition of the Planning Proposal would involve:

- Publishing of the proposal and supporting technical reports on Council's website.
- Publishing of a Public Notice in in the Sydney Morning Herald and/or a relevant local newspaper; and
- Direct Notice, in writing to the owners and occupiers of adjoining and nearby properties and relevant community groups.

The Planning Proposal will be publicly exhibited and assessed for a period of 30 days in accordance with the exhibition timeframes as outlined in the NSW Department of Planning LEP Making Guidelines for a complex Planning Proposal. Exhibition material will be made available on Council's Website and at Council's administration centre.

The Proponent would welcome the opportunity to engage with Council and the local Community following the lodgement of this Planning Proposal. This would include briefing Councillors and Council staff to inform the process and to provide for a better understanding of the Planning Proposal prior to it being considered for gateway determination, as well as providing ongoing updates with the local Community.

# 15. PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the DPHI guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPHI.

Table 5 Anticipated Project Timeline

<b>Process</b>	<b>Indicative Timeframe</b>
Planning Proposal submitted to the Council	February 2024
Preliminary review and consideration by Council	February 2024 – March 2024
Pre-Gateway consultation (Council policy)	March 2024
Local Planning Panel, in an advisory role	June 2024
Council recommend the Planning Proposal be submitted to DPHI for Gateway Determination	July 2024
Planning Proposal referred to DPHI for Gateway Determination	July 2024
DPHI issue Gateway Determination	August 2024
Proponent response to matters in Gateway Determination	September 2024
Public exhibition and agency consultation	October 2024
Post exhibition review of submissions	November 2024
Council endorsement of Planning Proposal	December 2024
Submission to DPHI for finalisation	December 2024
Legal drafting of amendment to LEP	January 2024
Gazettal of amendment to LEP	February 2025

## 16. CONCLUSION

The planning proposal is strategically designed to transform and enhance the current site by proposing crucial amendments to the WLEP 2011. The primary aim is to amend the maximum height control to accommodate the evolving needs of the community, particularly in terms of senior housing.

The proposal focuses on providing additional seniors housing addresses a growing demographic need in the region, contributing to the social fabric of the Dee Why area. It will support the local economy by creating new opportunities for employment and services. The urban design elements have been thoughtfully considered to enhance the area's aesthetic and functional qualities, ensuring that the development integrates seamlessly into the existing urban landscape.

The potential uplift in the planning controls will enable a monetary contribution towards the provision of affordable housing units within the Northern Beaches LGA, benefiting the broader community.

Moreover, the proposal's commitment to sustainability and community engagement is evident in its design and planning. Efforts to mitigate potential challenges have been identified and strategies for addressing these have been incorporated into the project plan. This demonstrates a responsible approach to development, balancing growth with environmental stewardship.

Further, the proposal includes the draft DCP to establish site-specific provisions that will guide future development. These provisions are crafted to ensure that the development aligns with the broader objectives of the area's growth and urban planning principles.

The Planning Proposal request has been prepared in accordance with DPHI guidelines and is considered appropriate as it has significant strategic and site-specific merit as set out in the planning proposal report.

Accordingly, it is **recommended** the Planning Proposal is endorsed by Council to enable a gateway determination by the DPHI.

## 17. DISCLAIMER

This report is dated 20 February 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of DEE WHY RSL (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



**APPENDIX A**

**SURVEY PLAN**

**APPENDIX B**

**URBAN DESIGN REPORT**

# APPENDIX C

# INDICATIVE LAYOUT PLAN

**APPENDIX D**

**VISUAL IMPACT ASSESSMENT**

**APPENDIX E**

**DRAFT SITE SPECIFIC DEVELOPMENT  
CONTROL PLAN**

**APPENDIX F**

**STORMWATER MANAGEMENT  
REPORT**

# APPENDIX G

# FLOODING REPORT

**APPENDIX H**

**ARBORIST REPORT**



**APPENDIX I**

**ADG PRINCIPLES AND SCHEDULE OF COMPLIANCE**

# APPENDIX J

# TRAFFIC MANAGEMENT

# APPENDIX K

# ESD REPORT

# APPENDIX L

# PROPOSED LEP MAPPING

# APPENDIX M

# SERVICE REPORT

# APPENDIX N

# ACOUSTIC REPORT

# APPENDIX O

# CIVIL PLANS

**APPENDIX P**

**PUBLIC BENEFIT LETTER OF INTENT**



**APPENDIX Q**

**NSW COASTAL DESIGN GUIDELINES  
ASSESSMENT**

