

4 July 2025

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Manager, Development Assessments  
Northern Beaches Council  
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Dear Adam,

**RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION – DA2024/1079  
PROPERTY AT 55, 53A AND 53B WARRIEWOOD ROAD, WARRIEWOOD**

We refer to the subject Development Application submitted by Sekisui House Services (NSW) Pty Ltd (**Sekisui House**) in August 2024, currently under assessment by Northern Beaches Council (**Council**).

Reference is made to DA2024/1079 which seeks consent for community title subdivision into five (5) lots and civil works at 53, 53A & 53b Warriewood Road, Warriewood (the Subject Site).

The **Table 1** below provides a preliminary response to the matters raised by the Council on 6 June 2025 to address the matters raised.

Please do not hesitate to contact the undersigned should you wish to discuss this matter further.

Yours sincerely,

**Sekisui House Services (NSW) Pty Ltd**



Max Chipchase  
Development Manager

**Attachment 1** – Amended Subdivision Plan

**Attachment 2** – Amended Landscape Plan

**Attachment 3** – Community Association No. 270946 Owner's Consent Letter

**Attachment 4** – Amended Civil Drawings

**TABLE 1 – RESPONSE TO COMMENTS**

<p><b>1. Subdivision</b></p> <p>The amended subdivision plans illustrate the creation of Lot 6 and 7. The creation of these lots are inconsistent with the prevailing subdivision pattern within the locality. As such, it is requested that proposed Lot 7 forms part of the rehabilitation works planned for the inner 25m of the creek line corridor to be dedicated to Council. It is also requested that Lot 6 be amalgamated with Lot PT.2.</p>	<p><b>Attachment 1</b> provides the updated subdivision layout plans being the intermediary subdivision and road dedication 6321-17F and the Community Scheme plan 6321-18D.</p>
<p><b>2. Landscape</b></p> <p>The previous development application (DA) documents included the appropriate and correct alignment for the sharepath within the riparian corridor and connection to adjoining land, that is now removed from the amended documents. As such, it is request that the landscape plans are to be updated to include the following information:</p> <ul style="list-style-type: none"> <li>• The 2.5 metre wide sharepath shall be continuous across the outer creekline corridor and adjoin with the approved share path location at the northern boundary adjoining 53C Warriewood Road. The sharepath must be above the 20% AEP flood level.</li> <li>• As required by Control C6.7 'Landscape Area (Sector, Buffer Area or Development Site)' and C6.1 Integrated Water Cycle Management in the Pittwater 21 DCP, 50% of the site (post development) must be landscaped area. A site plan showing the pervious and impervious areas, including dimensions and area should be provided to demonstrate compliance with these controls.</li> </ul>	<p>The Landscape Plan (<b>Attachment 2</b>) has been revised to show 2.5 metre wide sharepath continuous across the outer creekline corridor and adjoins with the approved share path location at the northern boundary adjoining 53 Warriewood Road.</p> <p>The sharepath is above the 20% AEP flood level albeit the grading into the connection point to match the neighbouring approved pathway.</p>

### 3. Owner's Consent

This proposal seeks to provide vehicular access to and from residential Lots 3, 4, and 5 via Pheasant Place and will also extend Pheasant Place. As Pheasant Place is privately owned by multiple parties, consent is required from each owner to grant legal access for the development and to permit the proposed roadwork.

### 4. Engineering

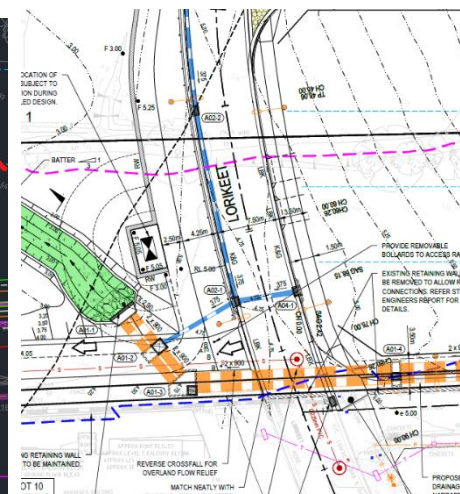
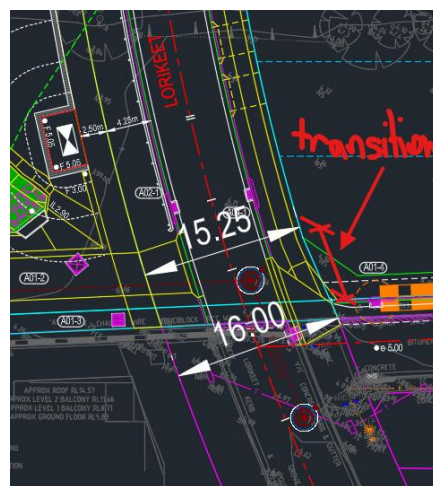
#### Road Network

- The Lorikeet Grove road reserve is to be amended to a width of 16m to match the width approved on the adjacent site at 53C Warriewood Road.

The Community Association DP 270946 has provided Owner's Consent Letter to consent to Council being able to consider and make determination of the subject DA (**Attachment 3**). It is noted that the Community Association DP 270946 are the owners of the Community Road (lot 1 DP 270946) and is not owned by multiple parties.

#### Road Network

- The road reserve currently matches 16m at the connection point to 53C Warriewood Road. It then transitions to 15.25m within the site as shown below.



Lorikeet Grove Road reserve then needs to transition to 12.5m to match with the northern portion as shown below. The 16m cannot be maintained at both connection points and therefore requires transitions throughout. We request concurrence on the current plans as provided in Civil Drawings attached at **Attachment 4**.

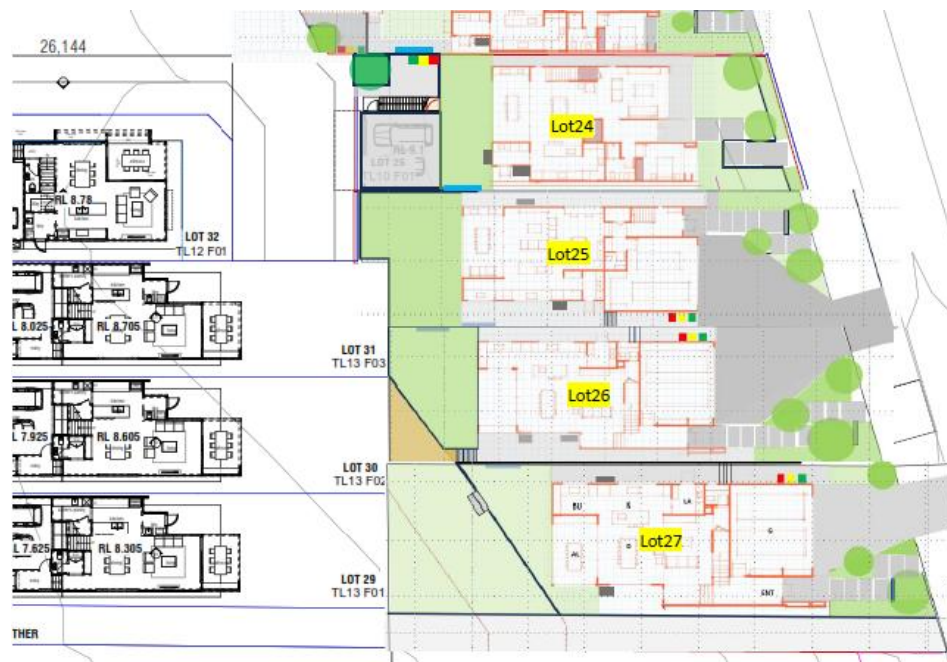
- The Warriewood Valley Roads Masterplan has an objective to limit the number of property access points to Warriewood Road. To achieve this objective, it is requested that one of the three vehicle crossings on Warriewood Road is deleted.

- It is noted that the signage and line marking plan includes details for a left turn ban out of Pheasant Place onto Lorikeet Grove. The reason for this left turn ban has not been outlined and in the absence of reasoning for its introduction it is not supported the left turn ban should be deleted.

#### Bus Bay & Parking Bay

The indented bus bay on Warriewood Road now includes details for signposting of the bus stop and Bus Zone. It is also noted that the required 2.1m shared path is now shown on the western side of Warriewood Road along the frontage of the subdivision. These details are supported however, as outlined in the previous referral comments it is proposed

- Proposed Lot 25 & 26 will be shared driveway considering the difference in level of Lot 27.



- Noted, No Left Turn removed from the design (refer Pavement, Signage and Line marking Plan in **Attachment 4**).

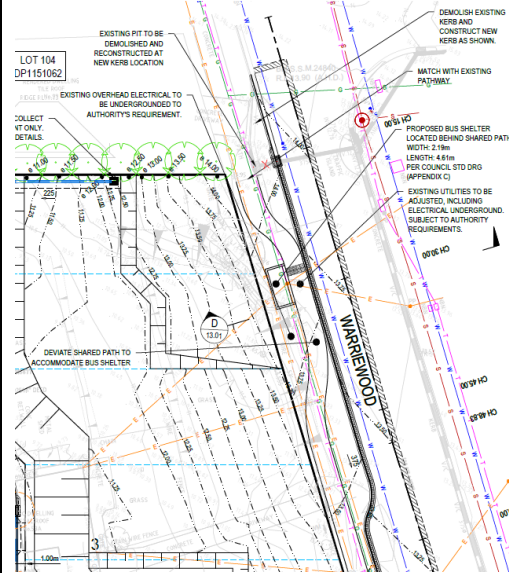
#### Bus Bay & Parking Bay

Due to spatial constraints, both a bus shelter, shared path, and indented bus bay cannot co-exist. We therefore propose the following option as consulted by council with their desired feedback.

Remove the indentation for the bus bay and provide bus shelter. See outcome as shown below. The shared path remains as currently documented. Profile of the shelter to be in accordance with Appendix C of WVRM.

that a Bus Shelter will be sited at the head of the bus stop however the design details for the bus indent do not appear to allow sufficient width to accommodate a bus shelter.

Although it is not required that the developer install the bus shelter a hard stand area upon which a bus shelter can stand that is located clear of the shared path is required. This detail must be shown on the DA plans. A separate Roads Act approval will then be required for subsequent lodgement and this would be conditioned.



The provision of power is also included being made for a future bus stop.