

Statement of Environmental Effects

*1803 & 1803A Pittwater Road,
Mona Vale*

24 October 2025

Prepared for: EDK Garfield Pty Ltd



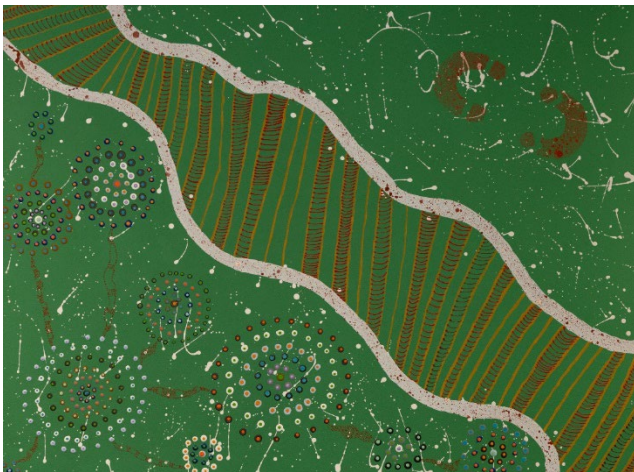
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Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Statement of Environmental Effects_1803 & 1803A Pittwater Road,
Mona Vale

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1 Introduction

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Ltd on behalf of EDK Garfield Pty Ltd (**the Applicant**) in support of a Development Application (**DA**) for residential flat building at 1803 & 1803A Pittwater Road, Mona Vale (**the site**).

This DA seeks consent for the demolition of existing structures and the construction of a six (6) storey residential flat building including a two-level basement car park. Proposed works include:

- Demolition of two existing dwellings and associated structures,
- Removal of 5 trees,
- Excavation and construction of a two-level basement car park which will accommodate residential and visitor parking and bicycle storage spaces,
- Construction of a six-storey residential flat building containing 20 apartments with a mixture of 2 and 3 bedroom apartments,
- 2 swimming pools,
- Vehicle access driveway connecting Pittwater Road to the basement parking, and
- Waste storage areas and landscaping.

The site is located within a low and mid-rise (**LMR**) housing inner area, within close proximity to Mona Vale Town Centre. The proposal seeks to utilise the low and mid rise housing provisions as prescribed by Chapter 6 of the *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**).

The DA is nominated integrated under Clause 4.46 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). It has been identified that a Water Supply Works Approval is likely to be required under S90 of the *Water Management Act 2000*, requiring referral to and general terms of approval from Water NSW.

The proposed works have an estimated cost of **\$21, 566, 516** and development consent is sought in accordance with Part 4 of the AP&A Act.

This SEE:

- Describes the site and proposed development,
- Provides an assessment of the proposal against the relevant matters for consideration under section 4.15 of the EP&A Act 1979,
- Explains the likely impacts of the proposed development on the natural and built environment, and
- Outlines how these impacts are proposed to be reduced or mitigated.

The SEE should be read together with the architectural plans and supporting documentation submitted with the DA under separate cover as follows.

Table 1 Supporting Documentation

Title	Prepared By	Appendix
Clause 4.6 Variation Request	Urbis	Appendix A
Development Control Plan (DCP) Compliance Assessment	Urbis	Appendix B
Arboricultural Impact Assessment	Naturally Trees	Appendix C
Architectural Plans	Studio McCue	Appendix D

Architectural Design Report/Design Verification Statement	Studio McCue	Appendix E
BASIX Stamped Plans	N/A	Appendix F
Nathers/BASIX Statement	Efficient Living	Appendix G
Disability Access Report	Inclusive Places	Appendix H
Traffic and Parking Impact Assessment	Traffix	Appendix I
Construction and Demolition Waste Management Plan	Elephant's Foot	Appendix J
Operational Waste Management Plan	Elephant's Foot	Appendix K
Civil Engineering Plans	Northrop	Appendix L
Concept Stormwater Management Plan	Northrop	Appendix M
Estimated Development Cost Report (EDC)	Napier & Blakeley	Appendix N
Geotechnical Report	Crozier	Appendix O
Owners Consent	N/A	Appendix P
Survey	DP Surveying	Appendix Q
BCA Report	Concise Certification	Appendix R
Landscape Plans and Design Report	Phillip Withers	Appendix S
Section J Assessment	Efficient Living	Appendix T

2 Site Analysis

2.1 Site Location

The site is situated at 1803 & 1803A Pittwater Road, Mona Vale and is located within the Northern Beaches Local Government Area (LGA). The site is less than 200m to the north of the Mona Vale Town Centre and approximately 30 kilometres from Sydney Central Business District (**CBD**).

Figure 1 Regional Context Map



Source: Urbis 2025

Figure 2 Aerial Photograph



Source: Urbis 2025

2.2 Site Description

The key features of the site are summarised in the following table.

Table 2 Site Description

Site Characteristic	Description
Country	Garigal Country
Address	1803 and 1803A Pittwater Road, Mona Vale NSW
Legal Description (Title Particulars)	Lot 11 DP 588908 and Lot 12 DP 588908
Number of existing lots	Two
Site Ownership	Carolyn Frances Irvine (Lot 11) and The Wesleyan Methodist Church Property Trust Limited (Lot 12) Owner's consent for DA lodgement is provided at Appendix P .
Title Encumbrances (Easements etc.)	Lot 11 DP 588908 - Reservations and conditions in the Crown grant(s) - DP588908 easement to drain water appurtenant to the land above described

3. DP1071245 easement to drain water 1 metre(s) wide affecting the part(s) shown so burdened in DP1071245

Lot 12 DP 588908

1. Reservations and conditions in the Crown grant(s)
2. DP588908 easement to drain water affecting the site designated (a) in the title diagram

Zoning	R3 Medium Density Residential
Existing Use	Both lots contain a two storey dwelling. The existing use of 1803 Pittwater Road is residential. The existing use of 1803A Pittwater Road is Pittwater Wesleyan Methodist Church.
Site Area	1560 m ²
Site Frontage	The site has a frontage to Pittwater Road which is a major arterial road.
Site Width	The site is irregular in shape and approximately 35m wide at the widest point.
Topography	The site slopes gently towards Pittwater Road.
Vegetation	The site contains a variety of ornamental and indigenous trees which are scattered throughout the site, with some established gardens present. An Arboricultural Impact Appraisal and Method Statement been prepared by Naturally Trees which provided an assessment of the impacts of the proposed development on the trees present on site. This is further discussed in Section 6.3 of this SEE.
Flooding	The site is not identified as flood-prone land.
Heritage	The site is not identified as a heritage item, nor is it located within a heritage conservation area.
Aboriginal Archaeology	An AHIMS database search undertaken on 1 October 2025 revealed no Aboriginal sites or places recorded in or near the subject
Bushfire	The site is not identified as bushfire-prone land.
Biodiversity	The land is not in an area of outstanding biodiversity value under the <i>Biodiversity Conservation Act 2016</i> (BC Act). The site is not identified on the NSW Biodiversity Values Map or the <i>Pittwater Local Environmental Plan 2014</i> (Pittwater LEP) Terrestrial Biodiversity Map.
Geotechnical	The site is identified as class 5 acid sulfate soils.
Contamination	The site is not identified as contaminated land.

Adjacent land uses North	The north of the site is characterised primarily by medium density residential dwellings. A single dwelling is located to the immediate north of the site.
Adjacent land uses East	To the immediate east of the site is Pittwater Road. Further east of the site is medium density residential dwellings.
Adjacent land uses South	The south of the site is predominantly characterised by low and medium density residential dwellings. The two properties to the immediate south have established medical land uses (chiropractor and orthodontist). The Mona Vale Town Centre is approximately 200m south.
Adjacent land uses West	The west of the site is predominantly characterised by medium density dwellings.
Public Transport	The site has good access to public transport services with Bus Route 156 providing a bus service between McCarrs Creek and Mona Vale via McCarrs Creek Road and Pittwater Road. The closest bus stop is located approximately 260m walking distance north of the site.
Roads	The site is located on the western side of Pittwater Road, a major arterial Road.
Open Space	The site is within close proximity of the Bayview Golf Club, Mona Vale Village Park and Playground and the Winnererremy Bay Recreation Area.
Infrastructure (Schools/Hospitals etc.)	The site is within close proximity to the Sacred Heart Catholic Primary School, Mona Vale Public School, and Pittwater High School. There are also several early education facilities within the surrounding locale.

Photographs of the existing development and surrounding context are provided below.

Figure 3 Site and Context Photographs



Picture 1 - Site depicted on the right with direct driveway access from Pittwater Road (located east of the site)

Source: Google Maps, 2025



Picture 2 - Town houses located north of the site and along Pittwater Road.

Source: Google Maps, 2025



Picture 3 - Town houses located to the south of the site and along Park Street

Source: Google Maps, 2025



Picture 4 - 3 storey apartment building located to the south of the site along Park Street.

Source: Google Maps, 2025

3 Background

3.1 Past Approvals

A review of the Northern Beach Council DA tracker found that no recent Development Applications were lodged in relation to the site. Council may hold historic DA records however these were not reviewed for the purpose of this DA.

3.2 Pre-DA Consultation with Council

A pre-DA lodgement meeting took place with Northern Beaches Council on 7 August 2025 to discuss the proposal and gain early feedback and advice from Council technical staff

Several matters were discussed in the meeting and are set out in the table below (**Table 3**).

Table 3 Feedback raised in the Pre-DA consultation with Council

Feedback Theme	Project Response
Low and mid rise housing area	This SEE demonstrates that the proposal sits within an identified low and mid rise housing area and within 400m walking distance of the Town Centre. Walking distance is defined as the shortest safe route a pedestrian can take using public footpaths and crossings. Refer to Section 4.3.
Site isolation planning principle and implications on future development of neighbouring sites.	This proposal will not result in site isolation, as surrounding sites can either retain their existing land uses, or be redeveloped in future for uses which are consistent with their respective land use zones. It is acknowledged that the site to the immediate north (1805 Pittwater Road) is zoned R3 Medium Density Residential development and currently contains a single dwelling. There is an existing strata property adjacent to 1805 further north. As such, it was seen as favourable (albeit not essential) by the Applicant to consolidate 1803, 1803A and 1805 Pittwater Road. The Applicant has presented reasonable market offers to the owner of 1805 Pittwater Road, which have not been accepted. Notwithstanding, 1805 Pittwater Road will not be isolated as a result of this proposal, as it could still be developed in its own right based on preliminary urban design testing as shown in the Design Report at Appendix E.
Building Separation (zone interface) and Visual Privacy under Apartment Design Guide (ADG)	Comments regarding building separation distances proposed and visual privacy, particularly to the southern boundary were raised by Council. The proposed building envelope complies with the ADG numeric standards for building separation. Visual privacy has also been carefully considered, particularly at the zone interface to the south with several reasonable design measures adopted. These matters

are detailed further in **Section** Error! Reference source not found. and ADG Compliance Assessment within the Design Report at **Appendix E**.

Siting of Development (Orientation) and Solar Access under ADG	The site is irregular in shape and oriented east-west. This proposal includes a six-storey residential flat building within a predominantly low and mid rise existing environment. With the introduction of State-led housing reforms, including the low and mid rise housing controls and infill affordable housing incentives in recent times, the Mona Vale Town Centre will evolve in character in the coming years to accommodate an increase in density, skewed towards mid-rise residential flat buildings The proposed building form has been carefully designed to minimise unreasonable overshadowing impacts to surrounding properties. In several instances, surrounding properties have limited solar access based on the existing built form scenario. The proposed building form will result in some additional shadows cast to neighbouring sites at certain times of the day as detailed further in Section 6.26.2. Shadow impacts, when considered in the context of the existing setting, the zone objectives and the intent of the low and mid rise housing reforms are a minor and acceptable impact. Apartments within the proposal are intentionally oriented north to maximise solar amenity (100% apartments achieving 2 hours solar access mid-winter).
Communal Open Space under ADG	Feedback was received from the Design Review Panel and Council's planners regarding the extent and usability of the proposed communal open space. This feedback has been taken on board and design amendments have been made following pre-DA engagement as detailed within the Design Report at Appendix E. The proposal provides 518m² (33% site area) of communal open space. A minimum of 50% of the principle useable part of the communal open space will receive solar access for 2 hours or more mid-winter.
Details for compliance with Building height	The maximum height of building proposed is RL 34.11 for the rooftop plant screen. This is a maximum building height of 21.51m above the existing ground level at the highest point. The building is entirely compliant with the 22m height of building control as detailed in the Architectural Plans at Appendix D.
Raised pool areas to the north	Swimming pool areas have been revised and are only proposed for apartments G01 and G02.

Presentation of Basement access	The basement and access driveway have been designed within the limitations of the site width to minimise a gun-barrel visual effect. Design measures include a curved basement entry ramp, the widening of the driveway to accommodate a waiting bay and the inclusion of landscaping adjacent to the driveway entry and above the head of the entry ramp.
Internal amenity under ADG	Feedback received from the Design and Sustainability Advisory Panel regarding internal apartment layouts and amenity has been considered and responded to in the Design Report at Appendix E .

3.3 Design and Sustainability Advisory Panel Meeting

A Design and Sustainability Advisory Panel Meeting was held on 24 July 2025 where the applicant received feedback from Council's expert panel on the early concept design. Since this time, the architectural and landscape designs have been further developed and improved, taking on the panel feedback.

The Architectural Design Report at **Appendix E** includes a detailed response to the panel feedback. A summary response to the key feedback themes is provided in the table below.

Table 4 Issues raised in the DSAP

Feedback Theme	Project Response
Strategic context, urban context: surrounding area character	A detailed site and context analysis has been undertaken in accordance with the ADG and is included in Section 2.0 of the Architectural Design Report. This is further supported by the site analysis discussion within Section 2 of this SEE. The proposal is supported by an Arboricultural Impact Appraisal prepared by Naturally Trees outlines existing vegetation, including TPZs, SRZs, and trees to be retained or removed, as shown in the DA submission drawings. The proposal's scale and relationship to its surroundings are addressed in Section 4.2 of the Architectural Design Report and is supported by shadow diagrams and hypothetical massing studies illustrating potential future development along Pittwater Road. Existing ground levels have also been plotted to demonstrate the proposal's relationship to site topography. A Response to Country has been included in Section 2.1, acknowledging cultural and environmental values. Ultimately, the Architectural Design Report has addressed each of the Council's recommendations.
Scale, built form and articulation	The non-compliance with the southern setback at Levels 4 and 5 has been addressed within the Architectural Design Report, which demonstrates that future development on the two adjoining southern sites would be limited to a maximum of three storeys under the LMR planning controls, or up to four storeys where infill or affordable housing provisions apply. Accordingly, the proposed building's Levels 5 & 6 comply with the ADG building separation requirements are not

anticipated to result in any adverse visual privacy impacts to future southern development. Hypothetical shadow analysis has also been undertaken, assuming these floors were setback to 9m in accordance with the panels suggestion. The analysis reveals negligible improvements to solar access for properties to the south.

The configuration and access to the communal open space have been adapted so that it is connected directly to the lift lobby and foyer. This has resulted in a greater visual relationship between the communal open space and the private open spaces, allowing for more passive surveillance. The private open space of units G03 and G04 has also been reduced to enable improved wayfinding to rear communal open space at the ground level. These alterations can be seen in the Architectural Plans.

All internal apartment layouts have been updated in response to feedback from the Design and Sustainability Advisory Panel Meeting (**DSAP**). These amendments can be seen in the Architectural Plans.

Access, vehicular movement and car parking	Additional detail has been added to the Architectural Plans in terms of parking, access and vehicular movements. Further information on this can be found in the Traffic Impact Assessment also.
Landscape	Refer to the Landscape Concept Report where more information can be found on additional tree planting and types of trees. Details on terrace planters in combination with the tree planting can also be found in the Landscape Concept Report.
Amenity	Shadow analysis for various scenarios has been provided within the Architectural Design Report and Plans, demonstrating compliance with the ADG daylight access requirements, including consideration of potential future southern development. The communal open space and apartment layouts have been refined in response to the DSAP feedback. The Architectural Plans shows the room sizes and their compliance with the ADG requirements.
Façade treatment/Aesthetics	Building elevations and façade treatments have been further developed, with renders and material palettes included within Appendix D and E to provide a visual representation of the overall look and feel of the building. Façade materiality adopts, soft sandstone tones which is complemented by the landscape palette and planting selections.
Sustainability	The DSAP comments regarding sustainability have been taken on board. The proposal incorporates passive design principles, bicycle parking, EV bike and vehicle charging infrastructure, solar PV system, and sustainability measures as required under NatHers and BASIX obligations. Refer to Section 6.9 of this SEE, Appendix D, E, F and G for further detail.

4 Development Description

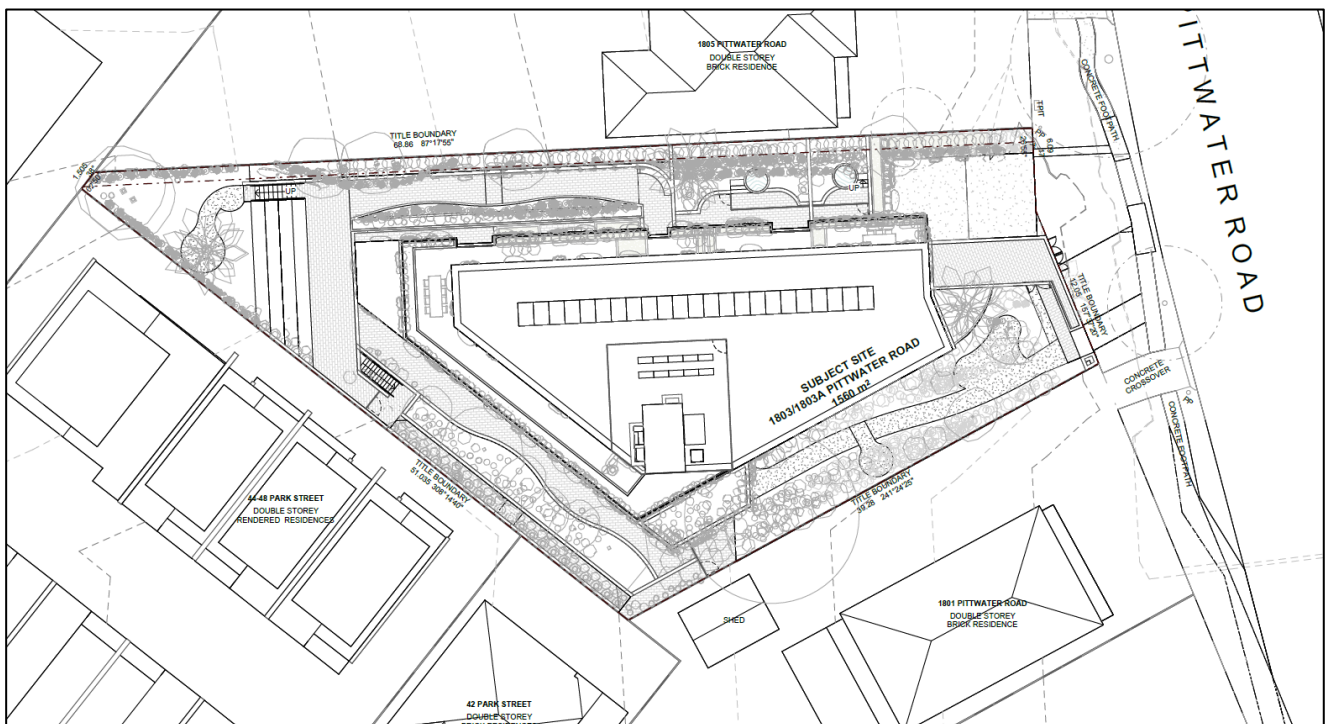
4.1 Overview

This DA seeks consent for the demolition of existing structures and the construction of a six (6) storey residential flat building including a two-level basement car park. Proposed works include:

- Demolition of two existing dwellings and associated structures,
- Removal of 5 trees,
- Excavation and construction of a two-level basement car park which will accommodate residential and visitor parking and bicycle storage spaces,
- Construction of a six storey residential flat building containing 20 apartments with a mixture of 2 and 3 bedroom apartments,
- 2 swimming pools,
- Vehicle access driveway connecting Pittwater Road to the basement parking, and
- Waste storage areas and landscaping.

Architectural Plans (**Appendix D**) and Design Report (**Appendix E**) prepared by Studio McCue accompany this DA. The following sections provide additional details on specific aspects of the proposal.

Figure 4 Site Plan



Source: Studio McCue

4.2 Key Elements

The key elements of the proposed development are summarised in the table below. Reference should be made to the accompanying architectural plans and supporting documentation for further detail.

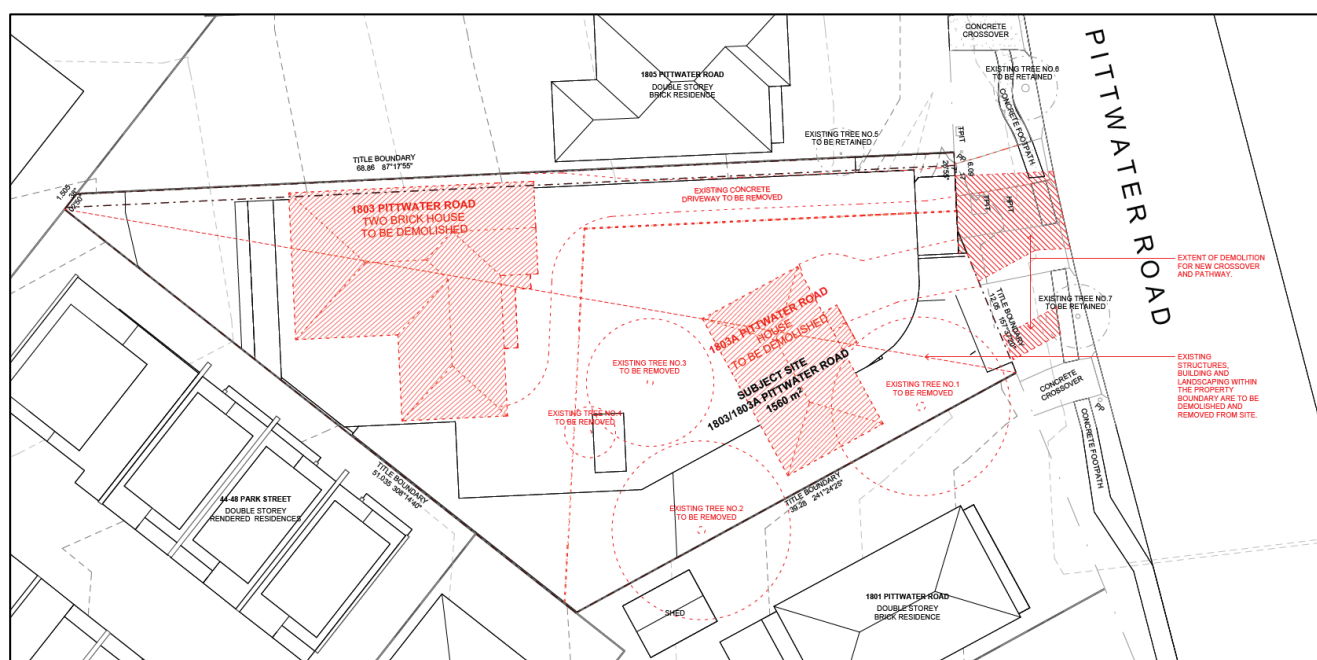
Table 5 Summary of Proposal

Key Element	Proposal
Development Types (Land Use)	Residential flat building as defined under the Pittwater LEP: <i>a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.</i>
Description of Development	This DA seeks consent for the demolition of existing structures and the construction of a six (6) storey residential flat building including a two-level basement car park.
Site Preparation	
Demolition	All existing structures on the site are proposed to be demolished, as per the proposed Demolition Plan. This includes: - Two storey dwelling at 1803 Pittwater Road - Two storey dwelling (used as Wesleyan Methodist Church) at 1803A Pittwater Road - Driveways/hard stand area - Existing vehicle crossovers within road reserve - Landscaping structures Refer to Demolition Plan extract below at Figure 5.
Tree Removal	A total of 5 trees are required to be removed in order to facilitate the proposed development. All trees proposed to be removed are situated within the site boundary. Of the trees proposed to be removed, 1 is considered a high category tree and 4 are low category. The low category trees are exempt from the Northern Beaches Council's Tree Preservation Order. Refer to Section 6.3 of this SEE for further discussion on tree removal.
Remediation	The site is not identified as contaminated land and no remediation works form part of the scope of this DA. The 10.7(2&5) Certificate provided by Council for the specific lots confirms that the land is not significantly contaminated land under the <i>Contaminated Land Management Act 1997</i>. It is considered that the risk of contamination on the site is low given its longstanding and ongoing land use for residential purposes.
Excavation	Earthworks and excavation is proposed in association with the two level basement parking structure. The maximum depth of excavation is expected to be RL 5860 for basement level 2. An extract of the Cut and Fill Plan is provided below at Figure 6.
Built Form & Design	
Building height	RL 34.11 or 21.51m at the highest point (rooftop plant screen). Refer to Height Plane Diagram plan provided below at Figure 7.

Number of storeys	Six
Gross floor area	2,756m ²
Floor space ratio	1.77:1
Number of dwellings proposed	20 units
Setbacks	10m to eastern boundary (Pittwater Road) levels G-5 6m to southern boundary (R2 zone, medical use) levels G-5 6m to south western boundary (R3 zone) levels G-3 9m to south western boundary (R3 zone) levels 4-5 7m to northern boundary (R3 zone) levels G-3 9m to northern boundary (R3 zone) levels 4-5
Universal/ adaptable apartments	4 apartments / 20% total apartments designed to Silver Level Livable Housing Standard. This includes apartments G02, G03, 102 and 103.
Storage	Internal apartment storage and external storage areas vary by apartment. Architectural plans showing storage areas has been prepared by Studio McCue and included within the Architectural Design Report at Appendix E .
Communal open space	518m ² / 33% site area
Materiality	The proposal includes a range of complementary natural tones and textures including natural sandstone, sandstone coloured render and gunmetal grey windows. Refer to Finishes Schedule within Architectural Plans at Appendix D .
Swimming pools	2 swimming pools are proposed. These are located within the ground floor private open space of Apartments G01 and G02.
Access and Parking	
Vehicle access	Provided from Pittwater Road
Pedestrian access	Provided from Pittwater Road
Car parking	Total: 48 Residential: 40 (includes 4 silver livable standard spaces) Visitor: 8 (includes 1 accessible visitor space, and 1 shared visitor/car wash bay) Refer to Basement Level 1 Plan provided below at Figure 8 .
Bicycle parking	20 bicycle parking spaces provided within basement level 1
Waste vehicle servicing	Waste will be collected by Council at kerbside on Pittwater Road. A waste storage area is provided within the front setback.
Landscaping and Public Domain	
Deep soil area	288m ² / 18.5% site area

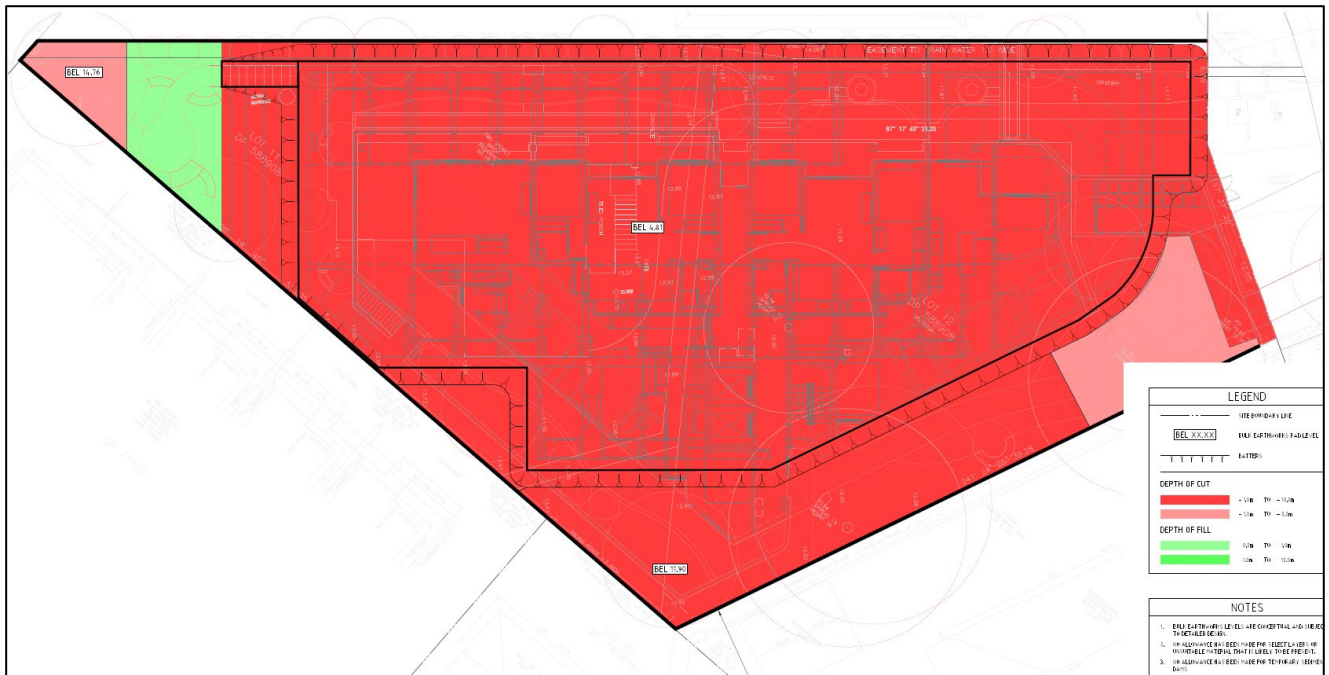
Number of trees to be impacted by the proposed works	5 trees
Trees retained	2 trees
Trees removed	5 trees
Trees proposed	38
	Refer to Landscape General Arrangement Plan provided below at Figure 9.
Canopy cover proposed	26.5%

Figure 5 Demolition Plan



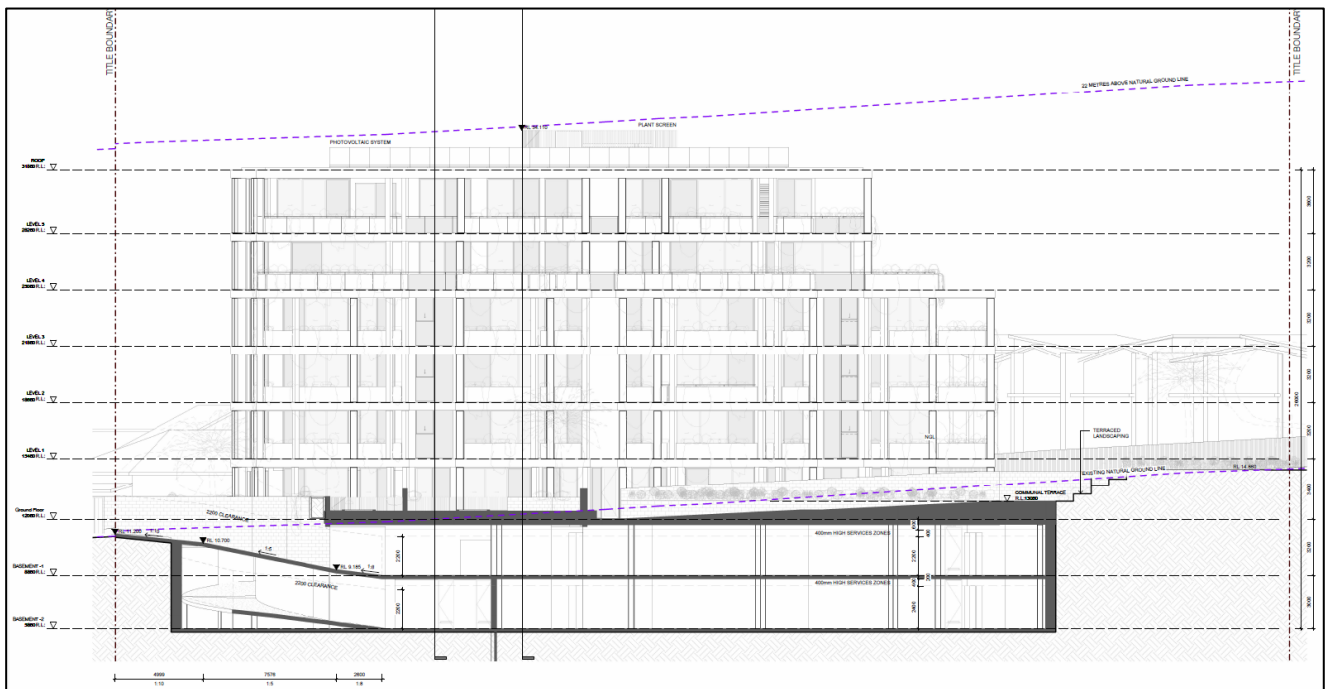
Source: Studio McCue

Figure 6 Cut and Fill Plan



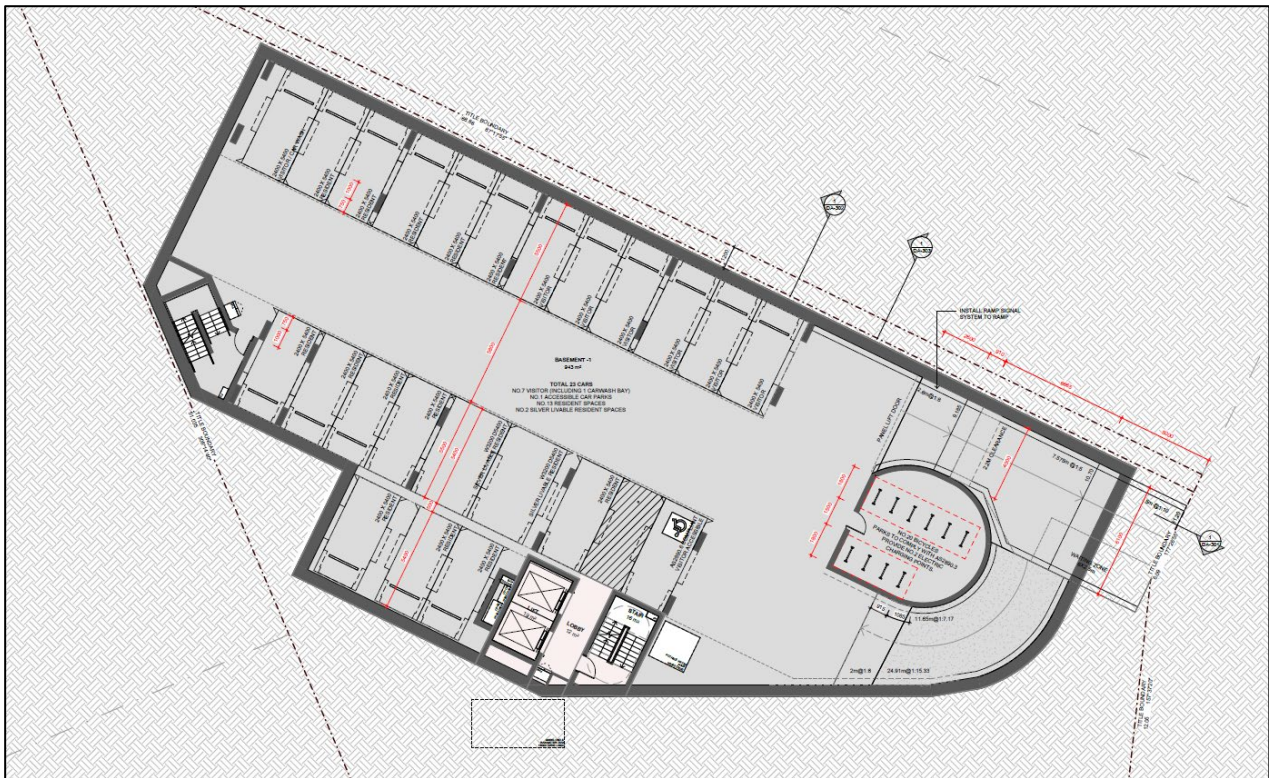
Source: Northrop

Figure 7 Section Plan



Source: Studio McCue

Figure 8 Basement Level 1



Source: Studio McCue

Figure 9 Landscape General Arrangement Plan



Source: Phillip Withers

4.3 Low and Mid Rise Housing

As outlined in **Section 1** of this SEE, the site is located within a low and mid rise housing inner area, within close proximity to Mona Vale Town Centre. The proposal seeks to utilise the low and mid rise housing provisions as prescribed by Chapter 6 of the Housing SEPP.

The NSW Government's Low and mid rise Housing Policy, introduced under the Housing SEPP, seeks to reverse the decline in housing variety across the state by increasing the supply of housing types that sit between freestanding houses and high-rise apartments. The policy focuses on promoting low rise and mid rise options—such as terraces, townhouses, duplexes, and small apartment buildings to provide greater choice for different household needs, incomes, and lifestyles.

To achieve this, the policy changes planning controls to make it easier for these housing types to be built within an 800-metre walking distance of nominated town centres and transport hubs, where access to services, jobs, and public transport is highest. This approach aims to support well-connected, liveable communities and meet the needs of a growing population without relying solely on high-rise developments.

Delivered in two stages, the policy is projected to add up to 112,000 homes across NSW over the next five years, contributing significantly to housing supply targets while improving affordability and diversity. The overarching goal is to create better communities by ensuring people have genuine choice in the type of home and location that suits them best.

Mona Vale has been identified as a nominated town centre under the LMR provisions. The site sits within 200m walking distance of the town centre, and as such is considered a LMR 'inner area'. Mapping provided below confirms the location of the Mona Vale Town Centre and the proximity of the subject site.

Relevant Development Standards:

Being in an R3 zone and within an LMR 'inner area', the relevant development standards for the site established under Chapter 6 of the Housing SEPP include:

- Building height: **22m / 6 storeys**
- Floor space ratio: **2.2:1**

These development standards prevail over the height and FSR controls established under the Pittwater LEP. A detailed assessment of all relevant planning controls is provided within **Section 5** of this SEE.

Evolving Character of LMR Centres

As noted above, where land is identified within a LMR housing area, the LMR Housing SEPP controls prevail over local development standards relating to height and floor space ratio. Consequently, town centres such as Mona Vale are expected to evolve in character over the coming years as more housing projects are delivered. Mona Vale, like many other identified LMR centres will experience an increase in residential densities skewed towards low and mid rise housing typologies including townhouses and residential flat buildings.

While these centres have been strategically identified as highly suitable for accommodating housing growth due to their excellent access to services and transport, the desired future character of the locality and residential amenity remain important considerations of any development application.

While the proposal will result in an increased height and density on this site, it proposes substantially less floor space (and consequently a less bulky building appearance) than would be permitted under the LMR floor space ratio controls. The proposal also does not seek to access additional density bonuses available under other planning pathways, such as the infill affordable housing provisions. This proposal has been carefully designed to respond to the existing character of the area, with a strong emphasis on high quality finishes and generous landscaping.

Further consideration of built form amenity impacts and the relationship of the proposal within a future context is detailed within the Design Report at **Appendix F** and in **Section 6** of this SEE.

Figure 10 LMR Centres Map



Source: NSW Planning Portal E-Planning Maps

Figure 11 Site Proximity to LMR Centre



Source: NSW Planning Portal E-Planning Maps, edited by Urbis

5 Planning Assessment

The following section of this SEE includes an assessment of the relevant strategic and statutory planning considerations in accordance with section 4.15(1)(a) of the EP&A Act.

5.1 Strategic Context

Table 6 Strategic Context Analysis

Plan	Consistency
Greater Sydney Region Plan A Metropolis of Three Cities	The Greater Sydney Region Plan outlines the strategic vision for Greater Sydney. The proposed development achieves a high level of consistency with the region plan, specifically related to the objectives below. <i>Objective 10 – Greater housing supply</i> The proposed development will increase the available housing supply within the area through the provision of 20 apartments. This is a net increase of 18 dwellings on the site. <i>Objective 11 – Housing is more diverse and affordable</i> The proposal provides apartment housing in an area of predominantly low density residential, offering current and prospective residents to the area more housing choice. The apartments offer a range of two to three bedroom options.
North City District Plan Our Greater Sydney 2056	The proposal achieves consistency with North City District Plan. <i>Planning Priority N5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport</i> The proposed development includes 20 apartments in close proximity to multiple bus stations on Pittwater Road. These stops provide access to Narrabeen, Manly, Chatswood and Palm Beach, as well as B-Line and express services (B1/BN1, 190X) providing fast connections to Wynyard and the Sydney CBD.
Northern Beaches Local Strategic Planning Statement (LSPS)	The proposal achieves consistency with the Northern Beaches Local Strategic Planning Statement. Broadly, the LSPS identifies the site as adjacent to the Mona Vale Local and Strategic Centre. <i>Priority 15 – Housing supply, choice and affordability in the right locations</i> Northern Beaches have identified that there is a need for medium density housing, and that this should be investigated in the Mona Vale Strategic Centre. The LGA has also identified 5,900 new homes by 2029 from 2024. The proposed 20 dwellings will contribute to the delivery of the housing target and medium density housing aspirations.

5.2 Approvals Under Other Acts

This section sets out approvals required under another Act for the proposed development.

Table 7 Approvals under other Acts

Act		Assessment
Roads Act 1993	S138	The proposal will include works within a public road reserve, requiring approval under Section 138 of the Roads Act. It is anticipated that this will be a condition of development consent.
Water Management Act 2000	S90	It has been identified that a Water Supply Works Approval is likely to be required under S90 of the Water Management Act. The application is nominated integrated development under Clause 4.6 of the EP&A Act, requiring referral to Water NSW and general terms of approval.

5.3 Environmental Planning Instruments

The following sections address the relevant matters for consideration under section 4.15(1a) of the EP&A Act 1979.

State Environmental Planning Policies

The following table assesses the compliance of the proposal in accordance with the relevant SEPPs.

Table 8 State Environmental Planning Policies – Consistency Assessment

SEPP	Consistency
State Environmental Planning Policy (Housing) 2021 – Chapter 4 Design of Residential Apartment Development	
Under Chapter 4 of the Housing SEPP, the consent authority must consider: (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide,	Consistent A detailed assessment of the proposal against the design principles for residential apartment development and the Apartment Design Guide (ADG) is provided in the accompanying Design Report, prepared by Studio McCue at Appendix E. The assessment demonstrates that the proposal achieves the design quality outcomes set out in Schedule 9 of the Housing SEPP, and includes a compliance assessment against key ADG controls including: ▪ Solar and daylight access. ▪ Natural ventilation. ▪ Apartment size and layout. ▪ Ceiling heights. ▪ Private open space and balconies. ▪ Communal Open Space. ▪ Visual Privacy.

- Storage.

Chapter 4 also identifies that the ADG prevails over a Development Control Plan in the event of inconsistencies.

Chapter 6 Low and mid rise housing

Part 1, Section 164

(i) This chapter applies to the whole of the State, other than the following—

- (a) bush fire prone land,
- (b) land identified as a coastal vulnerability area or a coastal wetlands and littoral rainforests area within the meaning of *State Environmental Planning Policy (Resilience and Hazards) 2021*, Chapter 2,
- (c) land to which Chapter 5 applies,
- (d) land that is a heritage item or on which a heritage item is located,
- (e) the following local government areas—
 - (i) Bathurst Regional,
 - (ii) City of Blue Mountains,
 - (iii) City of Hawkesbury,
 - (iv) Wollondilly,
- (f) flood prone land in the Georges River Catchment and Hawkesbury-Nepean Catchment under *State Environmental Planning Policy (Biodiversity and Conservation) 2021*, Chapter 6,
- (g) land in a flood planning area in the following local government areas—
 - (i) Armidale Regional,
 - (ii) Ballina,
 - (iii) Bellingen,
 - (iv) Byron,
 - (v) City of Cessnock,
 - (vi) Clarence Valley,
 - (vii) City of Coffs Harbour,
 - (viii) Dungog,
 - (ix) Goulburn Mulwaree,
 - (x) Kempsey,
 - (xi) Kyogle,
 - (xii) City of Lismore,
 - (xiii) City of Maitland,
 - (xiv) Nambucca Valley,
 - (xv) City of Newcastle,
 - (xvi) Port Stephens,

Consistent

The site is not identified as bush fire prone land, within a coastal vulnerability area or a coastal wetlands and littoral rainforests area, within a TOD or deferred TOD precinct, in an ANEF or ANEC contour of 20 or greater or within the local government area identified at Section 164(1)(e) or (g). Therefore, Chapter 6 applies to the subject site and the proposed development is consistent with this clause.

- (xvii) Queanbeyan–Palerang Regional,
 - (xviii) Richmond Valley,
 - (xix) City of Shoalhaven,
 - (xx) Singleton,
 - (xxi) Tweed,
 - (xxii) Upper Hunter Shire,
 - (xxiii) Walcha,
 - (h) land in an ANEF contour of 25 or greater or ANEC contour of 20 or greater,
 - (i) land within 200m of a relevant pipeline within the meaning of *State Environmental Planning Policy (Transport and Infrastructure) 2021*, section 2.77,
 - (j) land identified as “Deferred Transport Oriented Development Areas” on the *Deferred Transport Oriented Development Areas Map*,
 - (k) land within 800m of a public entrance to a railway, metro or light rail station listed in Schedule 12.
- (2) This chapter does not apply to land identified as an “Accelerated TOD Precinct” on the *Accelerated Transport Oriented Development Precincts Rezoning Areas Map*.

Part 1 Section 165 Non-discretionary development standards—the Act, s 4.15

Sections 168, 169, 172, 173, 179, and 180 identify non-discretionary development standards for the Act, section 4.15(2).

Consistent

The relevant non-discretionary standards for the proposal are set out in section 180 and are addressed below.

Part 4 Section 174 Residential flat buildings and shop top housing

Development for the purposes of residential flat buildings is permitted with development consent on land to which this chapter applies in a low and mid rise housing area in Zone R2 Low Density Residential or R3 Medium Density Residential.

Consistent

The proposed development is compliant as it consists of the development of a residential flat building which is permitted with consent in the R3 Medium Density Residential zone under PLEP 2014.

Part 4 Section 175 Development standards—low and mid rise housing inner area

- (1) This section applies to land in a low and mid rise housing inner area in Zone R3 Medium Density Residential or R4 High Density Residential.
- (2) Development consent must not be granted for development for the purposes of residential flat buildings with a building height of up to 22m unless the consent authority is satisfied the building will have 6 storeys or fewer.

Consistent

The site is within the LMR inner area in R3 Zone, see **Figure 10** above. Consent cannot be granted for development with a building height of up to 22m unless the consent authority is satisfied the building will have 6-storeys or fewer. The proposed development will be no higher than 22m and will only have 6-storeys above ground level to comply with these restrictions.

(3) Development consent must not be granted for development for the purposes of a building containing shop top housing with a building height of up to 24m unless the consent authority is satisfied the building will have 6 storeys or fewer.

(4) In this section, a storey does not include a basement within the meaning of the standard instrument.

Section 175(3) is not of relevance as the proposed development does not incorporate shop top housing.

The proposed development has considered Section 175(4) and consequently, the design does not consider either of the basement levels as storeys.

Part 4 Section 177 Landscaping—residential flat buildings or shop top housing

(1) This section applies to land in a low and mid rise housing area in Zone R3 Medium Density Residential or R4 High Density Residential.

(2) Development consent must not be granted for development for the purposes of residential flat buildings or shop top housing unless the consent authority has considered the Tree Canopy Guide for Low and Mid Rise Housing, published by the Department in February 2025.

Consistent

The proposed development has considered the Tree Canopy Guide for Low and Mid Rise Housing, published by the Department in February 2025. In summary, the proposal includes canopy coverage of 417m² which exceeds the minimum requirement of 15% of the site area.

Part 4 Section 178 Minimum lot size for residential flat buildings or shop top housing

(1) This section applies to development for the purposes of residential flat buildings or shop top housing on land in a low and mid rise housing area in Zone R3 Medium Density Residential or R4 High Density Residential.

(2) A requirement specified in another environmental planning instrument or development control plan in relation to the following does not apply to development that meets the standards in section 180(2) or (3)–

- (a) minimum lot size,
- (b) minimum lot width.

Consistent

The proposal includes a residential flat building in an R3 zone. As a result, Section 180(2) applies to this proposal. Accordingly, the minimum lot size and minimum lot width requirements specified in other relevant environmental planning instruments or development control plans are not applicable in this instance.

Division 2, Section 180 Non-discretionary development standards—residential flat buildings and shop top housing in Zone R3 or R4

(1) This section applies to development for the purposes of residential flat buildings or shop top housing on land in a low and mid rise housing area in Zone R3 Medium Density Residential or R4 High Density Residential.

(2) The following non-discretionary development standards apply in relation to development on land in a low and mid rise housing inner 10 area–

- (a) a maximum floor space ratio of 2.2:1,
- (b) for residential flat buildings—a maximum building height of 22m,
- (c) for a building containing shop top housing—a maximum building height of 24m.

Consistent

The proposal includes a residential flat building in an R3 zone. As such, this section is applicable.

180 (2) establishes the following non-discretionary standards

- Maximum FSR **2.2:1**
- Maximum height **22m**

The proposal includes a proposed FSR of 1.77:1 and maximum building height of 21.51m.

(3) The following non-discretionary development standards apply in relation to development on land in a low and mid rise housing outer area—

(a) a maximum floor space ratio of 1.5:1,

(b) a maximum building height of 17.5m.

State Environmental Planning Policy (Resilience and Hazards) 2021

4.6 Contamination and remediation to be considered in determining development application

Section 4.6 of the Resilience and Hazards SEPP requires a consent authority to consider whether the land is contaminated. If the land is contaminated, the consent authority must be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.

Consistent

The 10.7(2&5) Certificate provided by Council for the specific lots identify that the land is not significantly contaminated land under the *Contaminated Land Management Act 1997*.

The site is not identified on the NSW Environmental Protection Authorities public register of contaminated sites.

It is understood that the have been used for residential purposed for several decades, and this development application does not propose a change in land use (being for a residential flat building – a form of residential accommodation). There has been no evidence observed on site which would indicate contamination as a possible environmental constraint.

The site is therefore considered to present a low risk of contamination. This risk can be reasonably managed through the site excavation and construction process through standard construction management practices and compliance with relevant Work Health and Safety legislation and guidelines.

State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)

2.1 Standards for BASIX development and BASIX optional development

Development consent must not be granted to development to which the standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.

Consistent

Schedule 1 of the Sustainable Buildings SEPP applies to the erection of BASIX buildings and therefore applies to the development.

A BASIX certificate is provided at **Appendix F** and assessment at **Appendix G**.

State Environmental Planning Policy (Transport and Infrastructure) 2021

Section 2.119 Development with frontage to classified road

(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—

(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and

Consistent

The proposal has frontage to Pittwater Road which is classified as a 'Regional' road under the Schedule of Classified Roads and Unclassified Regional Roads register.

The proposal includes a proposed access driveway from Pittwater Road which has been designed to safely accommodate the number and types of vehicles expecting to access the basement car park.

(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—

(i) the design of the vehicular access to the land, or

(ii) the emission of smoke or dust from the development, or

(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and

(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The proposal includes a waste storage area within the front setback, requiring waste collection vehicles to pull up within the designated parking lane on Pittwater Road.

The proposed access arrangements for passenger and service vehicles have been reviewed in the Traffic and Parking Impact Assessment at **Appendix I** and are considered suitable.

This section of Pittwater Road is subject to less than 20,000 vehicle movements per day, as such, specialised noise and vibration impact assessment is not considered necessary. The proposed development is expected to generate approximately 54 vehicle trips per day, with around 8 trips in each commuter peak hour. This equates to an average of one vehicle movement every 7.5 minutes during peak periods, representing a low traffic volume that can be readily accommodated by Pittwater Road and nearby intersections without any substantial impact on their operation.

Notwithstanding, the proposal has been designed and adequately set back from Pittwater Road to ameliorate potential traffic noise or vehicle emissions within the site.

2.120 Impact of road noise or vibration on non-road development

(i) This section applies to development for any of the following purposes that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles (based on the traffic volume data published on the website of TfNSW) and that the consent authority considers is likely to be adversely affected by road noise or vibration—

(a) residential accommodation,

(b) a place of public worship,

(c) a hospital,

(d) an educational establishment or centre-based child care facility.

N/A

As noted above, this section of Pittwater Road is subject to less than 20,000 vehicle movements per day, as such, specialised noise and vibration impact assessment is not considered necessary.

2.122 Traffic-generating development

N/A

The proposal does not meet the traffic generating development thresholds set out in Schedule 3 of the T&I SEPP, as such notification to TfNSW regarding traffic generating development is not required.

Pittwater Local Environmental Plan 2014

The *Pittwater Local Environmental Plan 2014* (**Pittwater LEP**) is the principal planning instrument that applies to the site and the development.

The following table assesses the compliance of the proposed development with other relevant clauses in the LEP.

Table 9 Pittwater LEP Compliance Table

Clause	Consistency
2.1 Land Use zones	Consistent The proposed development is defined as a residential flat building and is permissible within the R3 – medium density residential. The proposed development is consistent with the following objectives of the R3 zone: - 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. The proposed development will deliver a mid-rise residential flat building containing 20 apartments. This proposal includes a mix of 2 and 3 bedroom apartments, as well as 20% Silver Liveable Level designed apartments to cater for a variety of resident needs.
2.7 Demolition	Consistent Consent is sought for demolition.
4.3 Height of buildings	Consistent with Housing SEPP The maximum LEP height is 8.5m. This control is superseded by the Housing SEPP which permits residential flat buildings up to 22m in inner areas.
4.4 Floor space ratio	Consistent with Housing SEPP There is no maximum FSR under the LEP. The Housing SEPP provides a non-discretionary standard of 2.2:1 for residential flat buildings in zone R3 in inner areas.
4.5A Density controls for certain residential accommodation	Consistent with Housing SEPP – Clause 4.6 Variation Proposed This clause limits residential density of residential flat buildings in the R3 zone to a maximum of 1 dwelling per 200 square metres of site area. The Pittwater LEP was first published in 2014, and as such does not contemplate the low and mid rise provisions of the Housing SEPP. Mona Vale Town Centre, (like many centres across NSW) has now been identified as an appropriate centre to accommodate modest scale low and mid rise development due to its location attributes and the availability of local transport and services. The low and mid rise reforms are reflective of Government priority to deliver diverse housing options during the Housing Accord period. By virtue of the Housing SEPP density provisions, the proposal will exceed this LEP standard.

Based on this control, the site would only be able to accommodate 7 apartments. 20 apartments are proposed as part of this application.

A Clause 4.6 Variation Request has been prepared which justifies the proposed exceedance. Refer to **Appendix A**.

4.6 Exceptions to development standards

Consistent

Clause 4.6 enables the flexible application of development standards whereby compliance with the development standard is unreasonable or unnecessary in the circumstances, and there are sufficient environmental planning grounds to justify the contravention of the development standard. The application proposes a departure from the residential density standard within 4.5A as noted above. A Clause 4.6 Variation Request has been prepared which justifies the proposed exceedance. Refer to **Appendix A**.

5.10 Heritage conservation

N/A

The site is not identified as a local or State Heritage item and is not within the immediate vicinity of any relevant heritage items.

5.21 Flood Planning

N/A

The site is not identified as flood prone land, as confirmed on the 10.7 (2) and (5) Certificates issued by Council.

7.1 Acid Sulfate Soils

Consistent

The site is located within a Class 5 Acid Sulfate Soils (ASS) area and is within 100m of a Class 3 area. The Geotechnical Report concludes that based on the laboratory test results indicators of Potential ASS and ASS were not encountered in the investigation, whilst the water table is not anticipated to be encountered or lowered. Therefore, as per the Preliminary Assessment guidelines of the Acid Sulfate Soils Manual an ASS Management Plan (ASSMP) is not required.

7.2 Earthworks

Consistent

Development consent is sought for earthworks in association with basement excavation. Refer to Civil Plans at **Appendix L**.

Earthworks have been proposed with consideration of the geotechnical conditions of the site and will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.

7.10 Essential Services

Consistent

Development consent must not be granted unless the consent authority is satisfied that critical infrastructure services are available. The site is subject to existing all critical infrastructure services either directly to the site or available within the road reserve as detailed on the Survey (**Appendix Q**) and Civil Engineering Plans (**Appendix L**).

The proposal will involve the relocation of an existing easement to drain water and existing sewer services as shown on the survey and proposed architectural plans.

As noted above, the proposal will result in a non-compliance with the development standard regarding density controls for certain residential accommodation within the PLEP 2014 under clause 4.5A.

The proposed non-compliance is supported by a request to vary a development standard under clause 4.6 of the PLEP 2014 which is submitted under separate cover.

5.4 Draft Environmental Planning Instruments

No draft environmental planning instruments are relevant to this proposal.

5.5 Pittwater Development Control Plan

The Pittwater 21 Development Control Plan (PDCP) is the Development Control Plan which applies to the site. An assessment of the PDCP in relation to the proposed development is provided as **Appendix B**. It is noted that some new Pittwater DCP amendments coming in to force on the 15th of September 2025, which have been included in this assessment.

The proposal has been assessed and is consistent with the relevant qualitative objectives of DCP. Where non-compliances may be proposed to numerical standards or controls, a merit discussion has been included. The DCP assessment should be read in conjunction with the ADG assessment within the Design Report (Appendix E).

5.6 Planning Agreements/ Infrastructure Contributions

There are no planning agreements are relevant to this proposal at this stage.

The following contributions are applicable to the proposed development:

- NSW Housing and Productivity Contribution
- Northern Beaches Section 7.12 Contributions Plan 2024
 - The proposed development will cost greater than \$200,000; therefore, the levy rate is 1% of the Estimated Development Cost (EDC).

A condition of consent following the determination of this Development Application will specify the payment of contribution fees under the relevant plans.

5.7 Regulations

This application has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulations 2021*.

6 Impact Assessment

The following section of this SEE assesses the likely environmental, social and economic impacts of the proposed development in accordance with section 4.15(1)(b) of the EP&A Act.

6.1 Design and Amenity

The building has been designed and sited to ensure suitable amenity outcomes for residents and minimise negative environmental impacts to the surrounding built environment.

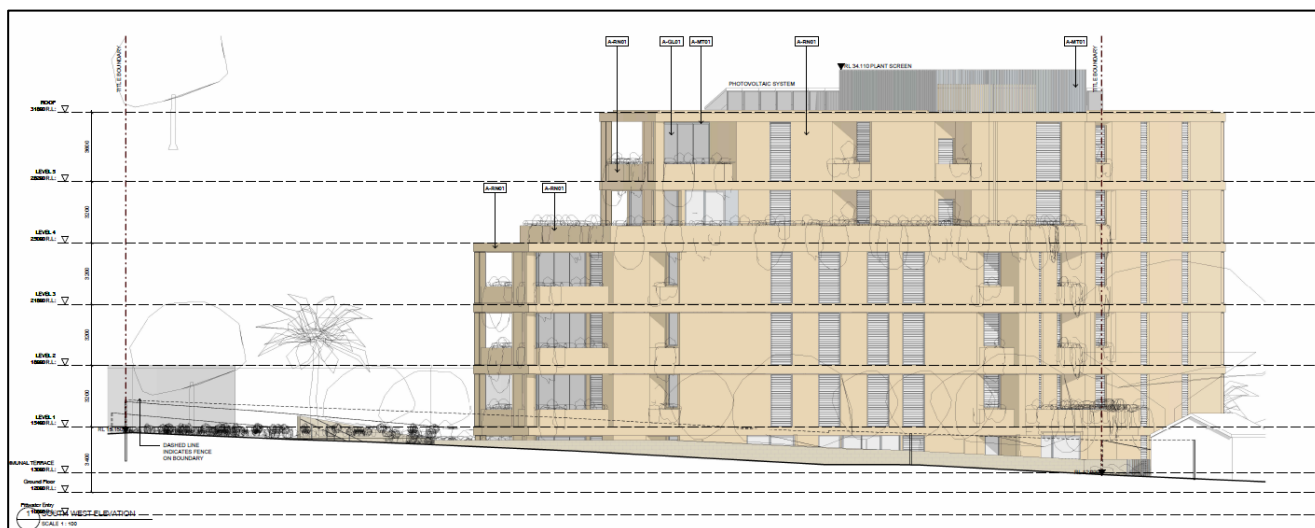
Visual Privacy

The proposal will result in acceptable visual privacy outcomes for residents and surrounding properties. The building massing and setbacks have been proposed, consistent with the recommended building separation distances in Section 2F the ADG. Refer to **Table 5** above for a summary of proposed setbacks and ADG compliance table within the Architectural Design Report at **Appendix E**.

Visual privacy will be further achieved through the orientation of living spaces which have been primarily oriented to the north where the greatest setback is provided, and buffer is provided by landscaping, private courtyards and balconies.

It is acknowledged that the upper floor setback to the southern façade is proposed at 6m. This proposed setback complies with the ADG building separation numeric standards, as the site to the immediate south is limited to a 4 storey built form under current planning controls. Separation distance and direct onlooking between upper floors to the south of the site is therefore not a concern. The southern and south western facades have nonetheless been designed to safeguard and promote visual privacy. These facades intentionally include limited windows to habitable areas. Where windows are proposed on these facades, they are slimline and include louvres and, in some instances, planter boxes to further obscure direct site lines to and from these elevations. Refer to figure below illustrating window treatments on south west elevation.

Figure 12 South West Elevation



Source: Studio McCue

Private and Communal Open Space

The proposed development will achieve excellent amenity for residents in terms of the provision (quantity) and quality of private and communal open space.

Each dwelling will be provided with a private courtyard or balcony in excess of the ADG size requirements. Two ground floor units include private plunge pools within the courtyards.

The proposal includes a total 518m² or 33% of the total site area as communal open space. This communal open space is located primarily at the rear of the site and southern setback area. The space has been designed to accommodate a variety of features including dense landscape planning, walking paths, seating and BBQ areas and open lawn/play space. The communal open space and landscaping within the front/southern portion of the site provides a pleasant pedestrian arrival experience from the street and guides residents and visitors to the lobby. The communal open space at the rear of the site can be easily accessed from the ground floor lobby area. The communal open space provides opportunities for a variety of activities suited to the anticipated residents, which is likely to include couples and families with children.

Of the proposed communal open space, 50% of the principle useable part of the open space (defined within the Architectural Plans at **Appendix D** – equivalent to 25% of the site area) will achieve 2 hours of solar access mid-winter.

Solar Access

100% of apartments will achieve a minimum of 2 hours solar access mid-winter to living rooms and private open space. This is supported by relevant analysis within the Architectural Design Report at **Appendix E**.

Solar access and overshadowing impacts in relation to neighbouring properties is discussed further in **Section 6.2** below.

Natural Ventilation

12 out of the 20 proposed apartments (60%) are dual aspect and will be naturally cross ventilated.

Apartment Size, Layouts and Storage

Apartments and their dedicated private open space are of generous proportions, with functional layouts. Storage has been provisioned in accordance with ADG requirements as detailed in **Appendix E**.

6.2 Overshadowing Impacts

When compared to the current built form on the site, the proposal will result in additional overshadowing to neighbouring properties. This section of the SEE includes discussion on the existing environment, the extent of proposed impacts, alternative scenarios tested and a summary of impacts. This section should be read in conjunction with the Architectural Plans at **Appendix D** and Architectural Design Report at **Appendix E**.

6.2.1 Existing Environment

Understanding the existing surrounding environment provides important baseline information to quantifying the impacts of the proposed development. Studio McCue has undertaken an existing and proposed shadow study, contained within Architectural Plans at **Appendix D**. Key observations regarding the existing shadow environment (pre-development) include:

- Properties to the south of the subject site (1801 and 1799 Pittwater Road) are commercial in nature, and these uses have been established for several years. These properties **do not** include living spaces or private open space (POS). Notwithstanding, the impacts to these properties assuming possible future residential uses has been considered, as outlined further below.
- Properties to the south west of the site include a dual occupancy (42 Park Street) and townhouses (44 Park Street). 44 park street in particular includes very limited rear setbacks i.e. approximately 4m or less, which limits their existing solar amenity.
- 44 Park Street currently experiences limited solar amenity to the rear townhouses private open spaces due to the existing surrounding built form, fencing and landscape structures. Between 9am and 3pm mid-winter, properties at 44 park street generally experience overshadowing to greater than 50% of their private open space.
- While not accounted for in existing shadow modelling, existing vegetation near property boundaries at 44 Park Street, 42 Park Street, 1801 Pittwater Road and 1799 Pittwater Road is likely to cast additional

shadows. While this offers landscape amenity and cooling effects in warmer months, it can also limit solar access mid-winter.

An aerial image (taken 26 June 2023 at approximately 1pm) is provided below which depicts the existing limitations on mid-winter solar access, attributed to existing built form, fence lines and vegetation.

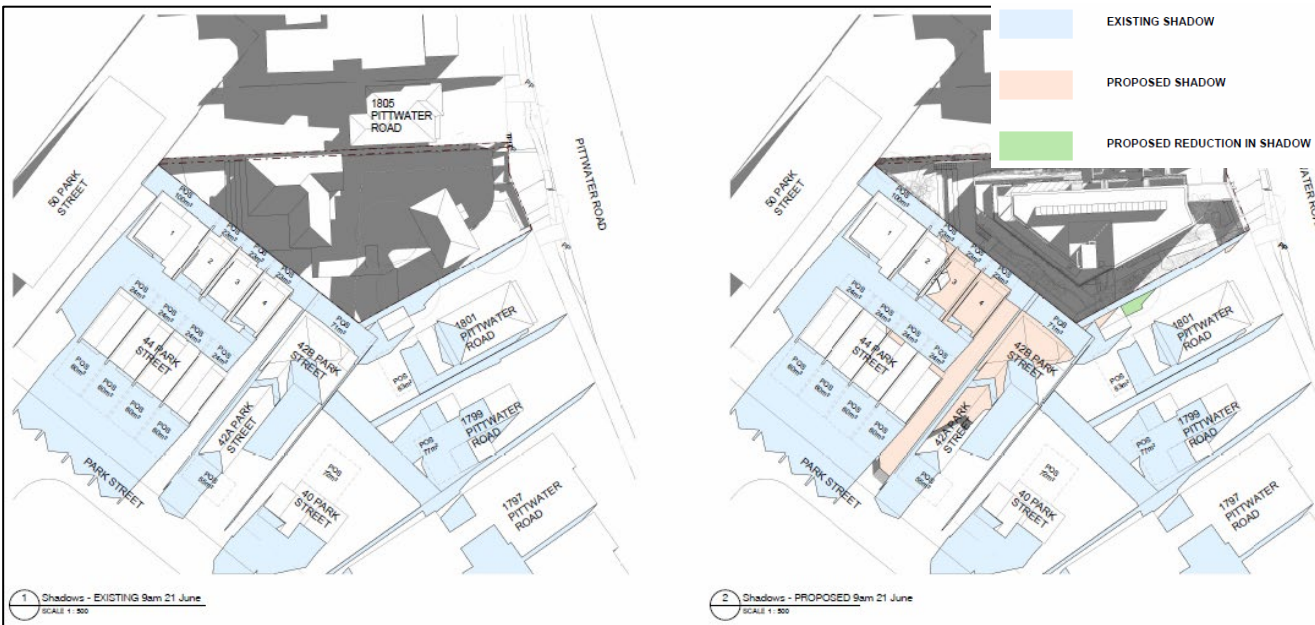
Figure 13 Existing Shadow Impacts – 1pm at 26 June 2023



6.2.2 Solar Analysis – Proposed Development

The Architectural Plans at **Appendix D** include an hour-by-hour solar analysis, sun eye diagrams and tubulised quantification of shadowing impacts to surrounding properties. This analysis depicts the expected shadowing impacts between 9am and 3pm mid-winter on the 21st June.

Figure 14 Existing and Proposed Shadow Impacts at 9am



Source: Studio McCue

This analysis reveals that the proposed development will result in some additional shadows impacts to the private open space (or equivalent location for commercial properties) of 1799 Pittwater Road, 1801 Pittwater Road, 42B Park Street and three of the out of the rear townhouses at 44 Park Street.

1799 and 1801 Pittwater Road currently accommodated medical land uses and do not contain living spaces or private open space. The alternative scenario testing (detailed below in Section 6.2.3) considers the redevelopment of these sites for residential purposes, and demonstrates that reasonable solar amenity could be achieved.

The Apartment Design Guide Objective 3B seeks to minimise overshadowing of neighbouring properties winter. The ADG suggests that surrounding properties should achieve a minimum of 2 hours direct sunlight between 9am and 3pm mid winter to living rooms and private open spaces mid-winter (based on controls under 4A intended for apartment typologies). The guidance also notes that where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by **more than 20%**.

While it is difficult to precisely estimate existing solar compliance of surrounding dwellings' living rooms as per the ADG controls (due to the privacy of floor plans), it is evident from the existing shadow analysis that properties at 42B Park Street and 44 Park Street currently experience some limitations to solar access for POS areas across the day. The proposed development will result in additional shadow impacts in excess of 20% to POS areas of 42B Park Street between the hours of 10am and 2pm. All other impacts to existing residential properties will not exceed 20%.

As outlined in above in this SEE, the proposed built form includes building setbacks which provide ADG compliant separation distances and suitable visual privacy to surrounding sites. The proposed building is compliant with the 22m height control and provides substantially less GFA (and resulting building bulk) than is permitted FSR control of 2.2:1. Care has been taken to minimise shadow impacts so much as reasonably possible, however due to the orientation of the site and irregular lot layout, some shadowing impacts (particularly for properties to the south and south west) can be reasonably expected in infill development scenarios where a shift towards higher densities is occurring.

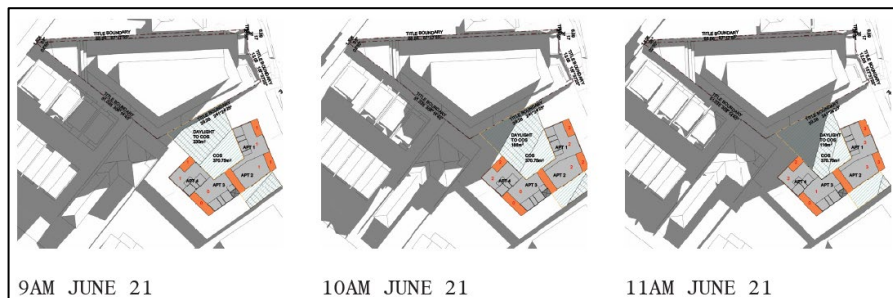
6.2.3 Solar Analysis – Alternative Scenario Testing

Noting the challenges of the site orientation, solar impacts to neighbouring properties was a topic of discussion at both the DSAP meeting and Pre-DA meeting. In response to Council's feedback (and support of the proposed building envelope/setbacks) Studio McCue has undertaken solar analysis testing of alternative hypothetical development scenarios. Refer to **Appendix E** Architectural Design Report. This scenario testing is summarised in the following table.

Table 10 Summary of Alternative Scenario Solar Analysis

Scenario	Discussion
Scenario 1: Redevelopment of 1799 and 1801 Pittwater Road Refer to page 25 of Appendix E .	This scenario assumes amalgamation of 1799 and 1801 Pittwater Road (currently medical uses) and redevelopment for residential purposes. This scenario assumes the site could be developed as a 3 storey residential flat building under the low and mid rise provisions, however note this is a hypothetical scenario only and could be one of several outcomes for this site in the medium – long term under current planning controls. This massing study was undertaken to ensure that the building envelope proposed by this DA would not compromise the solar amenity of a possible redevelopment scenario to the south.

Figure 15 Extract from Scenario 1 Solar Study



Source: Studio McCue

Key Findings: The massing study confirms that:

- 75% of apartments could achieve a minimum 2hours solar access mid-winter.
- 2 hours of solar access can be achieved to at least 50% of communal open space mid-winter.
- Assuming an equitable setback is applied (i.e. 6m setback to north of 1801 Pittwater Road), that compliant ADG building separation (12m separation between buildings up to 4 storeys) can be achieved.

This scenario testing is evidence to the consent authority that while this proposal will result in some additional overshadowing to the south, reasonable solar amenity could be achieved in a redevelopment scenario based on current planning controls.

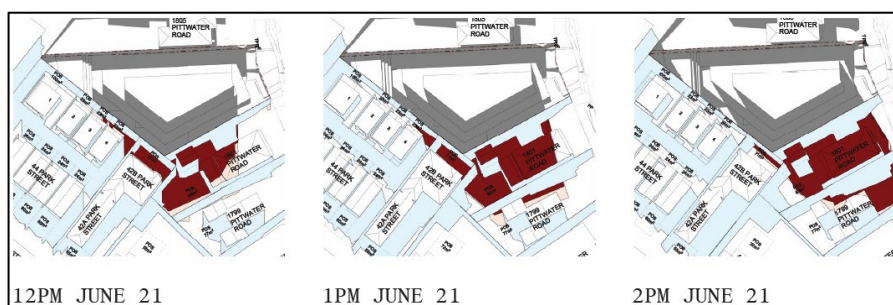
Scenario 2: Additional setback to upper floors

Refer to page 26 of **Appendix E**.

As outlined above in this SEE, the proposed building envelope includes a 6m setback to the southern boundary for all 6 storeys (ground – level 5). This setback approach complies with the ADG numeric building separation controls (being 12m separation for up to 4 storeys, increased to 18m for 5-8 storeys), noting that the site to the south could not accommodate a building greater than 4 storeys under current planning controls.

Notwithstanding the above, Council has requested the applicant demonstrate the shadowing impacts of a 9m setback of the upper floors to the southern boundary.

Figure 16 Extract from Scenario 2 Solar Study



Source: Studio McCue

Key Findings: If the building envelope was to be adjusted to include a 9m setback of the upper floors to the southern boundary, this would result in insignificant improvements to overshadowing impacts on surrounding properties. 1799 and 1801 Pittwater Road (the properties to the direct south)

would receive a minor, negligible benefits to POS solar access between 10am and 2pm.

Setting back the upper floors to 9m along the southern boundary was considered by the applicant, but ultimately dismissed for the following reasons:

- It is not required to achieve ADG compliant building separation distances or visual privacy amenity outcomes.
- It would not result in any significant improvement to solar access for properties to the south, as has been demonstrated in this scenario testing.
- 1801 and 1799 Pittwater Road currently accommodate medical uses, and do not include living areas or private open space. Overshadowing impacts have been nonetheless considered.
- It has been demonstrated that a residential redevelopment scenario for 1799 and 1801 Pittwater Road (scenario 1 above) could achieve reasonable solar amenity outcomes.
- It would compromise the current building core and lift arrangement (located along the southern edge of the building), which was prioritised in response to other DSAP feedback to enable improved pedestrian flow through the building and access to the communal open space.

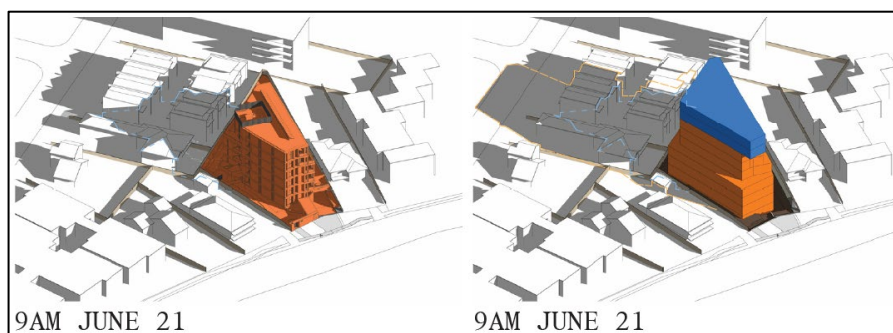
Scenario 3: Additional density with infill affordable housing

Refer to page 27 of **Appendix E**.

Alternative scenario testing has been prepared to model the shadowing impacts of a proposal which includes an additional 2 storeys (8 storeys total) which could be pursued by an applicant on this site if seeking to maximise the permissible height and GFA permissible under the infill affordable housing provisions.

For clarity, this DA **does not** propose to utilise the infill affordable housing provisions of the Housing SEPP. However, this scenario testing provides a visual of the solar impacts if an applicant was seeking to “max out” the permissible density under current planning controls.

Figure 17 Extract from Scenario 3 Study Illustrating Infill Affordable Housing Alternative Permissible Envelope



Source: Studio McCue

Key Findings: An additional 2 storeys would result in notable additional shadowing impacts to neighbouring properties mid-winter, albeit this scenario is a permissible and compliant building envelope under current planning controls. This scenario highlights the following:

- The proposed building envelope provides a reduced and reasonable shadow impact in comparison to alternative compliant envelope.

- The applicant's intent to minimise shadowing impacts to surrounding so much as reasonably possible.
 - The suitability of the proposed building scale (FSR 1.77:1) within the existing setting compared to alternative permissible massing.
-

6.2.4 Summary of Overshadowing Impacts

The proposed development will result in additional shadowing impacts to surrounding residential properties including 42B Park Street (dual occupancy) and 44 Park Street (townhouses) mid-winter. These properties currently already experience some limitations to solar access based on existing orientation, setbacks and surrounding structures. 42B Park Street will be impacted by shadowing impacts to the POS in excess of 20% between the hours of 10am and 2pm mid-winter. All other impacts to existing residential properties will not exceed 20%.

In an infill development scenario where suburbs are experiencing an increase in density, some shadowing impacts (particularly for neighbouring properties to the south and south west) can be reasonably anticipated. The building has been designed, so much as reasonably possible to minimise shadowing impacts to neighbouring sites. The proposed building massing and setbacks are justified, and have been supported by alternative scenario testing which demonstrates:

- 1801 and 1799 Pittwater Road could be redeveloped for residential purposes and achieve a reasonable solar amenity outcome.
- Additional setback of the upper floors to the southern boundary (to 9m) was considered but ultimately dismissed due to the negligible difference in shadow impacts.
- The proposal does not seek to "max out" the density that could be achieved under an alternative permissible building envelope and has been designed at a scale which responds to the surrounding character.

The shadowing impacts of the proposed scheme have therefore been quantified and carefully considered against alternative scenario outcomes. Based on this merit assessment undertaken and consideration of the future context, overshadowing impacts are considered a reasonable and acceptable environmental impact.

6.3 Trees and Landscaping

6.3.1 Arboricultural Assessment

An Arboricultural Impact Appraisal and Method Statement has been prepared by Naturally Trees (**Appendix C**) to assess the proposed impacts to trees present on site and provides recommendations for appropriate tree management and mitigation measures.

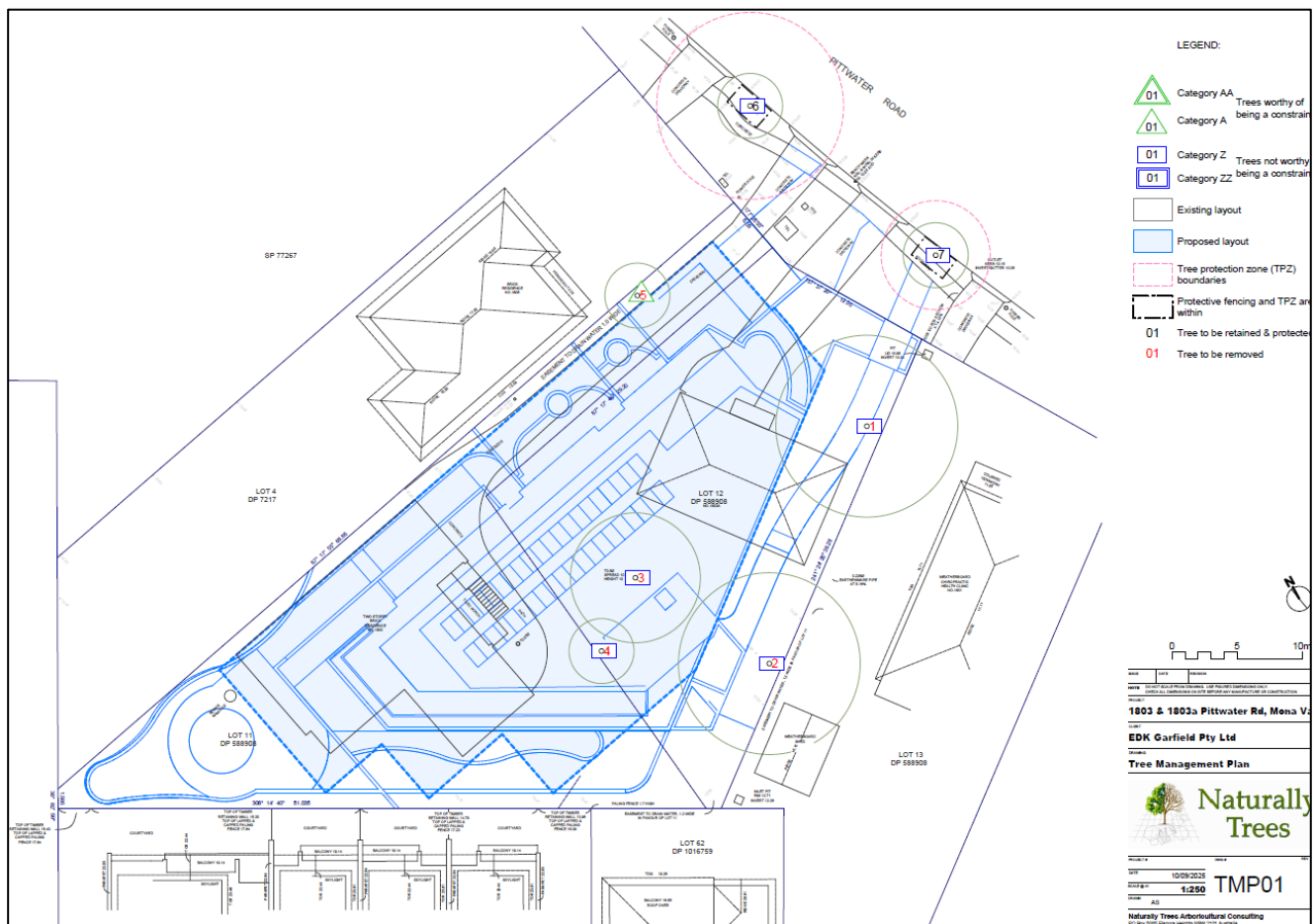
The proposal will require removal of 5 trees, being trees 1, 2, 3, 4 and 5 as identified on the Tree Assessment Plan provided below. Trees 1-4 were assessed as having low retention value, exempt from the Northern Beaches Council Tree Preservation Order. Tree 5 was assessed as having high retention value (category A) however could not be avoided due to its location and proximity to proposed development footprint. Replacement planting is considered suitable as reasonable mitigation measure to offset the loss of trees and achieve suitable landscape amenity.

An additional 2 trees were considered as part of the assessment (trees 6 and 7). These trees sit outside the property boundary within the public road reserve and are considered to be unimportant (category z). Notwithstanding, these trees will be protected and retained in accordance with the recommendations of the Arboricultural Impact Appraisal and Method Statement.

Table 11 Tree Impact Summary

Impact	Reason	Important trees		Unimportant trees	
		AA	A	Z	ZZ
Retained trees that may be affected through disturbance to TPZs	Removal if existing surfacing/structures/lands capping and or/installation of new surfacing/structures/lands capping			6, 7	
Trees to be removed			5	1, 2, 3, 4	

Figure 18 Tree Management Plan



Source: Naturally Trees

6.3.2 Landscaping

As noted above, the proposal includes a comprehensive landscape strategy which seeks to offset the loss of existing trees on site. The landscape design adopts a planting palette which is suitable for the local climate and will promote biodiversity. Landscape features, including pathways, seating areas, lawn, BBQ areas and plantings will provide a variety of comfortable and attractive spaces, offerings significant amenity to residents.

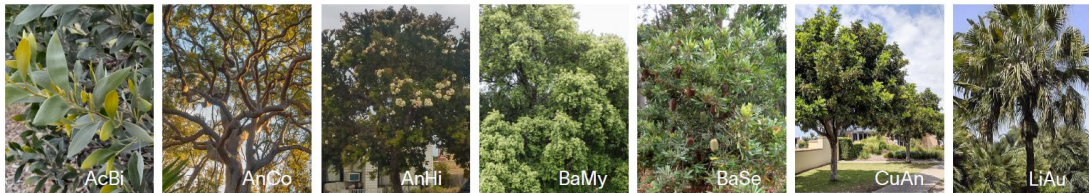
Key features of the landscape design include:

- 518m² / 33% communal open space

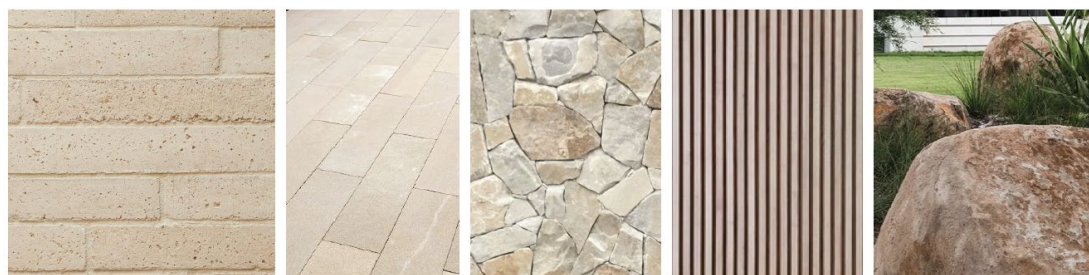
Figure 19 Extract from Landscape Plans and Palette



Trees



<i>Acacia binervis</i> Mylall Wattle	<i>Angophora costata</i> Sydney Red Gum	<i>Angophora hispida</i> Dwarf Apple	<i>Backhousia myrtifolia</i> Cinnamon Myrtle	<i>Banksia serrata</i> Old Man Banksia	<i>Cupaniopsis anacardioides</i> Tuckeroo	<i>Livistona australis</i> Cabbage Tree Palm
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Brick - Paving, In-built Planters, Seating & BBQ's Sawn sandstone paving - White Random sandstone cladding - walls Timber batten gates/ fencing Granite boulders



Recycled timber logs - Spotted Gum or similar for nature play elements	Water feature - to future specification	Eucalyptus mulch	Stainless Steel Edging	Turf
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Source: Phillip Withers

Statement of Environmental Effects_1803 & 1803A Pittwater Road,
Mona Vale

6.4 Traffic and Parking

A Traffic and Parking Assessment has been prepared by Traffix (**Appendix I**). The report considers the potential impacts of the proposal including proposed access arrangements, traffic impacts on the surrounding road network, car parking, loading and waste collection.

Vehicle Access

Access to the site from Pittwater Road has been designed in accordance with the relevant Australian Standards to ensure safe and efficient movements. The proposed driveway includes a minimum 6.1m width and designated vehicle waiting zone to allow for passing to occur between a B85 design vehicle and a B99 design vehicle in accordance with the AS2890.1:2004.

A pedestrian visibility splay of 2m along Pittwater Road and 2.5m into the site is provided on the north side of the accessway, with the south side splay accommodated within the accessway width. The basement car park will maintain a minimum headroom clearance of 2.2m, and dead-end aisles include extensions greater than 1m.

A ramp signal system will manage movements between basement levels and the site entry, prioritising vehicles entering while providing controlled exit phases. This arrangement, consistent with standard practice, will ensure safe and efficient access for all users.

Car Parking

The proposed development has a car parking requirement to provide 40 resident car spaces, 7 visitor car spaces, one accessible space and a bicycle requirement of 7 bicycle racks. The proposed development provides the following:

- 40 resident car parking spaces, including 4 silver livable parking spaces, 7 visitor spaces (including a car wash bay), and one accessible space (48 total).
- 10 double-sided bicycle rails

Car parking has been designed in accordance with the relevant Australian Standards and the Livable Housing Guideline to ensure functionality, accessibility and compliance. Standard spaces are generally 2.4m wide and 5.4m long, with an aisle width of 5.8m, consistent with AS2890.1:2004. Four spaces are provided at 3.2m wide to meet the Livable Housing Guideline requirements, and tandem spaces include an additional 0.5m in length between spaces. Tandem spaces will be allocated to single units.

Accessible spaces and their adjacent shared areas are 2.4m wide and 5.4m long. Columns are positioned to meet the clearance envelope requirements of AS2890.1:2004, and spaces next to obstructions over 150mm high include an extra 0.3m clearance. All visitor parking is located on basement level 1.

The proposed car parking layout and access arrangements are generally in accordance with the relevant Australian Standards and good practice.

Bicycle Parking

A total of 20 bicycle parking spaces have been included within basement level 1, consistent with the DCP general parking controls and requirements for low and mid rise housing. Provision has also been made for electric bicycle charging infrastructure.

Traffic Generation

Traffic generation for the proposed development has been assessed in accordance with the *NSW Guide to Transport Impact Assessment (2024)*, which provides traffic generation rates for various land uses based on NSW survey data. For medium density residential developments, the Guide identifies a daily rate of 2.72 vehicle trips per dwelling and a weekday peak hour rate of 0.37–0.39 vehicle trips per dwelling.

With the application of the upper end of the peak hour range to the 20 dwellings proposed, the development is expected to generate approximately 54 vehicle trips per day, with around 8 trips in each commuter peak hour. This equates to an average of one vehicle movement every 7.5 minutes during peak periods.

This level of traffic is considered low and can be readily accommodated by Pittwater Road and nearby intersections without any material impact on their operation.

Loading and Waste Collection

Loading and delivery activities for the development is expected to be infrequent and undertaken by smaller vehicles, such as vans and small trucks. These can be accommodated using nearby on street parking on Pittwater Road, consistent with arrangements for other residential developments in the area. This approach is considered appropriate for the proposed development.

Waste collection is proposed to be undertaken by Council's kerbside collection services. Council's waste vehicle will park kerbside on Pittwater Road on the relevant day(s), undertake waste collection as required, and proceed along Pittwater Road in a forward direction.

6.5 Waste Management Plan

Demolition and Construction

A Demolition and Construction Waste Management Plan has been prepared by Elephants Foot Consulting (**Appendix J**) to address waste management during the construction and demolition phase of the proposed development.

Management of Hazardous Waste Materials

Should it be expected that demolition materials include hazardous waste such as asbestos and asbestos-containing material (**ACM**), during construction, qualified and certified contractors will be engaged to remove and dispose of hazardous materials at licensed facilities.

If contaminated or hazardous materials are found during demolition or excavation, work must stop immediately, and the Site Manager should contact the relevant hazardous waste contractor.

The following mitigation measures are recommended:

- Minimising and properly storing contaminated material stockpiles on HDPE liners in bunded, weather-protected locations.
- Installing sediment fences around stockpiles and covering them.
- Taking samples for NATA laboratory testing where required before restoration, backfilling, and disposal.
- Ensuring trucks carrying contaminated materials are securely covered and licensed by the NSW EPA.
- Decontaminating all equipment before leaving the site to prevent spreading contamination.

Management of Excavation Waste

Excavation waste includes unwanted materials from activities such as site preparation, levelling, and excavation of foundations, basements, tunnels, and service trenches, typically consisting of soil and rock. Specific hazardous materials or remediation control plans take precedence over general advice in this report.

Excavated material may be reused for landscaping or as fill on other sites if uncontaminated. Sandstone, if found, can be sold or used in the building design.

The following mitigation measures for the excavated material include:

- Reusing excavation material within the development wherever practical.
- Transporting non-virgin excavation material to an approved landfill or recycling depot.
- Conducting a waste classification assessment before disposal.
- Identifying and using specific transportation routes for removing excavation material from the site

Construction Waste Volumes and Management

During the construction phase, waste will be managed by the principal contractor and sub-contractors, prioritising reuse and recycling. If reuse or recycling is not possible, waste will be disposed of at a licensed landfill. Recyclable materials will include off-cuts and discarded bricks, timber, steel, concrete, tiles, plasterboard, piping, and packaging materials. The table below demonstrates the anticipated volume of material generated during the construction phase. **Figure 20** demonstrates the proposed indicative bin locations.

Table 12 Construction Waste Conversion

Material	Volume (m³)	Tonnes (t)	** Approx. Percentage Recovered
Excavation Material	0.0	0.0	99.8%
Green waste	0.0	0.0	80%
Bricks	60.0	72.0	100%
Tiles	7.5	7.5	100%
Concrete	30.0	45.0	100%
Timber	0.4	0.1	33%
Plasterboard	24.0	4.8	50%
Metals	5.0	2.5	100%
Other Waste	1.0	0.3	50%
Totals	127.9	132.0	

Source: Elephants Foot

Figure 20 Proposed Bin Locations



Source: Elephants Foot

Operational Waste Management

An Operational Waste Management Plan has been prepared by Elephants Foot Consulting (**Appendix K**) to address waste management during the operational phase of the development.

Residential Waste Management

Based on the estimated volumes of general waste, recycling and FOGO generated by the residential development, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 7 x 240L bins collected 1 x weekly.
- Paper/Cardboard Recycling: 5 x 240L bins collected 1 x weekly.
- Bottle Recycling: 5 x 240L bins collected 1 x weekly.
- FOGO: 2 x 240L bins collected 1 x fortnightly.

Residents will have access to a communal bin room on the ground floor, equipped with shared 240L bins for general waste, bottle recycling, paper/cardboard recycling, and FOGO. They will be responsible for taking their waste and recycling to the bin room and placing it in the appropriate bins.

The majority of organic waste from multi-unit residential developments is food waste rather than garden waste. As such, the calculations and management recommendations in this report assume that FOGO bins will primarily contain food organics.

Waste will be collected by a Council contractor, which will include the contractor parking on Pittwater Road, and accessing the waste storage area within the front setback to empty bins. Building management will be

responsible for ensuring that the collection staff have access to the collection point. This arrangement has also been reviewed by the traffic consultant, confirmed in the Traffic Impact Assessment (**Appendix I**).

Residential common areas

Residential common areas will have clearly branded source separation receptacles in convenient, accessible locations. The building manager or caretaker will monitor these receptacles and empty them into the central collection bins as needed.

Residential Bulky Waste Procedures

Northern Beaches Council mandates that the bulky waste room size be proportional to the number of units, at a rate of 4m² per 10 units. For this development, an 8m² bulky waste storage area is required. Residents must coordinate with building management for transporting bulky items and accessing the Bulky Waste Room.

Bin moving paths

Minimal bin movement is expected as bins will be collected directly from the ground floor communal bin room. The building manager or caretaker will handle any necessary bin transportation, minimising manual handling due to the weight of full bins. They must assess manual handling risks and provide relevant documentation.

Bin moving paths should:

- Be continuous and within the property boundary.
- Be free from obstructions like steps and kerbs.
- Be made of solid, non-slip materials.
- Be at least 300mm wider than the largest bin.
- Not exceed a grade of 1:14 if moved manually.
- Not exceed the maximum operating grade of the bin moving device, typically 1:4, depending on the device model.

6.5.1.1 Waste Rooms

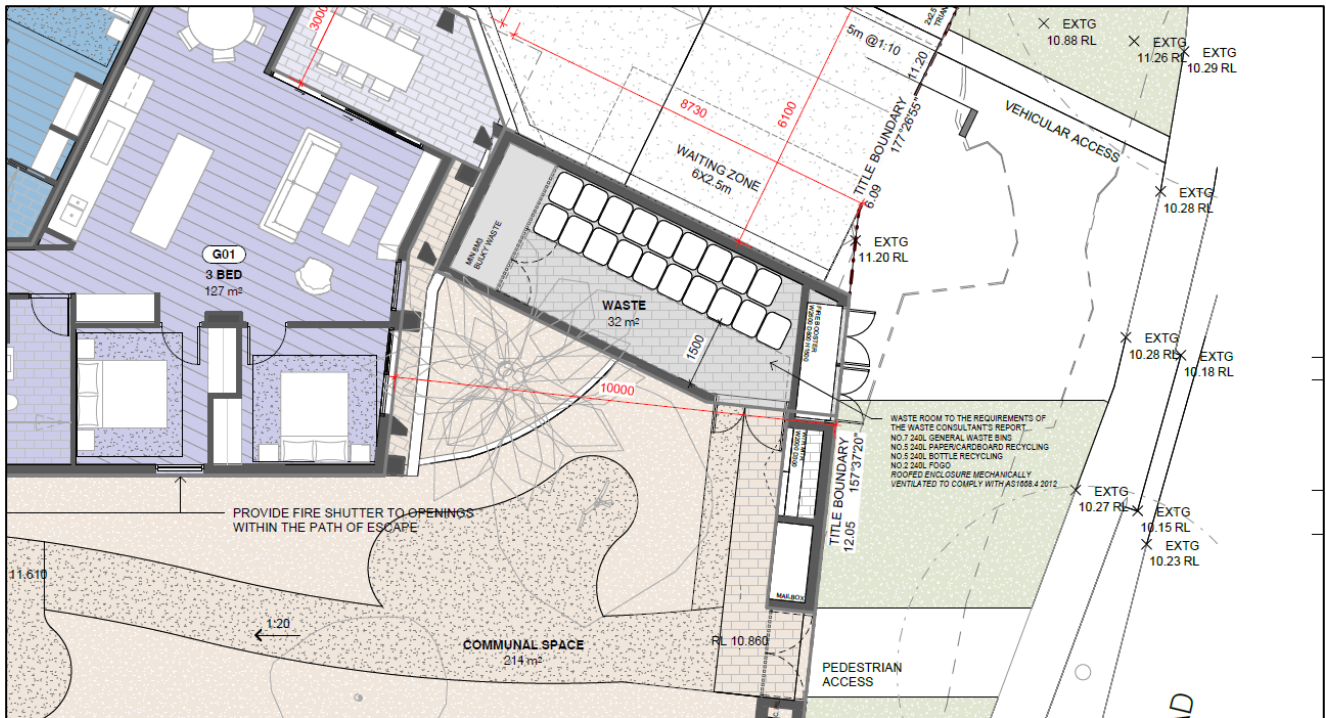
The estimated areas allocated for waste storage and collection areas are detailed in the table below.

Table 13 Waste Room Areas

Level	Waste Room Type	Equipment	Estimated Area Required (m ²)	Actual Area Provided (m ²)
G	Communal Bin Room		14	32
G	Bulky Waste Room		8	8

Source: Elephants Feet

Figure 21 Proposed Waste Storage Area



Source: Studio McCue

Overall, the proposal includes suitable waste management infrastructure and proposed waste collection procedures that will be suitable for proposed development.

6.6 Geotechnical

A Geotechnical Report (**Geotech Report**) has been prepared by Crozier Geotechnical Consultants (**Appendix O**) which outlines the geotechnical considerations of the site.

The site investigation carried out identified the following in the Geotech Report:

- The fill overlying alluvium deposits of silty clay up to 1.20 m deep, followed by residual soil of stiff silty clay extending to about 3.00 m. Below this, very stiff and hard silty clay of the Newport Formation, interbedded with sandstone, siltstone, and ironstone, was found down to 15.30 m.
- Groundwater was detected only in borehole BH5 at 15.30 m, with seepage in BH3 at 0.90 m likely due to a leaking pipe.
- Bulk excavation of approximately 8.7m depth, decreasing in the east to 5.8m depth, will be required for the proposed new basement. Minor groundwater seepage into the excavation is expected, potentially increasing with depth of excavation, however, it is currently considered that a permanent large volume groundwater table will not be intersected.
- The base of the basement excavation is expected to encounter very stiff or hard silty clays, requiring a conservative design approach. Both soil types are suitable for traditional strip footings, shallow trench fill, or piered foundations, with an allowable bearing capacity of 200 kPa. If this is insufficient, a piled foundation system may be needed, requiring further subsurface investigation.

Excavation support measures, such as a soldier or contiguous piled wall, will be necessary to protect adjacent properties and structures. The existing SW sewer main will likely need relocation. No Potentially Acid Sulfate Soils (**PASS**) or Acid Sulphate Soils (**ASS**) were found and as such an ASS Management Plan is not required.

Despite the low groundwater seepage measurements, the Geotech Report has identified that a Water Supply Works Approval is likely to be required under S90 of the Water Management Act. The application is nominated

integrated development under Clause 4.6 of the EP&A Act, requiring referral to Water NSW and general terms of approval.

The report notes that if a drained basement is proposed, a dewatering management plan will be required to be by a professional Hydrogeologist, and a Water Access Licence (WAL) *may* be required. It is clarified that this application proposes a **tanked** basement structure, so it is not expected that a WAL will be required. However, this should be confirmed by Water NSW.

Conclusion and recommendation

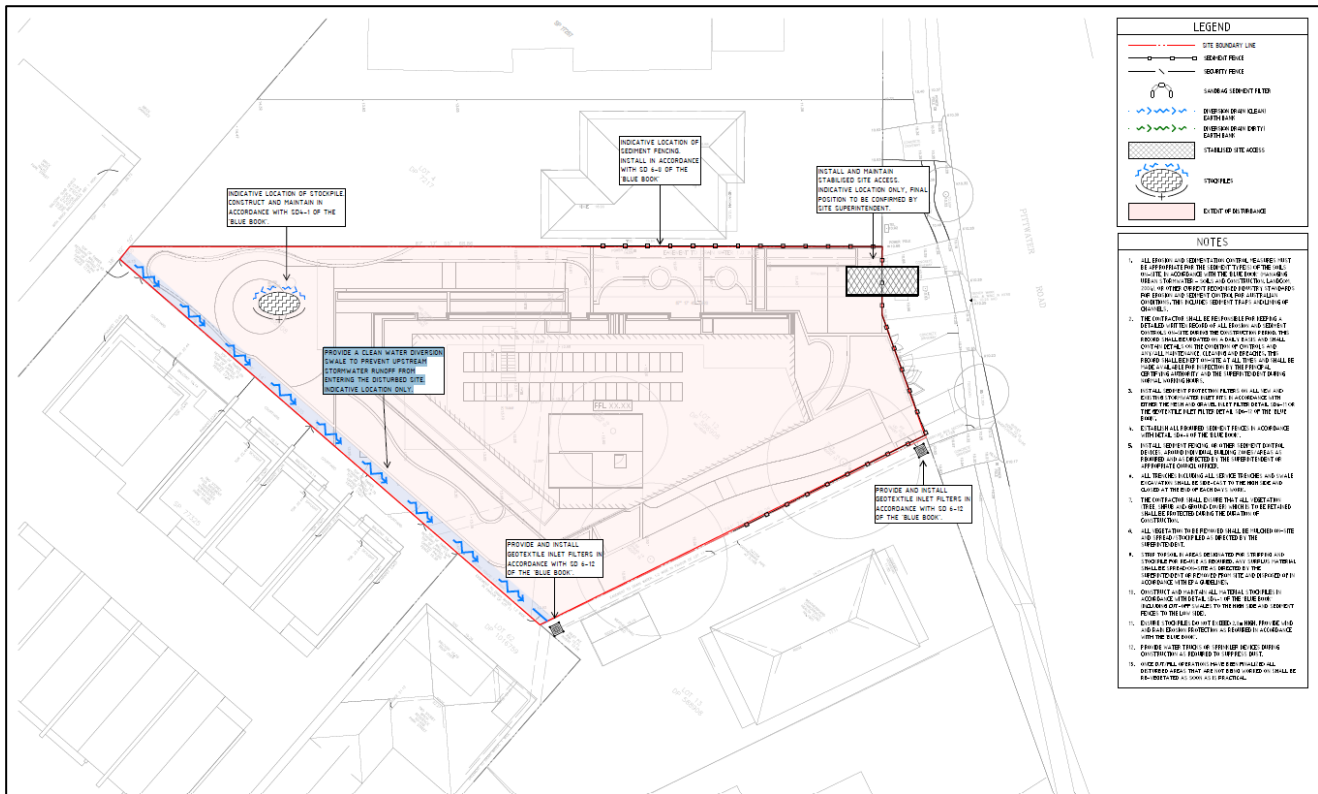
The Geotech Report concludes that the proposed development is deemed suitable for the site and can be completed with minimal impact on nearby structures and neighbouring properties, provided that the report's recommendations are followed during the design and construction phase. The conclusions are based on surface observations and isolated boreholes, so minor variations in sub-surface conditions may occur. Regardless, the results from the site investigation provides recommendations for the DA analysis and initial design.

6.7 Stormwater Management

An Erosion and Sediment Control Plan has been prepared by Northrop, see **Figure 22** below, which shows how water and soil will be managed during the construction period, as described below (all locations are indicative at this stage:

- An allocation of area for the stockpile which will be constructed and maintained in accordance with SD4-1 of the 'Blue Book',
- The provision of a clean water diversion swale to prevent upstream stormwater runoff from entering the disturbed site,
- The installation of geotextile inlet filters in accordance with SD 6-12 of the 'Blue Book',
- The installation and maintenance of a stabilised site access, and
- A suggested location of sediment fencing which is to be installed in accordance with SD 6-8 of the 'Blue Book'.

Figure 22 Erosion and Sediment Control Plan



Source: Northrop 2025

The site includes existing stormwater drainage infrastructure including 2 easements. A 1.2 m wide stormwater easement conveys upstream stormwater through a 225mm diameter earthenware pipe located along southern boundary of the site before discharging to the existing kerb and gutter along Pittwater Road. The easement is in favour of Lot 11. A 1 m easement located on Lot 11 conveys upstream surface flow through the site before discharging to the kerb and gutter.

A Stormwater Plan has been prepared by Northrop, see Figure 23 below, which shows the proposed stormwater strategy and how it connects to the existing infrastructure. The process of this is set out below:

- Stormwater runoff from majority of the site will connect into the existing pit and pipe network within the 1.2 m stormwater easement running along the southern boundary of Lot 12. The easement contains a 200 mm diameter earthenware pipe and discharges straight to the kerb on Pittwater Road.
- Roof runoff is to be directed to a below ground rainwater tank with a minimum volume of 6kL. Harvested rainwater is to be reused on site. Tank overflows are to be directed to the proposed below-ground 24kL detention tank via the pit and pipe network.
- Below ground detention tank to be conveyed into a stormwater pit containing filter cartridges to treat minor flows, stormwater to exit pit via a false floor. Major flows will spill over the proprietary weir to the outlet point.
- Basement carpark runoff and groundwater seepage to be conveyed via a pump out system to a below-ground detention tank. A minimum detention volume of 3m³ is proposed subject to detailed design of basement inflows.
- Landscape runoff to be directed to the below-ground detention tank.
- Landscape runoff from the northwest corner of the site to be directed into the basement pump out system before discharging into the below-ground detention tank.
- Overflow from the onsite 24kL detention tank is to connect to the existing easement on the southern boundary of Lot 12 pit in Pittwater Road before discharging to kerb on Pittwater Road.

- A small portion of the site will bypass the treatment train and detention storage, consisting of 10m² impervious and 140m² total, or approximately 9% which are both less than Council's requirements.

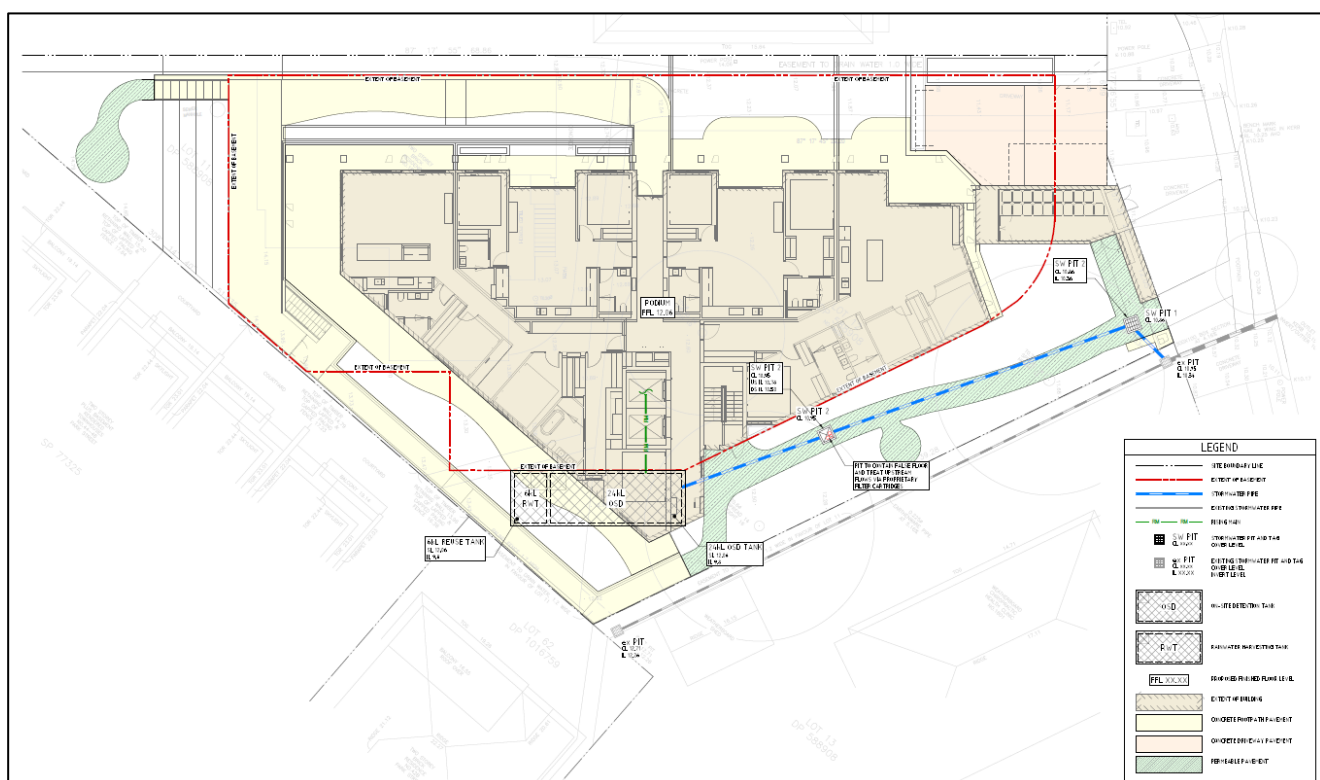
Based on the extent of impervious areas proposed, on site detention (OSD) to a volume of 24,000m³ is required with max PSD of 12l/s. This is proposed OSD tank will be to the south of the proposed building as shown on the Civil Plans.

In order to minimise any adverse impacts upon the surrounding ecology, stormwater a stormwater quality treatment train is proposed for the development. The treatment train will include the following:

- Rainwater reuse tank to remove pollutants captured in roof areas by reusing on site
- Proprietary treatment system in the form of PSORB treatment filters incorporated into the stormwater pit immediately downstream of the rainwater tank.

The proposed treatment system is to be designed to achieve pollutant reduction targets as identified in Northern Beaches Council Water Management for Development Policy.

Figure 23 Stormwater Plan



Source: Northrop 2025

The stormwater management strategy will ensure that water is appropriately captured, stored and discharged during construction and operational stages of the project, without causing any nuisance to neighbours or impacting waterway health. The proposal therefore will not result in any unacceptable environmental impacts in relation to stormwater management.

6.8 BCA/Access

Disability Access

A Disability Access Report has been prepared by Inclusive Places (**Appendix H**) to assess the accessibility requirements of the proposed development.

The proposed development includes four units designed to Silver Level under the Livable Housing Guidelines, representing 20% of the total dwellings. These units are located on the Ground Floor and Level 1 and are

supported by four dedicated car parking spaces within the basement. Accordingly, the proposal satisfies the requirements of the Pittwater DCP 2003 and is consistent with Objective 4Q-1 of the ADG.

Building Code of Australia

A BCA Capability Report has been prepared by Concise Certification (Appendix R) in support of the proposal. The report includes a detailed review of architectural plans and identifies some items which require further resolution through detailed design stages (CC documentation) to ensure BCA compliance.

The report concludes that following the implementation of those design recommendations, the proposed development can readily achieve compliance with the BCA pursuant to Section 1(1)(c) of the Environmental Planning and Assessment (Development Certification & Fire Safety) Regulation 2021.

6.9 Ecologically Sustainable Development

The proposal aims to ensure an ecologically sustainability is achieved through intentional design choices and ongoing operational management. The following ESD initiatives are proposed:

- Passive design which maximises solar access while also providing appropriate shading to minimise heating and cooling loads of the building
- Rooftop solar energy system. A typical photovoltaic system is proposed which employs solar panels, each comprising a number of solar cells, which generate electrical power.
- Energy efficient lighting overall – Energy efficient lighting delivers quality lighting solutions that requires extremely low, or no maintenance and delivers excellent efficiency.
- Landscape strategy with species selection tailored to the local climate.
- Waste management strategy which seeks to maximise opportunities for material reuse and recycling during construction and operational stages of the project.
- Provision of bicycle and EV charging infrastructure.

The application is supported by a NatHERS/BASIX Assessment Report and Certification at **Appendix F and G**.

6.10 Social and Economic Impacts

The proposal is not expected to result in any unacceptable social impacts, as it proposes a medium density residential flat building within an existing medium density residential setting. Mona Vale is an established town centre and the site has excellent access to shops, services, public transport, open space and social infrastructure such as schools.

The proposal is expected to generate positive economic impacts through the investment in housing, and jobs created during the construction stages of development.

7 Section 4.15 Summary Assessment

The proposed development has been assessed in accordance with the relevant matters for consideration listed in section 4.15 of the EP&A Act. The below table includes a summary assessment of the relevant matters for consideration.

Table 14 S4.15 Summary Assessment

Consideration	Summary
Environmental Planning Instruments	
The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments in Section 5 . The assessment concludes that the proposal is consistent with the relevant provisions within the relevant instruments.	
Draft Environmental Planning Instruments	
No draft environmental planning instruments are relevant to this proposal.	
Development Control Plan	
Pittwater 21 Development Control Plan (DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in Appendix B . The assessment concludes the proposal complies with the majority of the relevant provisions within the DCP. Where there are non-compliances, these are considered acceptable on merit and justifiable due to the nature of the residential use development.	
Planning Agreements	
No planning agreements are relevant to this proposal.	
The Regulations	
This application has been prepared in accordance with the relevant provisions of the <i>Environmental Planning and Assessment Regulations 2021</i> as required by s4.15(1)(a)(iv) of the EP&A Act.	
The likely impacts of the development	
In accordance with s4.15(1)(b) of the EP&A Act, the proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:	
Natural Environment	
The proposal will not result in any unacceptable impacts to the natural environment. The site is free from any significant environmental constraints such as flooding, bushfire, contamination or coastal hazards. Tree removal is proposed, albeit only one important tree will be removed as a result of the proposal, with substantial replacement planting proposed. Anticipated stormwater flows which are expected as a result of the proposed built form will be appropriately captured through an inter allotment drainage system, with water quality targets achieved prior to any stormwater discharge through Council drainage infrastructure.	
Built Environment	
The building has been designed and sited to ensure suitable amenity outcomes for residents and minimise negative environmental impacts to the surrounding built environment. The proposal responds to the ADG amenity criteria and will result in acceptable visual privacy, high quality private and communal open space areas and apartments which are generously sized that receive excellent solar access and cross ventilation. The proposal will result in some overshadowing impacts to neighbouring properties. However, the building has been designed, so much as reasonably possible to minimise shadowing impacts to neighbouring sites which as been supported by thorough solar analysis and scenario testing. Based on the merit assessment	

undertaken and consideration of the future context, overshadowing impacts are considered a reasonable and acceptable environmental impact.

Social Impacts

The proposal is not expected to result in any unacceptable social impacts, as it proposes a medium density residential flat building within an existing medium density residential setting. Mona Vale is an established town centre and the site has excellent access to shops, services, public transport, open space and social infrastructure such as schools.

Economic Impacts

The proposal is expected to generate positive economic impacts through the investment in housing, and jobs created during the construction stages of development.

The suitability of the site for development

In accordance with s4.15(1)(c) of the EP&A Act the site is considered highly suitable for the proposed development for these reasons:

- This SEE and the supporting technical reports and documentation has demonstrated that the proposed development will not result in any unacceptable adverse environmental impacts.
- The proposed development is sited within the R3 Medium Density Residential zone where residential flat buildings are permitted within consent under the Pittwater Local Environmental Plan 2014.
- The proposed development will achieve high-quality design outcomes that responds appropriately to the environmental context for the site.
- The proposed development has been designed with appropriate acoustic management measures to ensure that the amenity of the local area and surrounds is appropriate.

For the reasons outlined above, the site is suitable for the proposed development.

Any submissions made in accordance with the Act of the regulations

In accordance with s4.15(1)(e) of the EP&A Act the proposed development is considered in the public interest for these reasons:

- The proposed development is consistent with the objectives of the R3 Medium Density Residential Zone.
- It promotes the orderly and economic use of the site.
- It achieves a high level of planning compliance.
- The proposed development will generate employment during the construction and operational phases of the project.

The public interest

In accordance with s4.15(1)(e) of the EP&A Act the proposed development is considered in the public interest for these reasons:

- The proposed development is consistent with the objectives of the R3 Medium Density Residential Zone.
- It promotes the orderly and economic use of the site.
- It achieves a high level of planning compliance.
- The proposed development will generate employment during the construction and operational phases of the project.

8 Conclusion

The SEE demonstrates the proposed development is appropriate for the site and the locality for these reasons:

- **The proposed development satisfies the applicable planning controls and policies:** the proposal satisfies the objectives of the relevant planning controls and achieves a high level of compliance with the applicable Acts, SEPPs, LEP and DCP controls. The proposal does however exceed the density controls for certain residential accommodation. A Clause 4.6 Variation Request (**Appendix A**) is submitted with this application which justifies the exceedance.
- **The proposed development will not result in any adverse environmental impacts:** it has been demonstrated that the proposal will have a negligible environmental impact as the proposed development has been designed with regard to the relevant planning controls, site constraints and consideration for neighbouring land uses and built form.
- **The proposed development will result in no adverse social and economic impacts:** the proposal will have a positive social and economic impact.
- **The proposed development will not result in any unreasonable impacts:** having regard to the existing level of safety, efficiency and overall performance of the surrounding road network.
- **The proposed development is highly suitable for the site:** The proposal is permitted with development consent in the R3 Medium Density Residential zone and is wholly consistent with the objectives of the zone and strategic planning framework.
- **The proposed development is in the public interest:** the proposal is in the public interest as no adverse environmental, social or economic impacts will result from the proposal.

Accordingly, it is submitted that the proposed development is in the public interest and should be approved subject to appropriate consent conditions.

Disclaimer

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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 Clause 4.6 Variation Request

Appendix B DCP Compliance Assessment

Appendix C Arboricultural Impact Assessment

Appendix D Architectural Plans

Appendix E Design Report

Appendix F BASIX

Appendix G Nathers/BASIX Statement

Appendix H Disability Access Report

Appendix I Traffic and Parking Impact Assessment

Appendix J Construction and Demolition Waste Management Plan

Appendix K Operational Waste Management Plan

Appendix L Civil Engineering Plans

Appendix M Stormwater Management Statement

Appendix N Cost Report

Appendix O Geotechnical Report

Appendix P Owners Consent

Appendix Q Survey

Appendix R BCA Report

Appendix S Landscape Plans and Design Report

Appendix T Section J Assessment



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