

November 2024
IPC Presentation

4 Delmar Parade & 812 Pittwater Rd, Dee Why

Contact: ROTHELOWMAN
Address: Level 1, 241 Commonwealth Street, Surry Hills NSW 2010

rothelowman

Rothelowman acknowledges Traditional Owners of Country throughout Australia and recognises the continuing connection to lands, waters and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures and to Elders past, present and future.



Introduction to Landmark

Landmark Group is a Sydney based and Australian builder developer and asset manager specialising in residential and commercial properties.

Landmark has over 25 years of experience and has earned a reputation for delivering high quality property developments, each with their own distinctive character.

The team is known for excellence in design, construction and customer care exemplified by an industry leading 10 year structural guarantee to all apartments developed by Landmark. As an established Community Housing Provider, Landmark has been committed to the delivery of much needed affordable rental housing across New South Wales with a portfolio of over 300 affordable rental housing apartments (not including this application) either under management of in delivery phase.

Recent projects include:

- 2 Delmar Parade, Dee Why (Complete)
- Victoria & George, Kogarah (Recently Completed)
- Caringbah Greens, Caringbah (Under Construction)
- Arena, Lane Cove (Recently Completed)
- Second Ave, Blacktown (Under Construction)
- The Macquarie Collection, Macquarie Park (Under Construction)



Certificate of Registration

Landmark Group Property Management Pty Ltd

ABN: 39 657 054 585

is registered as a community housing provider under the
National Regulatory System for Community Housing

Registration Number: R8409230614

Category of Registration: Tier 3

subject to compliance with the National Law,
National Regulatory Code and Conditions of Registration
or equivalent jurisdictional legislation

Andrea Forster

A/Registrar of Community Housing, NSW

20 June 2023



The Lincoln at 89 Willarong Road Caringbah

25 affordable housing units currently managed by the CHP
Landmark Group Property Management



The Hudson at 316 Taren Point Road Caringbah

24 affordable housing units currently managed by the CHP Landmark Group
Property Management



Hinkler, Caringbah



2 Delmar Parade, Dee Why

Overview of the Project

Project Overview

The SSDA proposes a 30% height and GFA increase to the existing approved development in order to provide 15% affordable housing. The SSDA proposal is limited to alterations and additions to the existing approved development as highlighted below in blue.

From the current approved DA to the current SSDA application, there are 62 extra units, of which the bulk, 43 units are affordable housing.



■ Proposed addition to approved building form

Existing Development Approval

DA2022/0145

Demolition of existing structures and construction of a mixed use development comprising three commercial tenancies and 219 apartments over 2 basements levels, lot consolidation and subdivision was approved by the Sydney North Planning Panel on the 24/07/2023



Approved Delmar Parade Facade



Proposed SSSA Delmar Parade Facade

Mod2024/0083

Modification of Development Consent DA2022/0145 granted for Demolition works and construction of a mixed-use development comprising a residential flat building and shop top housing, basement parking, lot consolidation and torrens title subdivision.



Approved Pittwater Road Facade



Proposed SSSA Pittwater Road Facade

SSDA Scope

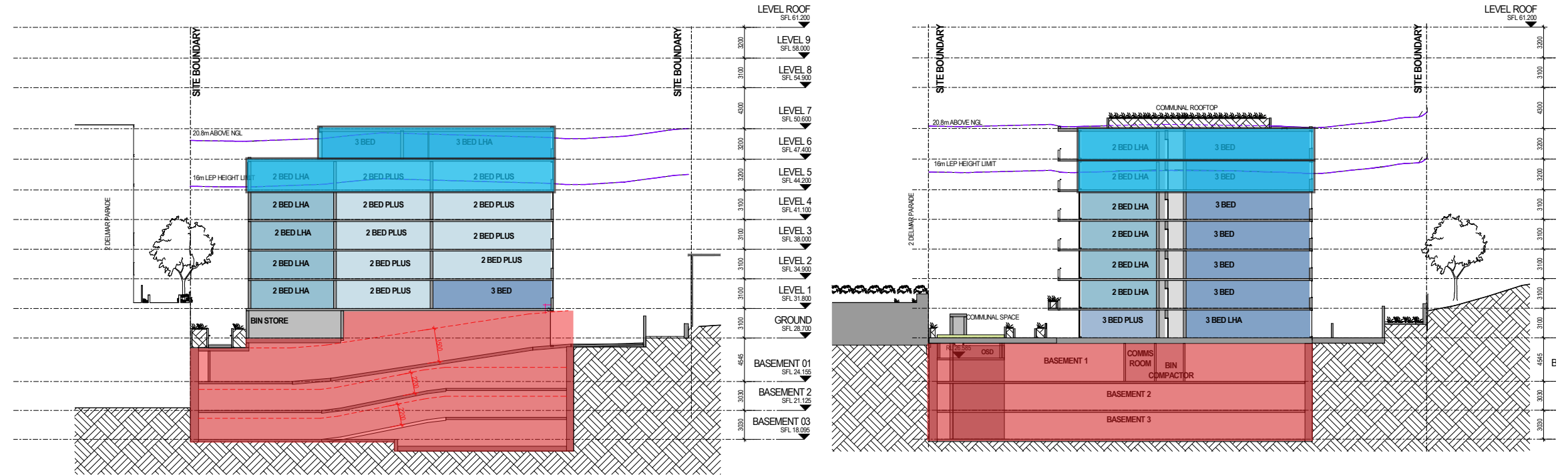
Proposed SSDA Works and Use:

Erection of 2 buildings from ground floor up (i.e. excluding structure up to ground floor slab) as follows:

- Building A – 6/7 storey building presenting to Delmar Parade containing a ground floor commercial tenancy and 156 apartments
- Building B – 9/10 storey building to Pittwater Road containing two ground floor commercial tenancies and 124 apartments.
- 15% of the floor space, which is 43 apartments, will be provided as affordable housing.
- All vehicular access into the development is provided via a driveway on the eastern end of the Delmar Parade frontage, which provides access to a ground level loading bay and garbage collection area behind the commercial tenancy, as well as to the basement levels constructed under D/2022/0145.
- A central open space on the western side of Building A and also between Buildings A and B, as well as various rooftop spaces, provide for communal open space for the residents of the development.
- Torrens title subdivision of the development into 2 allotments.

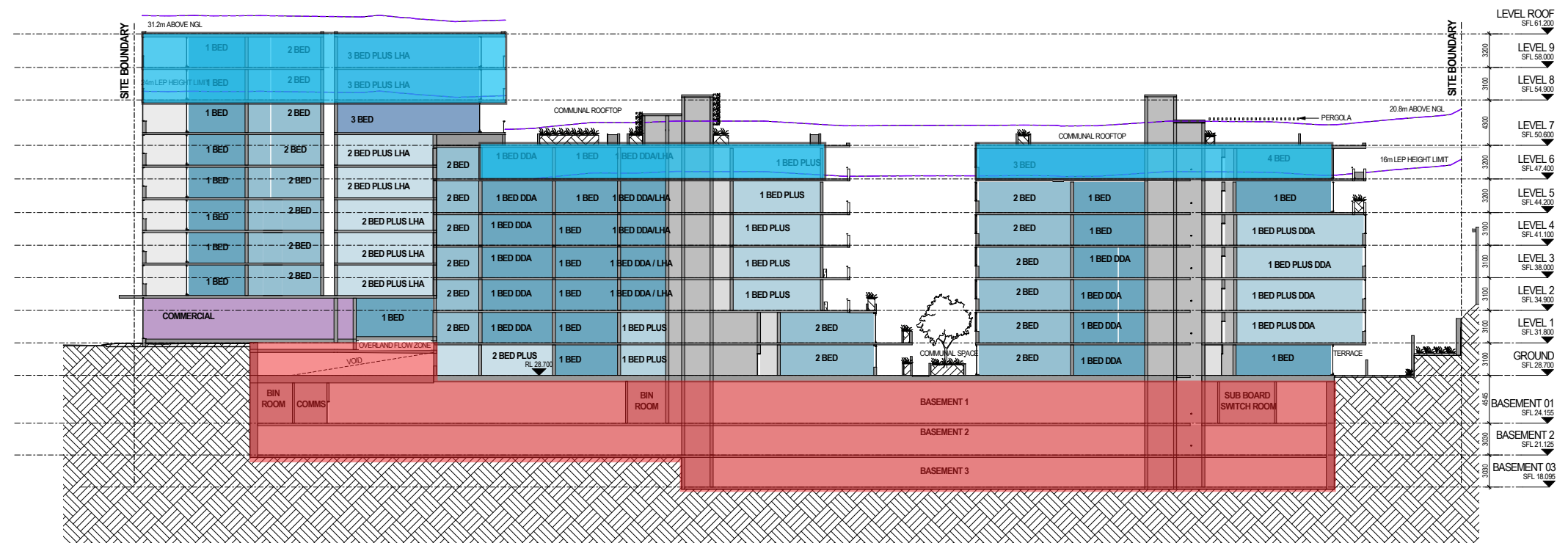
Works already approved under D/2022/0145 which do not form part of this application:

- Demolition and tree removal
- Shoring Works
- Bulk Excavation
- Stormwater Diversion Works comprising new regional stormwater infrastructure along the eastern boundary of the site, including necessary amendments to easements
- Construction of all structure to the underside of the ground floor slab for the three basement levels (including footings, columns, slabs and walls) noting these works are exclusive of non-structural elements.



SECTION 1 - RAMP

SECTION 2



SECTION 3

- Levels under Housing SEPP SSDA Application
- Levels excluded from SSDA scope

Current Site Conditions

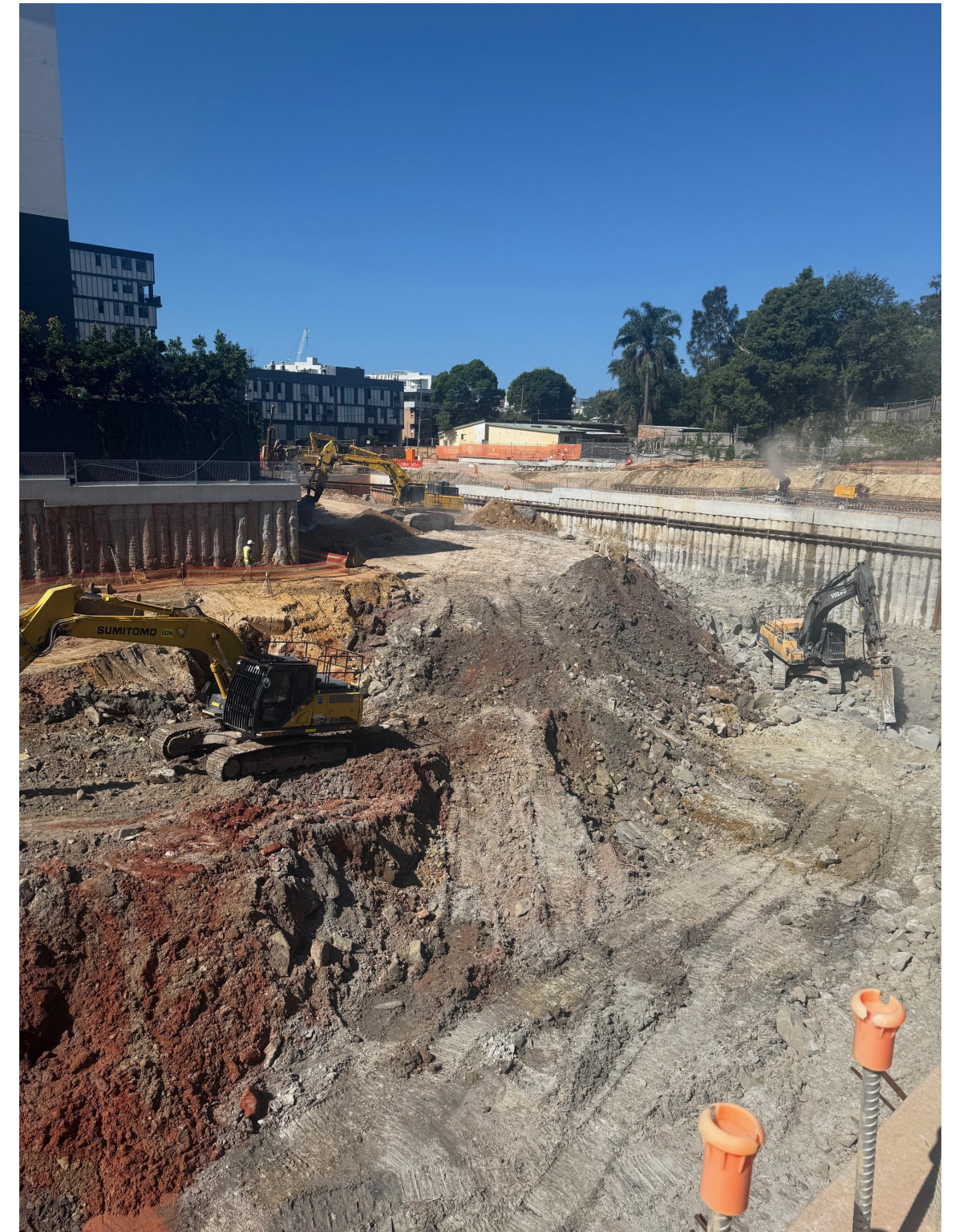
Images of the site below were taken 20th November 2024.
Bulk excavations site works have commenced on Mod 2024/0083



Site Photo - 20th November 2024



Site Photo - 20th November 2024



Site Photo - 20th November 2024

Clause 4.6 Variations

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- Clause 7.12 of WLEP – ground and first floor retail (previously varied in DA2022/0145)
- Clause 7.6A of WLEP – podium height (previously varied in DA2022/0145)
- Clause 16(1) of SEPP Housing – FSR distribution between zones (previously varied in DA2022/0145)
- Clause 16(3) of SEPP Housing – height

Clause 7.12 of WLEP – ground/first floor retail

- Clause 7.12 requires ground and first floor retail
- The proposal provides two commercial tenancies facing Pittwater Road, and two facing Delmar Parade
- Identical configuration to DA2022/0145
- Variation acceptable because:
 - Entirety of both street frontages activated
 - Site disconnected from commercial core
 - Commercial floorspace deep within the site and at ground and first floor with no street frontage not viable in this location
 - Variation supports increased residential accommodation and affordable housing
 - Strict compliance would prevent the delivery of the development
- For the avoidance of doubt, the SSDA scope does not seek any departures from the already approved quantum of non residential GFA

Clause 16(1) of SEPP Housing – FSR

- Two FSR zones = total GFA of 25,334sqm
- Proposed GFA 24,964sqm (380sqm less than max)
- Variation is the result of alternative distribution of GFA between FSR zones and exceedance in the 4.16:1 zone balanced by a reduction in the 3.12:1
- Variation previously approved under DA2022/0145
- Proposed development adopts all of the fundamental design parameters established for the site under DA2022/0145
- Distribution of density aligned with the objective of the split FSR zones with a higher density along Pittwater Road and lower density for the remaining majority of the site
- No unreasonable impacts
- Strict compliance would result in loss of 15 apartments
- The same approach was proposed and accepted under the original consent

Clause 7.6A of WLEP – podium height

Site	Compliant podium	Previously approved	Proposed podium	Variation
Building A (facing Delmar Parade)	2 storeys	4 storeys	5 storeys	3 storeys
Building B (facing Pittwater Road)	3 storeys	7 storey tower (no podium)	9 storey tower (no podium)	6 storeys

Variation acceptable because:

- Approved development double control on Delmar and no podium for Pittwater. Control has been abandoned.
- Pittwater Road is landmark corner site and so adopts a unified strong singular form
- 5 storey podium for Delmar creates a more cohesive podium level along Delmar Parade with 2 Delmar Parade
- The same approach was proposed and accepted under the original consent

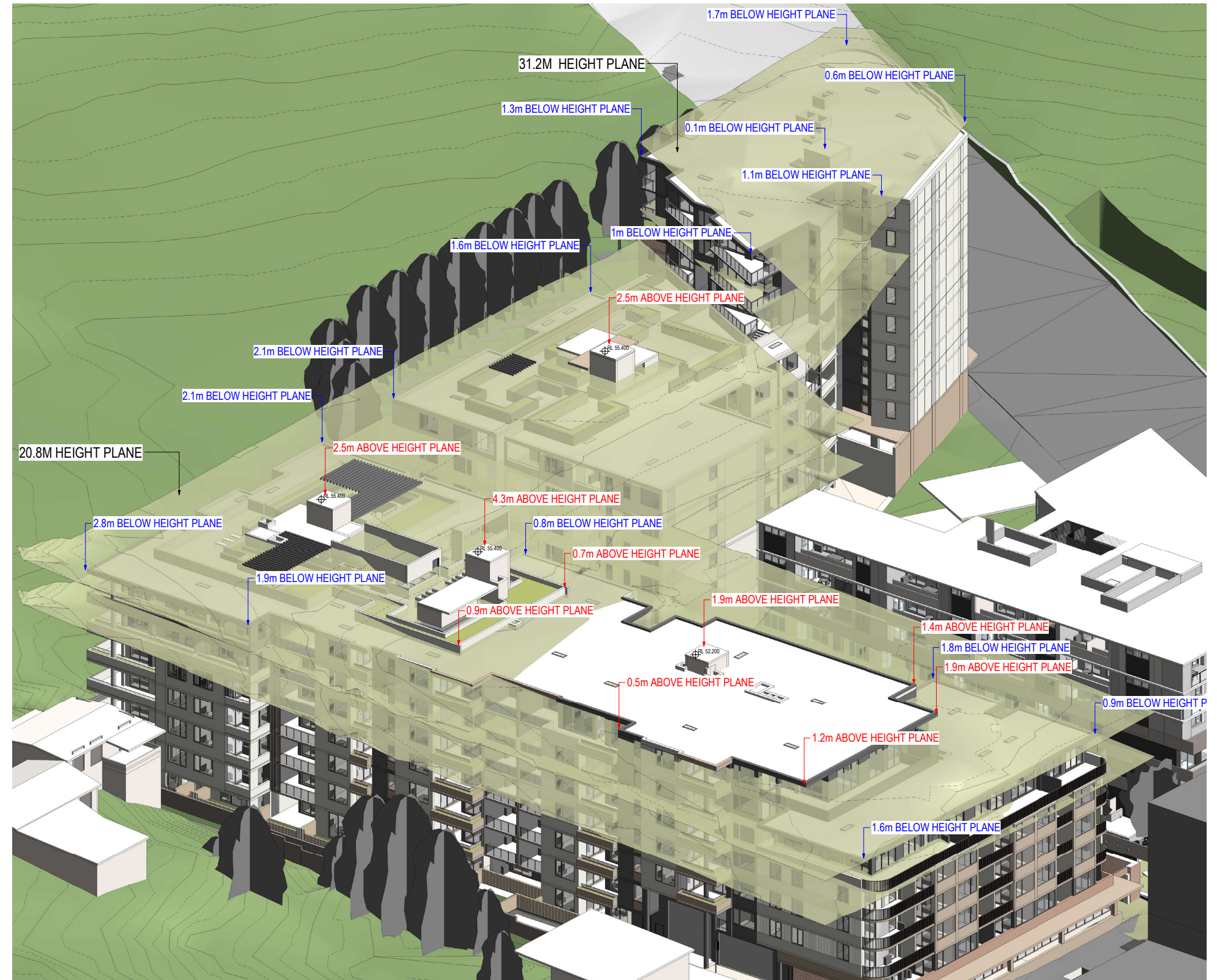
Clause 4.6 Variations

Clause 16(3) of SEPP Housing – Height

- Two height zones: 20.8m and 31.2m
- 4.3m or 20.67% max variation to 20.8m zone
- Site has 4.5m fall and design adopts a balanced approach with southern edge well below height, and northern end slightly above height
- Majority of variation occurs due to central lift overruns for rooftop communal open space
- Areas of breach do not result in any extra shadow
- Areas of breach do not result in any discernible visual impact
- The same approach was proposed and accepted under the modification to the original consent



Approved Height Plane Diagram

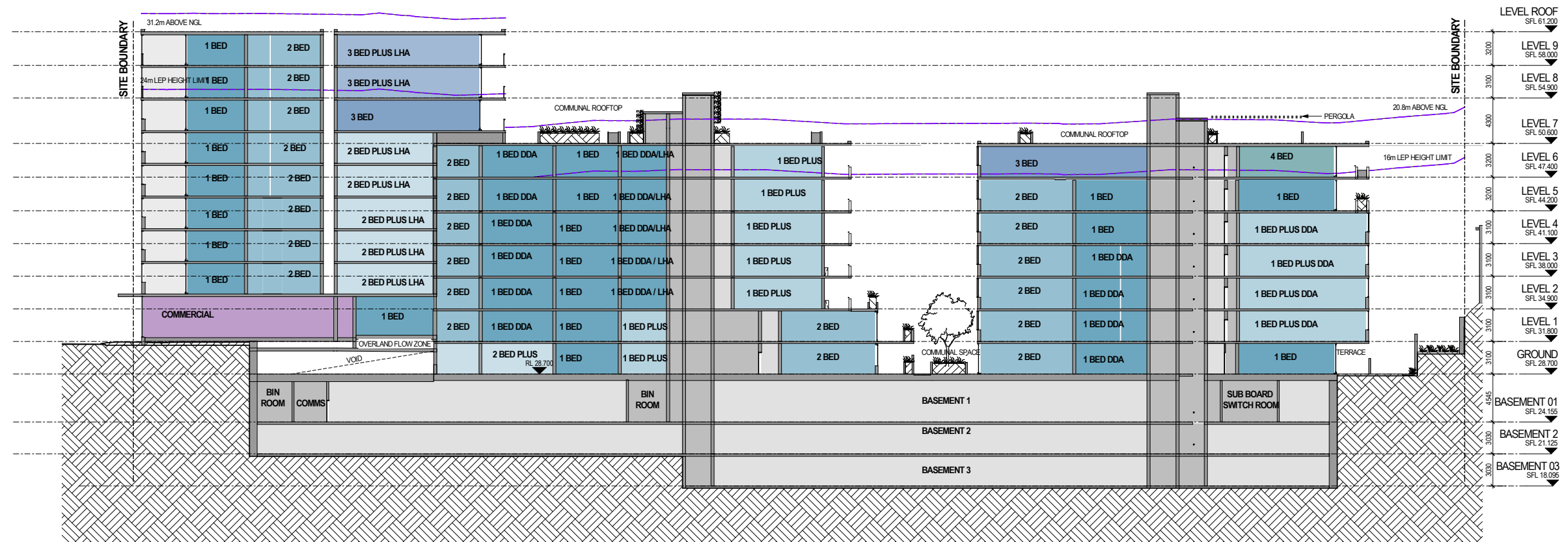
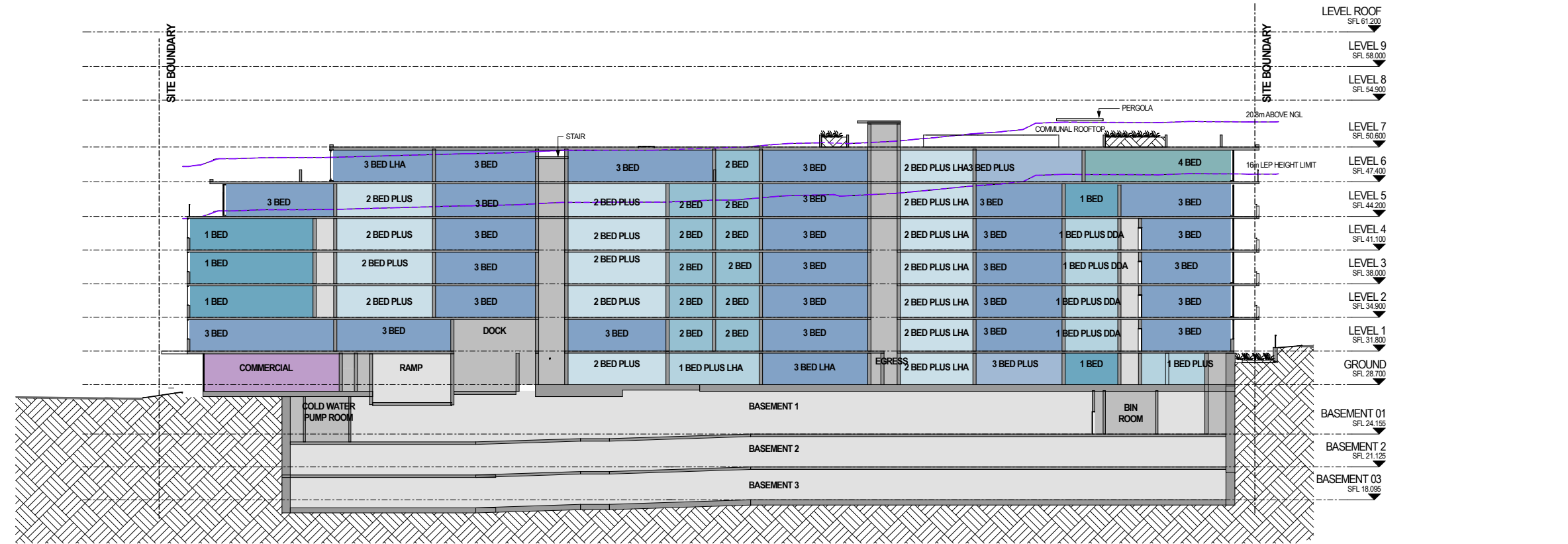


Proposed SSDA Height Plane Diagram

Clause 4.6 Variations

Clause 16(3) of SEPP Housing – Height

Sections issued as part of SSDA with the two height planes indicated



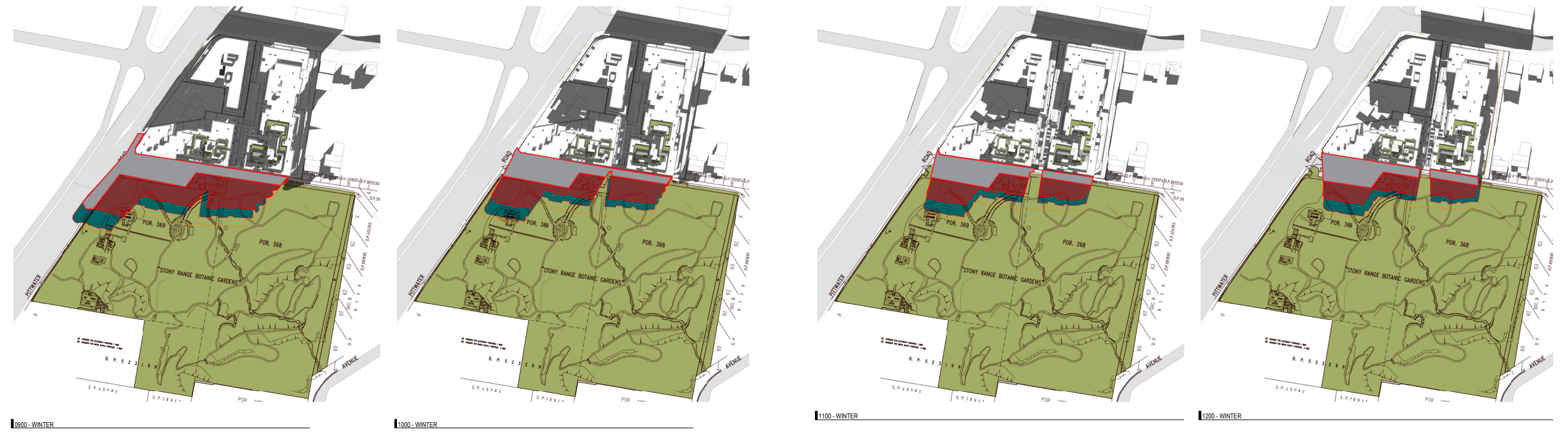
Impacts on Stony Range Regional Botanic Gardens

Overshadowing Impact Analysis

Detailed solar analysis was undertaken of the proposed design to assess the impact on the adjacent Stony Range Regional Botanic Gardens. The below shadow plans indicate the extent of overshadowing from neighbouring buildings, the approved form and the proposed additions to the approved form.

Conclusion

An assessment was undertaken of the potential impacts shading from the proposed development would have on vegetation within Stony Range Regional Botanic Gardens. It was found that the impacts are likely to be negligible and seasonal in nature. There is unlikely to be any appreciable long-term impact on the composition of native vegetation within the reserve.



- Overshadowing from approved form
- Overshadowing from proposed additions as part of SSDA
- Overshadowing that does not impact the Gardens
- Maximum potential envelope if the full 30% height uplift was utilised

Stony Range Regional Botanic Gardens

Images below of Stony Range Regional Botanic Gardens.

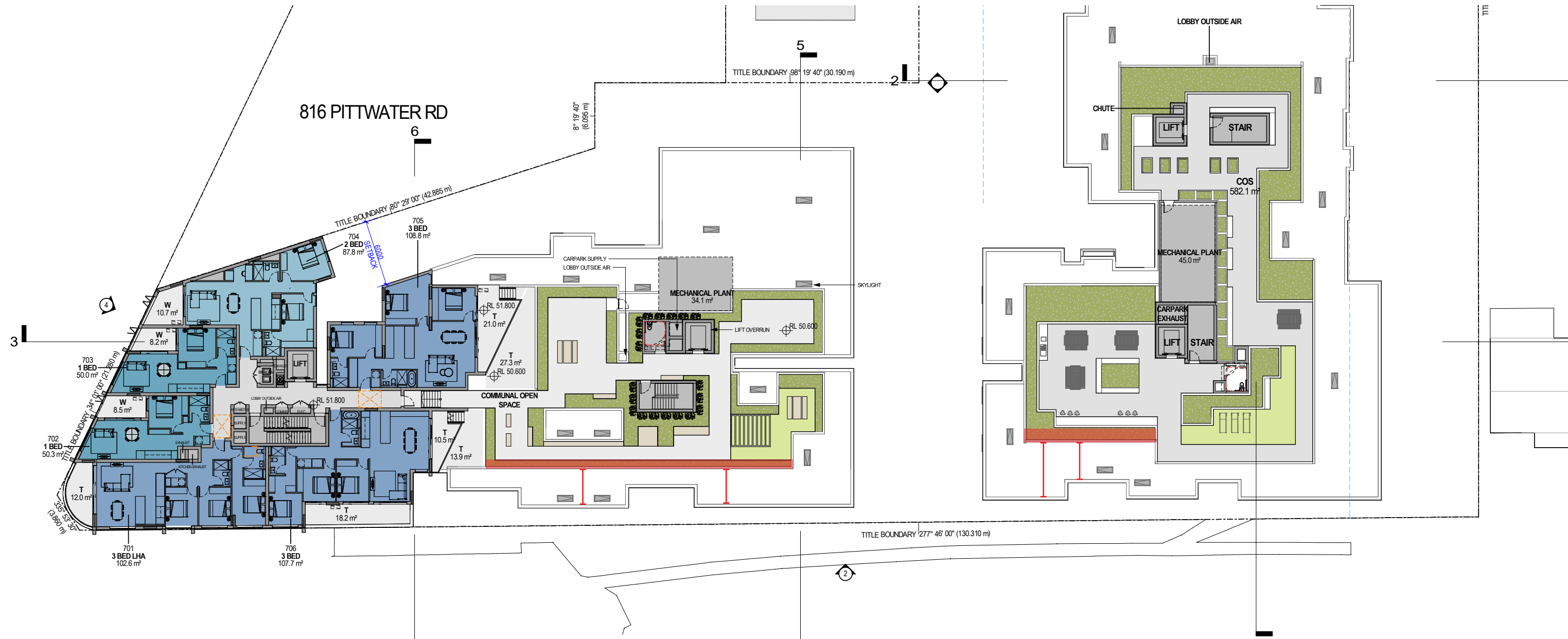


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Designing to Minimise Impact

The rooftop amenity was further set back from the building edge to reduce the visual and overshadowing impact on the Gardens. A landscape buffer was also introduced to the rooftop amenity during the liaison with council through the existing DA and modification applications as well as community consultation process to reduce the visual impact from the reserve. For consistency the same principles were adopted in the SSDA.



DPHI Assessment Report

Below is an extract from the DPHI Assessment Report in relation to the Flora and Fauna assessment provided.

121. The Applicant also provided a Flora and Fauna Assessment which concludes:

- that canopy trees in the locations where shadows are cast are taller than the proposal and as such, their access to light will not be impacted by the proposal
- the understorey vegetation will not be significantly impacted as the area is already overshadowed by the canopy trees, light would be available to most areas during the main growing season and vegetation is mostly composed of shade tolerant rainforest/wet sclerophyll forest species
- the west facing slope would be the area most impacted by shadow and increased soil moisture however existing species adapted to lower light will thrive at these locations and any impacts will be negated during summer when there are no shadows
- shading moves through the day further reducing impacts
- fauna movements would not be impacted due to the existing urban nature of the site and surrounding developments.

122. The Department has reviewed the concerns raised by the public, Council and the response provided by the Applicant and considers:

- the additional overshadowing caused by the proposal is minor and incremental in comparison to the approved DA and would not result in any substantial amenity or flora and fauna impacts to the SRRBG (**Figure 17 and 18**)

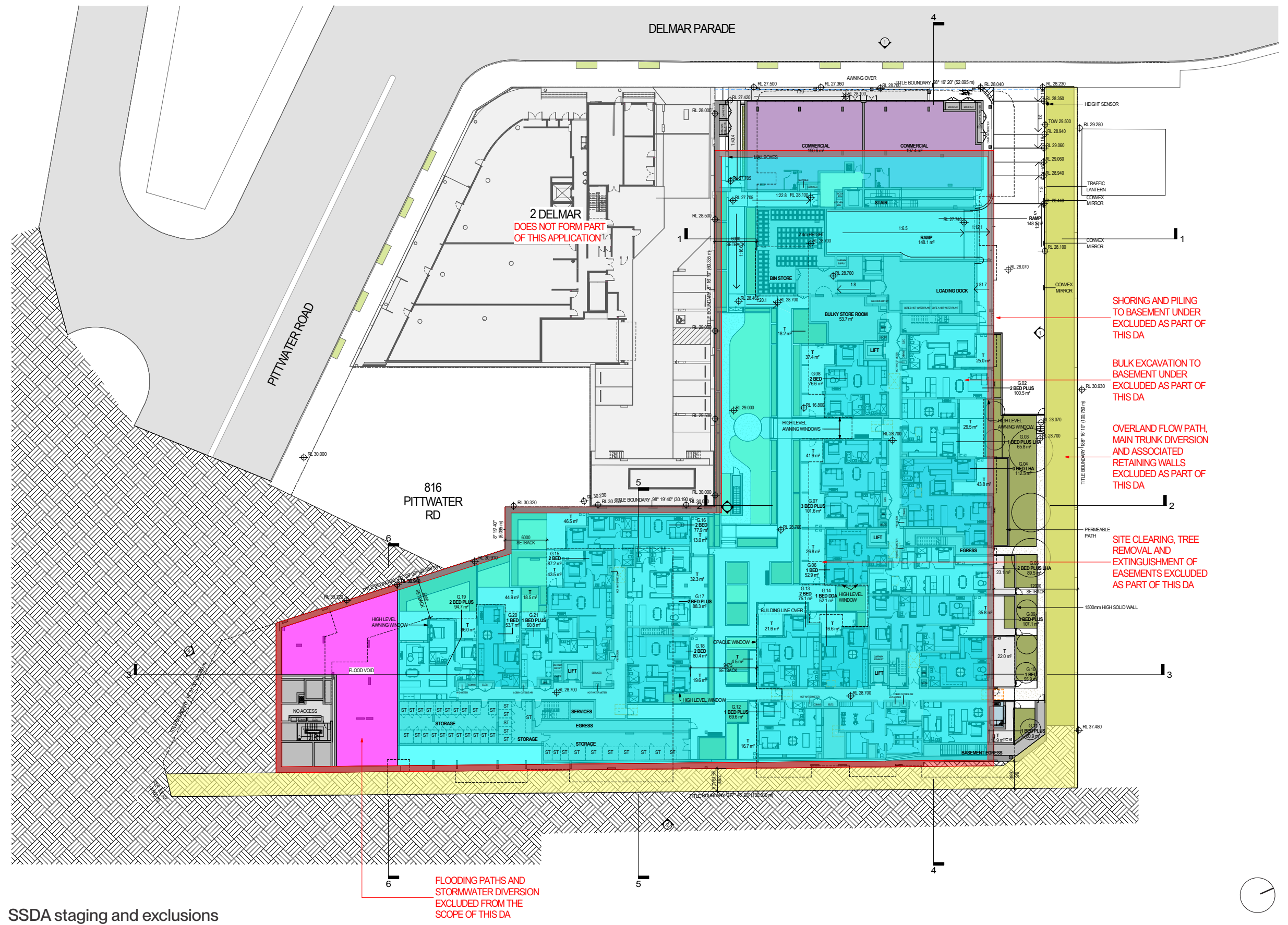
Drainage & Stormwater Flow

Drainage & Stormwater Strategy

As outlined on **TP00.01 Staging Plan**, the drainage and stormwater strategy does not form part of the SSSA scope. The strategy that was agreed with council's stormwater team in the existing DA approval process, which involved a flood void through the site and overland flow path along the eastern boundary, remains exactly the same in this SSSA application.



Flood mitigation measures



SSSA staging and exclusions

Traffic & Parking

Transport for NSW



Mr Mick Cassel
Department of Planning and Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2124

Re: Meriton Parking Rates in Rhodes East Precinct - our ref: OTS23/00573

Dear Mr Cassel,

Our agencies have been working closely with Meriton Property Group regarding their proposal to increase residential car parking rates in the Rhodes East Precinct. Meriton contends that existing maximum car parking rates (based on Sydney CBD rates) are overly restrictive for the Rhodes East Precinct.

TfNSW has reviewed the detailed car parking analysis prepared by Meriton for their Rhodes East Precinct development (refer to attachment A). TfNSW supports the key finding of this analysis that a relaxation of car parking controls does not have a measurable impact on the traffic conditions for the Rhodes East Precinct during peak periods.

TfNSW supports increased maximum parking rates in the Rhodes East Precinct based on rates for other comparable centres. In setting future maximum parking rates, travel demand management (TDM) measures should be considered such as unbundled car parking and car sharing, which increases the flexibility for how parking is delivered.

TfNSW will continue to work with the Department on potential next steps and our contact in this matter is Mr David Hartmann on 0491 222 411 or david.hartmann@transport.nsw.gov.au.

Sincerely,

Rob Sharp
Secretary
21 February 2023

Encl

Housing SEPP is a non-discretionary rate for parking and is not site specific

The Housing SEPP provides a non-discretionary rate for parking, which is a flat rate applied state wide, without consideration for site specific conditions or other determining factors that influence people's travel behaviour. It is a means to ensure that a minimum parking provision is provided, however, the actual requirements for a site should be taken into consideration.

The quality of the public transport provision encourages public transport use, rather than restricting car ownership rates

The site is well serviced by bus, with residents and visitors able to travel to work, shops, and nearby beaches by public transport. However, residents who commute by public transport still want a car for social / leisure uses where public transport doesn't provide adequate service.

Residents would likely want to own a car to reach social and leisure destinations.

This is backed up by data

- Analysis of census data for car ownership and mode share rates around Epping Station, pre and post construction of the Epping line, indicates that car ownership rates have remained consistent post construction of the train line, however, mode share has significantly shifted from car usage to train usage.
- Recently, surveys have been undertaken at Rhodes and Epping, which indicate that the provision of parking above DCP levels have little effect on peak hour traffic generation. TfNSW had responded in a formal letter giving concurrence to the findings of these surveys.

Therefore, car ownership rates and peak hour travel mode share do not have a correlative relationship.

A limited on-site parking provision is likely to put further pressure on-street parking

On-street parking is understood to be in high demand in the area, as objections were raised on the matter by residents during community consultation.

The approved development includes a provision of 1 space per 1 or 2- bedroom unit and 2 spaces per 3 bedroom unit. It is strongly advised to retain this rate for the additional 62 apartments.

PART B PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

DETAILED DESIGN

DESIGN AMENDMENTS

- B1. Prior to the issue of the first Construction Certificate, the Applicant must provide evidence to the Certifier that the revised plans detailing the following revisions have been submitted to and approved by the Planning Secretary:
- details of treatment to the façade of Building B which demonstrate that a blank façade is not presented to 816 Pittwater Road, Dee Why;
 - provision of planter boxes and/or window screening to the eastern façade of apartments 421 and 422 to prevent overlooking of 8 Delmar Parade; and
 - a reduction of 35 residential car parking spaces (from 335 to 300 spaces), a reduction of 2 commercial car parking spaces (from 34 to 32 spaces), an increase in one residential visitor space (from 56 to 57 spaces) and updated development summary plans to reflect these changes

Thank You

rothel~~o~~wman