

Memorandum

TO: MANAGER, DEVELOPMENT ASSESSMENTS

FROM: DEVELOPMENT ENGINEER

DATE: 24 MARCH 2026 FILE NO: DA/631/2018/A

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| DA NO: 631/2018/A |
| PREMISES: 481-499 MALABAR ROAD MAROUBRA |

A Section 4.56 Modification to an approved Seniors Housing Development has been received including reduction from 164 beds (comprising 108 Residential Aged Care Units and 56 Independent Living Units) to 99 beds (comprising 41 Independent Living Units, 44 Residential Aged Care Units and 14 Assisted Living Units), removal of gates, introduction of visual break-up of the built-form along Mons Avenue elevation, removal of porte-cochere and basement access from Mons Avenue, consolidated loading and basement vehicle access from Malabar Road, conversion of Residential Aged Care Facility (RACF) rooms, provision of a rooftop communal open space and relocation of café at the above site. Original Consent: Senior's Housing development comprising a residential aged care facility (which includes assist living apartments) and independent living units and ancillary services across 4 buildings.

This report is based on the following plans and documentation:

- Architectural Plans by Group GSA Pty Ltd, dwg's DA2-0000 – 9121, rev E dated 26/09/25.
- Statement of Environmental Effects by Planning & Co dated 03/10/25.
- Landscape Planning Submission by Place Design Group, rev A dated 26/09/25.
- Arboricultural Impact Assessment & Tree Protection Specification by Tree IQ, rev E dated 23/09/25.

Landscape Comments and Amendments to Conditions

• **Tree Management Comments**

The revised Arborist Report submitted with this Modification discusses **Tree 13** (exempt *Cocos Palm* within the site, in NE corner), **T14** (exempt *African Olive* also in NE site corner), **T15** (exempt *Viburnum* due to small size in NE site corner) and **T19** (hedge of 14 x *Murraya's* around the NW site corner, adjacent Rossiter Lane, that are also exempt due to their small size), and has recommended mitigation measures for the retention of T14-15.

However, as all of those discussed above are already exempt from Part B4 of the RDCP, Council was unable to formally require their retention, so **condition 89 – Tree Management** - of the Land & Environment Court approval (DA/631/2018) granted consent for their removal to accommodate the works and new landscape scheme as shown, and as there is no valid reason why this position should be re-considered, this Officer confirms that condition 89 is still correct and relevant, so must remain in force unchanged.

Similarly, there are established Banksia trees on both public verges, comprising three on the Malabar Road verge, being TA & TB to the north of the existing/proposed vehicle access, then TD to its south, towards the corner of Mons Avenue; then around in Mons Avenue, TE just to the east of the existing layback and crossing that is halfway along this frontage, and lastly, TF further east again, closest to the existing pedestrian crossing/pram ramp.

Street trees TA, TB, TD & TE can all remain in-situ, consistent with what is already required by **condition 19**; however, as aerial photos have confirmed that TC in Malabar Road, just to the south of TA & TB (as shown on the Tree Management Plan, page 12), has not existed for many years, relevant parts of this condition will need to be revised to delete any reference to this tree and to more accurately reflect the current situation.

Further, TF in Mons Avenue is shown for removal due to its direct conflict with the Through Site Link and new external civil works that will all need to be constructed in this same area, and while no objections are raised to this, **condition 18** will need to be amended to now impose the new requirement that the applicant cover all relevant Council costs for this.

The loss of TF will not impact streetscape amenity as condition 18 already requires payment for Council to plant 5 x new street trees along Malabar Road, then a further 3 x in Mons Avenue, (8 new trees in total) which will ensure that evenly spaced tree canopy is then provided along the length of both frontages, more than doubling the quantity of street trees that currently exist.

Lastly, condition 20 already requires retention of the neighbouring trees G-N, that are located wholly on the adjoining private property to the east, 150-170 Mons Avenue, close to the common boundary, incorporating the mitigation measures listed in the Arborist Report, and while the works have been slightly altered, this will not result in any increased impact, so no amendments are required other than to reference the most current Arborist Report.

- **Landscape Plan Comments**

The SEE details that the proposed modifications sought in this application relate to:

- Increased activation and removal of gates to make through-site links publicly accessible.
- Amendments to bulk and scale to Mons Avenue and introduction of break in the built-form along this elevation.
- Removal of porte-cochere and basement access from Mons Avenue to improve relationship with street and increase setback to street.
- Consolidated loading and basement vehicle access from Malabar Road.
- Conversion of 'standard' Residential Aged Care Facility (RACF) rooms to care suites to provide greater diversity of RACF offerings in line with operation requirements.
- A reduction in total number of RACF rooms and independent living units (ILUs) resulting in an overall reduction in the number of residents.
- A rooftop communal open space for private use by residents atop an additional floor that still retains the same approved gross floor area.
- Improved, contemporary architectural design to ensure proposed development remains compatible with surrounding context and improves streetscape.
- Relocation of café to improve access and allow residents to access from through-site link.

As described earlier above, whilst amendments have been made to several components of the previously adopted scheme and plans, they are deemed relatively minor within the overall scope of works, and as the intent of the approved design will still be maintained, no objections are raised, as discussed below.

The previously approved basement access, porte-cochere and associated Public Domain Improvements in Mons Avenue have been deleted, and are now replaced with an access loop that is dedicated purely for Ambulances, meaning that vehicle access for the whole site, as well as the internal loading dock, have all been consolidated to a single entry/exit point in Malabar Road, but as this does not have any major impact on street trees or landscaping of the site, given that it is still positioned in the originally approved location, no concerns are raised.

Whilst communal open space will still be provided at the ground level, which is publicly accessible, a new area of Communal Open Space is now proposed for the rooftop of Building C1 in order to provide occupants with an additional, alternative and exclusive area for passive recreation that is safe and secure, and will be connected to Building C2 via a footbridge to ensure equitable access.

Similarly, while elements of the Through Site Link have also been amended by deleting the gates and time restrictions, which will provide an improved the public benefit, but still maintain the same function, and as such, no objections are raised.

The assessing officer is advised that if this Modification is approved, it will require the following amendments to the development consent.

AMEND CONDITION 1 TO NOW REFERENCE THE REVISED PLANS AND REPORTS THAT HAVE BEEN SUBMITTED WITH THIS MODIFICATION (ALL CHANGES HIGHLIGHTED IN RED & BY 'STRIKE-THROUGH').

Approved Plans & Supporting Documentation

1. The development must be implemented substantially in accordance with the plans and supporting documentation listed below and endorsed with Council's approved stamp, except where amended by Council in red and/or by other conditions of this consent:

~~Landscape Plans, Sym Studio, comprising:~~

~~CHC-DD-001 Coversheet Revision P15
CHC-DD-002 Historic Research Revision P14
CHC-DD-003 Design Principles Revision P8
CHC-DD-004 Design Response Revision P8
CHC-DD-005 Area Calculations Revision P8
CHC-DD-006 Indicative Landscape Materials & Finishes Revision P8
CHC-DD-101 Illustrative Masterplan Revision P8
CHC-DD-102 Illustrative Masterplan – Dementia Courtyard Revision P8
CHC-DD-103 Indicative Plant Palette Revision P12
CHC-DD-104 Landscape Planting Plan Revision P14
CHC-DD-104(1) Landscape Planting Plan Revision P14
CHC-DD-104(2) Landscape Planting Plan Revision P14
CHC-DD-104(3) Landscape Planting Plan Revision P15
CHC-DD-104(4) Landscape Planting Plan Revision P15
CHC-DD-105 Area Calculations Revision P13
CHC-DD-106 Landscape Technical Masterplan Revision P16
CHC-DD-106(1) Landscape Technical Masterplan Revision P16
CHC-DD-106(2) Landscape Technical Masterplan Revision P16
CHC-DD-106(3) Landscape Technical Masterplan Revision P16
CHC-DD-106(4) Landscape Technical Masterplan Revision P16
CHC-DD-106(5) Landscape Technical Masterplan Revision P16
CHC-DD-106(6) Landscape Technical Masterplan Revision P16
CHC-DD-106(7) Landscape Technical Masterplan Revision P16
CHC-DD-106(8) Landscape Technical Masterplan Revision P16
CHC-DD-107 Landscape Section AA Revision P12
CHC-DD-107(1) Landscape Section AA Revision P13
CHC-DD-107(2) Landscape Section AA Revision P13
CHC-DD-108 Landscape Section BB (Previously titled BB & CC) Revision P12
CHC-DD-108(1) Landscape Section BB Revision P13
CHC-DD-109 Landscape Section CC Revision P12
CHC-DD-109(1) Landscape Section CC Revision P13
CHC-DD-110(1) Indicative Landscape Materials & Finishes Revision P13
CHC-DD-111(1) Lighting Concept Plan Revision P14
CHC-DD-111(2) Lighting Indicative Imagery Revision P13~~

~~Landscape Plans, Place Design Group (Rev A, 26/09/2025)~~

~~Arboricultural Impact Assessment, Tree IQ (Rev D, 26 April 2019)~~

~~Arboricultural Impact Assessment, Tree IQ (Rev E, 23 September 2025)~~

AMEND CONDITION 18 TO REQUIRE REMOVAL OF THE STREET TREE 'TF', AS WELL AS UPDATE THE TREE FEES, AND WILL NOW READ AS FOLLOWS:

Street Tree ~~Planting~~ Management

18. The applicant must submit a payment of ~~\$858.00~~ **7,330.00** (including GST) to cover ~~the costs~~ for Council's ~~costs~~ to:
- a. ~~Remove, stump-grind and dispose of the *Banksia integrifolia* (Coastal Banksia, TF) from Council's Mons Street frontage, adjacent the existing pedestrian crossing and pram ramp, to allow for the new Through Site Link and external civil works that will all need to be constructed in this same area as shown.~~

- b. Supply, plant and maintain ~~5~~ 4 x 25 litre *Banksia serrata* (Saw Toothed Banksia's), along the length of the Malabar Road frontage, spaced evenly between ~~the~~ existing street trees ~~and the Loading Dock, street corners and new vehicle access/crossing~~, as well as 3 x 25 litre *Banksia integrifolia* (Coastal Banksia's) along the length of the Mons Avenue frontage, being one near the corner of Malabar Road, one between the ~~Porte Cochere Ambulance entry/exit~~, then one more towards the eastern site boundary/~~Through Site Link~~ upon the completion of all works.

This fee must be paid into **Tree Amenity Income** at the Cashier on the Ground Floor of the Administrative Centre **prior to a Construction Certificate being issued for the development.**

The applicant must contact Council's Landscape Development Officer on 9093-6613 (quoting the receipt number) and giving at least four working weeks-notice (allow longer for public holidays or extended periods of rain) to arrange for **removal of the tree prior to commencement of works**, and then planting of the new trees upon the completion ~~of~~ **all-site works.**

After this, any further enquiries regarding scheduling/timing or completion of tree works are to be directed to Council's South Area Tree Preservation & Maintenance Coordinator on 9093-6843.

Condition Reason: Protection and/or maintenance of existing environment public infrastructure, community assets and significant trees.

AMEND CONDITION 19 NOW TO ACCURATELY DESCRIBE THE STREET TREES ALONG BOTH FRONTAGES, AS WELL AS REFERENCE THESE CURRENT PLANS AND ARBORIST REPORT.

Street Tree Protection

19. In order to ensure retention of the ~~three~~ two *Banksia serrata* (Saw Toothed Banksia's, being Trees A, ~~B~~ and D) on the Malabar Road verge, and the two *Banksia integrifolia* (Coastal Banksia's), being Trees ~~C~~ and B in Malabar Road and Tree E in Mons Avenue, as shown on the ~~Landscape Planting Plan CHC-DD-104 Revision P 14 Masterplan – Tree Management Plan by Place Design Group, page 12~~, the following measures are to be undertaken:
- b. Any excavations associated with the installation of new services, pipes, stormwater systems or similar over either of these frontages must be ~~located wholly outside of their TPZ's, as detailed in Appendix 3, Tree Assessment Schedule of the Arboricultural Impact Assessment by Tree IQ, dated 26/4/19 performed in accordance with Appendix 4, Section 1.12 – 'Underground Services' of the Arboricultural Impact Assessment & Tree Protection Specification by Tree IQ, rev E dated 23/09/25 ('the Arborist Report')~~, with all services plans to be both prepared and installed on-site in accordance with these requirements.
- c. The Construction Certificate plans must show that the ~~points of location and design of the single vehicle entry/exit in Malabar Road for the development will be consistent with what is shown on the Ground Overall Plan, dwg DA2, comprising one halfway along the length of the Malabar Road frontage, for the Loading Dock the Overall Ground Floor Plan by Group GSA, dwg no: DA2 – 2010, issue D dated 26/09/25; then two crossings for the Porte Cochere with the same applying to the Ambulance Parking area off Mons Avenue, to the west of the existing Coastal Banksia TE~~ in this same area.
- f. Any excavations associated with either the demolition of existing structures, or, for new boundary fencing or similar, within their TPZ's, must be performed in accordance with Appendix ~~5~~ 4, Tree Protection Specification, Sections 1.10 - 1.13 of 'the Arborist Report'.
- g. Prior to the commencement of any site works, each of their trunks must be physically protected by complying with Appendix ~~5~~ 4, Section 1.9, Trunk Protection of the Arborist Report, with the activities listed in Section 1.3 to be prohibited, unless specific written approval has been provided by the Project Arborist.

Condition Reason: Protection of existing environment public infrastructure, community assets and significant trees.

AMEND CONDITION 20 POINT 'D' TO REFERENCE THE CURRENT VERSION OF THE ARBORIST REPORT

Protection of neighbouring trees

- d. Any excavations associated with either the demolition of existing structures, or, for new boundary fencing or similar, within their TPZ's, must be performed in accordance with Appendix 5 4, Tree Protection Specification, Sections 1.10 - 1.13 of the Arborist Report.

Condition Reason: Protection of existing environment public infrastructure, community assets and significant trees.

AMEND CONDITION 49 TO REFERENCE THE AMENDED LANDSCAPE SCHEME SUBMITTED WITH THIS MODIFICATION.

Landscape Plans

49. Written certification from a qualified professional in the Landscape/~~Horticultural~~ industry (must be eligible for membership with a nationally recognised organisation/association) must state that the Landscape Plans submitted for the Construction Certificate are substantially consistent with the ~~Landscape Plans by Sym Studio, dwg's CHC-DD-001-111(2)02, dated 24/04/19, subject to the following amendments being made on a revised plan:~~ Landscape Planning Submission by Place Design Group, rev A dated 26/09/25, with both this written statement and plans to then be submitted to, and be approved by, the Principal Certifier.

- ~~• The 17 x *Banksia integrifolia* (BAN int) that are currently shown around the southwest site corner and the Porte Cochere, beyond the property boundary, out on public land, must be deleted, with all plantings to be contained wholly within the subject site;~~
- ~~• All new tree plantings within the site which will achieve a height of 6m or more at maturity must be sited a minimum distance of 2.5 metres from any parts of the new buildings, to ensure suitable separation for future growth both above and below ground, as well as to prevent them becoming exempt from the provisions of Council's DCP due to their close proximity to these buildings.~~

~~Both this revised plans and statement must to be submitted to, and be approved by, the PCA/Certifying Authority.~~

Condition Reason: To ensure residential amenity and that appropriate landscaping is provided.

AMEND CONDITION 113 TO REFERENCE THE CURRENT LANDSCAPE PLANS, AND WILL NOW READ AS FOLLOWS

Landscaping Certification

113. Prior to ~~the issue of~~ any Occupation Certificate, certification from a qualified professional in the Landscape/~~horticultural~~ industry must be submitted to, and be approved by, the ~~PCA Principal Certifier~~, confirming the date that the completed landscaping was inspected, and that it has been installed in accordance with the ~~Landscape Plans by Sym Studio, dwg's CHC-DD-001-111(2)02, dated 24/04/19-~~Landscape Planning Submission by Place Design Group, rev A dated 26/09/25, and any relevant conditions of consent.

Condition Reason: To ensure landscaping is implemented in accordance with the consent and maintained for the life of the development.

AMEND CONDITION 116 TO REFERENCE THE CURRENT ARBORIST REPORT, AND WILL NOW READ AS FOLLOWS:

Project Arborist Certification

116. Prior to the issue of any Occupation Certificate, the Project Arborist must submit to, and have approved by, the ~~Certifying Authority~~ PCA Principal Certifier, written certification which confirms compliance with the conditions of development consent, Appendix 4 - Tree Protection Specification of 'the Arborist Report', the dates of attendance on-site and works performed in relation to the trees listed in the Tree Protection conditions.

Condition Reason: To demonstrate compliance with the Tree Protection conditions and requirements of the adopted Arborist Report relating to the preservation of trees.

Development Engineering Comments and Amendment to Conditions

- **Drainage Comments**

The applicant submitted a 'Civil and Stormwater Engineering Design Report' (by WSP and dated October 2025). The report had elements that were unacceptable however modifications were made (particularly relating to the provision of Onsite Stormwater detention) and now the proposal is compliant with Council's requirements and can be referenced in Condition 1.

Apart from the reference to a new report in Condition 1 the only other changes are in the civil works condition and parts of Condition 44, (44c. and 44d.) Note the applicant is now proposing to extend a stormwater pipeline in Mons Avenue up to the subject site and wants the option to size the Onsite Stormwater Detention System (OSD) using Australian Rainfall and Runoff 2024 recommendations.

- **Waste Management Comments**

An amended Operational Waste Management Plan (OWMP) was submitted with the Section 4.56 Application. This requires an amendment to Condition 1 however no changes to any other condition.

Waste management will be undertaken by private contractors.

- **Traffic Comments**

The applicant submitted a 'Traffic Impact Assessment' (by Traffix Rev 3 and dated 24/9/2025). This report will now need to be referenced in Condition 1. The change in mix of the development has led to an associated change in parking provision.

The revised parking provision is in excess of the minimum required by SEPP (Seniors Housing) 2004 and Council's DCP parking requirements. A total of 96 spaces are provided and Table 3 of the study shows that a minimum of 84 spaces were required. Ambulance parking is provided from Mons Avenue.

All vehicles movements (excluding ambulance movements) for the development will now use a vehicular crossing in Malabar road. The original Development Application utilised both Malabar Road and Mons Avenue. Whilst it is acknowledged that Malabar Road is a locally managed Regional Road and Mons Avenue is only a local road, no objections are raised to this variation. Mons Avenue has unrestricted parking on the northern side however "No Parking" restrictions apply for certain periods on the southern side on school days.

The Maroubra Precinct Committee made a request for the applicant to increase parking provision by say 25 spaces:

RESOLUTION (Committee)

02022026(1) The Maroubra Precinct Committee requests that Council investigate the option of providing, say, 25 more on-site car parking spaces as a condition for approval. It is acknowledged that this may be a challenge at this late stage to expand the proposed underground parking facility to cater for additional parking spaces, so perhaps consideration could be given to the development of a second underground car park beneath the proposed open park area on the south-eastern corner of the site adjacent to Mons Avenue

This request was referred to the applicant who indicated that for a range of reasons they could not comply with the request (see D06067700)

Changes to Conditions 28 and 29 will be required to reflect the revised parking layout.

Should the Section 4.55 application be approved the following engineering conditions shall be amended added or deleted.

- **AMEND CONDITION 1 TO READ:**

Replace:

Civil and Stormwater Concept Design Report, Bonacci (Rev 4, 26 April 2019)

With:

Civil and Stormwater Engineering Design Report, WSP (Rev C, 24/03/2026)

Include:

Section 4.56 Modification Flood Review, WMS (1 October 2025)

Replace:

Traffic Assessment including Draft Plan of Management, Traffix (Rev 5, June 2019)

With:

Traffic Impact Assessment, Traffix (Rev 03, 24/09/2025)

Replace:

Operational Waste Management Plan, Waste Audit & Consultancy Services (April 2019)

With:

Operational Waste Management Plan for Catholic Healthcare at Maroubra NSW, UFD (3 Oct 2025)

- **DELETE CONDITION 28**

- **AMEND CONDITION 29 TO READ:**

Prior to the issuing of a Construction Certificate the applicant must submit to Council for approval, and have approved, a Car Parking Management Plan (including details of line marking and signage). The primary purpose of the Car Parking Management Plan is to ensure that staff vehicles, visitor vehicles and resident vehicles are accommodated onsite (not in the streets surrounding the development site). The Car Parking Management Plan strategy shall focus on staff parking arrangements during staff change over periods, (worst case scenario) and must be prepared in full consultation with Council. The Car Parking Management Plan must include a review mechanism and the approved Car Parking Management Plan must form part of the development consent and must be complied with at all times.

- **AMEND CONDITION 44c. TO READ:**

Should stormwater be discharged to Council's street drainage system, an on-site stormwater detention system must be provided to ensure that the maximum discharge from the site does not exceed that which would occur during a **10% AEP (1 in 10 year)** storm of one hour duration for existing site conditions. All other stormwater run-off from the site for all storms up to the 5% AEP (1 in 20 year) storm is to be retained on the site for gradual release to the street drainage system, to the satisfaction of the certifying authority. If discharging to the street gutter the PSD shall be restricted to the above or **25 L/S**, whichever the lesser.

Compliance with the above requirements can also be demonstrated using the Initial Loss–Continuing Loss method outlined in Australian Rainfall and Runoff 2019 version 4.2 (2024 update). ARR 2019 version 4.2 climate change guidance is to be applied to the design rainfalls. If this option is chosen the applicant must obtain approval for the design calculations from Council's Development Engineer Coordinator prior to lodging a Construction Certificate.

An overland escape route or overflow system (to Council's street drainage system) must be provided for storms having an annual exceedance probability (AEP) of 1% (1 in 100 year storm), or, alternatively the stormwater detention system is to be provided to accommodate the 1% AEP (1 in 100 year) storm.

- **AMEND CONDITION 44d. TO READ:**

Determination of the required cumulative storage (in the on-site detention and/or infiltration system) must be calculated by the mass curve technique as detailed in Technical Note 1, Chapter 14 of the Australian Rainfall and Run-off Volume 1, 1987 Edition.

Alternatively, the required stormwater detention storage volume may be determined using Australian Rainfall and Runoff 2019 version 4.2 (2024 update) hydrograph-based analysis, adopting the Initial Loss–Continuing Loss method, critical duration assessment and BoM 2016 design rainfalls. If this option is chosen the applicant must obtain approval for the design calculations from Council's Development Engineer Coordinator prior to lodging a Construction Certificate.

Where possible any detention tanks should have an open base to infiltrate stormwater into the ground. Infiltration should not be used if ground water and/or any rock stratum is within 2.0 metres of the base of the tank.

- **AMEND CONDITION 102 TO READ:**

Prior to the issuing of an occupation certificate, the owner/developer must meet the full cost for a Council approved contractor to:

- a) Construct full width concrete heavy duty vehicular crossings and laybacks at kerb opposite the vehicular entrances to the site in Malabar Road and Mons Avenue, to Council's specifications and requirements.
- b) Remove any redundant concrete vehicular crossing and layback and to reinstate the area with concrete footpath, turf and integral kerb and gutter to Council's specification.
- c) Construct kerb and gutter for the full Rossiter Lane site frontage to Council's specifications and requirements.
- d) Re-construct any damaged sections of kerb and gutter for the full Malabar Road and Mons Avenue site frontages to Council's specifications and requirements, (including roadworks as required).
- e) Carry out a full depth, minimum 1.0 metre wide, road construction in front of the new kerb and gutter along the full Rossiter Lane site frontage, to Council's specifications and requirements.
- f) Construct a new concrete footpath along the full Rossiter Lane site frontage.
- g) Remove the existing concrete footpaths and to construct new concrete footpaths along the full Malabar Road and Mons Avenue site frontages. Any unpaved areas on the nature strip must be turfed and landscaped to Council's specification.
- h) Extend the existing stormwater pipeline on the northern side of Mons Avenue, in a westerly direction going from the existing pit opposite the eastern boundary of 150-170 Mons Avenue to a suitable point in front of the development site. The extent of the extension will be a minimum of 60 metres. The scope of works shall include, but not be limited to, construction of the stormwater pipeline and new drainage pit, reinstatement of driveways and kerb and gutter, reinstatement of the naturestrip and roadworks to Council's satisfaction.



Randwick Design Excellence Advisory Panel Endorsed Recommendations

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|------------------------|---|------------------------|-------------------|
| Item | 2 | Date of report | 26 September 2024 |
| Address | 481-499 Malabar Road MAROUBRA NSW 2035 | Application no. | PL/23/2024 |
| Date of meeting | 23 rd September 2024 | | |
| Panel members | Jonathan Knapp (Chair), Vishal Lakhia | | |
| Council staff | Terry Papaioannou, Julia Warren, Ferdinando Macri | | |

INTRODUCTION

Attached is a copy of the minutes relating to this Design Excellence Advisory Panel meeting.

The Panel's comments are intended to assist Council in their design consideration of an application against the SEPP 65 or/and Design Excellence principles. The absence of a comment under a head of consideration does not imply that particular matter to be satisfactorily addressed, more likely the changes are suggested elsewhere to generate a desirable change.

Your attention is drawn to the following;

- SEPP 65, including the 9 Design Quality Principles and the requirements for a Qualified Designer (a Registered Architect) to provide Design Verification Statements throughout the design, documentation and construction phases of the project.
- The Apartment Design Guide, as published by Planning NSW (July 2015), which provides guidance on all the issues addressed below.

Both documents are available from the NSW Department of Planning.

Note:

The Design Excellence Advisory Panel is appointed by Randwick Council. The Panel's written and verbal comments are their professional opinions and constitute expert design quality advice to Randwick Council, the architect and the applicant.

1. *To address the Panel's comments, the applicant may need to submit amended plans. **Prior to preparing any amended plans or attending additional Panel presentations, the applicant MUST discuss the Panel's comments and any other matter that may require amendment with Council's assessing Planning Officer.***
2. *When addressing the Panel's comments by way of amendments, if the applicant does not propose to address all or the bulk of the Panel's comments, and wishes to make minor amendments only, then it should be taken that the Panel considers the proposal does not meet the SEPP 65 requirements or Design Excellence Principles. In these instances it is unlikely the scheme will be referred back to the Panel for further review.*

PANEL COMMENTS

The Pre-DA proposal seeks amendments to a 2019 court-approval for the former bowling club site at the corner of Malabar Road and Mons Avenue. The chair and author of this review was also responsible for the DEAP review relating to the current approval, which ensure continuity and appreciation of the project's history.

The overall quantum of development remains unchanged, with the proposal addressing changes in unit types and building typology (i.e. reduction in the number of residential aged care beds, and the introduction of assisted living apartments, amongst other changes). The Pre-DA package also introduces changes to the architectural expression across the site, built form interface with Mons Avenue, vehicle access consolidated to Malabar Road, and relocated a proportion of built form from Mons Avenue to an additional level within the centre of the site.

The Panel appreciates the applicant engaging with Council and the DEAP as part of the Pre-DA process, and the thoroughness of the presentation package, which is clear and robust. The commentary noted in this report should be read as independent advice and considered alongside any feedback from Council as part of their assessment of the proposal.

Principle 1: Context and Neighbourhood Context

Given the proposal's long history the applicant has a considerable understanding of the site's role within the Maroubra Beach basin and the important location the project occupies in local context. This is reflected in the analysis of the proposed changes, most notably the improvements to the Mons Avenue frontage through the removal of the porte-cochere, realigning the built form and refining the architectural treatment.

The analysis of the potential visual impact of the additional storey to building C2 primarily focuses on local street views from the key frontages, which indicates a negligible impact or even visibility. The Panel suggest the analysis be expanded as part of the DA package to consider views from surrounding streets, specifically at a higher elevation where the beach/ocean is visible.

Lastly, the changes to the architectural treatment of the buildings may benefit from a narrative that connects the site with its context, natural features and a connection to Country. Since the project was approved there has been a concerted effort to better understand, respect and represent Country in projects, particularly at this scale and within this unique and rich setting.

Principle 2: Scale and Built Form

Building C is the subject of the most substantial built form changes, being the formation of two distinct buildings (C1 and C2), each with its own architectural language, positioned around a share north-facing courtyard.

Building C1 is rationalized into a 'L'-shaped configuration, whereby the Mons Avenue elevation is simplified, features a more residential character (replacing the approved white box with floor to ceiling glazing), and an improved landscape setting made possible by removing the porte-cochere. The Panel supports this approach but would like to see a resident drop-off/pick-up point being retained somewhere along this street, as this would reduce the need to access the basement for all trips.

The reconfiguration of Building C1 includes a reduction in the size of the north-facing courtyard associated with this block. As noted at the DEAP session, this change needs to be quantified and carefully articulated, perhaps relating to the change in unit types, population in this block and the demands for secure outdoor space to support the RACF residents.

Building C2 is proposed to read like a standalone form, and not part of C1. This is reinforced through the change in housing typology (RACF to ILU) and its architecture – see aesthetics. An additional level is proposed, which correlates with the floor-space relocated from the realigned Mons Avenue frontage of Building C1. The location, visibility, impact and character of this proposed upper-level is a key consideration for this proposal, and the greatest departure from the approved design. As noted above, additional view analysis from surrounding areas is required to support this approach, in addition to internal views and analysis; such as view from sun analysis of the block to better understand the impacts to internal spaces (i.e. courtyard and through-site link).

Other changes to the overall built form are relatively minor and broadly align with the approved envelope, and are supported by the Panel.

Principle 3: Density

The proposal appears to be consistent with the approved floor-space (represented as GFA and FSR), however the dwelling numbers, mix and potentially population supported the development are likely to change to a minor degree.

Principle 4: Sustainability

The Panel encourage the applicant to explore ambitious sustainability targets for this project, given the market and industry's shifting priorities and expectations since the 2019 approval. The site's incredible location, ownership and design team warrant industry leading initiatives to be included in the DA package.

Principle 5: Landscape

The Panel support the changes to the ground-plane, through-site links and boundary conditions, most notably the Mons Avenue frontage. A revised landscape plan prepared by a qualified landscape architect is expected as part of the DA submission, one that builds on the rigorous undertaken in the previous design. This should focus on the management of over-land floors, securing privacy for the ground floor units, and providing safe tranquillity for the residents and their visitors (without the need for gates to secure the spaces).

Principle 6: Amenity

The Pre-DA package appears to address the Housing SEPP and the associated guidance, specifically relating to solar access and cross-ventilation. See comments above relating to additional view studies for the surrounding context, and solar studies for the internal spaces.

Principle 7: Safety

The Panel supports the removal of the gates to the through-site connection. A CPTED strategy may be helpful to identify how the safety of the residents can be maintained without the gates, specifically in the evening, through methods like improved passive surveillance and lighting.

Principle 8: Housing Diversity and Social Interaction

The proposed changes to the unit types are broadly supported and reflect the changes in the needs of the community and market demands. These have been sensitively managed and manifested in a range of design changes, most notably building C (1 and 2), and proposed amendments to the architectural expression across the site.

Principle 9: Aesthetics

The Pre-DA package has introduced a refreshing and potentially compelling review of the architecture of each building. Despite this process being in the preliminary stages of design there appear to be positive changes to the use of materials (both in terms of quality and variation), elevational expression and colour palettes.

The Panel see an opportunity to create or reinforce a narrative for the site that ties the architecture to the role of each building (i.e. type of housing and resident), its location on the site, and potentially an over-arching connection with Country.

The Panel look forward to further refinement of the architecture as part of the submitted DA.

SUMMARY AND RECOMMENDATIONS

The Panel is broadly supportive of the approach outlined in the Pre-DA package, subject to the additional analysis and refinement noted in this report. We look forward to review the full DA once its lodged.