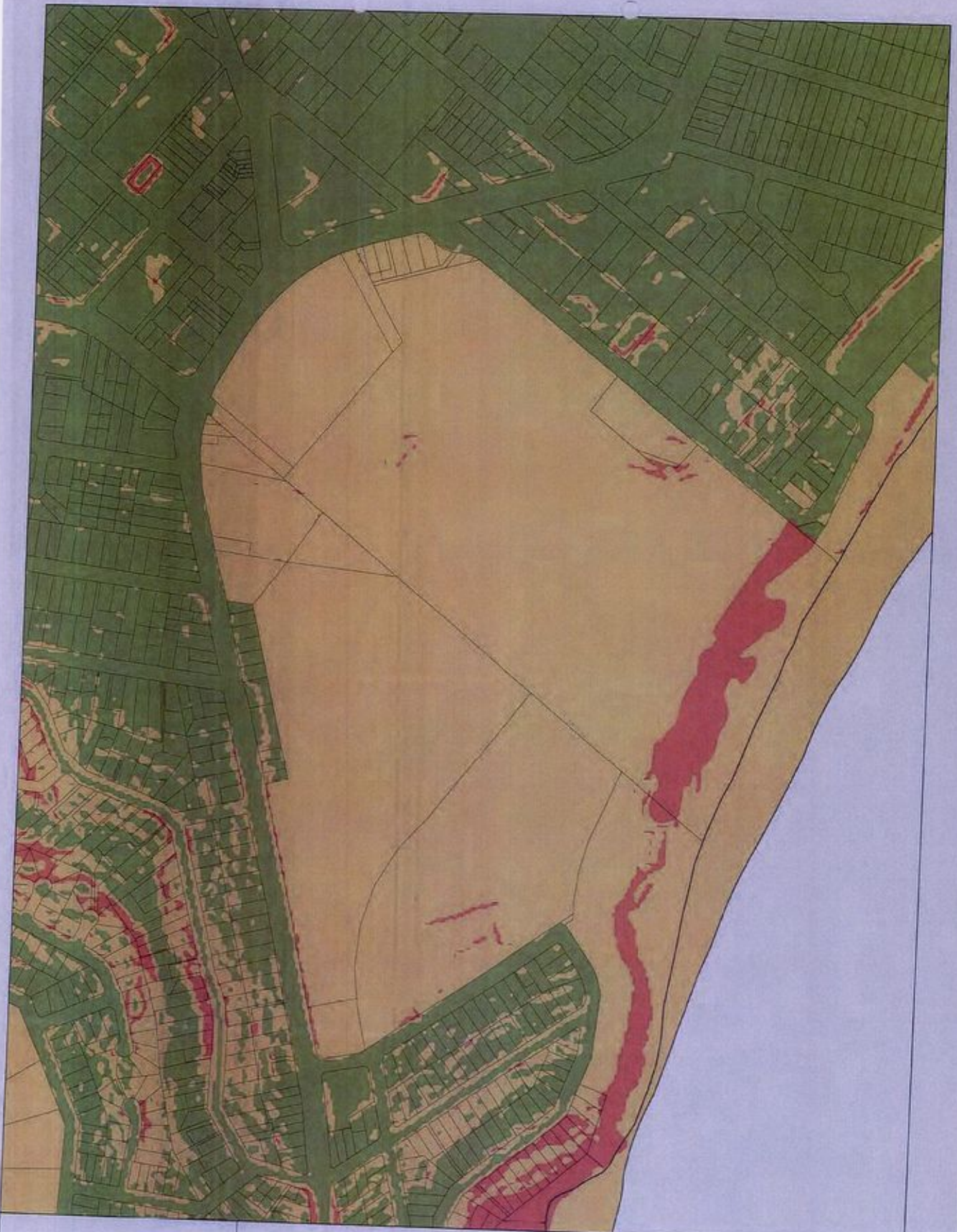




Annexure A:




Council Planning Advice





Pittwater Land Use Planning Strategy
**Kitchener Park - Composite Environmental
(Biodiversity, Slope)**

LEGEND

	A - Least or No Constraints
	B - Moderately Constrained
	C - Most Constrained



Pittwater Land Use Planning Strategy

**Kitchener Park - Composite Hazard
(Acid Sulphate, Bushfire, Climate Change,
Coastal, Estuarine, Flooding, Geotech)**




LEGEND

- A - Least or No Constraints
- B - Moderately Constrained
- C - Most Constrained





LEGEND

-  A - Least or No Constraints
-  B - Moderately Constrained
-  C - Most Constrained



Annexure B:

Concept Plan Prepared by Antoniades Architects

ANTONIADIS ARCHITECTS ●●●

Suite 1.12, 24 Bay Street, Double Bay NSW 2028
Tel: 0228 3339 Fax: 0228 3369
www.antoniadis.com.au ACN 129 731 559

1596 + 1598 PITTWATER ROAD
MONA VALE

FEASIBILITY STUDY - AUGUST 2009



Zoning Lot 2 : 9(c) Reservation - Open Space
 Lot 3 : 6(c) Existing Recreation
 • Both lots assumed to be returned to Multi Unit Housing

Council Pittwater Council

No. of Dwellings 24

Site Area Total 5,404 sqm
 Lot 2 : approx. 926 sqm
 Lot 3 : approx. 4,478 sqm

	Council Requirement	Proposal
Dwelling Density	1 dwelling per 200 sqm 27 dwellings 1,685 sqm	24 dwellings 1,685 sqm
Site Coverage	2,702 sqm 50% Maximum	35%
Landscaped Area	2,702 sqm 50% Minimum	2,900 sqm 54%
Height Limit	8.5 m	approx. 6.5 m
Street Setbacks	Pittwater Road : 10.0m Side and Rear : 4.25m (7m wall)	Compliant
Private Open space	Ground Level : Min. 30sqm, Min. dimension 4m First Level : Min. 15% of NSA, Min. dimension 2.5m	Compliant
Solar Access	All units to receive 3hrs of sun between 9am and 3pm on 21 June	Compliant

DWELLING MIX

	2B (110sqm)	3B (130sqm)
Ground Level	6	6
First Level	6	6
Total	12	12
%	50.0%	50.0%

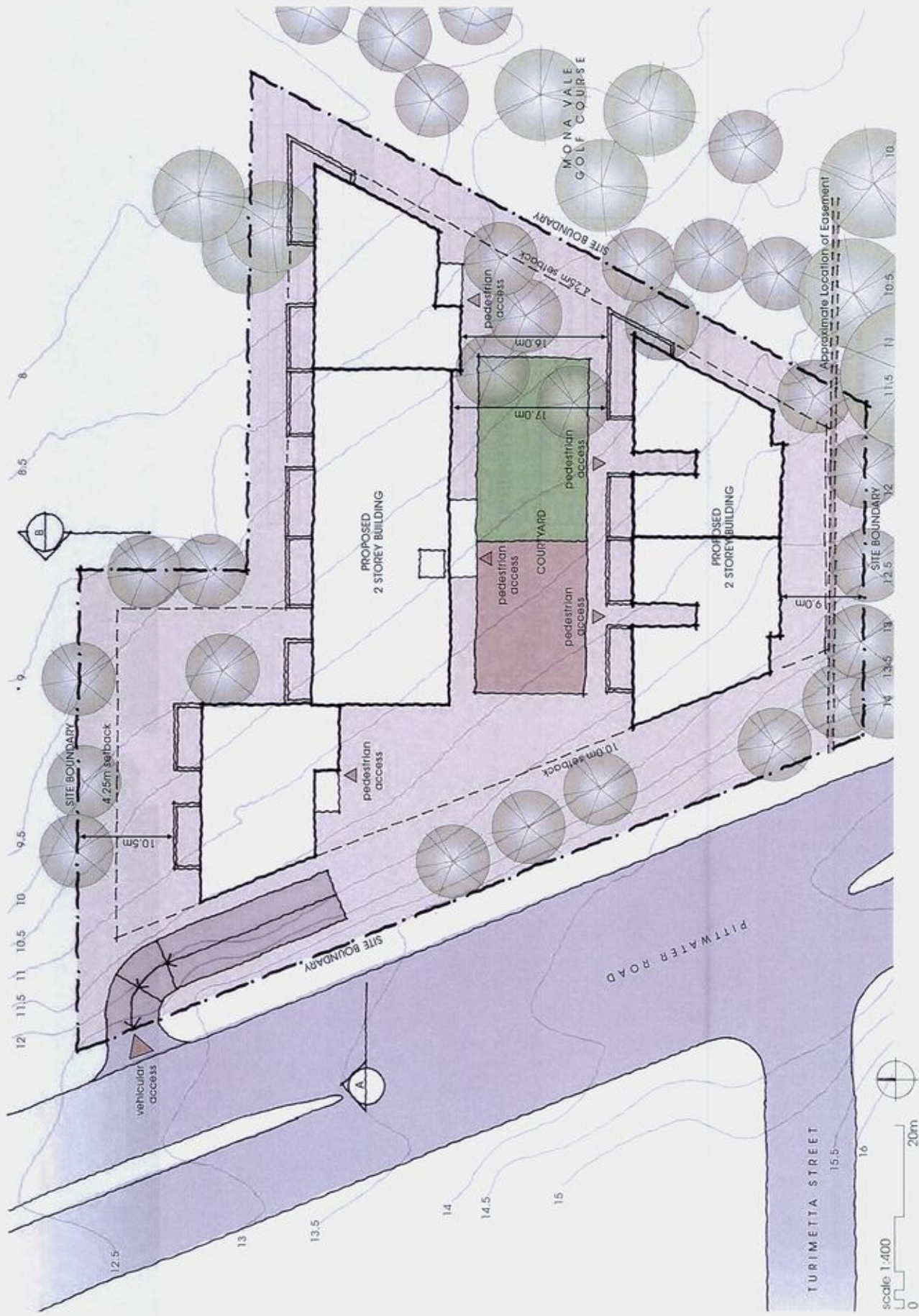
PARKING

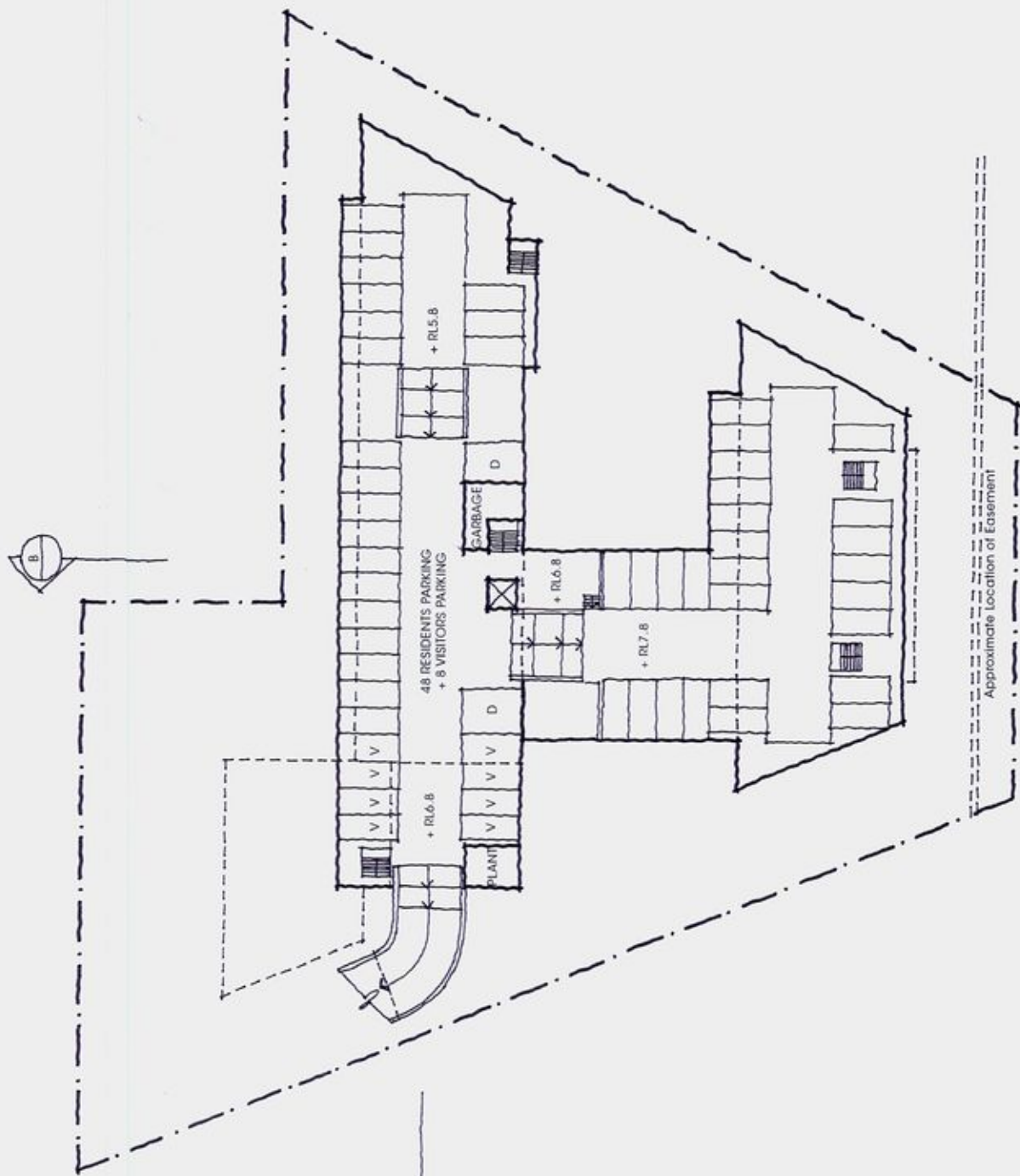
	Council Requirement	Number of Dwellings	Required Parking	Parking Provided
2 Bed	2	12	24	48
3 Bed (Disabled)	2	12	24	(2)
Visitors	3% of total	24	8	8
Bicycle	1/3 dwellings	24	8	8

NOTES

- All areas and information have reference to preliminary sketches produced by Antoniadis Architects.
- The information attached to this schedule is preliminary and is subject to further development and confirmation.
- Site Information based on information received by Pittwater Council.







ANTONIADES ARCHITECTS

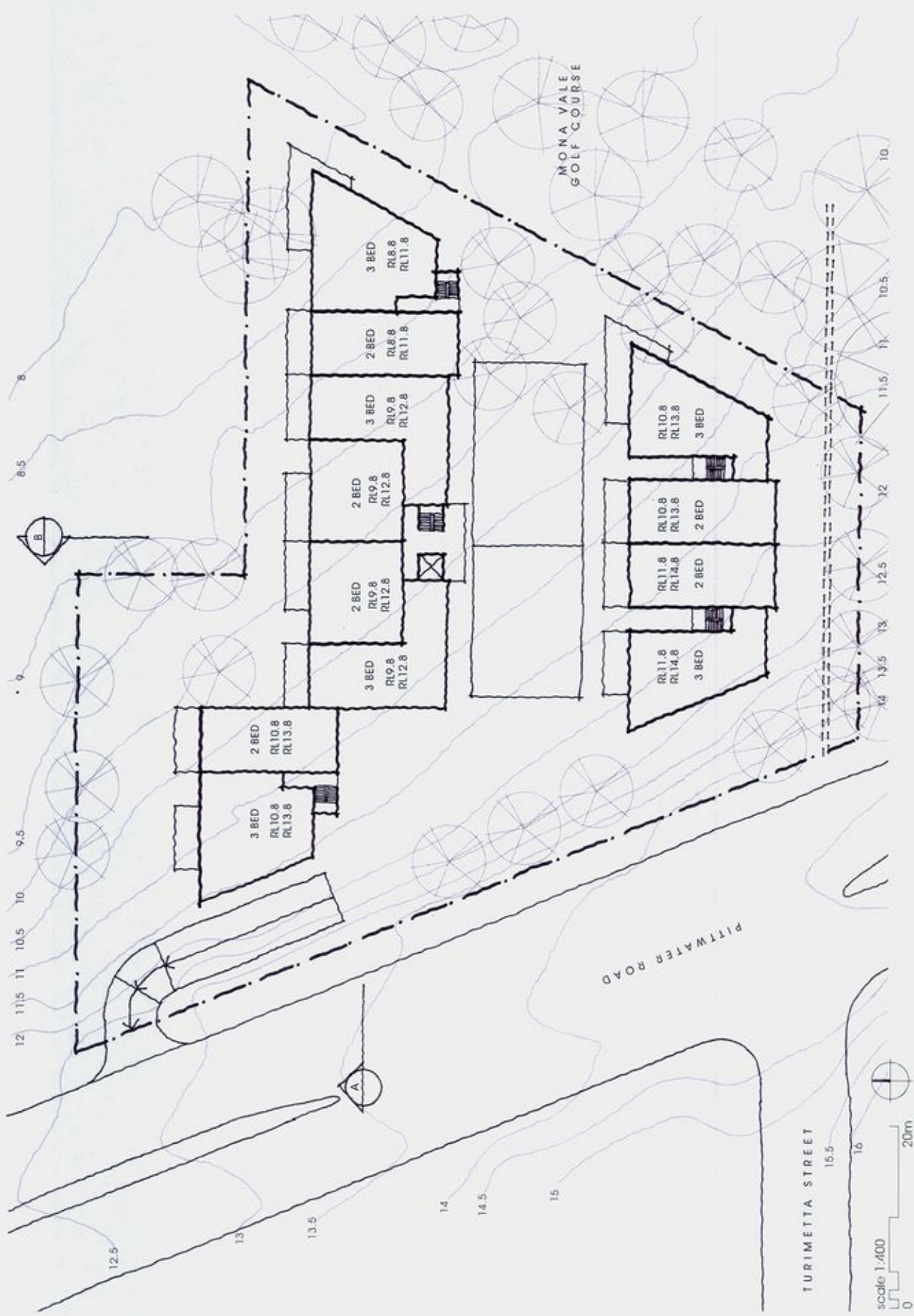
Suite 1, L2, 24 Bay Street, Double Bay NSW 2028
 Tel: 9328 3339 Fax: 9328 3369
 www.antonioades.com.au ACN 129 731 569



1596 + 1598 PITTWATER ROAD
 MONA VALE

FEASIBILITY STUDY - AUGUST 2009
 basement plan



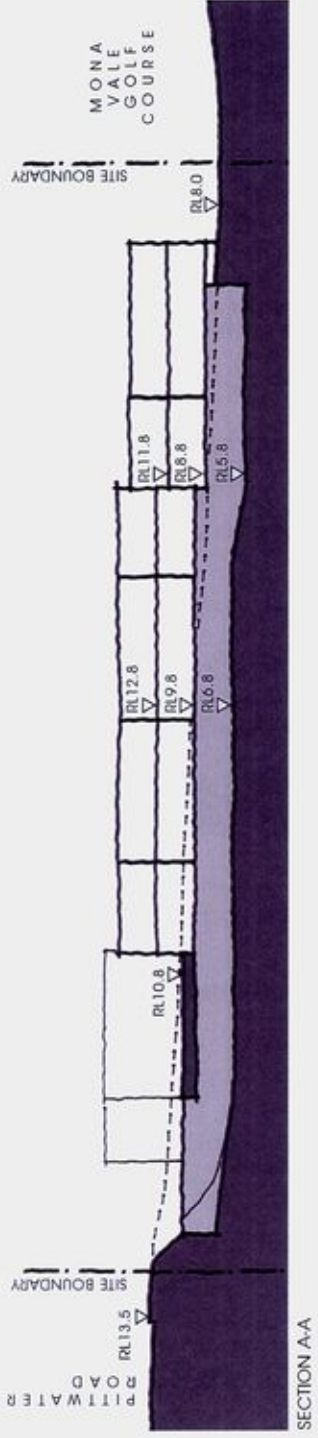


**1596 + 1598 PITTWATER ROAD
MONA VALE**
FEASIBILITY STUDY - AUGUST 2009
ground + first level plan

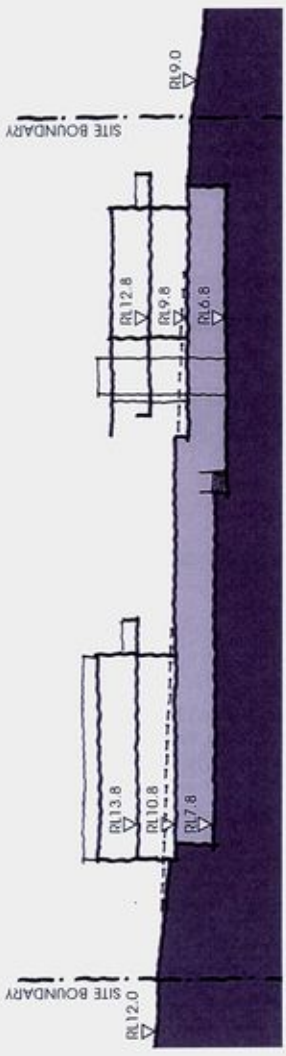


ANTONIADES ARCHITECTS ●●●
Suite 1, 12-24 Bay Street, Double Bay NSW 2028
Tel: +61 2 9328 3339 Fax: +61 2 9328 3369
www.antonides.com.au ACN 129 731 559





SECTION A-A



SECTION B-B



ANTONIADES ARCHITECTS ●●●
 Suite 1.12 24 Bay Street, Double Bay NSW 2028
 Tel: +61 2 9328 3339 Fax: +61 2 9328 3369
 www.antoniadearchitects.com.au ACN 129 731 569



RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

11 November 2011

SEPP 65 CODE REQUIREMENT	COMMENT
PART 01 – LOCAL CONTEXT	
Building Depth	
In general an apartment building of a maximum depth of 18 metres is appropriate.	Complies All buildings have been designed with reference to this requirement and the building depths (approx. 16m) meet the maximum depth requirement of 18m.
Building Separation	
<p>Up to 4 storeys</p> <ul style="list-style-type: none"> ▪ 12m between habitable rooms/ balconies ▪ 9 m between habitable/balconies & non habitable ▪ 6m between non habitable 	Complies The maximum height of the buildings is 2 storeys and 16m of separation is achieved between habitable rooms and balconies.
Street Setbacks	
Street edge should relate to the area's street hierarchy and a clear threshold should be created by providing a transition between public and private space. A visual privacy should also be provided to apartments from the street while at the same time allowing an outlook to and surveillance of the street.	Complies 10m street setback has been provided (comply with Pittwater Council LEP).
Side Setbacks	
Side setbacks should relate to existing streetscape pattern.	Complies 4.25m side setback has been provided (comply with Pittwater Council LEP).
PART 02 – SITE DESIGN	
Site Analysis	
A detailed site analysis is to accompany development proposals.	<p>Site analysis is not prepared at this stage.</p> <p>Site Analysis to be prepared to accompany development proposals.</p>
Deep Soil zones	
A minimum of 25% of the open space area shall be deep soil zones. Exemptions may be made in urban areas where sites are built out and there is no capacity for water infiltration.	Complies A minimum of 25% of the open space is deep soil. The total deep soil achieved is 42% (600 sqm).
Communal Open Space	
The area of communal open space required should generally be at least between 25 -30% of the site area.	Complies The site comfortably achieves 25% communal open space (1400 sqm).

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

11 November 2011

<p>Fences and Walls</p>	
<p>Fences and walls should be designed to define the boundaries between the developments, provide privacy and security and contribute positively to the public domain.</p>	<p>Details of fences and walls have not been prepared at this stage.</p> <p>Fences and walls to be designed to define the boundaries between the developments provide privacy and security and contribute positively to the public domain.</p>
<p>Landscape Design</p>	
<p>A landscape design should:</p> <ul style="list-style-type: none"> ▪ Improve the amenity of open space ▪ Contribute to the streetscape character ▪ Improve the energy efficiency and solar efficiency of the public domain ▪ Contribute to the sites characteristics ▪ Contribute to water and stormwater efficiency ▪ Provide a sufficient depth of soil for planting ▪ Minimise maintenance 	<p>Landscape Plan has not been prepared at this stage.</p> <p>Landscape Plan to be designed to satisfy the Landscape Design requirements.</p>
<p>Open Space Configuration</p>	
<p>Area of open space should generally be between 25 – 30% of the site.</p> <p>Where developments are unable to achieve this, they must demonstrate that the residential amenity is provided in the form of increased private open space.</p> <p>Minimum area of private open space at ground level shall be 25 sqm.</p>	<p>Complies</p> <p>42% (600 sqm) of the site is open space.</p> <p>The private open space requirement is achieved (Pittwater Council DCP requires minimum of 30 sqm at ground level – this is also achieved).</p>
<p>Orientation</p>	
<p>In order to achieve better design practise:</p> <ul style="list-style-type: none"> ▪ Plan the site to optimise solar access ▪ Select building types or layouts that respond to the streetscape by optimising solar access ▪ Optimise solar access to living spaces ▪ Detail building elements to modify environmental considerations 	<p>Complies</p> <p>The development has been designed with buildings oriented along east-west axis as to optimise northerly aspect, maximising solar access for the residents. Appropriate building separation is provided improving the amenity and allowing building located to the south to have access to north light during winter.</p>
<p>Planting on Structures</p>	
<p>In terms of soil provision there is no minimum standard that can be applied to all situations as the requirements vary with the size of plants and trees at maturity. The following are recommended as minimum standards for a range of plant sizes:</p> <p>Large trees such as figs (canopy diameter of up to 16 metres at maturity)</p> <ul style="list-style-type: none"> ▪ Minimum soil volume 150 cubic metres ▪ Minimum soil depth 1.3 metre 	<p>Landscape Plan has not been prepared at this stage.</p> <p>Landscape Plan to be designed to satisfy the Planting on Structures requirement. The specific details of which to be addressed at the Construction Certificate Stage of the development.</p>

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

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<ul style="list-style-type: none"> ▪ Minimum soil area 10 metre x 10 metre area or equivalent <p>Medium trees (8 metre canopy diameter at maturity)</p> <ul style="list-style-type: none"> ▪ Minimum soil volume 35 cubic metres ▪ Minimum soil depth 1 metre ▪ Approximate soil area 6 metre x 6 metre or equivalent <p>Small trees (4 metre canopy diameter at maturity)</p> <ul style="list-style-type: none"> ▪ Minimum soil volume 9 cubic metres ▪ Minimum soil depth 800mm ▪ Approximate soil area 3.5 metre x 3.5 metre or equivalent <p>Shrubs</p> <ul style="list-style-type: none"> ▪ Minimum soil depths 500-600mm <p>Ground cover</p> <ul style="list-style-type: none"> ▪ Minimum soil depths 300-450mm <p>Turf</p> <ul style="list-style-type: none"> ▪ Minimum soil depths 100-300mm <p>Any subsurface drainage requirements are in addition to the minimum soil depths.</p>	
<p>Stormwater Management</p>	
<p>The design and implementation of appropriate stormwater management practices should be considered such as:</p> <ul style="list-style-type: none"> ▪ Reduce the volume impact of stormwater on infrastructure by retaining it on site; ▪ Optimise deep soil zones; ▪ Protect stormwater quality; ▪ Reduce the need for expensive sediment trapping techniques by controlling erosion; and ▪ Consider using grey water for site irrigation. 	<p>A preliminary assessment of flooding and drainage has been undertaken to assess likely impacts on the site.</p> <p>A conceptual level stormwater design has been prepared to guide any future development of the site. The preliminary stormwater design addresses inter-allotment drainage, installation of GPT's to protect water quality and extension and amplification of the existing drainage system.</p> <p>A flood study was conducted in late 2008 to determine the likely impacts of the proposed regional skate facility in adjoining Kitchener Park (the WMA Water Study, 2008).</p> <p>The results of the WMA Water Study 2008 have been used to provide a preliminary assessment of flood behaviour in and around the site.</p> <p>From the results of the WMA Water Study, it can be inferred that some flooding of the lowermost areas of the site along the eastern boundary is likely. It should be noted that the WMA Water Study recommends that "Whilst flooding is unlikely to be a major constraint on the future development of the site, a detailed drainage assessment will be required to determine the precise nature of overland flow crossing Pittwater Rd".</p>
<p>Safety</p>	
<p>Carry out a formal crime risk assessment for residential development of more than 20 dwellings.</p>	<p>Environment Assessment Report has not been prepared at this stage.</p> <p>Environment Assessment Report to be prepared to accompany development proposal.</p>

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

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Visual Privacy	
Refer to Building Separation	Complies
Building Entry	
<p>Building entries should:</p> <ul style="list-style-type: none"> ▪ Create entries that provide a desirable residential amenity; ▪ Orientate the visitor; and ▪ Contribute positively to the streetscape or building façade design. 	<p>Complies</p> <p>Building entrances are clearly defined and legible from the street providing a positive residential identity and address whilst allowing for natural surveillance for residents and visitors.</p> <p>The break up of the built form also allows for permeability and ability to respond to the site and to its surrounding context, enriching the streetscape.</p>
Parking	
<p>Parking number should be minimised and limit the number of visitor parking spaces, particularly in small developments, where the impact on landscape and open space is significant.</p> <p>Preference should be given to underground parking whenever possible.</p>	<p>Complies</p> <p>Number of parking spaces are minimised only to satisfy the council requirement. The envelope of the car park has been designed to minimise the impact on the site by utilising the building footprint above.</p>
Pedestrian Access	
<p>Identify the access requirements from the street or car parking area to the apartment entrance.</p> <p>Follow the accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), as a minimum.</p> <p>Provide barrier free access to at least 20 percent of dwellings in the development.</p>	<p>There is not a sufficient detail prepared at this stage.</p> <p>During design development careful consideration to be provided to accommodate barrier free access to satisfy the requirement.</p>
Vehicle Access	
<p>Generally limit the width of driveways to a maximum of six metres.</p> <p>Locate vehicle entries away from main pedestrian entries and on secondary frontages.</p>	<p>There is not a sufficient detail prepared at this stage.</p> <p>Width of the driveway to be designed to satisfy the requirement. It is intended that main pedestrian entry point is located away from the vehicle entry point.</p>
PART 03 – BUILDING DESIGN	
Apartment Layout	
<p>Single-aspect apartments should be limited in depth to 8 metres from a window.</p> <p>The back of a kitchen should be no more than 8 metres from a window.</p> <p>The width of crossover or cross-through apartments over 15 metres deep should be 4 metres or greater to avoid deep narrow apartment layouts.</p>	<p>Does not comply</p> <p>Single-aspect apartments are 10m in depth. The backs of kitchen to these single-aspect apartments are more than 8m from a window. Although they do not comply with the guidelines they are all north facing which would generally maintain the amenity of the apartment.</p> <p>Complies</p> <p>The widths of cross-through apartments are well over the minimum</p>

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

11 November 2011

<p>The following apartment sizes are provided as a guide:</p> <ul style="list-style-type: none"> ▪ 2 bedroom 90 sqm; and ▪ 3 bedroom 124 sqm 	<p>width of 4m.</p> <p>The following apartment sizes are designed on preliminary concept plan:</p> <ul style="list-style-type: none"> ▪ 2 bedroom 110 sqm; and ▪ 3 bedroom 130 sqm.
<p>Apartment Mix</p>	
<p>A diverse range of apartment types should be provided to cater for different household requirements now and in the future.</p>	<p>Complies</p> <p>Variety of 2 bedroom and 3 bedroom apartment types have been designed.</p>
<p>Balconies</p>	
<p>Provide primary balconies for all apartments with a minimum depth of 2 metres. Developments which seek to vary from the minimum standards must demonstrate that negative impacts from the context-noise, wind-can not be satisfactorily mitigated with design solutions.</p> <p>Require scale plans of balcony with furniture layout to confirm adequate, useable space when an alternate balcony depth is proposed.</p>	<p>Complies</p> <p>Balconies have a depth of 2.5m.</p>
<p>Ceiling Heights</p>	
<p>The following recommended dimensions are measured from finished floor level (FFL) to finished ceiling level (FCL). These are minimums only and do not preclude higher ceilings, if desired.</p> <ul style="list-style-type: none"> ▪ In residential flat buildings or other residential floors in in mixed use buildings: <ul style="list-style-type: none"> ○ In general, 2.7m minimum for all habitable rooms on all floors, 2.4m is the preferred minimum for all non-habitable rooms, however 2.25m is permitted. ○ For two-storey units, 2.4m minimum for second storey if 50% or more of the apartment has 2.7m minimum ceiling heights. ○ For two-storey units with a two storey void space, 2.4m minimum ceiling heights. ○ Attic spaces, 1.5m minimum wall height at edge of room with a 30 degree minimum ceiling slope. <p>Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight (e.g. Shallow apartments with large amount of window area).</p>	<p>Complies</p> <p>In general apartments to be designed with 2.7m ceiling heights with 2.4m ceiling heights to wet areas.</p>
<p>Flexibility</p>	
<p>Encourage housing designs which meet the broadest range of the occupants' needs possible.</p>	<p>Complies</p> <p>Building designs are appropriate to the site. The design is fit for</p>

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

11 November 2011

<p>Promote 'long life loose fit' buildings, which can accommodate whole or partial changes of use.</p> <p>Encourage adaptive re-use.</p> <p>Save the embodied energy expended in building demolition.</p>	<p>purpose and robust to allow flexibility for use.</p> <p>Units are also generous in size which encourages flexibility of use.</p>
<p>Ground Floor Apartments</p>	
<p>Optimise the number of ground floor apartments with separate entries and consider requiring an appropriate percentage of accessible units.</p> <p>Provide ground floor apartments with access to private open space, preferably as a terrace or garden.</p>	<p>Complies</p> <p>Current design allows for the potential to have the ground floor apartments with separate entries and allows for accessible units to be considered.</p>
<p>Internal Circulation</p>	
<p>In general, where units are arranged off a double-loaded corridor, the number of units accessible from a single core / corridor should be limited to eight. Exceptions may be allowed:</p> <ul style="list-style-type: none"> ▪ For adaptive reuse buildings; ▪ Where developments can demonstrate the achievement of the desired streetscape character and entry response; ▪ Where developments can demonstrate a high level of amenity for common lobbies, corridors and units (cross over, dual aspect apartments). 	<p>Complies</p> <p>There is no double-loaded corridor. The maximum number of units accessible from a single core/corridor is four.</p>
<p>Mixed Use</p>	
<p>N/A</p>	
<p>Storage</p>	
<p>In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates:</p> <ul style="list-style-type: none"> ▪ Two bedroom apartments: 8 cbm ▪ Three plus bedroom apartments: 10 cbm 	<p>Complies</p> <p>Car park has been designed with potential to provide some storage for residents. Apartments are also generous in size, which will comfortably accommodate sufficient storage to meet the requirement.</p>
<p>Acoustic Privacy</p>	
<p>Provide high level of amenity by protecting the privacy of residents within residential flat buildings both within the apartments and in private open spaces.</p>	<p>Complies</p> <p>Adequate building separation has been provided within the development as well as from neighbouring buildings.</p>
<p>Daylight Access</p>	
<p>Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of three hours direct sunlight between 9am and 3pm in</p>	<p>Complies</p> <p>More than 70% of the apartments in the development receive a</p>

RESIDENTIAL FLAT DESIGN CODE (SEPP 65) COMPLIANCE TABLE

KITCHENER PARK, MONA VALE

1596 and 1598 Pittwater Road, Mona Vale

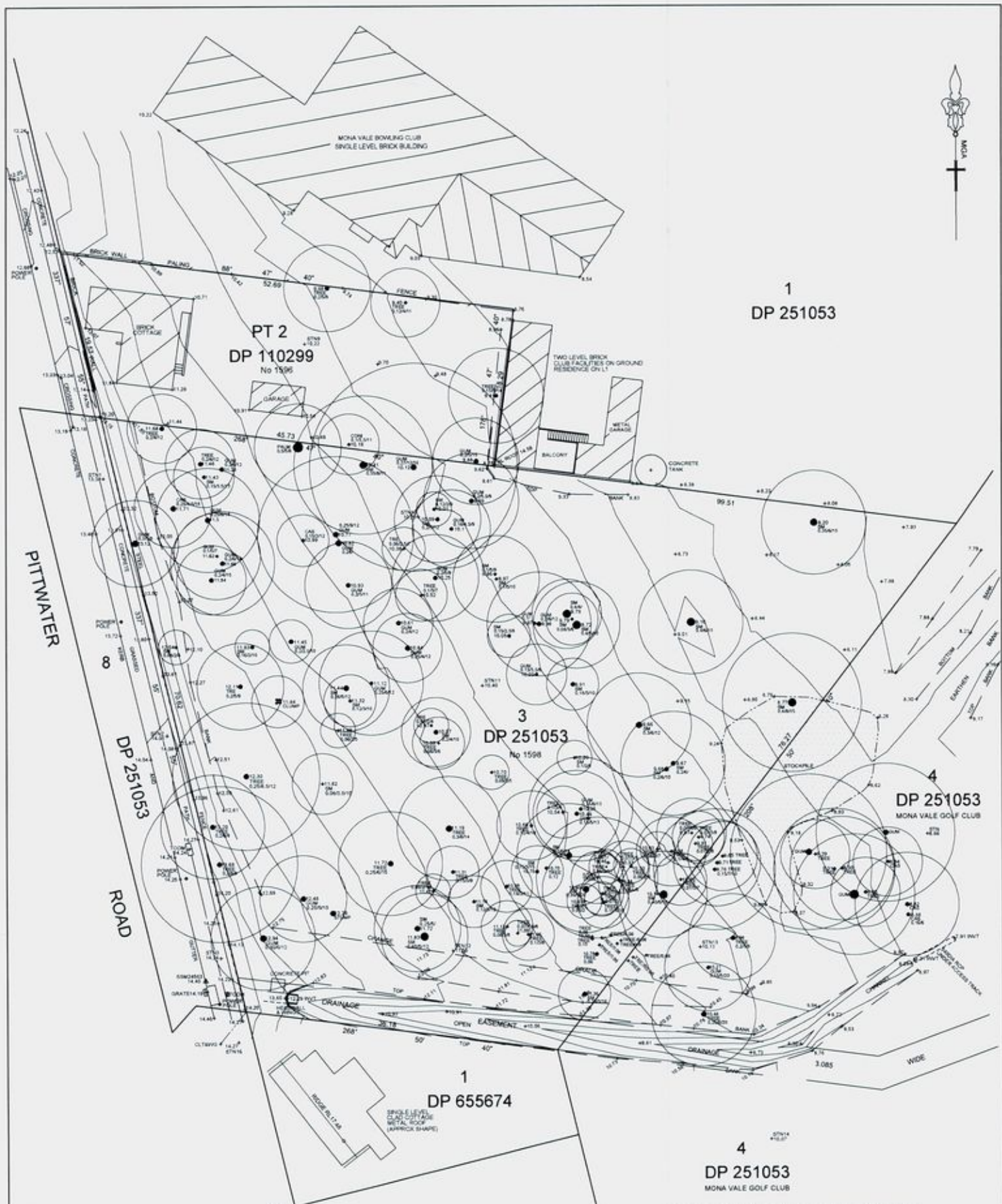
11 November 2011

<p>mid winter. In dense urban areas a minimum of two hours may be acceptable.</p> <p>Limit the number of single aspect apartments with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency).</p> <p>See Apartment Layout for additional rules of thumb.</p>	<p>minimum of three hours direct sunlight between 9am and 3pm in mid winter.</p> <p>There is no single aspect apartment with a southerly aspect.</p>
<p>Natural Ventilation</p>	
<p>Building depths, which support natural ventilation typically, range from 10 to 18m.</p> <p>60% of residential units should be naturally cross ventilated.</p> <p>25% of kitchens within a development should have access to natural ventilation.</p>	<p>Complies</p> <p>Building depths does not exceed 18m.</p> <p>More than 60% of residential units are naturally cross ventilated.</p> <p>More than 25% of kitchens should have access to natural ventilation. This is difficult to assess without unit layout plan however, consideration will be given during design development stage to satisfy this requirement.</p>



Annexure C:

Survey of Site



TITLE DETAILS
 LOT 3 DP251053 PITTWATER COUNCIL
 EASEMENT FOR DRAINAGE CB87382
 COVENANT J180193
 CAVEAT J647315
 PT LOT 2 DP110299 PITTWATER COUNCIL

TOTAL AREA
 PART LOT 2 IN DP110299 AND LOT 3 IN DP251053 5.379 m²

TREES ARE SHOWN DIAGRAMMATICALLY AND ALL DIMENSIONS ARE APPROXIMATE
 TREE SPREADS ARE SHOWN SYMMETRICALLY AROUND THE SURVEY POINT WHICH MAY NOT BE CORRECT
 HEIGHTS OF TREES ARE A VISUAL APPROXIMATION
 TREES ARE DIMENSIONED - RADIUS TRUNK/RADIUS SPREAD/HEIGHT
 BOUNDARIES HAVE NOT BEEN FIXED AND ARE NOT FINAL
 BOUNDARY DIMENSIONS AND AREAS HAVE BEEN TAKEN FROM TITLE DOCUMENTS
 AND ARE SUBJECT TO FURTHER SURVEY
 THIS PLAN DOES NOT SHOW A COMPREHENSIVE SURVEY OF SERVICES
 ONLY THOSE SERVICES APPARENT ON THE SURFACE HAVE BEEN INCLUDED
 THE INFORMATION SHOWN ON THIS PLAN REMAINS THE INFORMATION OF STEVE DAVEY AND ASSOCIATES
 THE PLAN HAS BEEN PRODUCED FOR PITTWATER COUNCIL AND IS NOT TO BE USED BY ADJOINING OWNERS
 OR FUTURE OWNER/DEVELOPERS WITHOUT PERMISSION OF STEVE DAVEY AND ASSOCIATES
 THE PLAN HAS BEEN PRODUCED BY AUTOCAD USING A FONT OF ARIAL AND PRESENTED
 WITH LAYERS, LUCKS, EXTRA SHOTS AND TIN TURNED OFF

DATE OF ISSUE - A 26TH OCTOBER 2011

PLAN SHOWING SURVEY OF DETAILS AND LEVELS
 1596 & 1598 PITTWATER ROAD, MONA VALE
 LAND: PART LOT 2 IN DP110299 AND LOT 3 IN DP251053
 FOR PITTWATER COUNCIL

DATE OF SURVEY - OCTOBER 2011
 LEVEL DATUM - AHD
 DRAWN AT 1:200 (AT A1)
 CONTOUR INTERVAL 0.5

STEVE DAVEY AND ASSOCIATES PTY LTD
 16/30 MACPHERSON STREET, WARREWOOD NSW
 LAND AND ENGINEERING SURVEYORS
 TEL 9416 181 071

DWG : SJD/PC/PRM/VA



Annexure D:

Traffic Assessment Thompson Stanbury

Office:
Suite 15/9 Hoyle Ave., Castle Hill NSW 2154

All Correspondence:
75 Gindurra Ave, Castle Hill NSW 2154

Telephone: (02) 8850 2788
Facsimile: (02) 8850 2799
E-mail: david@thompsonstanbury.com.au
morgan@thompsonstanbury.com.au
www.thompsonstanbury.com.au

MOBILE PHONES:

David Thompson: 0418 262 125

Morgan Stanbury: 0410 561 848

**THOMPSON
STANBURY
ASSOCIATES**

ABN: 79 943 737 368

**TRANSPORT IMPACT ASSESSMENT
PROPOSED RESIDENTIAL DEVELOPMENT
1596 – 1598 PITTWATER ROAD
MONA VALE**

Ref: 11-128

NOVEMBER 2011

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1. Site Plans
2. Traffic Survey Output

1. INTRODUCTION

This Practice has been engaged by Pittwater Council to undertake an assessment of the likely transport impacts associated with a rezoning application involving the development of two parcels of land located on the eastern side of Pittwater Road, Mona Vale. The land currently forms part of Kitchener Park and is zoned Open Space and is proposed to be rezoned to accommodate a residential apartment development comprising two buildings containing a total of 24 residential apartments.

Left in / left out vehicular access between the southbound Pittwater Road carriageway and the development is proposed within the north-western corner of the site. This access is proposed to provide connectivity to a ramp linking with a basement parking level containing 56 passenger vehicle spaces.

The purpose of this report is to assess and document likely transport impacts resulting from the proposed rezoning and to recommend treatments to ameliorate such impacts. In this regard, this report undertakes assessment of the following:

- Determines the suitability and safety of the proposed access and internal circulation arrangements as relevant to the site and the local conditions;
- Assesses the adequacy of the proposed parking provision with reference to the development yield, the available public transport facilities in the subject vicinity and the existing planning documents relating to the site;
- Assesses the existing transport conditions within the vicinity of the site;
- Distinguishes traffic likely to be generated by the proposed development based on the proposed yield, the Roads & Maritime Services established trip generation rates and the available surrounding public transport infrastructure; and
- Assesses the ability of the surrounding road network to accommodate the traffic movements projected to be generated by the proposed development.

This report has been prepared with reference to the following documents:

- Roads & Maritime Services' (formally the Roads & Traffic Authority) *Guide to Traffic Generating Developments*;
- Pittwater Council's Pittwater 21 DCP;
- The Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1-2004) and *Parking Facilities Part 2: Commercial Vehicle Facilities* (AS2890.2-2002); and
- State Environmental Planning Policy (Infrastructure) 2007.

The report should be read in conjunction with architectural plans prepared by Antoniades Architects, reduced copies of which are contained within **Appendix 1**.

2. SITE DETAILS

2.1 Site Location

The subject site is located the eastern side of Pittwater Road immediately to the north of its junction with Turimetta Street, Mona Vale. This location is illustrated overleaf within a neighbourhood context by **Figure 1** being an extract of the UBD *Australian City Streets CDROM - 4th Edition*.

2.2 Site Description

The subject site comprises two allotments being Lot 2 DP 110299 and Lot 3 DP 251053 providing a street address of 1596 – 1598 Pittwater Road, Mona Vale. The site forms an irregularly shaped parcel of land providing an approximate frontage to Pittwater Road of 92m. The site extends to the east away from Pittwater Road up to approximately 97m providing a total area of 5,404m². The land falls away from the Pittwater Road frontage to provide a height differential of up to 5.5m between the western and eastern site boundaries.

2.3 Existing Uses

The northern lot currently accommodates a detached residential dwelling, providing a single combined ingress / egress driveway connecting with the Pittwater Road southbound carriageway. The southern lot is currently undeveloped .

2.4 Surrounding Uses

The subject site is surrounded by a mixture of land-uses as follows:

- Mona Vale Bowling Club adjoins the site to the north;
- Mona Golf Course adjoins the site to the east;
- Detached residential dwellings occupy land to the south; and
- Detached residential dwellings occupy land to the west on the opposite side of Pittwater Road (with the exception of Mona Vale Police Station which is located on the north-western corner of Pittwater Road and Turimetta Street).

The Mona Vale town centre and associated retail / commercial land-uses is located approximately 250m to the north of the site generally being bounded by Pittwater Road to the east and Mona Vale Road to the south.

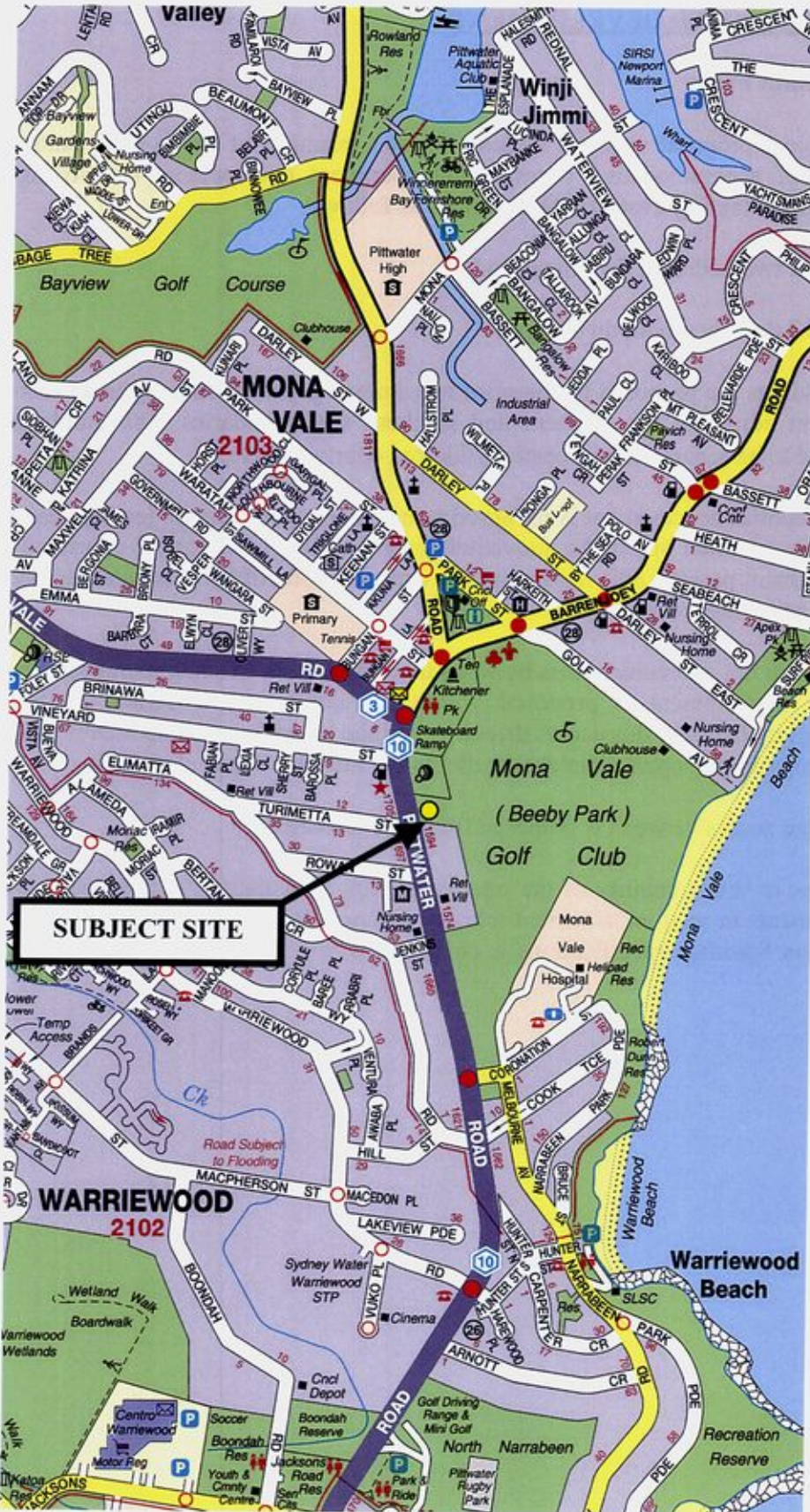


FIGURE 1 – SITE LOCATION

3. PROPOSED DEVELOPMENT

3.1 Built Form

The subject proposal requests consent for the rezoning of the subject land to be capable of accommodating a residential apartment development comprising two buildings containing a total of 24 dwellings as follows:

- 12 two bedroom dwellings; and
- 12 three bedroom dwellings.

The buildings are proposed to comprise two storeys generally running in an east-west alignment adjoining the northern and southern site boundaries. The buildings are proposed to be separated by a centrally located courtyard area.

The residential development is proposed to be serviced by a single level of basement car parking located below the abovementioned buildings and central courtyard area. The basement parking area is proposed to contain a total of 56 passenger vehicle and 8 bicycle parking spaces.

Left in / left out vehicular access between the Pittwater Road southbound carriageway and the development is proposed within the north-western corner of the site. Connectivity between this access driveway and the basement parking area is proposed via a ramp running approximately parallel to the Pittwater Road alignment.

Pedestrian access between is proposed from Pittwater Road.

A review of the suitability of the internal parking, circulation, access and servicing arrangements in relation to current relevant Council, Roads & Maritime Services and Australian Standard specifications is contained within the subsequent section of this report.

4. ACCESS ARRANGEMENTS & INTERNAL CONSIDERATIONS

4.1 Access Arrangements

4.1.1 Vehicle Access

Vehicular access to the subject site is proposed via a 6m wide (measured at the property boundary) combined ingress / egress driveway connecting with the Pittwater Road southbound carriageway in the north-western corner of the site. The driveway is proposed to be splayed on approach to the Pittwater Road eastern kerb alignment to provide a widened gutter crossing of approximately 11m.

The divided nature of Pittwater Road will result in access movements to and from the subject site being restricted to left in / left out movements to / from the southbound carriageway.

In order to assess the suitability of the design of the proposed access driveway, reference is made to AS2890.1-2004. This document provides driveway design recommendations based on a number of site characteristics such as the land-use accommodated on-site, the number of parking spaces provided and the functional hierarchy of the access road.

Based on the basement car parking area servicing a residential development, accommodating 58 passenger vehicle parking spaces and the arterial nature of Pittwater Road, AS2890.1-2004 specifies, at minimum, the driveway is required to provide a width of between 6m and 9m. The proposed access driveway width is therefore considered to be satisfactorily in accordance with AS2890.1-2004.

The consistent vertical and horizontal alignment of Pittwater Road in the immediate vicinity of the subject site is such that a sight distance between the proposed access driveway and the southbound frontage road carriageway in excess of 120m is provided. Such a sight distance suitably accords with the desirable minimum sight distance provision of 97m for a sign posted speed limit of 70km/h as specified by AS2890.1-2004.

4.1.2 Pedestrian Access

Pedestrian access to both residential buildings is proposed to be provided via Pittwater Road. Whilst not specifically defined on the architectural plans, it is recommended that a single pedestrian access gate be located approximately central to the site frontage (thereby being separated from the abovementioned vehicular access). This access gate would then link with internal paths which in turn provide connectivity to a series of pedestrian access points to the buildings accessed from the central courtyard.

4.2 Parking Provision

4.2.1 Vehicular Parking

The basement parking area is proposed to provide 56 parking spaces as follows:

- 8 visitor parking spaces; and
- 48 resident parking spaces (including two disabled spaces).

Pittwater Council provides locally sensitive parking requirements for new developments within Pittwater 21 DCP. This document provides the following requirements for multi unit housing relevant to the subject application:

*2 resident spaces per 2 or more bedroom dwelling
1 visitor space per 3 dwellings rounded up
3% of the total parking spaces to be capable of accommodating disabled users*

Based on 24 two and three bedroom dwellings, the development is required to provide 48 resident spaces and 8 visitor spaces. Of the 56 total spaces, 1.68 (adopt 2) are required to be disabled. Compliance with the relevant Pittwater 21 DCP requirements is therefore achieved.

Further to the above, it is further noted that Pittwater 21 DCP requires that multi unit housing developments with greater than 10 units are required to provide a space which is designated as a car wash bay. The architectural plans do not provide for a car wash bay however it is reasonable and recommended that one of the visitor spaces double as a car wash bay.

4.2.2 Bicycle Parking

Pittwater 21 DCP provides the following bicycle parking requirements for multi unit housing:

Security enclosed bicycle storage facilities must be provided within the building ... at a rate of 1 bicycle rack per 3 dwellings

Based on 24 dwellings being proposed, a total of 8 bicycle racks are required. The architectural plans do not provide details of bicycle parking therefore it is recommended that provision be made within the secure basement car park for 8 bicycle racks.

4.3 Passenger Vehicle Internal Circulation

4.3.1 Access Ramp

Connectivity between the access driveway and the basement car parking area is proposed to be facilitated via an access ramp which curves to the south immediately within the subject site and runs parallel to Pittwater Road for a length of approximately 25m prior to curving to the east to form the northern east-west parking aisle of the basement car par.

Dimensional details of the access ramp are not included on the architectural plans however it is recommended that the following minimum design criteria be accommodated to ensure compliance with the relevant AS2890.1-2004 specifications:

- Maximum grade for the first 6m inside the property boundary = 1 in 20;
- Maximum change in grade = 1 in 8;
- Maximum grade = 1 in 5;
- Minimum transitional grade length = 2m;
- Minimum straight roadway width = 5.5m plus 300mm wide kerbs;
- Minimum curved roadway width = 6.7m plus 300mm and 500mm inside and outside kerbs respectively; and
- Minimum outside curved roadway radius = 15m.

The alignment of the access ramp with the Pittwater Road southbound carriageway is such that exiting vehicles will be required to undertake a u-turn from the access ramp through the access driveway to access the frontage road kerb-side lane. Whilst it would appear from the overlaying of B85 passenger vehicle swept turning templates (as provided by AS2890.1-2004) over the architectural plans that there is adequate room between the centre of the access ramp and the Pittwater Road southbound kerb side lane line for a passenger vehicle to undertake the required u-turn manoeuvre, it is recommended that such suitability of such manoeuvring be assessed through the preparation of swept path plans using Autoturn or similar on detailed plans at development application stage.

It is further recommended that consideration be given to the provision of a painted median within the curved section of the access ramp as well on approach to Pittwater Road to ensure that there is no unreasonable conflict between entering and exiting vehicles when both manoeuvring through the curved ramp within the site and importantly when accessing Pittwater Road both for ingress and egress movements .

Incorporating the abovementioned recommendations, the access ramp design would be satisfactory.

4.3.2 Car Parking Layout

The basement car park has been designed to incorporate connected parking aisles, each servicing two rows of 90 degree angled parking bays. The visitor parking spaces (8 in total) are proposed to be provided at the immediate entrance to the basement parking area such that they are readily accessible for non-regular site users.

Dimensional details of the basement car parking area are not included on the architectural plans however it is recommended that the following minimum design criteria be accommodated to ensure compliance with the relevant AS2890.1-2004 and Pittwater 21 DCP specifications:

- Minimum normal car parking space width = 2.4m;
- Minimum first disabled car parking space width = 4.2m;
- Minimum second disabled car parking space width = 3.5m;
- Minimum additional parking space width where the space adjoins a physical obstruction (such as a wall) = 0.3m;
- Minimum car parking space length = 5.4m;
- Minimum parking aisle width = 5.8m;
- Minimum parking aisle extension past a dead end space = 1m; and
- Minimum clearance = 2.2m (2.5m above the disabled spaces).

Sections of mini ramps are proposed to be provided within the northern east-west and the north-south parking aisle to account for changes in basement car park level. The dimensional details of these mini ramps are not included on the architectural plans however it is recommended that the minimum design criteria contained within Section 4.2.1 of this report be accommodated to ensure compliance with the relevant AS2890.1-2004 specifications.

Structural details of the basement car park is not provided within the architectural plans however it is recommended that the following minimum design criteria be accommodated to ensure compliance with the relevant AS2890.1-2004 sections:

- Columns are not to encroach into parking space envelopes (i.e., parking space widths are to be measured from the face of any adjoining column); and
- Columns are to be located within 0.75m – 1.75m from the opening of the parking space.

Incorporating the recommendations contained within this section of the report, the basement car park layout would be considered to be satisfactory.

4.4 Site Servicing

Pittwater 21 DCP states that provision of on-site servicing should be provided for the following in multi-unit housing:

- Garbage collection vehicles;
- Removalist vans; and
- Emergency vehicles.

The following sub-sections of this report provide an assessment of the ability of the subject site to accommodate the abovementioned vehicles.

4.4.1 Garbage Collection Vehicles

Garbage collection vehicles are typically 8.8m long Medium Rigid Vehicles (MRVs). A garbage collection room is located within the basement vehicle parking area, in the vicinity of the intersection of the northern east-west and north-south parking aisles. A garbage collection vehicle would therefore be required to access the subject site from Pittwater Road and travel in a forward direction to access the basement car parking area via the access ramp.

Following the servicing of the garbage room, the collection vehicle would then reverse into the north-south parking aisle and exit the site in a forward direction via the access ramp and driveway connecting with the Pittwater Road southbound carriageway.

4.4.1.1 Garbage Vehicle Manoeuvrability

In order to undertake a preliminary assessment of the ability of the subject site to accommodate a MRV collection vehicle, this Practice has overlaid swept turning paths provided by AS2890.2-2002 over the architectural plans. This assessment has indicated that such vehicles are suitably capable of undertaking the abovementioned manoeuvring.

It is noted that such manoeuvring will impede internal passenger vehicle manoeuvrability, however such impedance will only be temporary in nature associated with the weekly servicing of the site. Additionally, such servicing of the site will most likely be undertaken during non peak operational periods of the site as is industry expectation.

It is further noted that MRVs undertaking the required u-turn exit manoeuvre will be required to turn across all three Pittwater Road southbound lanes. Such a manoeuvring arrangement is however not uncommon for heavy vehicles exiting private developments (or even public road intersections). In this regard, service vehicle exit movements can be reasonably undertaken within breaks in the frontage road southbound traffic flow associated with the operation of traffic signals located to the north of the site.

Notwithstanding this assessment, it is recommended that a detailed swept path assessment of garbage collection vehicles be undertaken at development application stage to ensure that such vehicles can enter the site, manoeuvre throughout the site and exit the site in a safe and efficient manner.

4.4.1.2 Garbage Vehicle Clearance

AS2890.2-2002 specifies that MRVs require a clearance of 4.5m. The architectural plans indicate that there is a clearance of 3.0m between basement floor to ground floor, which is likely to provide a maximum clearance within the basement of 2.5m. It is therefore recommended that the clearance of the basement car park be increased to 4.5m to accommodate garbage collection vehicles.

4.4.1.3 Concluding Comment

The assessment provided within Sections 4.4.1.1 and 4.4.1.2 of this report assumes that garbage collection will be undertaken by MRVs. If site constraints limit the size of vehicles capable of servicing the subject site, it is common for private developments to be serviced by private contractors whom utilise smaller collection vehicles. Accordingly if necessary, the detailed assessment undertaken at development application stage of garbage collection should consider the possibility of utilising smaller private contractor collection vehicles.

4.4.2 Removalist Vans

Toll Transitions, a national removalist company with over 50 years of experience has the following removalist truck recommendations for residents moving home:

- Studio and one bedroom units (local and interstate relocations) = one trip by 3 tonne truck (SRV);
- Two bedroom units (local relocations) = two trips by 3 tonne truck (SRV);
- Three bedroom units (local relocations) = three trips by 3 tonne truck (SRV);
and
- Two and three bedroom units (interstate relocations) = one trip by 8 tonne truck (MRV).

The above indicates that the vast majority of removalist needs of the development would be SRVs, 6.4m long rigid trucks.

The architectural plans do not provide any loading bay which would suitably accommodate such vehicles without impeding internal passenger vehicle movements. Accordingly, it is recommended that a loading bay be provided which is suitably capable of accommodating an SRV within the basement car parking area, providing dimensions of 3.5m x 6.4m to accord with the requirements of AS2890.2-2002. It is noted that such vehicles will require a minimum clearance of 3.5m within the basement car parking area (or at least between the site access and the loading dock location).

4.4.3 Emergency Vehicles

The architectural plans do not provide a formal area for the accommodation of emergency vehicles. It is however considered suitable that such vehicles could be accommodated within the previously recommended SRV loading dock.

5. EXISTING TRANSPORT CONDITIONS

5.1 Surrounding Road Network

The subject site provides a sole frontage to Pittwater Road. Pittwater Road performs an arterial function under the care and control of the Roads & Maritime Services. It provides a north-south arterial road function between Church Point in the north and North Manly in the south.

Pittwater Road intersects with other important arterial roads in Barrenjoey Road and Mona Vale Road to the north and Wakehurst Parkway, Warringah Road and Condamine Road to the south.

In the vicinity of the subject site, Pittwater Road primarily provides a six lane divided carriageway providing one through lane of traffic in each direction. Traffic flow is governed by a sign posted speed limit of 70km/h.

The three through Pittwater Road southbound lanes form two public access lanes to the south of the subject site with the kerb-side lane forming a marked and signposted bus lane (operable during the morning commuter peak, being 6.00am – 10.00am).

Immediately adjoining the southern site boundary, Pittwater Road forms a t-junction with Turimetta Street, operating under major / minor priority control with Pittwater Road forming the priority route. A break in the median at this junction facilitates unrestricted turning movements to and from Turimetta Street. In addition, an exclusive right turn bay is provided within the Pittwater Road central median assisting right turn movements.

Turimetta Street performs a local access function under the care and control of Pittwater Council. It provides an east-west alignment connecting abutting development (primarily residential) and intersecting lower order access streets to Pittwater Road. Traffic flow is governed by a sign posted 50km/h speed limit.

5.2 Traffic Volumes

In order to obtain an indication of the traffic demands during peak periods within the road network immediately adjoining the subject site, this Practice has undertaken surveys of traffic volumes within the Pittwater Road southbound carriageway immediately adjoining the subject site. Surveys were undertaken between 8.00am – 9.00am and 5.00pm - 6.00pm and on 11 November 2011. **Figure 2** overleaf provides a graphical representation of the afternoon peak hour traffic volumes surveyed whilst full survey output is contained within **Appendix 2**.

FIGURE 2
EXISTING PEAK HOUR TRAFFIC VOLUMES
PITTWATER ROAD SOUTHBOUND CARRIAGEWAY

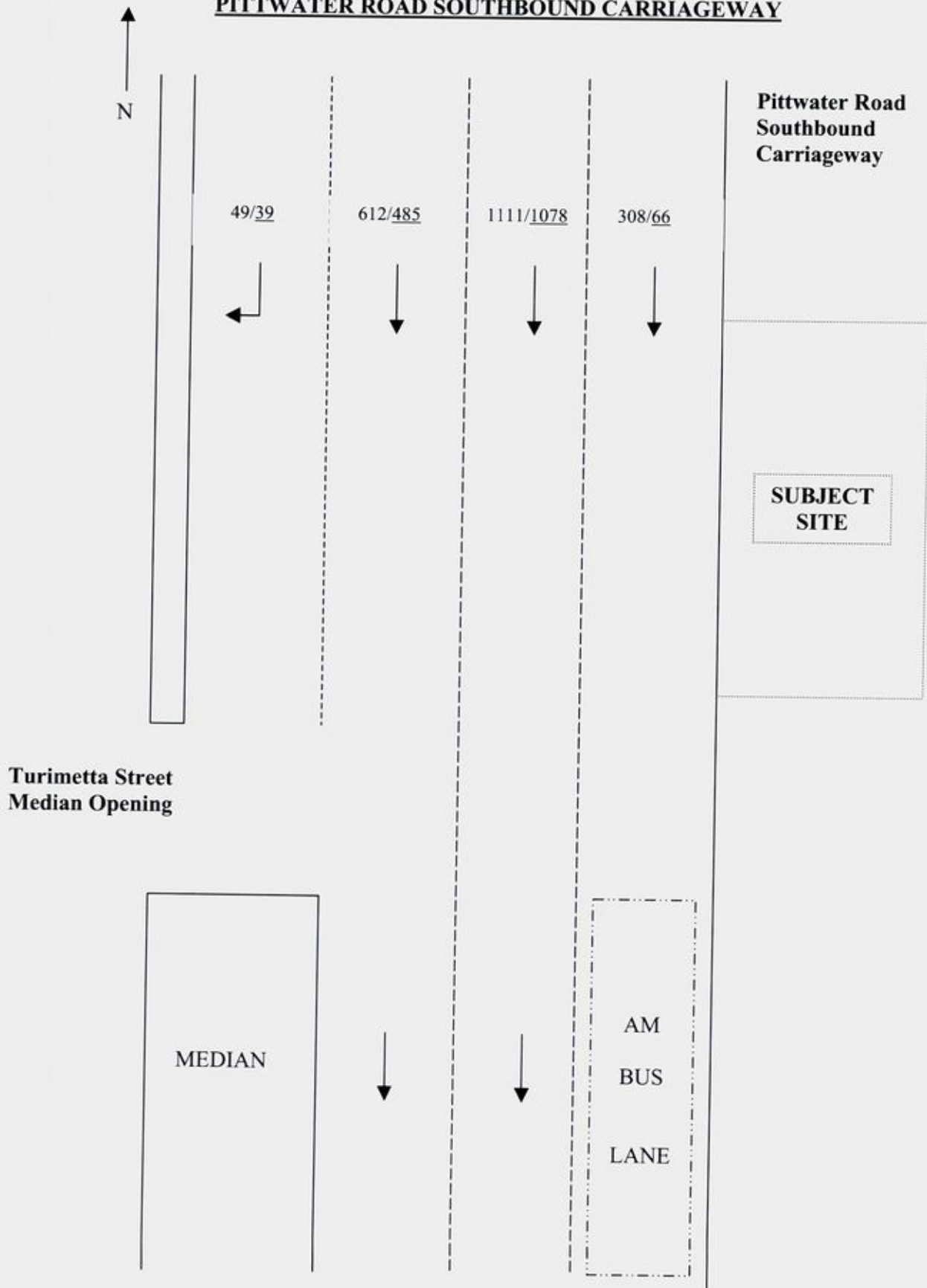


Figure 2 indicates the following:

- Pittwater Road southbound traffic volumes are significant during peak periods, comprising approximately 2,100 and 1,700 vehicles during the morning and evening peak periods respectively;
- The kerb-side lane accommodates significantly reduced volumes as a result of the marked bus lane to the south of the site, despite being sign posted as being operable only during the morning peak period;
- The middle lane accommodates significant volumes during both peak periods as a result of the above situation; and
- Right turning traffic into Turimetta Street is reasonably low during both peak periods.

5.3 Public Transport Accessibility

The subject site is located in close proximity to bus services which operate along Pittwater Road and those that service the Mona Vale town centre. In this regard, bus stops are located on both sides of Pittwater Road within approximately 50m of the subject site.

5.3.1 Bus Services

Sydney buses operate the following bus services which operate along Pittwater Road servicing the previously presented bus stops:

- Route 151, Mona Vale to the City via Manly and Military Road;
- Route 155, Bayview to Manly via the Narrabeen Peninsula and Dee Why;
- Route 156, McCarrs Creek to Manly via Mona Vale and Warringah Mall;
- Route 184, Mona Vale to the City via Warringah Mall;
- Route 187, Newport to Milsons Point via Mona Vale and North Sydney;
- Route 188, Mona Vale to the City via Warringah Mall; and
- Route 190 Palm Beach to the City via Mona Vale, Warringah Mall and Balgowlah.

A majority of the above routes provide high frequency (10 – 15 minute) services during peak commuter periods with less frequent services (30 – 60 minutes) during non-peak periods.

The subject site is also located in close proximity to Mona Vale town centre which also provides connectivity to numerous other bus services which operate along Mona Vale Road to the west.

5.3.2 Bus Lanes

It has previously been presented that there is a bus lane within the Pittwater Road southbound kerb side lane to the immediate south of the subject site. This lane complements a bus lane operating within the northbound kerb side lane in the vicinity of Mona Vale.

Roads and Maritime Services, in consultation with Transport for NSW, is implementing a northern beaches busway strategy to improve bus travel times and the reliability of bus services by providing continuous bus priority between Seaforth and Mona Vale. Whilst there are significant sections of bus lanes along the route currently, a key element of the strategy is the infill and connection of the existing sections of bus lane thereby providing continuous bus lanes on Pittwater Road between Seaforth and Mona Vale.

The bus priority measures introduced in recent times have improved the reliability of regional and city-bound bus services and the flow of general traffic along Pittwater Road linking Mona Vale with the Sydney CBD. A 5km long AM bus lane on Pittwater Road between North Narrabeen and the Dee Why shops is currently being implemented. The bus lane extension is planned to improve the reliability and efficiency of bus services and improve traffic and pedestrian safety.

5.4 Pedestrian / Cycle Network

Pittwater Road provides paved footpaths along both verges and pram ramps are provided at junctions with minor roads to assist pedestrian crossing movements.

The closest formalised pedestrian crossing treatment provided over Pittwater Road is at its signalised junction with Mona Vale Road approximately 200m to the north of the site, thereby providing safe and efficient connectivity to the Mona Vale town centre.

Formalised cycle facilities in the immediate vicinity of the site are limited.

6. PROJECTED TRANSPORT GENERATION & IMPACTS

6.1 Traffic Generation

The proposed development is defined as a high-density residential flat building according to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. The Roads & Maritime Services provides the following traffic generation rates for such buildings within metropolitan sub-regional centres:

$$\text{Peak hour vehicle trips} = 0.29 \text{ trips per unit}$$

In applying Roads & Maritime Services' traffic generation rate to the subject proposal, this results in a peak hour traffic generation of 7 vehicle trips. For the purposes of this assessment, these trips are assumed to be egress trips during the morning peak and ingress trips during the evening peak associated with journeys to and from places of employment.

6.2 Traffic Impact

The above assessment estimates that the development will generate 7 peak hour trips. This equates to approximately one vehicle movement every 8 to 9 minutes. Such a level of additional traffic is not projected to have any noticeable impacts on the operation of the greater surrounding road network. Accordingly, it is considered that impacts of the subject development are limited to the ability or otherwise of the subject development to provide safe and efficient site access.

6.2.1 Safety

6.2.1.1 Exit Movements

The level of safety of vehicles exiting a private site access driveway is primarily a factor of the extent of sight distance provided between the frontage roadway and vehicles exiting the driveway. Section 4.1.1 of this report presents that the consistent vertical and horizontal alignment of Pittwater Road in the immediate vicinity of the subject site is such that sight distance between the proposed access driveway and the southbound frontage road carriageway is in excess of 120m is provided. Such a sight distance suitably accords with the desirable minimum sight distance provision of 97m for a sign posted speed limit of 70km/h as specified by AS2890.1-2004, thereby allowing motorists to exit the site into gaps in the public road traffic stream with a suitable level of safety.

6.2.1.2 Ingress Movements

The previously presented consistent vertical and horizontal alignment of Pittwater Road will assist trailing through vehicles within Pittwater Road to view vehicles decelerating to enter the subject site. These trailing vehicles will therefore be able to themselves decelerate appropriately or indeed, make the require merge manoeuvre into the middle Pittwater Road travel lane to overtake the decelerating vehicle.

Ingress movements originating from Mona Vale Road are slightly more complicated as these movements are required to weave from the Pittwater Road southbound median lane into the kerb side lane and then decelerate to access the site. This situation is however assisted by the reduced utilisation of the kerb side lane as a result of the bus lane located to the south of the subject site and the operation of the traffic signals at the junction of Pittwater Road and Mona Vale Road which, at times, separates platoons of traffic originating from Pittwater and Mona Vale Roads.

Notwithstanding this, consideration should be given to one or both of the following:

- Relocating the site access driveway to the south to provide greater clearance between the junction of Pittwater Road and Mona Vale Road and the site access driveway; and/or
- Extending the median separating Pittwater Road southbound traffic flow from right turning traffic from Mona Vale Road to a point to the south of the site access driveway.

It is acknowledged that the second of the abovementioned recommendations will impact the accessibility of the adjoining bowling club access driveway however it will eliminate an existing potentially unsafe movement. In any event, it is not considered that the detour required by vehicles accessing the bowling club from Mona Vale Road (via the Mona Vale town centre) is unreasonably inconvenient.

Incorporating the abovementioned recommendations, it is considered that the proposed access arrangements are capable of providing safe conditions with which to access and vacate the site.

6.2.2 Efficiency

6.2.2.1 Exit Movements

Whilst traffic volumes are considerable within the adjoining Pittwater Road southbound carriageway, regular and extended gaps are provided within the traffic stream by the operation of the traffic signals governing the junction of Pittwater Road and Mona Vale Road to the north of the site. These regular and extended gaps in the southbound traffic flow are anticipated to allow motorists to be able to exit the site into the Pittwater Road southbound carriageway with a reasonable level of efficiency. **Figure 2** also indicates that the kerb side lane utilisation is significantly lower than the middle and median lanes thereby providing for increased capacity to accommodate turning traffic.

The restricted access arrangement facilitated by the separated nature of the Pittwater Road carriageways is anticipated to result in some minor inefficiency when vehicles wish to exit the site to the north. These vehicles are most likely to utilise either Turimetta or Jenkins Streets (for which, right turn bays are provided within Pittwater Road) to turn around and access the state road northbound carriageway or indeed then continue through the local road network west of Pittwater Road to access Foley Street which in turn provides connectivity to Mona Vale Road. Whilst gaps are provided within Pittwater Road southbound traffic flow as a result of the operation of the

signals at Mona Vale Road, it is considered most likely that these vehicles will travel the additional 300m to the south to access Jenkins Street in order to safely and efficiently weave across the three southbound lanes to access the exclusive right turn bay.

6.2.2.2 Ingress Movements

Vehicles will be able to simply access the subject site from the Pittwater Road southbound carriageway in an unopposed manner. Similarly to that stated above however, the restricted access arrangements are likely to introduce some minor inefficiency for vehicles wishing to access the site from the south. These vehicles are most likely to utilise the Mona Vale town centre road network to turn around (i.e., left turn into Mona Vale Road, right turn into Bungan Street and thence a right turn into Pittwater Road).

The additional distance required to be travelled to access the site is not considered to be unreasonable, particularly considering the minor volumes of traffic projected to be required to undertake the required movements throughout the surrounding local road network (a maximum of approximately of 4 vehicles per hour). Further, it is noted that the proposed restricted access arrangements are the same as that provided for a multitude of developments fronting the full length of Pittwater Road.

6.3 Public Transport Generation and Impacts

It can be expected that the additional population accommodated within the subject development will generate a minor level of additional bus, pedestrian and cyclist demand, particularly during peak weekday commuter periods. The various infrastructure available to future residents (and visitors) will however ensure that such demand is spread throughout the above travel modes such that impact on any one particular infrastructure component will be negligible.

7. CONCLUSION

This report details our assessment of the traffic generation, access and safety considerations associated with an application involving the development of two parcels of land located on the eastern side of Pittwater Road, Mona Vale. The land currently known as Kitchener Park is zoned Open Space and is proposed to be rezoned to accommodate a medium density residential development comprising two buildings containing a total of 24 residential apartments. Having regard to the contents of this report, the following conclusions are now made:

- The proposed access and internal circulation arrangements will provide for safe and efficient vehicular movements during peak times, incorporating the below recommendations;
- Pittwater Road currently accommodates significant traffic demands during peak periods;
- The proposed development has been projected to generate approximately 7 peak hour trips throughout the surrounding road network; and
- Such a level of additional traffic is not anticipated to result in any noticeable impacts on the operation of the greater road network.

Based on the contents of this report, the following recommendations are provided:

- A single pedestrian access gate be located approximately central to the site frontage (thereby being separated from the abovementioned vehicular access) linking within internal paths which provide connectivity to a series of pedestrian access points to the buildings accessed from the central courtyard;
- One of the visitor car parking spaces located within the basement car park double as a car wash bay;
- Provision to be made within the secure basement car park for 8 bicycle racks;
- The suitability of the ability of the proposed access ramp and driveway to accommodate incoming and outgoing passenger vehicle movements in combination be assessed through the preparation of swept path plans using Autoturn or similar on detailed plans at development application stage;
- Consideration be given to the provision of a painted median within the curved section of the access ramp and on approach to Pittwater Road to ensure that there is no unreasonable conflict between entering and exiting vehicles;
- A detailed swept path assessment of garbage collection vehicles be undertaken at development application stage to ensure that such vehicles can enter the site, manoeuvre throughout the site and exit the site in a safe and efficient manner;

- The clearance of the basement car park be increased to 4.5m to accommodate garbage collection vehicles , sizes of which are as nominated in section 4.4.1.3 of this report;
- A loading bay be provided which is suitably capable of accommodating an SRV within the basement car parking area, providing dimensions of 3.5m x 6.4m to accord with the requirements of AS2890.2-2002; and
- Consideration be given to one or both of the following:
 - Relocating the site access driveway to the south to provide greater clearance between the junction of Pittwater Road and Mona Vale Road and the site access driveway; and/or
 - Extending the median separating Pittwater Road southbound traffic flow from right turning traffic from Mona Vale Road to a point to the south of the site access driveway.

Incorporating the abovementioned recommendations, there are no transport related issues associated with the proposed development which would prevent this Practice from recommending the proposal for Council approval.



Annexure E:

Practice Note: Classification and Reclassification of Public Land



Note	PN 09–003
Date	12 June 2009
Related	Supersedes (re)classification advice in Best Practice Guideline (1997)

Classification and reclassification of public land through a local environmental plan

The purpose of this practice note is to update (and supersede) previous guidance on the process to classify or reclassify public land through a local environmental plan including a principal plan in accordance with the Standard Instrument.

Introduction

'Public land' is any land (including a public reserve) vested in, or under the control of, council. Exceptions include roads, land to which the *Crown Lands Act 1989* applies, a common, or land to which the *Trustees of Schools of Arts Enabling Act 1902* applies.

'Community' land is generally open to the public, for example, parks, reserves or sports grounds.

'Operational' land may be used for other purposes, for example, as works depots or garages, or held by council as a temporary asset.

'Classification' of public land refers to the process when this land is first acquired and first classified as either 'operational' land or 'community' land.

'Reclassification' of public land refers to the process of changing the classification of 'operational' land to 'community' land or from 'community' land to 'operational' land.

How is public land classified or reclassified?

Depending on circumstances, this is undertaken by either:

- resolution of council under section 31, 32 or 33 of the *Local Government Act 1993* (LG Act) [through section 27(2)], or
- a local environmental plan (LEP) under the *Environmental Planning and Assessment Act 1979* (EP&A Act) [through section 27(1) of the LG Act].

In both cases, it is not possible for councils to delegate their decision to classify or reclassify public land [section 377(1) of the LG Act]. Councils are encouraged to classify or reclassify land through the LG Act wherever circumstances conform to sections 31, 32 or 33 of the LG Act.

The remaining parts of this practice note identify the key areas councils must consider when proposing to classify or reclassify public land by means of a local environmental plan (LEP) under the second option.

This practice note supersedes the sections relating to classification and reclassification in *LEPs and council land*, Best Practice Guideline (Department of Urban Affairs and Planning 1997).

Procedure under the EP&A Act

Where classification or reclassification is proposed through an LEP, council is advised to include the proposal as early as possible in the draft LEP or planning proposal. If the public land to be classified or reclassified is not owned by council, landowner's consent is required prior to either section 54 or section 56 of the EP&A Act (when the Part 3 amendment to the EP&A Act applies).¹

The proposal would then form part of the material presented through either section 54 or section 56 of the EP&A Act (when the Part 3 amendment to the EP&A Act applies).

¹ In relation to the Part 3 amendment, council should also check the changes to the EP&A Act and Regulation once these commence.

To assist councils, the steps in preparing material either as a draft LEP or planning proposal are summarised in Attachment 1. Column 1 of Attachment 1 sets out the requirements in accordance with the EP&A Act **prior** to the Part 3 amendment commencing. Column 2 of the attachment sets out the requirements **after** the Part 3 amendment commences. In relation to the Part 3 amendment, council should also check the savings and transitional arrangements under the EP&A Act, once these commence.

Where land is proposed to be reserved for a public purpose such as provision of public services and facilities, section 117 Direction 6.2—Reserving Land for Public Purposes applies. The Direction also sets out requirements when a reservation of public land for such purposes is no longer required.

A summary of relevant matters that need to be available at the time the planning proposal is first forwarded are listed in Attachment 2 under 'Exhibition'. Other matters for exhibition and later stages are listed separately in that attachment.

Provisions in the Standard Instrument

The following Standard Instrument provisions are relevant to the classification and reclassification of public land.

Clause 5.2—Classification and reclassification of public land

The purpose of this clause is to enable councils to classify or reclassify public land identified in Schedule 4 of the Standard Instrument. Only public land to be classified or reclassified by publication on the NSW legislation website of that principal LEP is to be identified in the schedule. Schedule 4 must not contain a reference to any land already classified or reclassified.

Part 1 Schedule 4—change to 'operational' land, no interest changes

Land is identified in Part 1 of Schedule 4 where the trusts, estates, interests, dedications, conditions, restrictions or covenants over the land are to remain after reclassification to 'operational land', i.e. where no interests will change.

Part 2 Schedule 4—change to 'operational' land and an interest will change

Land is identified in Part 2 of Schedule 4 where the land is to be classified or reclassified as 'operational land' and some of the trusts, estates, interests, dedications, conditions, restrictions, or covenants over the land remain. The interests to remain are identified in column 3 of this part of the schedule.

Part 3 Schedule 4—change to 'community' land

Land proposed to be classified or reclassified as 'community land' through the LEP is identified in Part 3 of the schedule.

Where there is no land to be classified or reclassified through the LEP, the clause remains with the schedule empty.

General requirements for exhibition

Public exhibition of the LEP occurs after certification of the LEP (in accordance with section 66 of the EP&A Act). Public exhibition of a planning proposal may occur in accordance with section 57(2) (when the Part 3 amendment to the EP&A Act commences). To assist the public in understanding an exhibited draft LEP or planning proposal to classify or reclassify land, requirements are summarised in Attachment 2.

A copy of council's response to these requirements together with a copy of this practice note is to be part of material displayed during public exhibition of an LEP or planning proposal to reclassify or classify public land.

Public hearing

A public hearing must be held when 'community land' is proposed to be reclassified as 'operational land'.

To ensure council and the community have sufficient time to consider relevant matters associated with the proposed change, the public hearing is held **after** the close of the exhibition period under section 68 of the EP&A Act (section 29 of the LG Act) for an LEP and in accordance with section 57(6) (when the Part 3 amendment to the EP&A Act commences).

Public hearing provisions are set out in the EP&A Regulation (clause 14) and public notice of a hearing must be sent or published **at least 21 days** before the start of the public hearing.

The independence of the person chairing the public hearing and requirements relating to the preparation and inspection of reports from the hearing are specified in section 47G of the LG Act.

Further information

A copy of this practice note, Standard Instrument, and other specific practice notes and planning circulars on using the Standard Instrument, can be accessed on the Department's website <http://www.planning.nsw.gov.au/lep/index.asp>

Authorised by:

Sam Haddad, Director-General

List of attachments:

1. Main steps (in sequence) for classifying and reclassifying public land under the *Environmental Planning and Assessment Act 1979*
2. General requirements for classification or reclassification of land through local environmental plans and planning proposals

Attachment 1. Main steps (in sequence) for classifying and reclassifying public land under the *Environmental Planning and Assessment Act 1979*

Requirements prior to commencement of the 2008 Part 3 amendment to the EP&A Act	Requirements after commencement of the 2008 Part 3 amendment to the EP&A Act when it applies to a proposal
<p>Council notifies the Department of a decision to prepare a draft LEP including a proposal to classify or reclassify public land (section 54 of the EP&A Act).</p> <p>This notification is accompanied by an appropriate level of information including for the following:</p> <ul style="list-style-type: none"> - a justification for the proposal - reasons why council acquired an interest - details that would also accompany a plan at exhibition stage (see Attachment 2) - any proposal to extinguish or retain other interests in the land through the reclassification - a justification /explanation as to why such interests are being extinguished - any rezoning associated with the classification/ reclassification - any preliminary comments by a relevant government agency, including agency's consent where land is vested or held by an agency other than council - consideration of any relevant directions e.g. section 117 Direction 6.2—Reserving Land for Public Purposes, where appropriate. 	<p>A planning proposal is forwarded by council to the Minister (new section 56 of the EP&A Act), including a proposal to classify or reclassify public land.</p> <p>This proposal contains an appropriate level of information including for the following:</p> <ul style="list-style-type: none"> - a justification for the planning proposal - reasons why council acquired an interest - details that would also accompany a plan at exhibition stage (see Attachment 2) - any proposal to extinguish or retain other interests in the land through the reclassification - a justification /explanation as to why such interests are being extinguished - any rezoning associated with the classification/ reclassification - any preliminary comments by a relevant government agency, including an agency in which the land is vested or held - consideration of any relevant directions, e.g. section 117 Direction 6.2—Reserving Land for Public Purposes, where appropriate.
Consultation with relevant public agencies and other stakeholders (section 62 of the EP&A Act).	See below.
After consultation, council submits a draft LEP to the Department and, subject to the issue of a section 65 certificate, the draft LEP is exhibited for a minimum of 28 days and the public invited to provide written submissions to the exhibited LEP within the exhibition period.	Following review, at the gateway, if the planning proposal is to proceed, requirements for the various stages of the proposal, including consultation requirements, will be provided to council (new section 56(1), 56(2) of the EP&A Act).
Where a draft LEP includes reclassification of 'community' land to 'operational' land, council holds a public hearing into the proposal in accordance with section 68 of the EP&A Act (section 29 of the Local Government Act). *	Where a planning proposal includes reclassification of 'community' land to 'operational' land, council holds a public hearing into the proposal in accordance with new section 57(6) of the EP&A Act. *
Such a hearing follows the requirements of clause 14 of the EP&A Regulation including that a notice of the details for the hearing must be published in a local newspaper and sent to any person requesting a hearing a minimum of 21 days prior to the hearing.	Such a hearing follows the requirements of clause 14 of the EP&A Regulation including that a notice of the details for the hearing must be published in a local newspaper and sent to any person requesting a hearing a minimum of 21 days prior to the hearing.
Where it is considered appropriate, the draft LEP is submitted to the Director-General together with details of all submissions and the report of the public hearing, together with a statement of other matters set out in section 68 of the EP&A Act.	<p>Consultation for a planning proposal under new section 57 of the EP&A Act is completed when council has considered any submissions made concerning the proposed instrument and the report of any public hearing.</p> <p>Where the planning proposal is to proceed, the Director-General makes arrangements for the drafting of the LEP to give effect to the final proposal (new section 59 of the EP&A Act).</p>
The Director-General furnishes a report to the Minister if the Director-General is satisfied that the draft LEP has been prepared in accordance with any applicable standard instrument under section 33A (section 69 of the EP&A Act).	
The Minister determines whether to make the LEP under section 70 of the EP&A Act. **	The Minister (or Minister's delegate) determines whether to make the LEP under new section 59 of the EP&A Act. **

Notes:

- * Where a proposal includes a classification of 'operational' land to 'community' land, a public hearing is not generally required.
- ** Where a reclassification proposes to extinguish other interests in the land, the approval of the Governor is required in accordance with section 30 of the LG Act.

Attachment 2. General requirements for classification or reclassification of land through local environmental plans and planning proposals

Exhibition

When exhibiting a planning proposal or draft LEP to classify or reclassify public land, council must provide a written statement including the following:

- the reasons why the draft LEP or planning proposal is being prepared including the planning merits of the proposal, e.g. the findings of a centres' strategy, council's intention to dispose of the land, provision of open space in a town centre
- the current and proposed classification of the land
- the reasons for the reclassification including how this relates to council's strategic framework, council's proposed future use of the land, proposed zones, site specific requirements, e.g. heritage controls, anticipated physical or operational changes resulting from the reclassification
- council's ownership of the land, if this applies
- the nature of council's interest in the land, e.g. council has a 50 year lease over the site
- how and when the interest was first acquired, e.g. the land was purchased in 20XX through section 94
- the reasons council acquired an interest in the land, e.g. for the extension of an existing park; council was given responsibility for the land by a State agency
- any agreements over the land together with their duration, terms, controls, agreement to dispose of the land, e.g. whether any aspect of the draft LEP or planning proposal formed part of the agreement to dispose of the land and any terms of any such agreement
- an indication, as a minimum, of the magnitude of any financial gain or loss from the reclassification and of the type(s) of benefit that could arise e.g. council could indicate the magnitude of value added to the land based on comparable sites such as the land is currently valued at \$1500 per square metre, nearby land zoned for business development is valued at between \$2000 and \$5000 per square metre
- the asset management objectives being pursued, the manner in which they will be achieved and the type of benefits the council wants, i.e. without necessarily providing details of any possible financial arrangements, how the council may or will benefit financially
- whether there has been an agreement for the sale or lease of the land; the basic details of any such agreement and, if relevant, when council intends to realise its asset, either

immediately after rezoning/reclassification or at a later time

- Relevant matters required in plan making under the EP&A Act
- A copy of this practice note must be included in the exhibition material to assist the community in identifying information requirements. Council staff may wish to identify the column in Attachment 1 that applies.

Post-exhibition

Once a decision has been made regarding whether the draft LEP or planning proposal proceeds, everyone who made a written submission must be notified in writing of the decision.

Written notification must occur within 14 days of the decision and needs to clearly identify the reasons for council's decision. An explanation must be included of how issues raised in submissions were addressed including the reasons for council's decision.

The final report after exhibition to either the Director-General or the Minister should include:

- a brief summary of council's interest in the land
- issues raised in any relevant submissions
- the dates of the exhibition and the hearing
- an explanation of how issues raised were addressed or resolved.

Additional matters to be addressed when the Governor's approval is required

The Governor's approval is required for the extinguishment of public reserve status and other interests in land which a council proposes to reclassify from 'community' to 'operational' status under the LG Act.

Council must provide sufficient information in accordance with this practice note to inform the Minister of any public reserve and/or other third party property interests (e.g. trust, covenant, easement) that are proposed to be extinguished upon the making of such a draft LEP or planning proposal.

Important note

This note does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this note.

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