

PLANNING PROPOSAL

No. 2/2013

**Property No. 99 New Line Road
Cherrybrook**



Contents

Introduction

Background

Part 1 – Objectives or Intended Outcomes

Part 2 – Explanation of the Provisions

Part 3 - Justification

Section A - Need for the planning proposal

Section B - Relationship to strategic planning framework

Section C - Environmental, social and economic impact

Section D - State and Commonwealth interests

Part 4 - Maps

Part 5 - Community Consultation

Part 6 - Proposed Timeline

Appendices

Appendix A Group Managers Report No.114/13 and Minutes (18 December 2013)

Appendix B Indicative Concept Plan – Car Park

Appendix C Survey Plan

Appendix D Assessment of Traffic Parking Implications – Transport and Traffic Planning Associates

Appendix E Consultation Strategy

Maps

Map 1 Proposed Zoning Map

Map 2 Proposed Height of Building Map

Map 3 Proposed Lot Size Map

Introduction

This Planning Proposal explains the intent of, and justification for, the proposed amendment to Hornsby Local Environmental Plan 2013 (Hornsby LEP 2013) for site No. 99 New Line Road, Cherrybrook.

The site is owned by the West Pennant Hills Sports Club and is located on the western side of New Line Road, approximately 25m south of the Club's existing land holdings at No. 103-109 New Line Road, Cherrybrook. The Club intends to use the site as a car park ancillary to the current and the future operations of the Club premises.

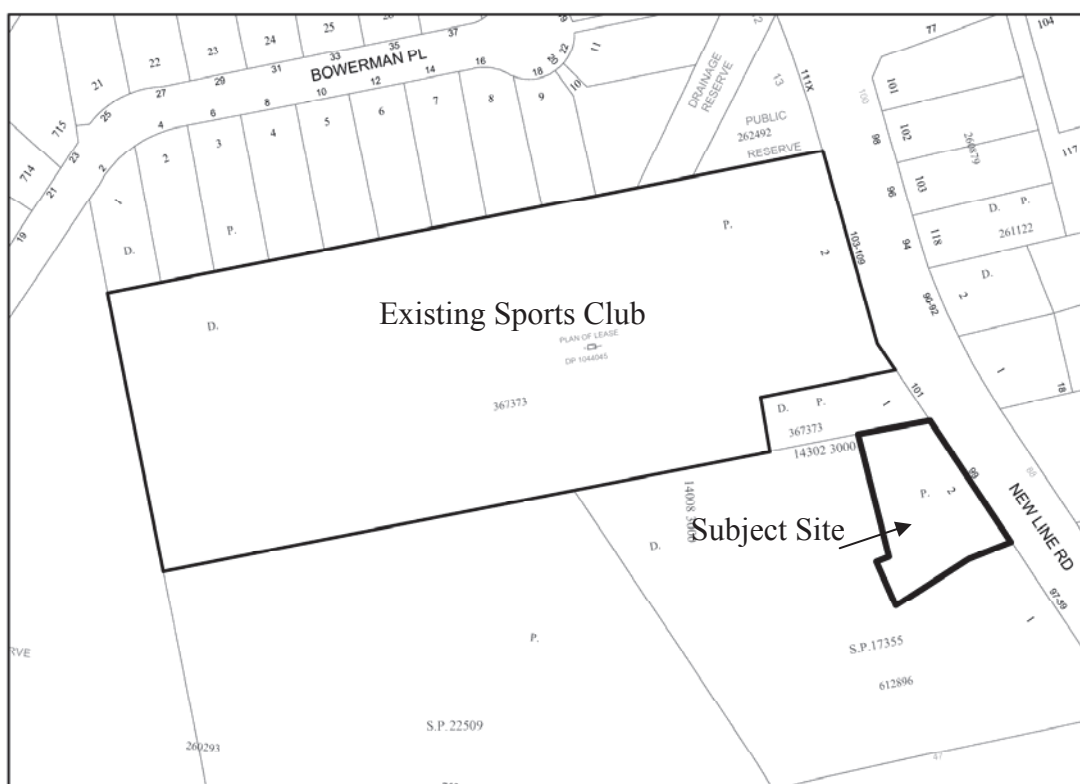


Figure 1 Location of existing West Pennant Hills Sports Club and Subject Site

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and guidelines published by the Department of Planning and Infrastructure in October 2012, namely 'A Guide to Preparing Planning Proposals' and 'A Guide to Preparing Local Environmental Plans'.

The Planning Proposal details the extent to which the proposal satisfies mandatory legislation, planning policies and environmental considerations. The main categories include:

Part 1 – Statement of objectives and intended outcomes

Part 2 – Explanation of provisions of how the objectives or intended outcomes are to be achieved

Part 3 – Justification for the proposal

Part 4 – Mapping details

Part 5 – Community consultation

Part 6 – Anticipated project timeline

Background

This Planning Proposal is an amendment to the planning controls in the Hornsby LEP 2013 for the site listed in Table 1. The summary and justification for the changes is addressed in the following pages

Site	Property Description
99 New Line Road, Cherrybrook	Lot 2, D.P. 612896

Table 1 - Site Description

History

The West Pennant Hills Sports Club is an established facility within the Cherrybrook community and has been a focal point for local recreational and sporting groups for over 40 years. The Club currently serves over 9,000 members and supports a number of community and sporting groups within the local community. Current club facilities include a licensed club, two bowling greens, three (3) all-weather tennis courts, ancillary outbuildings and cricket nets.

In 2008, Development Consent DA/1046/2007 was issued for a master plan redevelopment of the Club's site involving the renovation of the existing clubhouse and grounds

In 2011, the Club purchased the neighbouring residential site, No. 99 New Line Road with the view to utilising the now vacant block for overflow parking.

In June 2011, Development Approval (DA/477/2011) granted for demolition of existing buildings on 99 New Line Road. The buildings were subsequently demolished.

In 2012, DEM Pty Ltd lodged an application on behalf of the Club with Hornsby Council, seeking rezoning of No. 99 under the then Comprehensive Draft LEP 2013 to enable the site to be used as a car park.

As Council indicated in its report on submissions, such requests were beyond the scope of a "like for like" zoning translation, which was the intent of the Draft Hornsby LEP. Council engaged an independent planning consultant to review the individual rezoning requests and make recommendations via an Issues Paper. In relation to the subject site the independent planning consultant assessed the Club's submission and advised as follows:-

"Although containing recreation facilities, the primary activity of the West Pennant Hills Sports Club is as a registered club which is prohibited under the current zoning and as well as the proposed zoning.

The use of R2 zoned land as a car park ancillary to the club would also be prohibited.

It is noted that No. 99 New Line Road is surrounded by medium density development to the south and west and a privately owned detached dwelling to the north. Rezoning of the site as requested has the potential to isolate and significantly impact upon adjacent properties.

Any consideration of a rezoning of the site to enable development as car park in association with the registered club would need to address the future amenity of those properties.

Should Council pursue the reclassification of 111-113 New Line road, a rezoning of the land could be considered in conjunction with that process, however, it is not considered appropriate without consideration of a comprehensive Planning Proposal."

Following review of the Draft LEP submissions, Hornsby Council subsequently resolved on 19 December 2012 to:

(Schedule A – Point 5) "Invite the submission of a formal Planning Proposal to be accompanied by the necessary studies and evaluation fees for consideration on its merits in relation to the following requests for rezoning/changes to development standards....

To rezone the R2 Low Density Residential zoned land at property No. 99 New Line Road, Cherrybrook to RE2 Private Recreation to facilitate the construction of an at grade car park that supplements existing parking at the West Pennant Hills Sports Club".

In October 2013, the proponent DEM Pty Ltd lodged a Planning Proposal with Council for the rezoning of the property to zone RE2 Private Recreation to facilitate a car park.

In December 2013, Council considered the Planning Proposal and resolved to (Details to be inserted prior to gateway application being forwarded) (Appendix A)

Proposal

The Planning Proposal, submitted by the proponent DEM Pty Ltd on behalf of the West Pennant Hills Sports Club, seeks to rezone the site from zone R2 Low Density Residential to zone RE2 Private Recreation. The zone R2 Low Density Residential does not permit 'carparks' nor any activity ancillary to 'registered clubs'. The zone RE2 Private Recreation permits 'carparks' and 'registered clubs'.

The applicant provides that the intended outcome of the Planning Proposal is to:

- provide an additional new parking area to be used in conjunction with the existing Club;
- facilitate management of patron parking close to existing Club entries which will encourage visitors to park within the Club and not on surrounding local streets;
- facilitate future improvements to the Club operations by providing supplementary parking, especially during the construction of the master plan;
- provide for a consistent zoning across the Club's land holdings; and
- provide for the future consolidation of No.101 New Line Road to facilitate a functional and cohesive land holding for the Club in the future.

An indicative concept plan illustrating how the site could be configured for car parking is attached to this Planning Proposal (Attachment B). Whilst the design of the car park will not be finalised until the submission of a Development Application, the applicant has identified that the final design would include the following features:

- Appropriate boundary setbacks to separate the car park from adjoining dwellings; and
- Perimeter landscaping and fencing to visually screen and buffer acoustic and light impacts from the car park to separate the car park from adjoining dwellings.

The applicant advises that the rezoning is required on the grounds that the existing R2 Low Density Residential Zone does not permit 'car parks' or 'registered clubs, or any activity ancillary to the existing club.

The preparation of a Planning Proposal is the first step in the process of requesting changes to a planning instrument. The initial Gateway Determination will confirm the technical studies and community consultation required to support the proposal. As additional investigation and consultation is undertaken, relevant parts of the planning proposal will be updated, amended and embellished.

The proponents Planning Proposal prepared by DEM Pty Ltd is accompanied by the following information:

- Political donations form confirming that no political donations have been made by the Club;
- Survey plan;
- Indicative car park layout; and
- Traffic Report (Transport and Traffic Planning Associates).

In accordance with usual practice, the proponent's Planning Proposal has been re-drafted by Council to enable additional information to be included for submission to the Department's LEP Review Panel. The re-drafted Planning Proposal includes the applicant's Survey Plan (Attachment C), indicative car park layout (Attachment B) and Traffic Report (Attachment D).

Land to which the Planning Proposal Applies

No. 99 New Line Road has a total site area of 1,680 m². A survey plan depicting the site with the previous building improvements is attached (Attachment C).

The land is currently cleared land having previously accommodated an old single storey weatherboard cottage and garage. The buildings were demolished by the Club in accordance with Council approval granted on 9 June 2011 (DA/477/2011).

The site is affected by an easement for transmission line and restrictions on the use of the land created by DP 612896.

The physical and locational characteristics of the site and its surrounds are as follows:

- Located on the western side of New Line Road, approximately 100m south of Cedarwood Drive and 150m north of Edward Bennett Drive, Cherrybrook;
- The site is gentle to moderate sloping with a fall from the south-eastern street corner to the north-western rear boundary of 1 in 30;
- Adjoins medium density development to the west and south;
- A single dwelling house (No. 101) is located immediately to the north and separates the subject site from the primary landholding of the Club; and
- Located on a major road corridor linking Castle Hill Road and the north west of Sydney.

The subject site is identified in Figure 1 below.



Figure 2 Location Plan No. 99 New Line Road Cherrybrook

Part 1: Objectives/Intended Outcome

Under Section 55 (1) of the EPA Act 1979 an explanation of what is planned to be achieved by the proposed amendment to HLEP 2013 is required to be provided.

The purpose of the Planning Proposal is to seek a rezoning of No. 99 New Line Road, Cherrybrook to RE2 Private Recreation.

The Club advises that intended outcome of the rezoning is to provide an additional new car parking area to be used in conjunction with the existing Club at No. 103-109 New Line Road

The Club advises that the rezoning will be the first step towards planning for the future consolidation of No. 99 with the existing larger RE2 landholding, should the intervening parcel No. 101 become available, which ultimately will facilitate a more functional and cohesive landholding.

Part 2: Explanation of Provisions

The subject site is proposed to be zoned RE2 Private Recreation to facilitate the development of a 'car park' ancillary to the existing 'registered club' at No. 103-109 New Line Road, Cherrybrook.

The Hornsby LEP 2013 currently specifies a maximum height of 8.5m for the subject land and a minimum lot size of 500m². Should the proposal proceed, the RE2 zone does not require a minimum lot size or building height control in accordance with the Standard Technical Requirements for LEP Maps issued by the DP&I. Accordingly the following maps will also need to be amended to achieve the proposed outcomes. The Planning Proposal seeks to provide planning controls for the subject site as shown in the maps listed below. Copies of the proposed maps are provided at Part 4 of this Planning Proposal.

Land Zoning Map - Shows the land zoning map that applies to the site.

Height of Building Map - Shows the maximum permitted height in metres of new development.

Minimum Lot Size Map - Shows the minimum lot size requirement for subdivision.

Extracts of each of the proposed maps are provided below.

A. Existing Land Zoning Map

The subject site is currently zoned R2 Low Density Residential. The neighbouring Club site and the adjoining private dwelling at No. 101 New Line Road are zoned RE2 Private Recreation zone under Hornsby LEP 2013 (see Figure 3)

Existing Land Zoning map



Figure 3: Extract Map No. 16 – Existing Land Zoning Map - No. 99 New Line Road Cherrybrook

B. Proposed Land Zoning Map

This Planning Proposal seeks to amend Hornsby LEP 2013 by rezoning No. 99 to zone RE2 Private Recreation (see Figure 4).

Proposed Land Zoning map

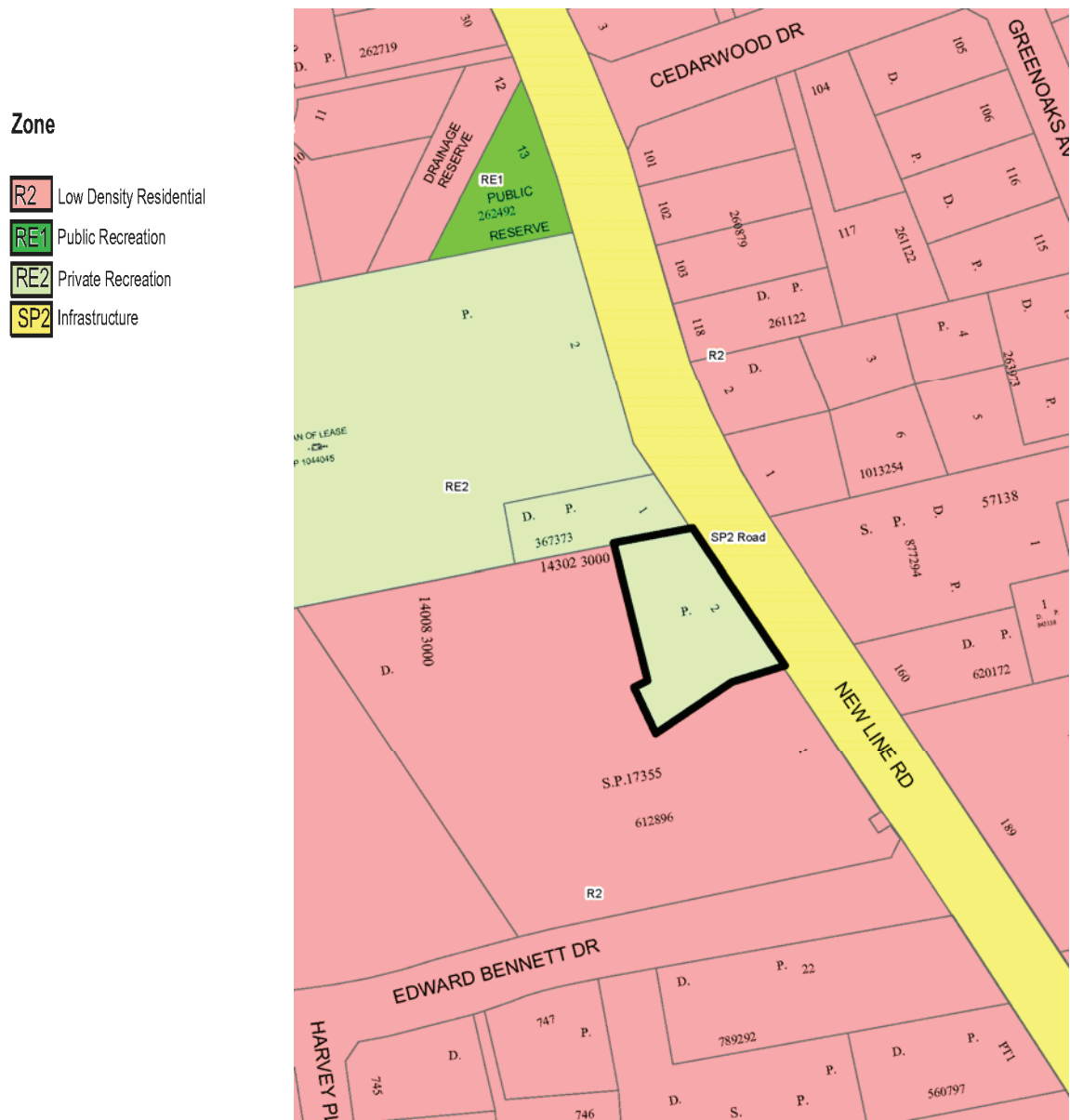


Figure 4: Extract Map No. 16 – Proposed Land Zoning Map - No. 99 New Line Road Cherrybrook

C. Existing Height of Building Map

A 8.5m maximum height of building applies to zone R2 Low Density Residential under the Hornsby LEP (see Figure 5).

Existing Height of Building Map

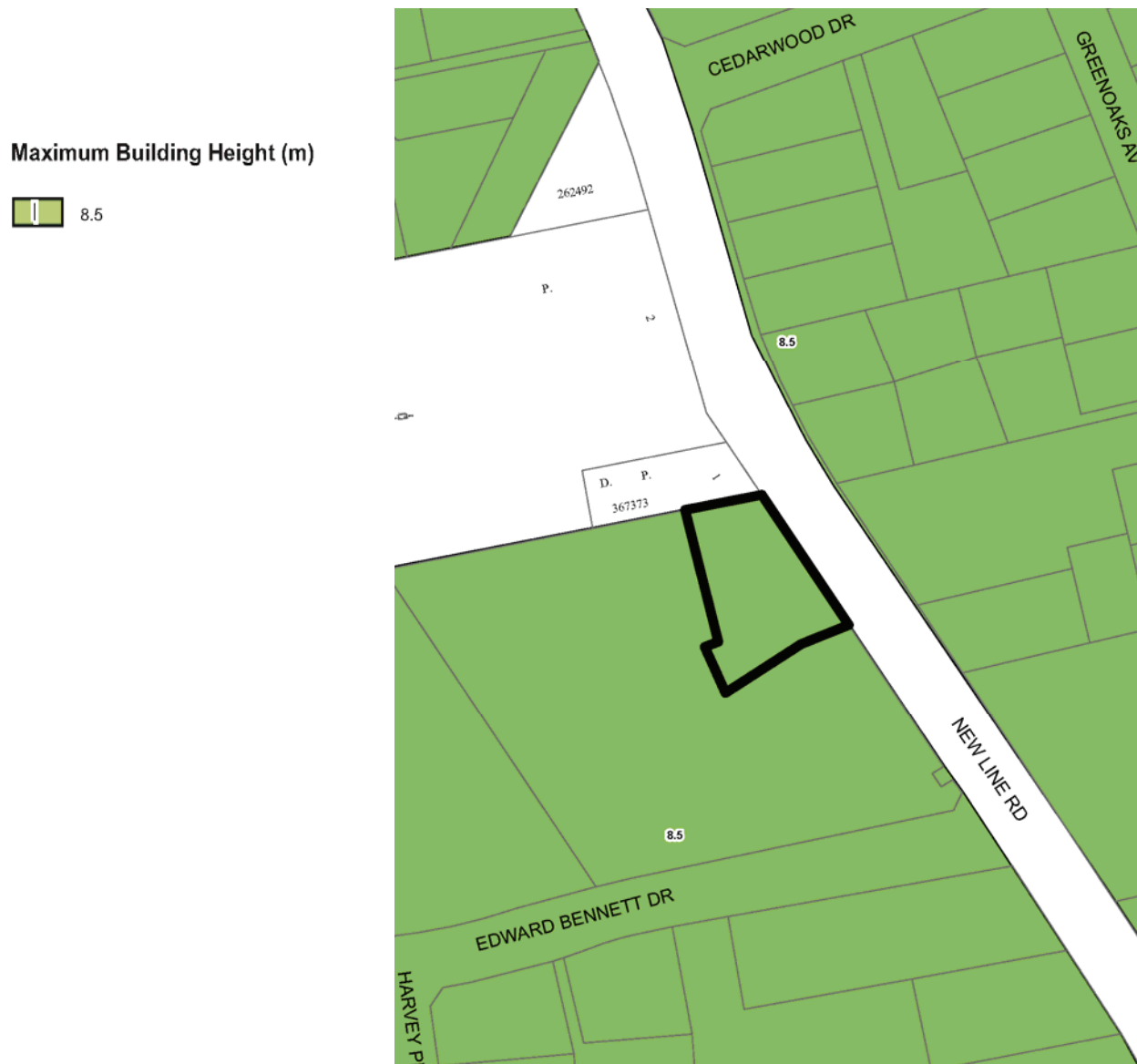


Figure 5: Extract Map No. 16 – Existing Height of Building Map - No. 99 New Line Road Cherrybrook

D. Proposed Height of Building Map

Land zoned RE2 Private Recreation does not have a height of building restriction under the Hornsby LEP. Accordingly, the relevant Height of Building Map will also need to be amended see Figure 6.



Figure 6: Extract Map No. 16 – Proposed Height of Building Map - No. 99 New Line Road Cherrybrook

E. Existing Minimum Lot Size Map

A 500 sqm minimum lot size requirement applies to zone R2 Low Density Residential under the Hornsby LEP (see Figure 7).

Existing Minimum Lot Size Map



Figure 7: Extract Map No. 16 – Existing Lot Size Map - No. 99 New Line Road Cherrybrook

F. Proposed Minimum Lot Size Map

Land zoned RE2 Private Recreation does not have a minimum lot size requirement under the Hornsby LEP. Accordingly, the relevant Minimum Lot Size Map will also need to be amended (see Figure 8).

Proposed Minimum Lot Size Map



Figure 8: Extract Map No. 16 – Proposed Lot Size Map - No. 99 New Line Road Cherrybrook

Part 3 – Justification

This section provides justification for the proposed outcomes and is based on a series of questions outlined in the Department of Planning and Infrastructure's *A Guide to Preparing Planning Proposals* 2012. Heads of consideration include the need for the planning proposal from a strategic planning viewpoint, implications for State and Commonwealth agencies and environmental, social and economic impacts.

Section A - Need for the planning proposal

1. *Is the planning proposal a result of any strategic study or report?*

No.

The Planning Proposal is not as a result of a strategic study or report. As noted in the background to this report, the Club requested the rezoning of the site via a submission to the exhibited Draft LEP. Council resolved on 19 December 2012 to invite the Club to lodge a separate planning proposal to rezone the site which would be considered on its merits.

The suitability of the site for a private recreation zoning is discussed later in the Planning Proposal.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes.

The Planning Proposal is the only legal means of enabling the site to be developed in line with the existing registered club's operations. The proposal will result in a logical extension to the zone RE2 Private Recreation which covers the neighbouring property and the existing Club premises.

Section B - Relationship to strategic planning framework

3. *Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Yes.

The State Government released the draft *Metropolitan Strategy for Sydney 2031* for public exhibition in March 2013. Once finalised, the *draft Strategy* will replace the *Metropolitan Plan for Sydney 2036*. However, until that time, the *Metropolitan Plan for Sydney 2036* is the applicable adopted strategy. In assessing the consistency of this Planning Proposal with metropolitan wide objectives, both adopted and new draft strategies have been considered. The consistency of this Planning Proposal with both draft and adopted metropolitan strategic strategies and the draft North Subregional Strategy is explained in detail in Tables 2 to 4 below.

Consistency with Metropolitan Plan for Sydney 2036	
Action	Consistency
H1.1 Promote equity, liveability and social inclusion. Ensure local open space and social infrastructure to be adequate, accessible and appropriate.	The Planning Proposal will provide improved accessible car parking to be used in conjunction with facilities provided by the existing Recreation Club. Whilst the Strategy is primarily related to public open space and cultural facilities, local residents use the West Pennant Hills Sports Club as a community and recreation resource. Therefore, additional parking facilities are consistent with the Strategy's objectives of promoting access to adequate, accessible and appropriate social and recreational infrastructure
H1.4 Ensure consideration of the mobility, accessibility, social and recreational needs of all members of the community in decision making	
H2.3: Deliver and manage parks, playing fields and public spaces to cater for community's current and future needs	
H3.1: Design and plan for healthy, safe accessible and inclusive places	

Table 2 – Consistency with Metropolitan Plan for Sydney 2036

Consistency with draft Metropolitan Plan for Sydney to 2031	
Objective	Consistency
8: Create socially inclusive places that promote social, cultural and recreational opportunities	The Planning Proposal will provide improved accessible car parking to be used in conjunction with facilities provided by the existing Recreation Club. Whilst the Strategy is primarily related to public open space and cultural facilities, local residents use the West Pennant Hills Sports Club as a community and recreation resource.
9: Deliver accessible and adaptable recreational and open space	

	Therefore, additional parking facilities are consistent with the draft Strategy's objectives of promoting access to adequate, accessible and appropriate social and recreational infrastructure
--	---

Table 3– Consistency with draft Metropolitan Plan for Sydney to 2031

Consistency with draft North Subregional Strategy	
Strategy F: Parks, Public Places and Culture	Consistency
F1: Increase access to quality parks and public places	The Planning Proposal will provide improved accessible car parking to be used in conjunction with facilities provided by the existing Recreation Club.
F2: Improve the Quality of Local Open Space	Whilst the Strategy is primarily related to public open space and cultural facilities, local residents use the West Pennant Hills Sports Club as a community and recreation resource. Therefore, additional parking facilities are consistent with the Strategy's objectives of promoting access to adequate, accessible and appropriate recreation supporting the social and recreational needs of an expanding population in the Northern Subregion.

Table 4 – Consistency with draft North Subregional Strategy

The Metropolitan Plan for Sydney 2036 and Draft North Subregional provides long term planning framework based on strategic directions for the future growth of Sydney. The Planning Proposal is consistent primarily with the Strategy's aims for a "Livable City", namely:-

To create socially inclusive places that encourage people to come together formally and informally and stimulate cultural and recreation activities; and

To deliver accessible and adaptable recreation and open spaces that everyone can enjoy.

The West Pennant Hills Sports Club, through its master plan redevelopment is seeking to support the social and recreational demands of an expanding residential population in the Northern Subregion. This Planning Proposal will assist the Club in strengthening its presence as a local community and recreational hub, as well as streamline on site operations.

4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Yes.

Hornsby Council's Community Plan 2013-2023 is a 10 year vision that identifies the main priorities and aspirations for the future of the Hornsby Shire and is Council's long term plan to deliver the best possible services for Shire. The Hornsby Shire Community Plan Key outcomes identified by the Community Plan include promoting opportunities for residents to participate in sporting and recreational facilities and providing infrastructure and services to serve the current and future recreational needs of the community.

The Planning Proposal is consistent with the specific strategic aims and goals to enhance the social and community well being by meeting diverse community needs and creating a strong sense of belonging and supporting healthy interactive communities. In this regard the Club has maintained a long standing relationship with the Cherrybrook community and intends to reinforce and strengthen its role in the region through its master plan redevelopment. The provision of additional parking for the Club is consistent with the key outcomes identified by the Community Plan.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The consistency of the Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in Table 5. Table 6 shows the consistency of the Planning proposal with former Regional Environmental Plans (REPs) for the Greater Metropolitan Region, which as deemed to have the weight of the SEPPs.

SEPP Title	Comment
SEPP 1 - Development Standards	Consistent – The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP 2 - Minimum Standards for Residential Flat Development	Repealed
SEPP 3 - Castlereagh Liquid Waste Disposal Depot	Repealed
SEPP 4 - Development Without Consent and Miscellaneous Complying Development	Not applicable
SEPP 6 - Number of Storeys in a Building	Consistent – The Planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP 7 - Port Kembla Coal Loader	Repealed
SEPP 8 - Surplus Public Land	Repealed
SEPP 9 - Group Homes	Repealed
SEPP 10 - Retention of Low-Cost Rental Accommodation	Repealed
SEPP 11 - Traffic Generating Developments	Repealed
SEPP 12 - Public Housing (Dwelling Houses)	Repealed
SEPP 13. Sydney Heliport	Repealed
SEPP 14. Coastal Wetlands	Not applicable

Table 5 – Consistency with State Environmental Planning Policies (SEPPs)

SEPP Title - cont	Comment
SEPP 16. Tertiary Institutions	Repealed
SEPP 17. Design of Building in Certain Business Centres	Not Made
SEPP 18. Public Housing	Not Made
SEPP 19. Bushland in Urban Areas	Not applicable
SEPP 20. Minimum Standards for Residential Flat Development	Repealed
SEPP 21. Moveable Dwellings	Not applicable
SEPP 22. Shops and Commercial Premises	Not applicable
SEPP 24. State Roads	Not Made
SEPP 25. Residential Allotment Sizes	Repealed
SEPP 26. Littoral Rainforests	Not applicable
SEPP 27. Prison Sites	Repealed
SEPP 28. Town Houses and Villa Houses	Repealed
SEPP 29. Western Sydney Recreational Area	Not applicable
SEPP 30. Intensive Agriculture	Not applicable
SEPP 31. Sydney (Kingsford Smith) Airport	Repealed
SEPP 32. Urban Consolidation (Redevelopment of Urban Land)	Not applicable
SEPP 33. Hazardous and Offensive Development	Not applicable
SEPP 34. Major Employment Generating Industrial Development	Repealed
SEPP 35. Maintenance Dredging of Tidal Waterways	Repealed
SEPP 36. Manufactured Home Estates	Not applicable
SEPP 37. Continued Mines and Extractive Industries	Repealed
SEPP 38. Olympic Games and Related Development Proposals	Repealed
SEPP 39. Spit Island Bird Habitat	Not applicable
SEPP 40. Sewerage Works	Not Made
SEPP 41. Casino/Entertainment Complex	Not applicable
SEPP 42. Multiple Occupancy and Rural Land (Repeal)	Repealed
SEPP 43. New Southern Railway	Repealed
SEPP 44. Koala Habitat Protection	Not applicable
SEPP 45. Permissibility of Mining	Repealed
SEPP 46. Protection and Management of Native Vegetation	Repealed
SEPP 47. Moore Park Showground	Not applicable
SEPP 48. Major Putrescible Landfill sites	Repealed
SEPP 50. Canal Estates	Not applicable
SEPP 51. Eastern Distributor	Repealed
SEPP 52. Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable
SEPP 53. Metropolitan Residential Development	Repealed
SEPP 54. Northside Storage Tunnel	Repealed
SEPP 55. Remediation of Land	The Planning Proposal is consistent with SEPP 55. The land has been previously used for residential development. Any potential contamination would be considered at the Development Application stage.
SEPP 56. Sydney Harbour Foreshores and Tributaries	Repealed

Table 5 – Consistency with State Environmental Planning Policies (SEPPs)

SEPP Title - Cont	Comment
SEPP 58. Protecting Sydney's Water Supply	Repealed
SEPP 59. Central Western Sydney Economic and Employment Area	Not applicable
SEPP 60. Exempt and Complying Development	Not applicable
SEPP 61. Exempt and Complying Development for White Bay and Glebe Island Ports	Repealed
SEPP 62. Sustainable Aquaculture	Not applicable
SEPP 63. Major Transport Projects	Repealed
SEPP 64. Advertising and Signage	Not applicable
SEPP 65. Design Quality of Residential Flat Development	Not applicable
SEPP 67. Macquarie Generation Industrial Development	Repealed
SEPP 68. Not Allocated	
SEPP 69. Major Electricity Supply Projects	Repealed
SEPP 70. Affordable Housing (Revised Schemes)	N/A
SEPP 71. Coastal Protection	N/A
SEPP 72. Linear Telecommunications Development – Broadband	Repealed
SEPP 73. Kosciuszko Ski Resorts	Repealed
SEPP 74. Newcastle Port and Employment Lands	Repealed
SEPP 1989. Penrith Lakes Scheme	Not applicable
SEPP 2004. Housing for Seniors or People with a Disability	Not applicable
SEPP 2004. Building Sustainability Index: BASIX	Not applicable
SEPP 2004. ARTC Rail Infrastructure	Repealed
SEPP 2004. Sydney Metropolitan Water Supply	Repealed
SEPP 2005. Development on Kurnell Peninsula	Not applicable
SEPP 2005. Major Development	Not applicable
SEPP 2006. Sydney Region Growth Centres	Not applicable
SEPP 2007. Mining, Petroleum Production and Extractive Industries	Not applicable
SEPP 2007. Temporary Structures	Not applicable
SEPP 2007. Infrastructure	Not applicable
SEPP 2007. Kosciuszko National Park – Alpine Resorts	Not applicable
SEPP 2008. Rural Lands	Not applicable
SEPP 2008. Exempt and Complying Development Codes	Not applicable
SEPP 2009. Western Sydney Parklands	Not applicable
SEPP 2009. Affordable Rental Housing	Not applicable
SEPP 2009. Western Sydney Employment Area	Not applicable
SEPP 2009. Affordable Rental Housing	Not applicable
SEPP 2010. Urban Renewal	Not applicable
SEPP 2011. Sydney Drinking Water Catchment	Not applicable
SEPP 2011. State and Regional Development	Not applicable

Table 5 – Consistency with State Environmental Planning Policies (SEPPs)

Sydney Regional Plans (deemed SEPPs)	Comment
SREP 1. Dual Occupancy	Repealed
SREP 2. Dual Occupancy	Repealed
SREP 3. Kurnell Peninsula	Repealed
SREP 4. Homebush Bay	Repealed
SREP 5. Chatswood Town Centre	Not applicable
SREP 6. Gosford Coastal Areas	Repealed
SREP 7. Multi-Unit Housing – Surplus Government Sites	Repealed
SREP 8. Central Coast Plateau Areas	Not applicable
SREP 9. Extractive Industry (No. 2)	Not applicable
SREP 10. Blue Mountains Regional Open Space	Repealed
SREP 11. Penrith Lakes Scheme	Not applicable
SREP 12. Dual Occupancy	Repealed
SREP 13. Mulgoa Valley	Not applicable
SREP 14. Eastern Beaches	Repealed
SREP 15. Terrey Hills	Repealed
SREP 16. Walsh Bay	Not applicable
SREP 17. Kurnell Peninsula	Not applicable
SREP 18. Public Transport Corridor	Not applicable
SREP 19. Rouse Hill Development Area	Not applicable
SREP 20. Hawkesbury Nepean River (No. 2 – 1997)	The Planning Proposal does not involve environmentally sensitive areas within the Hawkesbury-Nepean catchment (including the river, riparian land, escarpments and other scenic areas, national parks, wetlands, and significant floral and faunal habitats).
SREP 21. Warringah Urban Release Area	Repealed
SREP 22. Parramatta River	Repealed
SREP 23. Sydney and Middle Harbours	Repealed
SREP 24. Homebush Bay Area	Not applicable
SREP 25. Orchard Hills	Not applicable
SREP 26. City West	Not applicable
SREP 27. Wollondilly Regional Open Space	Repealed
SREP 28. Parramatta	Not applicable
SREP 29. Rhodes Peninsula	Not applicable
SREP 30. St Marys	Not applicable
SREP 31. Regional Parklands	Repealed
SREP 33. Cooks Cove	Not applicable
SREP 2005. Sydney Harbour Catchment	Not applicable

Table 6 – Consistency with former Sydney and Greater Metropolitan Regional Plans (REPs)

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against each Section 117 direction as shown in the table below:

No.	SEPP Title	Comment
1. Employment and Resources		
1.1	Business and Industrial Zones	Not applicable
1.2	Rural Zones	Not applicable
1.3	Mining, Petroleum Production and Extractive Industries	Not applicable
1.4	Oyster Aquaculture	Not applicable
1.5	Rural Planning	Not applicable
2. Environment and Heritage		
2.1	Environmental Protection Zones	The site has not been identified as being an environmentally sensitive area.
2.2	Coastal Protection	Not applicable
2.3	Heritage Conservation	The site has not been identified as being of heritage significance.
2.4	Recreation Vehicle Areas	Not applicable
3. Housing Infrastructure and Urban Development		
3.1	Residential Zones	Consistent. The subject site is currently located within a residential zone and is located within an established residential area with existing infrastructure and services. Whilst the proposal involves the loss of residential land in Cherrybrook, the rezoning is unlikely to affect the supply and variety of housing given that the land is impacted by existing restrictions and generally unsuitable for medium density housing. The land does not form part of Council's Housing Strategy and is not required to achieve Council's housing targets under the existing or draft Metropolitan Strategy. Therefore, the planning proposal is consistent with the Direction.
3.2	Caravan Parks and Manufactured Home Estates	Not applicable
3.3	Home Occupations	Not applicable

Table 7 – Consistency with Section 117 Directions

No.	SEPP Title (cont)	Comment
3. Housing Infrastructure and Urban Development - Cont		
3.4	Integrating Land Use and Transport	Consistent. The Planning Proposal will provide improved accessible car parking to be used in conjunction with facilities currently provided by the Recreation Club. The proposal will not generate additional demand for parking but will facilitate management of patron parking close to existing Club entries which will encourage visitors to park within the Club and not on surrounding local streets Therefore, the planning proposal is consistent with the Direction.
3.5	Development near licensed Aerodromes	Not applicable
4. Hazard and Risk		
4.1	Acid Sulfate Soils	Consistent. The Planning Proposal does not contradict or hinder application of acid sulphate soil provisions in Hornsby LEP 2013.
4.2	Mine Subsidence and Unstable Land	Not applicable
4.3	Flood Prone Land	Consistent. The Planning Proposal does not contradict or hinder application of flood prone land provisions in Hornsby LEP 2013.
4. Hazard and Risk - Cont		
4.4	Planning for Bushfire Protection	Consistent. The Planning proposal will not affect any land identified as being bushfire prone.
5. Regional Planning		
5.1	Implementation of Regional Strategies	Not applicable
5.2	Sydney Drinking Water Catchments	Not applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Not applicable
5.6	Sydney to Canberra Corridor	Not applicable
5.7	Central Coast	Not applicable
5.8	Sydney Second Airport: Badgerys Creek	Not applicable
5.9	North West Rail Link Corridor Strategy	Not applicable

Table 7 – Consistency with Section 117 Directions

No.	SEPP Title (Cont)	Comment
6. Local Plan Making		
6.1	Approval and Referral Requirements	Consistent. The Planning Proposal does not include any provisions that would require the concurrence, consultation or referral provisions nor does it identify any development as designated development.
6.2	Reserving Land for Public Purposes	The Planning Proposal will not affect any land reserved for a public purpose.
6.3	Site Specific Provisions	Not applicable
7. Metropolitan Planning		
7.1	Implementation of the Metropolitan Strategy	Consistent. The Planning Proposal does not contradict or hinder application of the Metropolitan Plan for Sydney 2036.

Table 7 – Consistency with Section 117 Directions

Section C - Environmental, social and economic impact

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The Planning Proposal does not apply to land that has been identified as containing critical habitats or threatened species, populations or ecological communities, or their habitats.

8. *Are there any other likely environmental effects as a result of the planning proposal and how they are proposed to be managed?*

Drainage

Preliminary investigation by Council engineers has identified a history of stormwater inundation in the locality. The site's north-western corner of the property is lower than the curb height of New Line Road. As a result stormwater naturally flows through the adjoining property at No. 47 Edward Bennet Drive. Any increase in hard stand area would require the management of stormwater runoff and would require on site stormwater detention and require inter-allotment drainage with the adjoining down stream property.

The Hornsby Development Control Plan (DCP) 2013 does not require inter-allotment drainage for single dwellings on existing lots. However, the proposed rezoning and development of a car park would require the Club to negotiate the creation of an easement over the adjoining down stream property for drainage purposes. Whilst this outcome would be addressed at the Development Assessment stage, the applicant should provide additional information to demonstrate an appropriate stormwater solution before the rezoning of the land is finalised.

Traffic and Access

The Club currently provides on site car parking for up to 154 cars which are accessed by separate entry and exist driveways located on the New Line Road frontage. The approved master plan (DA/1046/2007/B) provides for the staged expansion of the Club including increased car parking from 154 spaces to 388 spaces. New access arrangements to support the approved development include a 'sea gull' island treatment on New Line Road and pedestrian refuge island to control access.

To assist in addressing potential traffic and parking issues associated with the proposal to provide a new car park, the Club engaged Transport and Traffic Planning Associates (TTPA) (Attachment D) to:

- Evaluate the road network serving the site and the prevailing traffic conditions in the vicinity of the Club;
- Assess the proposed parking provision and the stand alone nature of additional car parking created for the Club;
- Assess the suitability of the proposed vehicle access and internal circulation arrangements; and
- Assess the potential traffic implications of the envisaged supplementary car parking.

In summary, Report prepared by TTPA identified that:-

- Traffic generation from the additional 42 parking spaces is identified by the report to be minor and will not result in any unsatisfactory traffic implications.
- The future access arrangement to the new car park would be via a new 5.5m wide combined ingress / egress driveway located towards the southern boundary of the subject property. Vehicle movements would be restricted to left in / left out and would comply with relevant sight distances.
- Whilst there exists the ability to cater for fully compliant and sufficient on-site parking within the Club's existing site at No. 103 New Line Road, the proposed rezoning of No.99 New Line Road will provide the Club with additional parking beyond parking code requirements and will further help encourage patrons to park within the Club's designated on-site parking areas and not in surrounding local streets.
- Additional over code parking will also provide the Club additional flexibility for staff parking at peak trading times enabling extra member and guest parking to be catered for in the main car park area adjacent Club entry points during special event occasions or busy periods further eliminating the possibilities of patrons parking in surrounding local streets for their own convenience.

Preliminary investigation by Council engineers has identified design issues regarding the distance of the proposed access point to the approved 'seagull' island treatment. Whilst this matter would be addressed at the Development Assessment stage, the applicant should provide additional information to demonstrate separation compliance before the rezoning of the land is finalised given that no opportunity exists to provide access through the adjoining to the existing club facility.

Should the Planning Proposal proceed, consultation with Roads and Maritime Services would occur to confirm their requirements.

9. *Has the planning proposal adequately addressed any social and economic effects?*

The Planning Proposal to create additional new parking is not required to support the Club's approved master plan consent. The previous master plan approval required that the Club provide all parking for staff and patrons on site at all times during the construction stages. To confirm this outcome, the applicant has provided the approved Construction Traffic and Pedestrian Management Plan for the master plan that details how each stage of development will meet relevant parking requirements without impacting the public domain. The Management Plan forms part of the Appendix D.

The proponent advises that the proposal to provide additional parking is not required to address a deficiency in parking but to provide for 'overflow' parking. The following benefits of additional parking are provided:

- Long term flexibility with managing the parking needs of patrons and staff during peak periods,
- Provides for the various sporting and community groups who use the Club's facilities; and
- Provides for users of the adjoining Edward Bennet Park who commonly use the Club's parking facilities.

Additional parking would also address previous concerns raised by local residents during the assessment of the master plan that Club patrons were parking in local streets despite the Club have compliant parking provision.

There will be long term community benefits arising from the rejuvenation of the Club and its ancillary works for the Cherrybrook community and its future populations. The expansion will strengthen the Club's presence in the community, reinforcing its long term commitment to the social, cultural and sporting wellbeing of the region.

Whilst the exact car park design is yet to be determined, it is acknowledged that the site's residential location would require consideration of potential impacts on neighbours such as vehicle and human noise, security, light disturbance and visual impact.

However, it is anticipated that both design and operational measures are feasible that will mitigate any potential impacts on neighbouring residences. Issues such as security, acoustic, light spill and privacy were all identified, assessed and mitigated through appropriate design measures and through Development Consent Conditions imposed by Council in respect of DA/1046/2007. Through design and operational measures, such issues can be adequately addressed and managed at the detailed DA stage in a similar fashion to the Club's existing masterplan DA Consent.

Section D - State and Commonwealth interests

10. *Is there adequate public infrastructure for the planning proposal?*

Yes.

Services are available in the vicinity of the subject site. The car park proposal will not impose any additional demands on local infrastructure, public or community services. Issues regarding stormwater disposal and access from the adjoining arterial road are discussed under Point 2 of Section E.

11. *What are the views of State and Commonwealth public authorities consulted in accordance within this gateway determination?*

Consultation will occur with relevant public authorities identified as part of the Gateway Determination.

Part 4 – Maps

The Planning Proposal seeks to amend the Hornsby LEP maps as identified in the Table below:-

Map	No.	Requested Amendment
Land Zoning map	LZN_016 Date 18/12/13	Change zoning of No. 99 (Lot 2 DP 612896) to RE2 Private Recreation
Height of Building map	HOB_016 Date 18/12/13	Remove all building height restrictions from No. 99 (Lot 2 DP 612896)
Lot Size map	LSZ_016 Date 18/12/13	Remove all minimum lot size restrictions from No. 99 (Lot 2 DP 612896)

Table 8 – HLEP Maps to be amended.

Draft Maps LZN_016, HOB_016 and LSZ_016 are attached to this Planning Proposal at Appendix C.

Part 5 – Community Consultation

The Planning Proposal was informally exhibited from 18 October 2013 to 21 November 2013 via a notice on Council's website and letters were sent to adjoining property owners. Copies of the Planning Proposal were also made available for inspection at Council's Administration Building and Hornsby Library.

It is proposed to publicly exhibit the Planning Proposal for a period of twenty eight days. It is proposed that consultation be carried out in accordance with the attached Consultation Strategy (Appendix E).

Part 6 - Project Timeline

Weeks after Gateway Determination	Item
0	Gateway Determination
3	Exhibition Start
7	Exhibition end
11	Consideration of submissions from exhibition
17	Report to Council on submissions and public hearing
19	Request draft instrument be prepared

Table 9 – Planning Proposal Timeline from gateway

Appendix A

Group Managers Report No.114/13 and
Council Minutes (excluding attachments)

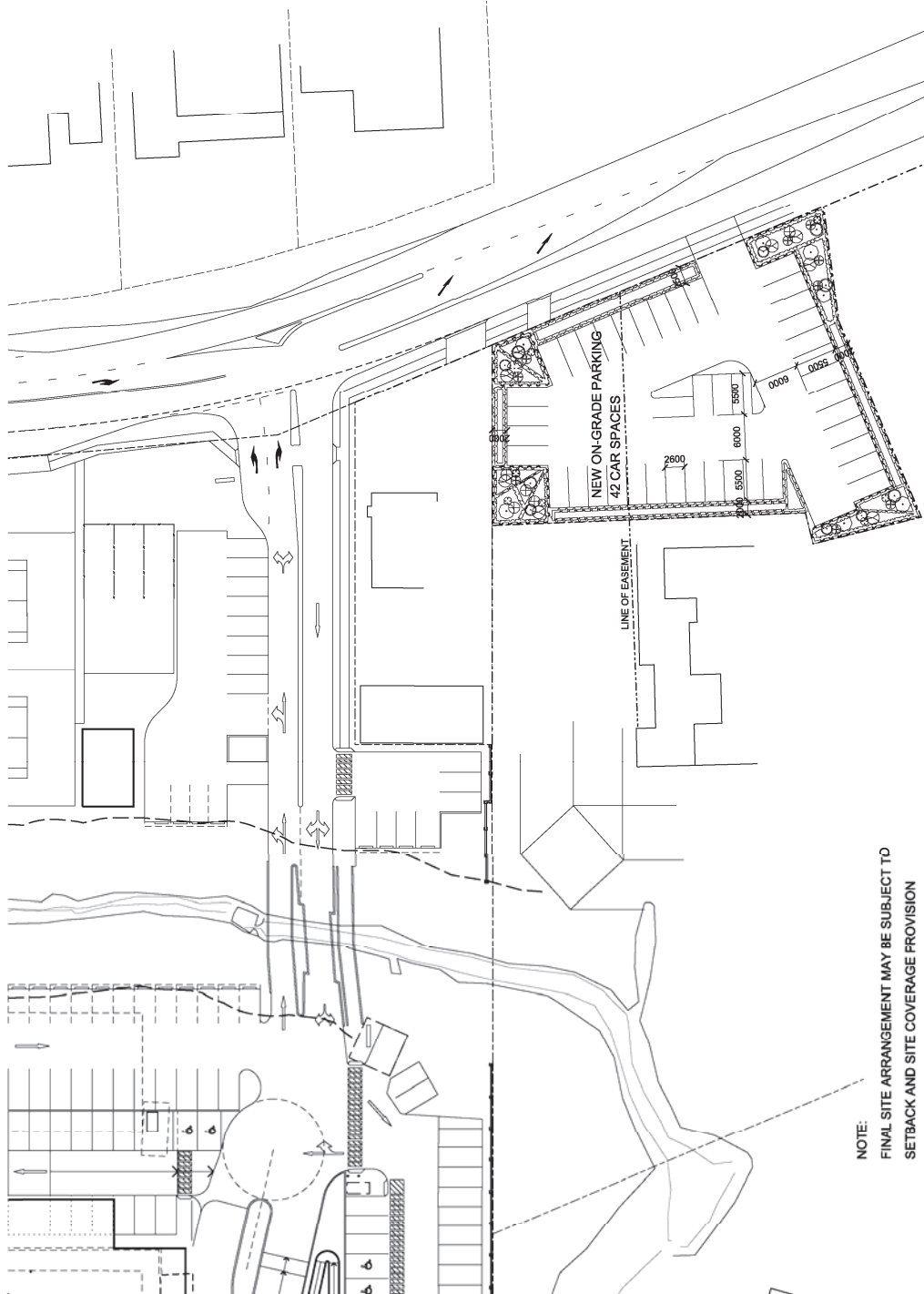
The Report and Minutes will be inserted here when it is referred to the Department of Planning and Infrastructure.

Appendix B

Indicative Concept Plan – Carpark Layout



dem



NOTE:
FINAL SITE ARRANGEMENT MAY BE SUBJECT TO
SETBACK AND SITE COVERAGE PROVISION

97-99 new line road cherrybrook

car park concept

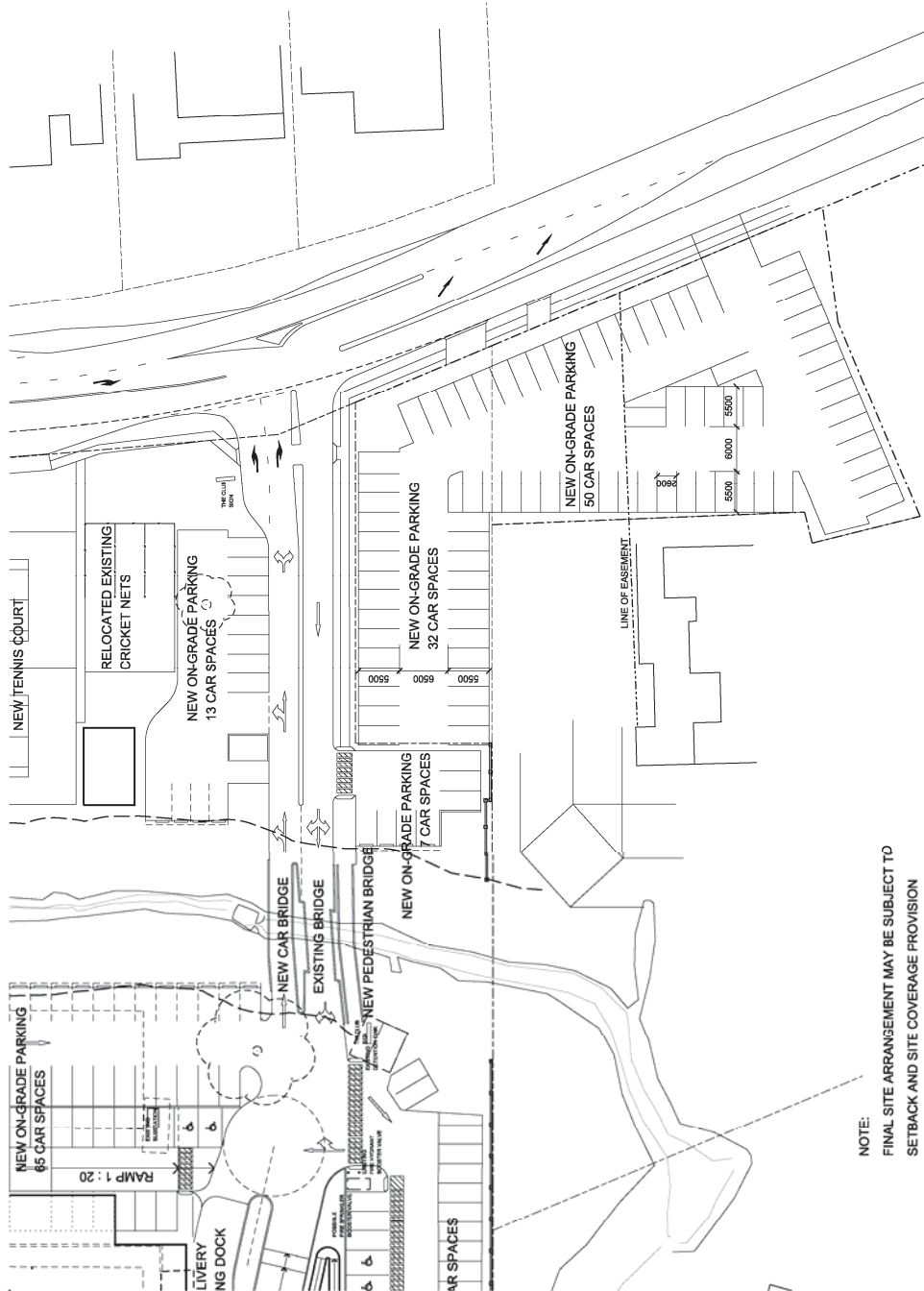
planning, urban design, architecture,
landscape architecture, interior design
level 8 15 holt street chateau new 2007
t: (02) 8966 6111
e: sydney@dem.com.au

date 17-06-13
scale 1:500@A3
proj no. 0000-00
rev no. -02
arsk0021

any reports, drawings, advice or information included or referenced that is
the sole property of the client and is not to be used for any other purpose
without the client's written approval. This is a preliminary drawing and
should not be used for construction purposes. It is the client's responsibility
to ensure that all information is up to date and correct. The client
acknowledges that the information provided is for general guidance only
and is not to be used for any other purpose. The client agrees to indemnify
the architect from and hold the architect harmless from all claims, damages,
costs and expenses, including reasonable legal fees, arising from the use of
this drawing for any purpose other than that for which it was prepared.
© copyright © 2013 dem architects Pty Ltd. All rights reserved. project: 11802013
drawing: 01



dem



NOTE:
FINAL SITE ARRANGEMENT MAY BE SUBJECT TO
SETBACK AND SITE COVERAGE PROVISION

west pennant hills sports club

Option 2a
with 97-99 & 101 New Line Road

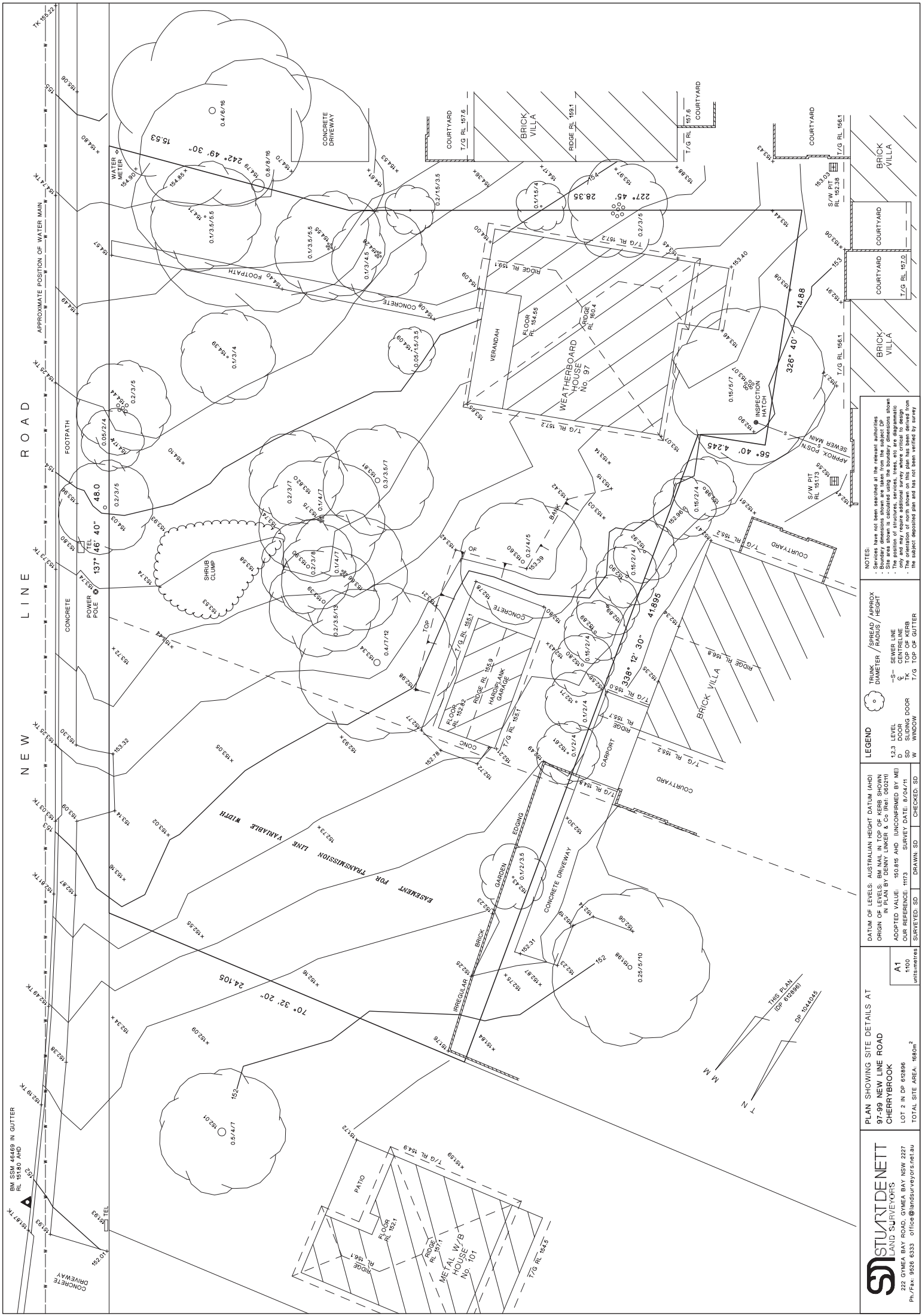
planning, urban design, architecture,
landscape architecture, interior design
level 8 15 holt street chashwood new 2057
t: 02 9886 6111
e: sydney@dem.com.au

19jan11
1:500@A3
4056-02
arsk0012
-02

© copyright of dem dem pty limited all rights reserved
1/8/12/2011
printed by: dem

Appendix C

Survey Plan



NOTES:

- Services have not been searched at the relevant authorities
- Boundary dimensions shown are taken from the subject DP
- Site area shown is calculated, using the boundary dimensions shown
- The position of structures, services, trees, etc are diagrammatic only and may require additional survey where critical to design
- The orientation of north shown on this plan has been derived from the subject deposited plan and has not been verified by survey

LEGEND

1,2,3	LEVEL
D	DOOR
SD	SLIDING DOOR
W	WINDOW

 TRUNK DIAMETER

$\frac{\text{SPREAD}}{\text{RADIUS}}$

$\frac{\text{APPROX}}{\text{HEIGHT}}$

—S— SEWER LINE
C CENTRELINE
TK TOP OF KERB
T/G TOP OF GUTTER

DATUM OF LEVELS: AUSTRALIAN HEIGHT DATUM (AHD)	
ORIGIN OF LEVELS: BM NAIL IN TOP OF KERB SHOWN IN PLAN BY DENNY LINKER & Co (Ref: 060211)	
ADOPTED VALUE: 150.815 AHD (UNCONFIRMED BY ME)	
OUR REFERENCE: 11173	SURVEY DATE: 8/04/11
SURVEYED: SD	DRAWN: SD
CHECKED: SD	

PLAN SHOWING SITE DETAILS AT
97-99 NEW LINE ROAD
CHERRYBROOK
LOT 2 IN DP 612896
TOTAL SITE AREA: 4650m²
A1
1:100
units:metre

STUART DENNETT
LAND SURVEYORS
222 GYMEA BAY ROAD, GYMEA BAY NSW 2227
Ph./Fax: 9526 6333 office@landsurveyors.net.au

Appendix D

Assessment of Traffic and Parking Implications (Including Construction Traffic and Pedestrian Management Plan)

**WEST PENNANT HILLS SPORTS CLUB
NEW LINE ROAD, CHERRYBROOK**

***Construction Traffic and Pedestrian
Management Plan
(Stages 1A, 1B & 1C)***

October 2011

Reference 0665

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 603, Level 6
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ttpa@ttpa.com.au

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	SITE, CONTEXT AND PROPOSED ACTIVITY	2
2.1	Site and Context	2
2.2	Approved Development	3
2.3	Proposed Construction Activity	4
2.3.1	Stage 1A Works	4
2.3.2	Stage 1B Works	5
2.3.3	Stage 1C Works	5
2.4	Construction Program	6
3.	ROAD NETWORK AND TRAFFIC CONDITIONS	7
3.1	Road Network	7
3.2	Traffic Controls	7
3.3	Transport Services	8
4.	PROPOSED TRAFFIC MANAGEMENT PLAN	9
4.1	General Requirements	11
4.2	Construction Vehicle Access and Internal Circulation	12
4.3	Construction Vehicle Routes	13
4.4	Truck Movements	14
4.5	Construction Hours	14
4.6	Signage	14
4.7	Pedestrian Access	16
4.8	General Traffic – Access and Internal Circulation	17
4.9	Worker And Club Patron Parking	17
4.10	Occupational Health and Safety	18
4.11	Journey to Work	18
4.12	Day to Day Contact Arrangements	19

APPENDIX A – APPROVED DEVELOPMENT SCHEME

APPENDIX B – SWEPT PATH ASSESSMENTS

**APPENDIX C – TRAFFIC CONTROL PLANS – DRIVEWAY, REFUGE & BUS BAY
CONSTRUCTION**

LIST OF ILLUSTRATIONS

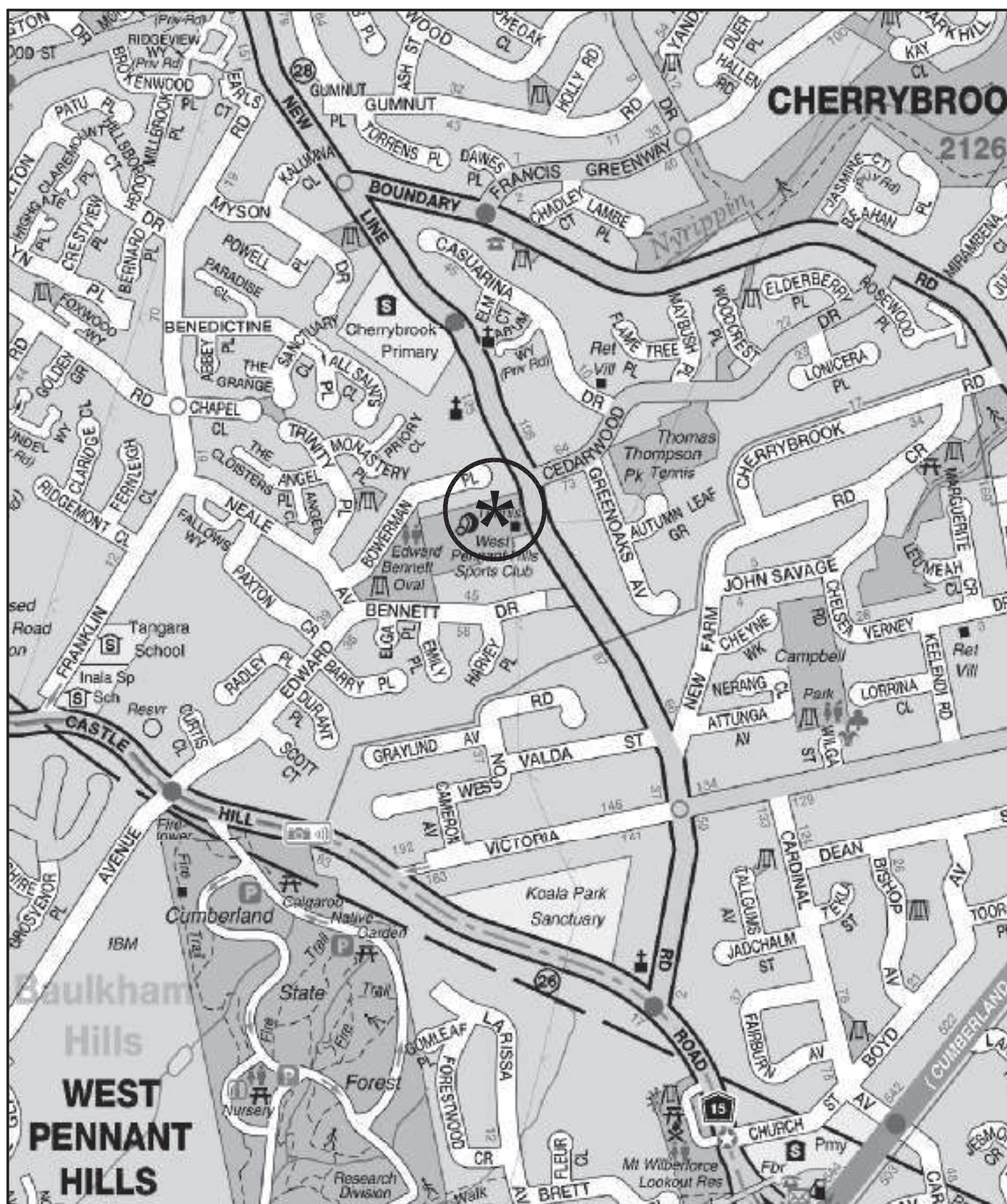
FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	CONSTRUCTION VEHICLES ROUTES
FIGURE 5	NEW LINE ROAD - GENERAL TRAFFIC CONTROL
FIGURE 6	DRIVEWAY CONSTRUCTION – PROPOSED TRAFFIC CONTROL

1. INTRODUCTION

This Construction Traffic and Pedestrian Management Plan has been (CTPMP) has been prepared in response to a DA Consent Condition (DA No. DA/1046/2007/A dated 2 June 2010) imposed by Hornsby Shire Council for the undertaking of various alterations and additions to the West Pennant Hills Sports Club at Cherrybrook (Figure 1).

The West Pennant Hills Sports Club occupies a large parcel of land on the western side of New Line Road, south of Cedarwood Drive at Cherrybrook. The club has existed on the site since its establishment in 1971 and was the subject of a major upgrade in 2001. Club membership has increased significantly in recent years and is currently in the order of 8,000.

The CTPMP outlines the proposed works identified in the first three (3) Stages (Stages 1A-1C) of a six (6) stage program, the methodology for managing construction vehicle movements IN/OUT of the site construction activity affecting the public domain, the construction vehicle approach and departure routes as well as measures to minimise traffic related impacts of construction on the surrounding residents as well as internal and external vehicular and pedestrian movements.



LEGEND



LOCATION

FIG 1

2. SITE, CONTEXT AND PROPOSED ACTIVITY

2.1 SITE AND CONTEXT

The West Pennant Hills Sports Club is situated on a large irregular shaped parcel of land of some 2.177 ha which it has occupied since its foundation in 1971 (Figure 2). The site has a frontage of 76.1 metres to the western side of New Line Road some 30 metres to the south of Cedarwood Drive at Cherrybrook. An unnamed Creek runs north/south across the site, approximately 60 metres inside the New Line Road property boundary.

In addition to the 'clubhouse' the site is also occupied by 2 bowling greens, 3 tennis courts and 2 cricket pitch practice nets, all of which are located between the clubhouse and the northern property boundary. The operating hours of the club are 10.00am – 11.00pm Sunday to Wednesday and 10.00am – midnight on Thursdays, Fridays and Saturdays.

On-site carparking is currently provided for up to 154 vehicles which are accessed by separate entry and exit driveways located on the New Line Road frontage and a single width bridge across the aforementioned creek.

The surrounding development predominantly comprises of freestanding single dwelling residences, which is typical of the suburb. The large Edward Bennett Reserve, which facilitates both passive and active recreational activities, abuts the club's western boundary. Other landuses in the vicinity of the site include:

- * the Cherrybrook Primary School some 300 – 400 metres north of the site
- * Thomas Thompson Park which facilitates tennis, cricket and junior soccer activities



SITE

LEGEND



SITE

FIG 2

- * numerous religious establishments with frontage to New Line Road between Castle Hill Road and Boundary Road.

2.2 APPROVED DEVELOPMENT

The approved development scheme involves the undertaking of various alterations and additions to the existing club building which will facilitate expanded dining, gaming, administration and function areas as well as a new 'club member' gymnasium. Associated with these works it is also proposed to:

- * ultimately increase the number of parking spaces from the current provision of 154 spaces to 388 spaces
- * relocate the bowling greens, tennis courts and cricket nets and
- * carry out various public domain works on New Line Road including the provision of:
 - a pedestrian refuge island
 - a bus bay
 - a 'seagull' intersection treatment at the entry/exit to the club
 - a roundabout at the Cedarwood Drive intersection and
 - amplification of the internal single lane width bridge (across the creek) to accommodate two way traffic flows

Details of the approved Development Scheme are provided on the plans prepared by DEM Architects which are reproduced Appendix A.

2.3 PROPOSED CONSTRUCTION ACTIVITY

The construction activity associated with the approved Development Scheme involves a multi-storey program of works of which this CTPMP addresses those works associated with Stage 1A, 1B and 1C which are described in the drawing provided overleaf and in the following:

2.3.1 STAGE 1A WORKS

- * Relocate the existing Cub administration area into temporary demountable building accommodation in the Club Director's parking area and relocate part of the internal gaming area into the existing administration area.
- * Install protective hoarding and pedestrian barriers to the existing gaming area.
- * Relocate the tennis courts and cricket nets to eastern Club site.
- * Retain the western and central bowling greens and on-grade parking areas to the west and south of the Club.
- * Construct a new on-grade parking areas to the eastern side of the Club.
- * Construct the temporary storage/'back-of-house' undercroft space and overhead slab structure to be converted for future temporary parking and gymnasium.
- * Erect acoustic fences and landscape buffer planting to northern Club boundary.
- * Erect acoustic fences along the southern property boundary.
- * Construct a new vehicular entry to New Line Road.
- * Construct the first portion of ground floor Club facilities extensions as depicted on the staging plan.
- * Refurbish the existing Club kitchen, bars, administration and reception areas to cater for the new extensions.
- * Construct new eastern tennis pavilions and amenities block.

- * Construct a new pedestrian bridge over the creek line.
- * Construct a 1.2m wide footpath, physically separated from the access road, connecting New Line Road and the new at-grade parking area on the eastern side of the Club to the Club building entrance.
- * Construct a pedestrian refuge island in New Line Road to the immediate south of Cedarwood Drive.
- * Relocate the temporary Club administration and gaming facilities into the new building and remove the temporary demountable accommodation.
- * Modify channel in watercourse to prevent flooding of the site.
- * Construct an On Site Detention system.

2.3.2 STAGE 1B WORKS

- * Extend the acoustic fence to southern boundary.
- * Convert the temporary storage/'back-of-house' undercroft area to temporary parking for 41 cars spaces to service the Stage 1B Club extensions.
- * Construct the second portion of the ground floor Club facilities extensions as depicted on staging plan.
- * Complete all riparian zone works and landscape treatments and New Line Road landscaping as per the staging plan.

2.3.3 STAGE 1C WORKS

- * Undertake remaining internal refurbishments and upgrading works to the existing Club building.
- * Extend the southern and northern acoustic fencing treatments to the western boundary.

- * Complete the northern and southern boundary landscape screen treatments.
- * Complete the New Line Road landscape treatments and footpath/bus bay.
- * Construct the first stage of the new traffic management improvement to New Line Road including seagull traffic management arrangement and bus bay.

2.4 CONSTRUCTION PROGRAM

The anticipated duration to carry out the various works identified in Stages 1A-1C inclusive are as follows:

- * Stage 1A – 14 months
- * Stage 1B – 10 months
- * Stage 1C – 10 months

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

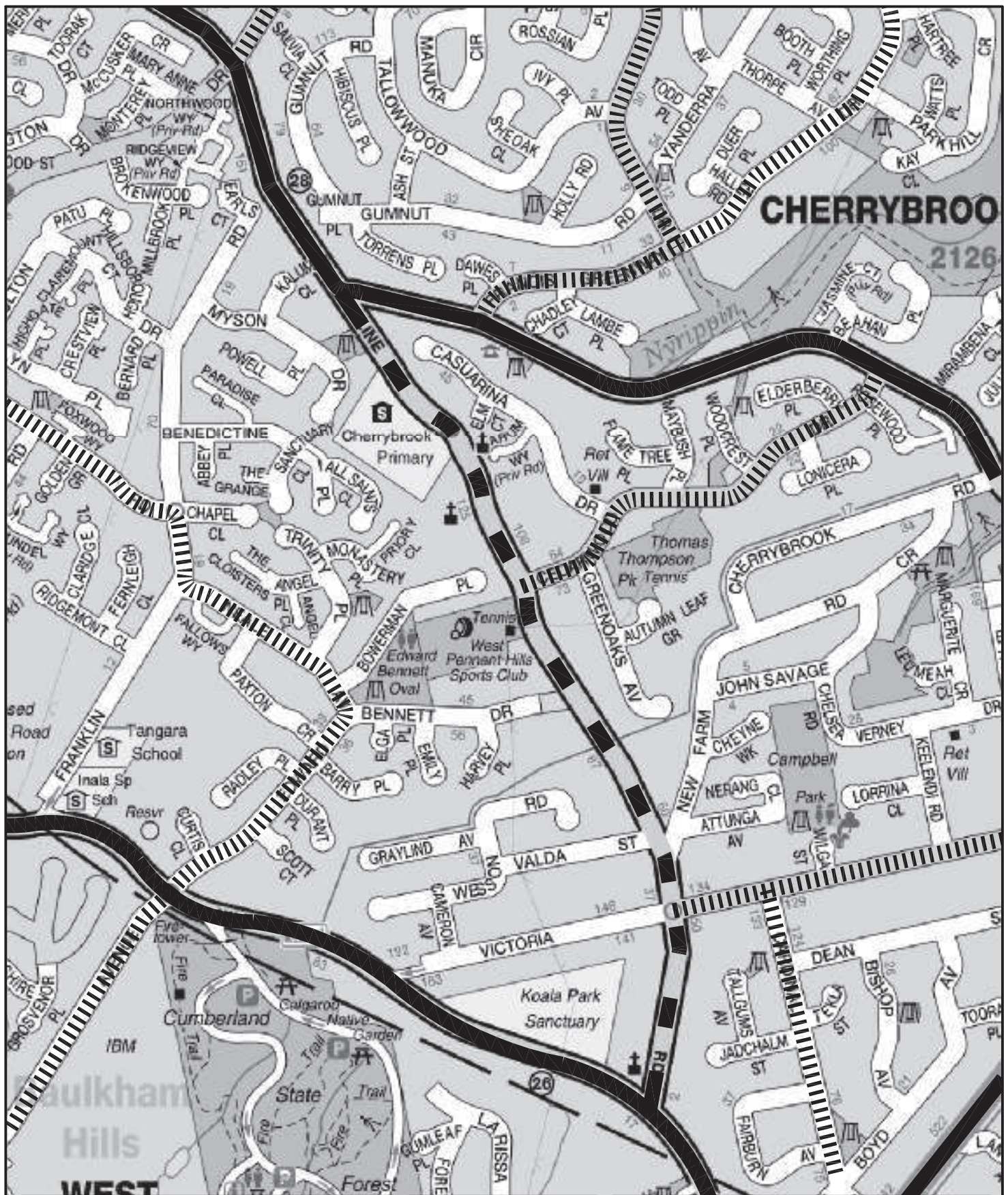
The road network serving the site (Figure 3) comprises:

- * *New Line Road* – a Regional Road and sub-arterial route between Castle Hill Road and Boundary Road and State Road and arterial route between Boundary Road and Old Northern Road at Dural
- * *Castle Hill Road* – a State Road and arterial route which functions between Pennant Hills Road at Thompsons Corner and Old Northern Road at Castle Hill
- * *Boundary Road* – a State Road and arterial route which functions between Pennant Hills Road at Pennant Hills and New Line Road
- * *Cedarwood Drive* – minor east/west collector route connecting between New Line Road and Boundary Road.

3.2 TRAFFIC CONTROLS

The existing traffic controls which have been applied to the roads in the vicinity of the site include:

- * the 50 kmph speed limit which applies to all roads other than Boundary Road, New Line Road and Castle Hill Road which are signposted as 60 kmph. A 40 kmph School Zone restriction also applies to New Line Road adjacent to the nearby Cherrybrook Primary School
- * the single lane roundabout to the south of the site, at the intersection of New Line Road and Victoria Avenue



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



ROAD NETWORK

FIG 3

- * the large two-lane roundabouts on New Line Road at Boundary Road and at County Drive
- * the traffic control signals at the intersection of New Line Road and Castle Hill Road and at the intersection of Boundary Road and Francis Greenway Drive
- * the mid-block pedestrian signals to the north of the site on New Line Road in the vicinity of the Cherrybrook Primary School
- * the localised road narrowing and pedestrian refuge island treatment in New Line Road approximately 100 metres south of the club
- * the 3 TONNE LOAD LIMIT restrictions on New Line Road
- * the Bus Zone provisions adjacent and directly opposite the site
- * the numerous 'pedestrian only' accessways off New Line Road providing connection between the residential areas and public transport services.

3.3 PUBLIC TRANSPORT

The club has good access to public transport with Bus Stops located on New Line Road, adjacent and directly opposite the club. These Bus Stops are serviced by the popular City Express (Route 620) service which operates between Central Sydney and Cherrybrook/Dural via the M2 and Lane Cove. The Bus Stops are also utilised by the 626 route service which operates between Pennant Hills Station and the Cherrybrook area.

4. PROPOSED TRAFFIC MANAGEMENT PLAN

The principle activities impacting on traffic, parking and access for each of the three (3) initial stages of work are as follows:

STAGE 1A

- * The erection of a perimeter hoarding which will preclude use of a small number of the existing car parking provisions between the front of the club house and the creek.
- * the construction of a 1.2 metre wide footpath connecting between New Line Road and a new pedestrian bridge across the creek and positioned to the immediate south of the existing Bridge
- * the construction of new ENTRY and EXIT driveways on the New Line Road frontage and
- * the construction of a Pedestrian Refuge island on New Line Road between Cedarwood Drive and the Clubs' access driveway.

STAGE 1B

- * negligible impacts

STAGE 1C

- * the construction of the Bus Bay on the western side of New Line Road, and
- * the incorporation of a 'Seagull' traffic management arrangement on New Line Road at the Club entry/exit driveway

Details of the proposed traffic management arrangements for each of these individual works are in the drawings provided in Appendix C and summarised as follows:

- A perimeter hoarding will be erected to segregate the Construction activity from the day to day activities of the Club. The hoarding will incorporate two (2) gates both of which will facilitate access to the Works Site by construction vehicles. The Gate closest to New Line Road will also be used to facilitate access to parking for Construction workers and sub-contractors.
- The construction of the new driveway and footpath on the southern side of the internal access road will be undertaken over a number of distinct phases to ensure that access to the Club is maintained at all times. Should work be required which cause the temporary closure of vehicular access such work will be carried out between 7am and 11am. The proposed methodology for construction of the new driveway and footpath are described in the Stage 1-4 drawings provided in Appendix C.
- The new Pedestrian Bridge will be built off site, transported and craned into position. When this occurs, use of the existing (road/pedestrian) bridge will be limited with accredited traffic controllers deployed to manage its use. To ensure that the disruption is kept to a minimum, the positioning of the bridge will be carried out from 7am on a weekday.
- To minimise disruption and delay to traffic flows on New Line Road, it is proposed to construct the pedestrian refuge island (Stage 1A) at night (after 7pm). This will enable a Half Road Closure Traffic Management operation to be introduced and a safe environment for workers carrying out the proposed works. When work on the Refuge island is to be commenced it will be necessary to relocate the Bus Zone on the western side of New Line Road to either the north of Cedarwood Drive or south of the club Access. The relocated Bus Zone will need to be retained in this location until such time as the recessed Bus Bay is built (Stage 1C). Details of the proposed Daytime and Nightwork arrangement associated with the construction of the Pedestrian Refuge island are provided in Appendix C.

- The construction of the Bus Bay in Stage 1C will require a partial closure of the Northbound carriageway on New Line Road to provide for a safe work environment. Sufficient width (minimum 3.5m) will be provide for northbound traffic to travel past the work site, whilst pedestrian access will also be maintained on the western side of New Line Road past the works. The proposed Traffic Control measures will be similar to those indicated in TCP101 of the RTA's Traffic Control at Work Sites manual which is reproduced in Appendix C.
- To ensure the safe movement of Construction Vehicles IN and OUT of the site throughout the Project, Traffic Control measures similar to those indicated in TCP 195 of the RTA's Traffic Control at Work Sites manual will be introduced. This TCP is reproduced in Appendix C. The deployment of the Accredited Traffic controller will be to manage the safe Entry and Exit of construction vehicles to/from the site in a manner which does not disrupt traffic and/or pedestrian movements on New Line Road.

4.1 GENERAL REQUIREMENTS

There are likely to be some heavy vehicles arriving and departing the site during the vast majority of days of the proposed works, with the demolition and excavation phases generating the highest number of daily movements outside those days when concrete pours are scheduled during the actual construction phase.

All drivers of vehicles transporting loose materials will ensure the entire load is covered by means of a tarpaulin or similar impervious material. The vehicle driver will take all precautions to prevent any excess dust or dirt particles depositing onto the roadway during travel to and from the site. The respective trades will be inducted by the head contractor into the above procedures and will monitor all trucks entering and exiting the site to ensure the procedures are met.

The appointed contractors and suppliers within the site will ensure that the entry and exit point is kept free from material that has been deposited by any site vehicles. To facilitate this process, shaker (cattle) grates will be installed in the vicinity of the work compound Exit Gate. The contractor will monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis when required to minimise dirt particles depositing externally from the site. Such cleaning will occur in the evenings after the PM peak period.

Vehicles operating to, and from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No vehicle will cause interference to any adjoining property or business.

No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. All deliveries and works will be carried out from wholly within the site. If there is a requirement to operate any material handling machinery on public access roads, the contractor will make application to Council/Police and Transport Management Centre for such approval prior to the event occurring. All associated requirements and regulations relative to such work will be satisfied.

4.2 CONSTRUCTION VEHICLE ACCESS AND INTERNAL CIRCULATION

Servicing of the site will occur from within the site only. As indicated previously, all vehicles will be able to access and egress the site in a forward direction, although reversing movements will be undertaken within the grounds of the Club to accommodate the manoeuvring necessary to facilitate the forward entry and exit requirement. All reversing movements or movements which have the potential for interaction with pedestrians and/or club patron traffic will occur under the supervision of accredited traffic controllers. Swept path assessments have been undertaken of the various vehicle types and movements which can be expected to access the site and the results of these assessments are provided in Appendix B.

4.3 CONSTRUCTION VEHICLE ROUTES

Truck movements associated with the construction processes have been determined in context of not only the sites accessibility to the arterial road network but also in terms of minimising the potential for safety related impacts on other road users. As a consequence, all construction related vehicles which are larger than a small rigid truck will be required to exit the site by making a left turn movement only out onto New Line Road. These truck drivers wishing to access the arterial roads of Castle Hill Road or Pennant Hills Road will be instructed to use the roundabout at New Line Road/Boundary Road and travel via either road to the aforementioned arterial roads. Details of the proposed arrival and departure route are provided in Figure 4 overleaf.

4.4 TRUCK MOVEMENTS

The envisaged truck arrivals will be:

* Site Establishment	5 – 10 per day
* Demolition	20 – 25 per day (peak)
* Excavation (9000m ³)	30 - 35 per day (peak)
* Construction	average 5-10 per day
* Concrete Pours	peak 20-30 per day

4.5 CONSTRUCTION HOURS

The construction hours are proposed to be as per the DA Consent, namely:

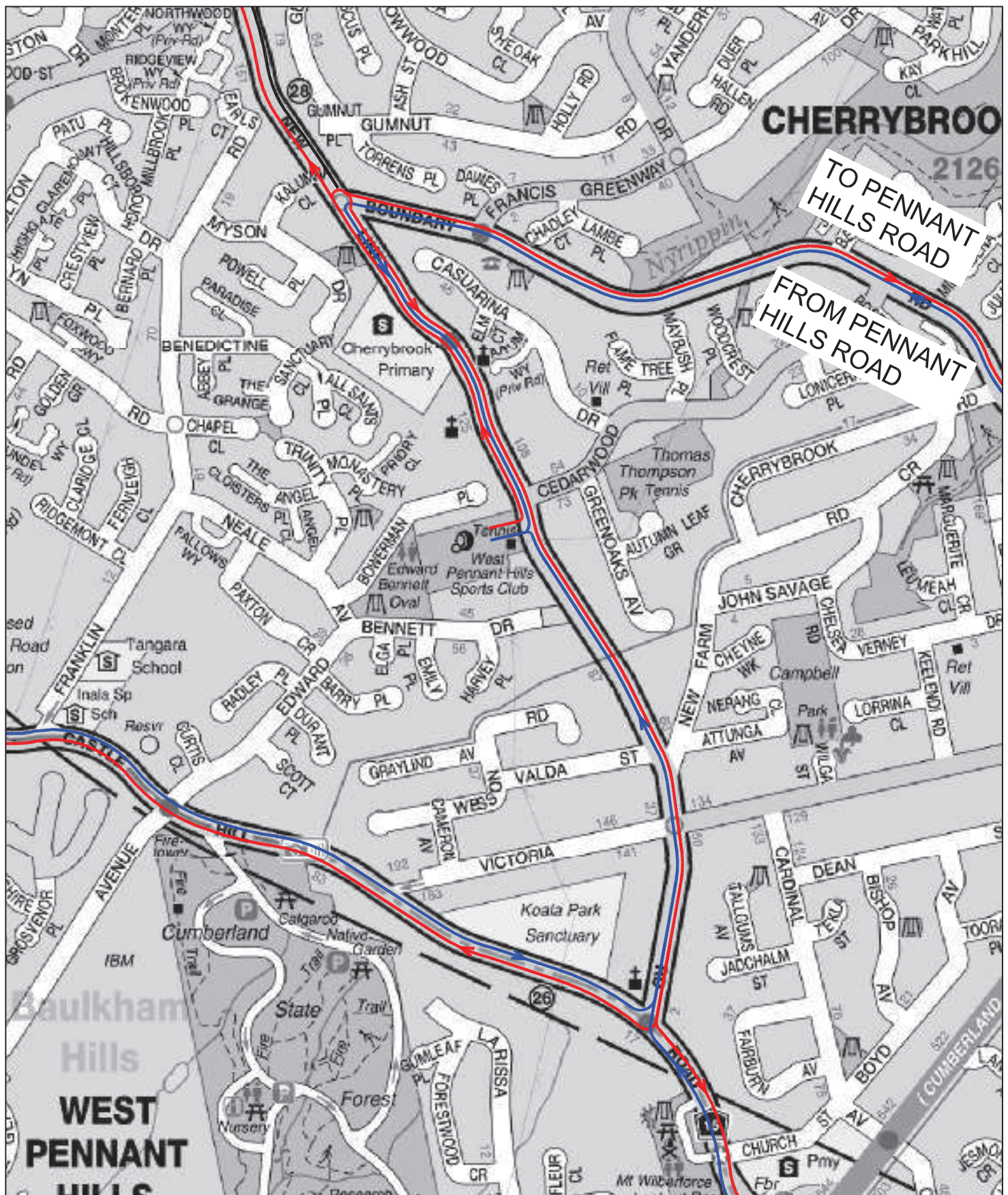
7.00am - 5:00pm	Monday - Friday
7:00am - 5:00pm	Saturday
No work	Sunday and public holidays

The principal contractor shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all vehicle activity occurs strictly within the approved hours. Should it be necessary for work to be undertaken outside these hours, separate approval would be sought from Council (and other relevant authorities) by means of a written submission, incorporating justification for the 'out of hours' activity prior to the work being undertaken.

4.6 SIGNAGE

The approved Development Scheme requires the undertaking of works on New Line Road to facilitate improved vehicular access provisions to/from the Club and an overall enhancement to safety for pedestrians and general traffic using New Line Road. Those works include:

- * the construction of a "seagull" type road geometry at the ENTRY/EXIT to the club (Stage 1C)



LEGEND

- ARRIVAL
- DEPARTURE



CONSTRUCTION VEHICLE ROUTES

FIG 4

- * a recessed BUS BAY on the western side of New Line Road adjacent to the club (Stage 1C)
- * a pedestrian refuge island on New Line Road, south of Cedarwood Drive (Stage 1A) and
- * a short right turn lane on the approach to Cedarwood Drive (Stage 1C)

While these public domain works are being undertaken appropriate signage shall be installed in accordance with the following documents:

- | | | |
|--------------|---|---|
| RTA | - | Traffic Control at Work Site |
| AS 1742.3 | - | Manual for traffic control devices, Part 3 – Traffic control devices for works on roads |
| SAA BB81.1-6 | - | Field guides for traffic control at works on roads. Parts 1-6 cover various examples of signage and traffic control arrangements under various road types and conditions. |

While enhanced signage/markings and control will be implemented during the undertaking of the public domain works, measures will also be implemented throughout the construction process to advise motorists of the increased level of heavy vehicle movements entering and exiting the site. These measures which are similar to “TCP 195” of the RTA’s Traffic Control at Work Site manual are described in figure 5 overleaf.

The purpose of road signing or work site protection is:

- * to provide a safe work area to work within
- * to safely move traffic through, around and past a work site with minimum inconvenience.

The Site Manager shall be responsible for the placement of temporary signs in accordance with the guidelines presented above, which include, but are not limited to, the following requirements that all signs must:

- * be placed at least 1 metre clear of traffic paths wherever possible
- * be mounted securely
- * be placed in the driver's line of sight
- * not be obscured by parked cars, trees, etc
- * not obscure the driver's view of other signs or other traffic
- * not be a hazard to workers, pedestrians or other road users.

Any existing signs that do not apply or contradict the temporary signage (eg speed limit etc) shall be covered for the duration of the temporary signage, but must be revealed in conjunction with the removal of temporary signage so that at no point is a section, or sections, of road left without appropriate controls.

4.7 PEDESTRIAN ACCESS

The works identified in Stages 1A – 1C involve the construction of a range of measures which will facilitate better and safer pedestrian access for both club patrons and pedestrians using the public domain. The proposed measures will include a new internal footpath and pedestrian bridge connecting between the Club premises and New Line Road, a pedestrian refuge island in New Line Road and a new reconstructed footpath on the western side of New Line Road.

The construction of these facilities will cause some temporary disruption /inconvenience to pedestrians. Having said this pedestrian access will be maintained at all times during each the construction of each of these facilities. In this regard the construction of the footpath and pedestrian bridge on the southern side of the internal access road will involve the erection of signposting, barriers and a 2 metre wide access corridor between the edge of the northern side of the internal roadway and the construction boundary (perimeter) site Hoarding. This will be maintained until such time as the footpath and bridge are fully constructed.

During the reconstruction of the western footpath and access driveway pedestrian access will be maintained for both 'through' pedestrian movements and bus passengers and bus passengers boarding and alighting buses using the Stop adjacent to the club. At any time when the construction activity necessitates a

temporary (short duration) disruption to provided pedestrian corridors or where there is potential for interaction between pedestrians and construction related traffic, this will be managed by accredited Traffic Controllers.

4.8 GENERAL TRAFFIC – ACCESS AND INTERNAL CIRCULATION

The club will continue to operate throughout the Construction process and as a consequence vehicular access will be maintained for patrons, staff and delivery/refuse vehicles at all times. The only exception to this will be short periods during the construction of the new access driveway (eg. when the existing landscaped median is removed and when resheeting of the new Entry and Exit roadway is carried out). To ensure that the impact on both the Club and surrounding neighbours is minimised, such works will be carried out when patronage of the club is modest ie between 7am and midday on weekdays or subject to separate approval at night after the club has closed. Should there be any instances/locations where club related traffic interfaces with the manoeuvring of Construction traffic this will be managed by accredited traffic controllers.

4.9 WORKER AND CLUB PATRON PARKING

Whilst the approved development scheme incorporates the provision of additional on site parking which is reflective of the expanded club facilities, the construction of these facilities will inevitably result in a temporary loss in parking. To ensure that the reduced availability of parking for club patrons and staff is not exacerbated by construction worker and contractor parking activity, it is proposed to provide temporary parking on the area between New Line Road and the Creek. It is not proposed that this area would be available to club patrons outside of normal construction hours for OH&S reasons.

As indicated previously, all contractors workers on the project will be required to undertake an 'induction program' at which time they will be informed of the availability of parking and that use of either the local streets or existing club parking is not permitted.

4.10 OCCUPATIONAL HEALTH AND SAFETY

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold RTA accreditation in accordance with Section 8 of the Traffic Control at Worksites Manual.

4.11 JOURNEY TO WORK

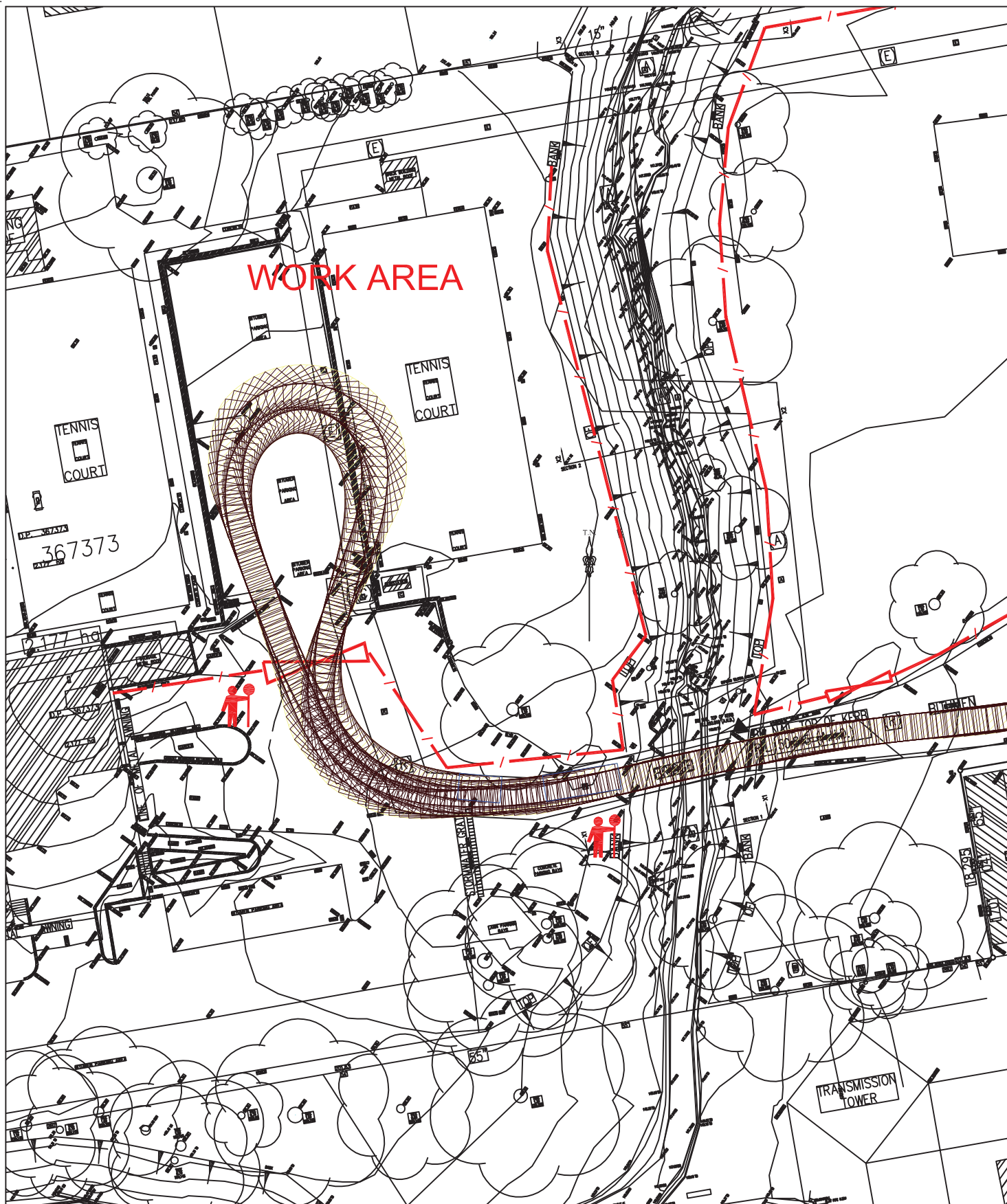
All workers and sub-contractors employed on the site will be required to undertake an induction program prior to the undertaking of any task. During the conduct of this program, participants will be advised of what parking provisions are available and as indicated previously what provisions on site are quarantined from use and the need to avoid any use of the kerbside spaces on the surrounding streets. It will also be recommended to all participants that they utilise the public transport system wherever possible for trips to/from work. To facilitate such use, all participants will be provided with timetable details of the bus services operated by Hillsbus and of train services operating on the Northern Line via Beecroft and Pennant Hills Station.

Timetables for all bus routes servicing the site and each corridor on the CityRail network will also be provided for perusal of employees at various locations within the site (eg meal room).

The principal contractor will also consider the feasibility of introducing a mini bus shuttle service connection between the site and Beecroft or Pennant Hills Stations for those employees/contractors who may choose to utilise the public transport system.

4.12 DAY TO DAY CONTACT ARRANGEMENTS

The contact for the day to day activities on the site will be the Project Manager. Contact details of the Project Manager (Phone Nos. and Email address) will be prominently displayed on site such that they are visible to both club patrons and the general public. In addition, the contact details will be made available to relevant Council personnel as well as the local Emergency Services and Bus Operator.



LEGEND



**SWEPT PATH ANALYSIS
OF A DRAWBAR TRUCK
ENTERING AND EXITING THE
SITE**

SP 2

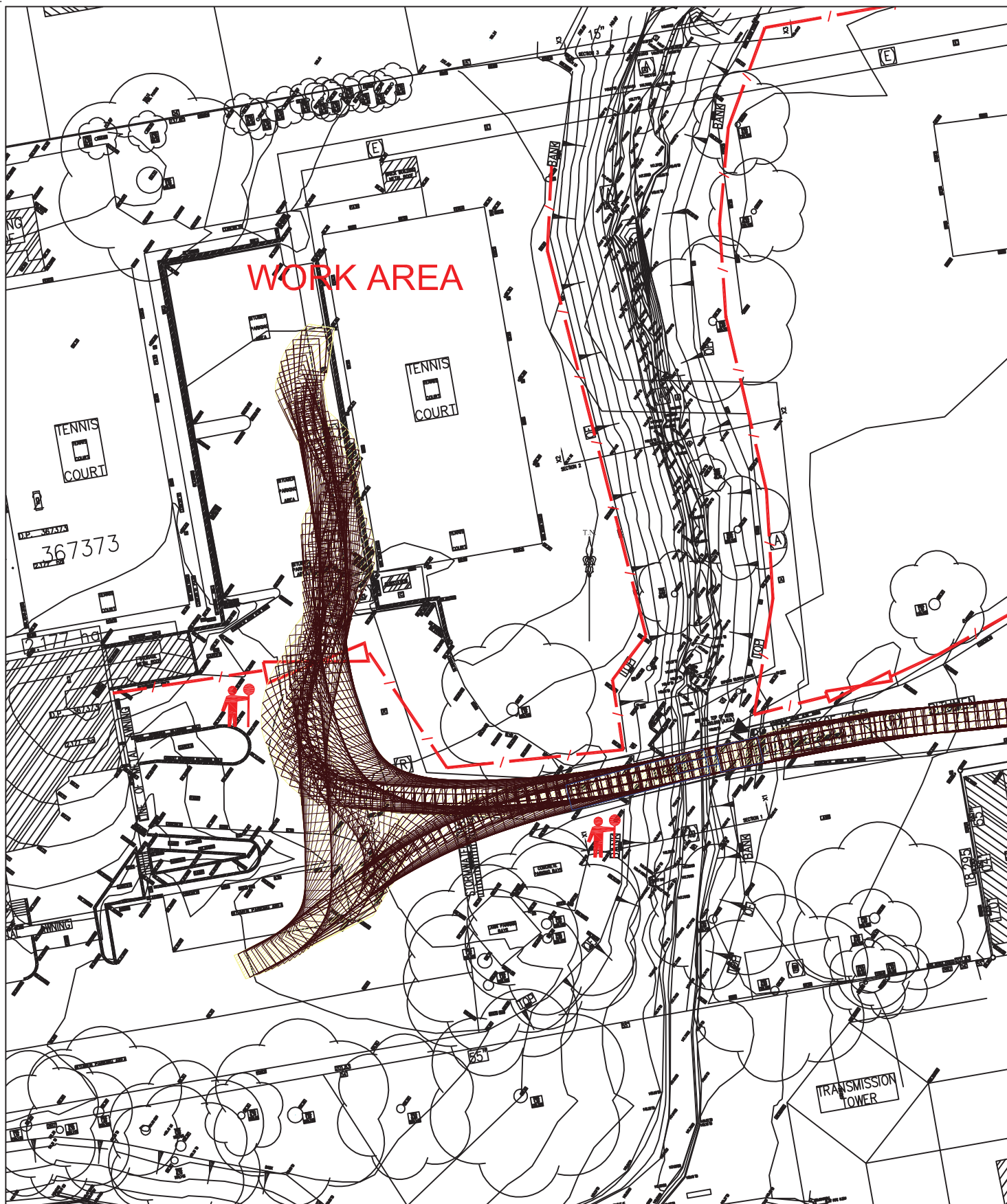


LEGEND



SWEPT PATH ANALYSIS
OF A 19m ARTICULATED
VEHICLE

SP 3



LEGEND



**SWEPT PATH ANALYSIS
OF A 19m ARTICULATED
VEHICLE**

SP 4

Appendix E

Consultation Strategy

Consultation Strategy

Council is committed to undertaking comprehensive community consultation as part of the progression of the Planning Proposal. At a minimum, consultation will include:

Public Authorities

Notification letters and a copy of the Planning Proposal will be sent to relevant public authorities.

Advertisement in the local newspaper

An advertisement will be placed in the Local Paper, to identify the purpose of the Planning Proposal and where the Planning Proposal can be viewed.

Advertisement on the Council website

The Planning Proposal will be exhibited on the Council website (www.hornsby.nsw.gov.au/onexhibition) under On Exhibition. Council's libraries have access to the website.

Letters to affected and adjoining property owners

A letter will be sent to adjoining property owners advising of the exhibition of the Proposal and inviting submissions.

Displays at the Council Administration Building and local libraries

The Planning Proposal will be displayed at the Council Administration Centre, 296 Pacific Highway, Hornsby and Pennant Hills Library.

Referrals to other Divisions/Branches

A copy of the Planning Proposal will be forwarded to relevant Divisions/Branches of Council for comment.

Review of Submissions

Following the exhibition period, a report on submissions will be presented to Council for its consideration.

Maps

Map 1

Proposed Map – Land Use Zoning



Hornsby Local Environmental Plan 2013

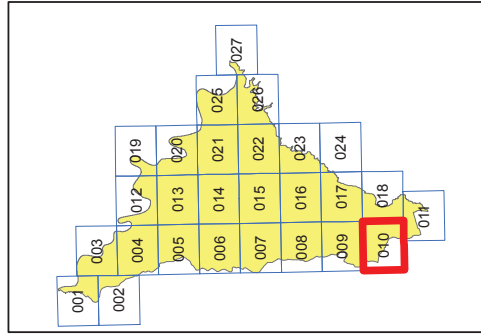
Land Zoning Map - Sheet LZN_010

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- E1 National Parks and Nature Reserves
- E2 Environmental Conservation
- E3 Environmental Management
- E4 Environmental Living
- IN1 General Industrial
- IN2 Light Industrial
- IN4 Working Waterfront
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RU1 Primary Production
- RU2 Rural Landscape
- RU4 Primary Production Small Lots
- RV1 Village
- SP2 Infrastructure
- SP3 Tourist
- IN1 Natural Waterways
- V2 Recreational Waterways

Cadastre

Cadastre 15/11/2012 © Hornsby Shire Council



Projection GDA 1994
Zone 56

Scale 1:20000 @ A3

Map Identification Number
4000.COM.LZN_010_020_20131120

Map 2

Proposed Map – Height of Building



Hornsby Local Environmental Plan 2013

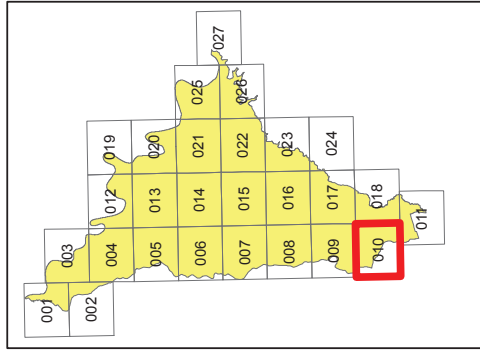
Height of Building Map -
Sheet HOB_010

Maximum Building Height (m)



Cadastre

Cadastre 15/11/2012 © Hornsby Shire Council



Projection GDA 1994
Zone 56

Scale 1:20000 @ A3

Map Identification Number
4000.COM_LZN_010_020_20131120

Map 3

Proposed Map – Minimum Lot Size



Hornsby Local Environmental Plan 2013

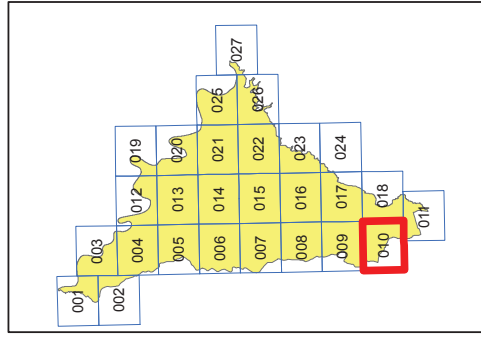
Lot Size Map - Sheet LSZ_010

Minimum Lot Size (sq m)

U	500
M	600
U	1000
X	5000
Z	20000 (2ha)
AA	50000 (5ha)
AB1	100000 (10ha)
AB2	400000 (40ha)

Cadastre

Cadastre 15/11/2012 © Hornsby Shire Council



Projection GDA 1994
Zone 56

Scale 1:20000 @ A3

Map Identification Number
4090_COM_LSZ_010_020_20131120