

Your Reference:
Our Reference:
Contact:
Telephone

LEP2008/22/005
SYD12/00123/03
Andrew Popoff
8849 2180



Transport
Roads & Maritime
Services

The General Manager
City of Ryde
Locked Bag 2069
NORTH RYDE NSW 1670

Attention: Meryl Bishop

**EXHIBITION OF DRAFT LOCAL ENVIRONMENTAL PLAN AND DRAFT
DEVELOPMENT CONTROL PLAN 2011**

Dear Sir/Madam,

I refer to your letter of 29 May 2012 with regard to the Draft Ryde Local Environmental Plan (LEP) and Development Control Plan (DCP). Roads and Maritime Services (RMS) has reviewed the documentation and reiterates any previous outstanding comments from the RMS response letter dated 3 March 2011 along with the following issues which need to be addressed, prior to the gazettal of the LEP:

Arterial Road Reservations

RMS advises Council to make the following changes to the Land Acquisition/Zoning maps (refer to attachments):

- The areas shown in pink around M2 / Vimera Road should be added to the maps as SP2 Infrastructure – “Classified Road”.
- The strips shown in green at Victoria Road / Blaxland Road and Epping Road / Balaclava Road may be removed from the maps as they are now owned by the RMS.
- The RMS owned residue (hatched red) between Tasman Place and the M2, facing Khartoum Road is not in use as road and should have the SP2 Infrastructure – “Classified Road” zoning removed. The RMS recommends that this parcel should be zoned to the same zoning as the adjacent residential lands, namely R4 – High Density Residential.

Furthermore, the M2 boundaries are still largely incorrect. Therefore, to avoid delaying the gazettal of the draft LEP, the RMS will accept the incorrect boundaries on the basis that the RMS will forward shape files to Council so that Council can get their base correct. For further matters relating to the shape files please contact Jeff Rannard – PIMS Graphic Officer on email: Jeffrey.Rannard@rms.nsw.gov.au

Roads and Maritime Services

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2124 DX 28555
www.rms.nsw.gov.au | 13 22 13

Zone SP2 – Infrastructure

RMS requests that the draft LEP zone all Classified Motorways and State Roads as SP2 Infrastructure - "Classified Road" in the Land Zoning maps. All other roads, including Classified Regional Roads (where Council would be the relevant acquisition authority) should adopt the adjacent land use zone.

The land acquisition map should also show all land zoned SP2 Infrastructure – "Classified Road", including land which has already been acquired by the RMS and / or dedicated as public road.

Clause 94 of the State Environmental Planning Policy – Infrastructure (2007) permits RMS as a public authority, to undertake the development of Roads without consent in any zone, prevailing over the provisions in an LEP. However, to ensure that private landowners undertake environmental assessment and obtain consent from the relevant planning authority for the development of roads generally, RMS recommends that Roads are to be included as permitted with consent in all zones, including SP2 Infrastructure - "Classified Road".

Land Developments Fronting Classified Roads

RMS would like to see the LEP address the issue of access to classified roads with the view to prohibiting direct vehicular access from developments fronting classified roads, where access can be gained via an alternative non classified road, in order to protect the safety and efficiency of the classified road. This is covered under Clause 101 of the State Environmental Planning Policy (Infrastructure) 2007.

Child Care Centres and Schools

For safety reasons, RMS requires Council to ensure that Child Care Centres and Schools are "prohibited" to have a direct vehicular or pedestrian access to a classified road within all zones.

Zonings

Zonings of land along public transport routes and centres are to reflect the accessibility gains from recent and planned transport infrastructure investment (in terms of transit-oriented uses, development/employee intensity, site consolidation and retro-fitting of pedestrian access, safety and local infrastructure). The potential for Developer Agreements to achieve these and desirable locations should be identified. Zoning along the bus lanes in particular needs to reflect Transit Oriented Development opportunities with, for example, 4 storey residential immediately around stops, scaling down to conventional development beyond 200m. The findings of a research project on Transit Oriented Development on bus corridors are soon to be released by the RMS and should be considered by Council in the draft LEP and DCP.

Promoting increased use of sustainable modes of travel

Any development within the City of Ryde LGA should aim to minimise vehicles kilometres travelled by private vehicles by providing high density and mixed use development around public transport infrastructure (i.e. strategic bus / rail corridors).

Developer Contribution for Regional Transport Improvements

Where applicable, the draft LEP and DCP should also make provisions for developer funding of required transport infrastructure improvements that may be required as a result of the additional development in the Local Government Area.

Road Noise Mitigation

RMS would require any planning controls for acoustic privacy to place requirements on developments to achieve the required noise criteria for developments impacted by traffic noise through setbacks, site and architectural treatments, and clearly stating that noise walls are not permitted.

The need to adopt acoustic design principles for dwellings and the preparation of an acoustic report for development adjacent to or on steep or elevated land within 100m of arterial, sub-arterial or collector roads, is essential in ensuring the internal comfort of residents and achieve desirable urban design and infrastructure cost outcomes for the road corridor.

Macquarie Park Traffic Study / Height of Buildings / Floor space ratio

The intent of the Macquarie Park Traffic Study was to test and validate the network of proposed new roads / infrastructure proposed as part of the Macquarie Park Corridor LEP and DCP. This study had assumed a target 40% mode split to public transport by the year 2031.

This model is currently outdated and is based upon a number of assumptions which need to be updated to reflect the latest Government commitments affecting the area. To update and progress this model, this will require a whole of government approach which will require active engagement with TfNSW, Department of Planning and Infrastructure and other key stakeholders.

Any outcomes from a revised model must be linked to investment in suitable infrastructure for the area and define appropriate delivery mechanisms

In the absence of a finalised long-term transport strategy for Macquarie Park, transport access options must not be built-out by developments that, due to their potential scale, may be regarded as having a long term life-cycle.

To assist in reaching the abovementioned target, one response that may need to be further investigated is the potential provision for a single unified bus priority network through the centre. This network could entail Wicks Road, Waterloo Road, Herring Road (bi-directional transport interchange), Talavera Road, Lane Cove Road (north of Talavera Road).

This initiative or similar may require dedication of land for bus layovers, bus priority measures and bus lanes.

As the abovementioned issues may result in developments having height and / or floor space ratios in excess of the controls contained within the draft LEP, the RMS would recommend that the draft LEP make an allowance for this circumstance subject to the development providing a suitable public infrastructure benefit (ie: roads – design and construction, traffic measures, land dedication, etc).

SCHEDULE 2 – Exempt Development

(Outdoor Dining associated with food and drink premises, excluding pubs).

Modify Clause (3) as follows:

"Where located on a public road, the outdoor dining area is the subject of a current valid approval under section 125 of the Roads Act, 1993 and will require the

concurrence of the Roads and Maritime Services (RMS) if located along a classified road".

Insert new clause which states:

RMS advises that the minimum clear zone from the travel lane to footpath dining is 3 metres for low speed urban road environments at all times. However, RMS appreciates that 3 metre clear zones are not always possible for footpath dining/outdoor dining applications due to site constraints in built up urban road environments. If a 3 metre clear zone is not possible due to site constraints, RMS accepts a minimum clear zone of 2.5 metres from the face of kerb for low speed urban road environments. Any footpath dining located less than 2.5 metres from the face of kerb on a state road requires installation of an RMS certified road safety barrier.

Insert new clause which states:

Clearance widths for pedestrians should be maintained in accordance with AUSTROADS Guide to Road Design Part 6A – Pedestrian and Cyclist Paths (Section 6 Design Criteria for Pedestrian Paths) with additional allowance made for transverse movements by staff and customers. Pedestrians should not be forced on to the road carriageway by footway restaurants or other non-permanent items on the footpath.

General

Any matters relating to the foreshore that may be RMS-Maritime Section's property will need RMS-Maritime's consultation as they will be an important stakeholder.

Development Control Plan

Part 4.5 – Macquarie Park Corridor – 3.0 Structure Plan (Street Network Structure Plan)

With regard to Type 2 - Secondary Streets, it is noted that the draft DCP indicates that Coolinga Street – Road 9 extends north from Talavera Road over the M2 Motorway and connects with Fontenoy Road. The RMS will not support the extension of Coolinga Street – Road 9 from Talavera Road over the M2 Motorway to connect with Fontenoy Road on traffic grounds. Such a link will encourage a higher north-south cross movement at the signalised intersection of Talavera Road / Road 9 - (TCS 3719) which could result in increased delays and queuing for the east-west movement along Talavera Road. As this intersection is located approximately 180m from Lane Cove Road, the RMS would like to ensure that future traffic queues from TCS 3719 do not queue back to Lane Cove Road. Additionally, such a road link over the M2 Motorway would require an agreement from Transurban / Hills Motorway Limited.

Part 4.5 – Macquarie Park Corridor – 4.0 Special Precincts – North Ryde Station Precinct

It is understood that the Special Precinct 3 Illustrative Plan indicates a proposed land bridge over the M2 Motorway corridor (including a pedestrian bridge). The draft DCP also indicates that a number of significant high density buildings would be located within this proposed land bridge area.

Council is advised that the land of the M2 Motorway is owned by the RMS and leased to Transurban / Hills Motorway Limited. Any proposed land bridge and / or pedestrian bridge within the M2 lease area would require the agreement of Transurban / Hills Motorway Limited, as well as the RMS. It is highly unlikely that the RMS and Transurban / Hills Motorway Limited would agree to such a proposal due to the issues / risks related to structural design, maintenance, disruption to traffic during construction and limiting the possibility of any future enhancements to the M2 Motorway.

Part 9.3 – Parking Controls

Excessive and unrestricted parking in areas with good public transport accessibility encourages people to drive despite more sustainable options being available. To avoid this, local parking policies should support public transport use by reducing parking requirements for developments in areas accessible by public transport particularly where there is potential for trips to be made by public transport.

Local government parking policies and development controls, through implementing the RMS's Public Transport Accessibility Based Approach, are important tools for influencing the demand for travel and mode used. This model is offered to Council to assist in determining an appropriate rate for parking provision (see Appendix).

Any further enquiries in relation to this matter can be directed to the Senior Landuse Planner – Andrew Popoff on telephone 8849 2180 or email: Andrew.Popoff@rms.nsw.gov.au

Yours sincerely



Chris Goudanas
A / Transport Planning Manager
Transport Planning, Sydney Region
18 October 2012

APPENDIX

RMS' Public Transport Accessibility Methodology (PTAM) is an approach whereby parking supply calculated from historic "unconstrained" parking rates is scaled down according to the availability of public transport, centre proximity and land use type. The mathematical basis of the methodology is given by the following formula:

$$PA_{\max} = PH_{\max}(1-(AD \times PF))$$

Where

- **PA_{max}** is the accessibility-adjusted maximum parking provision for a location.
- **PH_{max}** is the historic parking provision rate – mostly (but not always) generalised unconstrained rates derived from RMS surveys collected over time, and otherwise from surveys of appropriate comparable activities. "Unconstrained" demand is used as shorthand in this Guide to describe usually generous car parking provision that will accommodate peak daily and most seasonal demands. The quantity of car parking is such that when an individual arrives, the probability of not finding a space off-street is very small.
- **AD** is the accessibility discount factor which equates a score for public transport accessibility of a location. The score will range from 0.0 to 0.9. The discount factor is read off a chart of graduated public transport accessibility scores. The score for a location is calculated by summing scores for the proximity and effectiveness (as an alternative to car use) for each individual public transport mode corridor (a rail line, multiple or single bus routes or other modes).
- **PF** (described in 5.5) is a policy factor with a value between 0.0 and 1.0. It is the extent to which parking supply can or should be manipulated for that particular land use. PF can be considered as a sliding scale that places the individual land use into practical or policy context. As examples:
 - For residential developments, there may be little argument against provision of the first car (PF=0), but the policy is intended to constrain second car and visitor parking in accessible areas (PF=0.6-0.9).
 - For non-residential uses, the absolute minimum parking provision for legitimate operational, essential management and emergency parking is sanctioned (PF=0.0). However, business visitor parking is targeted for moderate reduction (PF=0.6) and staff commuter parking is targeted for most reduction (PF=1.0) should the public transport accessibility support it.

The overall degree of discount applied to the historic/unconstrained parking rates will be a product of the accessibility discount factor and the policy factor.

The calculation process is illustrated by the following figure:

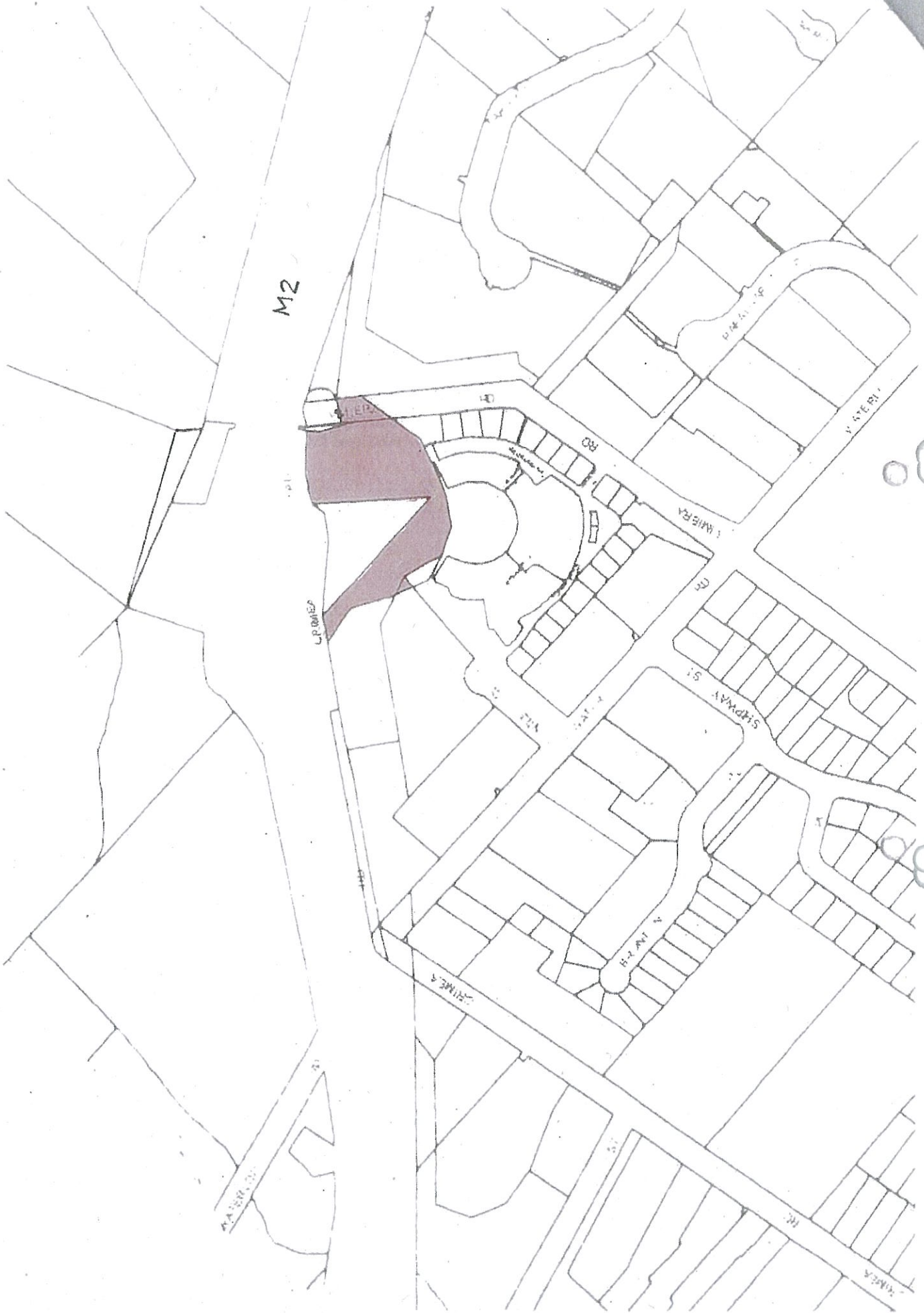
Policy factors for various land uses

Land Use	Policy Factor
Residential	
Low density residential dwellings	0.0
Medium density residential flat dwellings	0.4
High density residential flat buildings	0.6
Housing for seniors	0.0
Casual Accommodation	
Motels	0.0
Hotels - traditional - tourist	0.6 0.2
Office and Commercial	
Commercial premises	0.8
Retail	
Shopping centres	0.1
Service stations	0.0
Convenience and corner stores	0.7
Motor showrooms	0.0
Car tyre retail outlets	0.0
Roadside stalls	0.0

Drive-in liquor stores	Not applicable
Markets	0.2
Bulky goods retail stores	0.0
Large Hardware stores	0.2
Video stores	0.5
Refreshments	
Drive-in take-away food outlets	0.0
Restaurants	0.6
Clubs	
Recreational and Tourist Facilities	
Squash court	0.2
Tennis courts	0.2
Bowling alleys	0.1
Bowling greens	0.2
Gymnasiums	0.2
Caravan parks	0.0
Marinas	0.0
Road Transport Facilities	
Road transport terminals	0.0

Container depots	0.0
Truck stops	0.0

Industry	
Factories	0.5
Warehouses	0.5
Business parks	0.5
Plant nurseries	0.0
Health and Community Services	
Professional consulting rooms	0.0
Extended hour medical centres	0.0
Child care centres	0.1
Hospital patients and key staff	0.0
Hospital visitors	0.5
Public Car Parks	
Public car parks	Not applicable



This is a detailed street map of a residential neighborhood. The map features a network of streets including Turner Ave, Maze Ave, PDE, Arras, Victoria Rd, Irvine, Kenneth St, Charles, William, Hutton, Princes, and Island. A specific road, 'Classified Road (SP2)', is highlighted in green and labeled vertically. The map also shows various lots, alleys, and a small park area.





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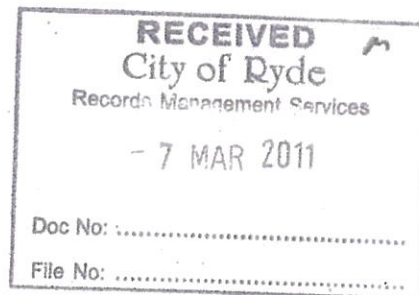
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Our Reference:
Your Reference:
Contact:
Telephone

387.5314 Vol II
LEP2008/22/002
Angela Malloch
8849 2041



The General Manager
City of Ryde Council
Locked Bag 2069
North Ryde NSW 1670



Attention: Susan Wotton

DRAFT CITY OF RYDE LOCAL ENVIRONMENTAL PLAN 2011

Dear Sir/Madam,

Reference is made to Council's correspondence dated 4 November 2010 regarding the preparation of the Draft Ryde Local Environmental Plan (LEP) 2011, referred to the Roads and Traffic Authority (RTA) for comment in accordance with the provisions of the Environmental Planning and Assessment Act 1979.

The RTA has reviewed the submitted documentation and provides the following comments on the Draft Ryde Local Environmental Plan (LEP):

Arterial Road Reservations

The RTA's property's section has previously provided advice on a number of changes to the Land Reservation Acquisition and Zoning Maps.

The following changes are still required to be amended accordingly:

The strips of land coloured pink shall be shown as Classified Road (SP2) on the appropriate Land Reservation Acquisition Map as per the attachments:

1. M2 Motorway/Vimiera Road
2. Victoria Road between Northern Railway and Hermitage Street
3. The SP2 strip should be relocated to the corner of Victoria Road/Monash Road

Roads and Traffic Authority

27-31 Argyle Street Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2150 DX28555 Parramatta
www.rta.nsw.gov.au | 13 17 82

The strips of land shown in the attachments now owned by the RTA may be removed from the Land Reservation Acquisition Maps at:

4. Epping Road/Balaclava Road
5. Victoria Road/Blaxland Road

The following strips of land shown in the attachments have incorrect property boundaries:

6. Church Street near Riverside Avenue
7. Victoria Road near Ryedale Road
8. Victoria Road near Falconer Street
9. First Avenue near Ryedale Road
10. Epping Road near Vimiera Road
11. Blaxland Road near Beihler Lane
12. Blaxland Road near Kulgoa Avenue
13. Lane Cove Road near Lorna Avenue
14. Proposed Freeway near Kent Road and Herring Road

The following roads in the attachments shall be shown as SP2 zoning:

15. Devlin Street, and Blaxland Road

Zone SP2 – Infrastructure

Only existing and proposed Motorways, Transitways and Classified State Roads that are included in the LEP shall be zoned SP2 Infrastructure "Classified Road". All other roads should adopt the adjacent zone – including any Classified Regional Roads. The land acquisition map should also show all land zoned SP2 Infrastructure "Classified Road", including land which has already been acquired by the RTA and/or dedicated as public road.

Roads are to be included as permitted with consent in all zones, including SP2 Infrastructure "Classified Roads"

Childcare Centres, Schools and Places of Worship and Meeting Halls

For safety reasons, the RTA requires Council to ensure that in addition to child care centres, schools and places of worship and meeting halls are effectively prohibited where such properties have a direct frontage to a classified road and (proposed) classified road. Therefore, the RTA requests the following amendments to clause 6.7 of the draft LEP:

Clause 6.7 Access for child care centres, schools and places of worship and meeting halls

Despite any other provision of this plan, development consent must not be granted to the carrying out of development for the purposes of a child care centre, school and places of worship and meeting halls on land if the access to that land is from an existing or proposed classified road.

Planning Controls for Ryde Town Centre

Under Part 6.4.1 *Precinct 1 – Civic and mixed use*, the following clause should be added:

3 (b)(x) – Traffic impacts

Height of Buildings/Floor space ratio

The intent of the Macquarie Park Traffic Study was to test and validate the network of proposed new roads / infrastructure proposed as part of the Macquarie Park Corridor LEP and DCP. This study has assumed a target 40% mode split to public transport by the year 2031.

Concerns have been previously raised with regard to the future carrying capacity of the Epping to Chatswood Rail Line (ECRL) to accommodate the required passenger numbers necessary to facilitate the 40% mode split target.

In the absence of a finalised long-term transport strategy for Macquarie Park, transport access options must not be built-out by developments that, due to their potential scale, may be regarded as having a long term life-cycle.

To assist in reaching a target of 40% mode split to public transport by 2031, one response that needs to be further investigated is the potential provision for a single unified bus priority network through the centre. This network could entail Wicks Road, Waterloo Road, Herring Road (bi-directional transport interchange), Talavera Road, Lane Cove Road (north of Talavera Road).

This initiative or similar may require dedication of land for bus layovers, bus priority measures and bus lanes.

As the abovementioned issues may result in developments having height and/or floor space ratios in excess of the controls contained within the draft LEP, the RTA would recommend the draft LEP making an allowance for this circumstance subject to the development providing a suitable public infrastructure benefit (ie: roads – design and construction, traffic measures, land dedication, etc).

Promoting increased use of sustainable modes of travel

Any development within the City of Ryde Council LGA should aim to minimise vehicles kilometres travelled by private vehicles by providing high density and mixed use development around public transport infrastructure (ie: strategic bus / rail corridors).

Road Noise Mitigation

The RTA would require any planning controls for acoustic privacy to place requirements on developments to achieve the required noise criteria for developments impacted by traffic noise through setbacks, site and architectural treatments, and clearly stating that noise walls are not permitted.

The need to adopt acoustic design principles for dwellings and the preparation of an acoustic report for development adjacent to or on steep or elevated land within 100m of arterial, sub-arterial or collector roads, is essential in ensuring the internal comfort of residents and achieve desirable urban design and infrastructure cost outcomes for the road corridor.

NSW Government – Premiers Council for Active Living (PCAL)

To facilitate the NSW Government – Premiers Council for Active Living (PCAL), Council is advised that urban design considerations have the potential to positively impact individual and community health and wellbeing in the broadest sense, thereby meeting multiple health, environmental and social objectives.

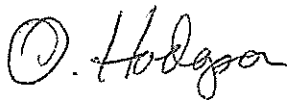
The PCAL's – *"Designing Places for Active Living"* seeks to contribute to the range of initiatives addressing these and other issues by proposing key design considerations for urban places in metropolitan, regional and rural areas. This resource aims to link into the policies and processes associated with the Sydney Metropolitan Strategy and the Subregional Strategies, while also being relevant for other parts of NSW.

The key design considerations found on the following web link below should be taken into consideration in the preparation of any new draft LEPs or major rezonings.

http://www.pcal.nsw.gov.au/planning_and_design_guidelines/

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully,



Owen Hodgson
Senior Land Use Planner
Transport Planning, Sydney Region

3 March 2011



Victoria
Road (SP2)

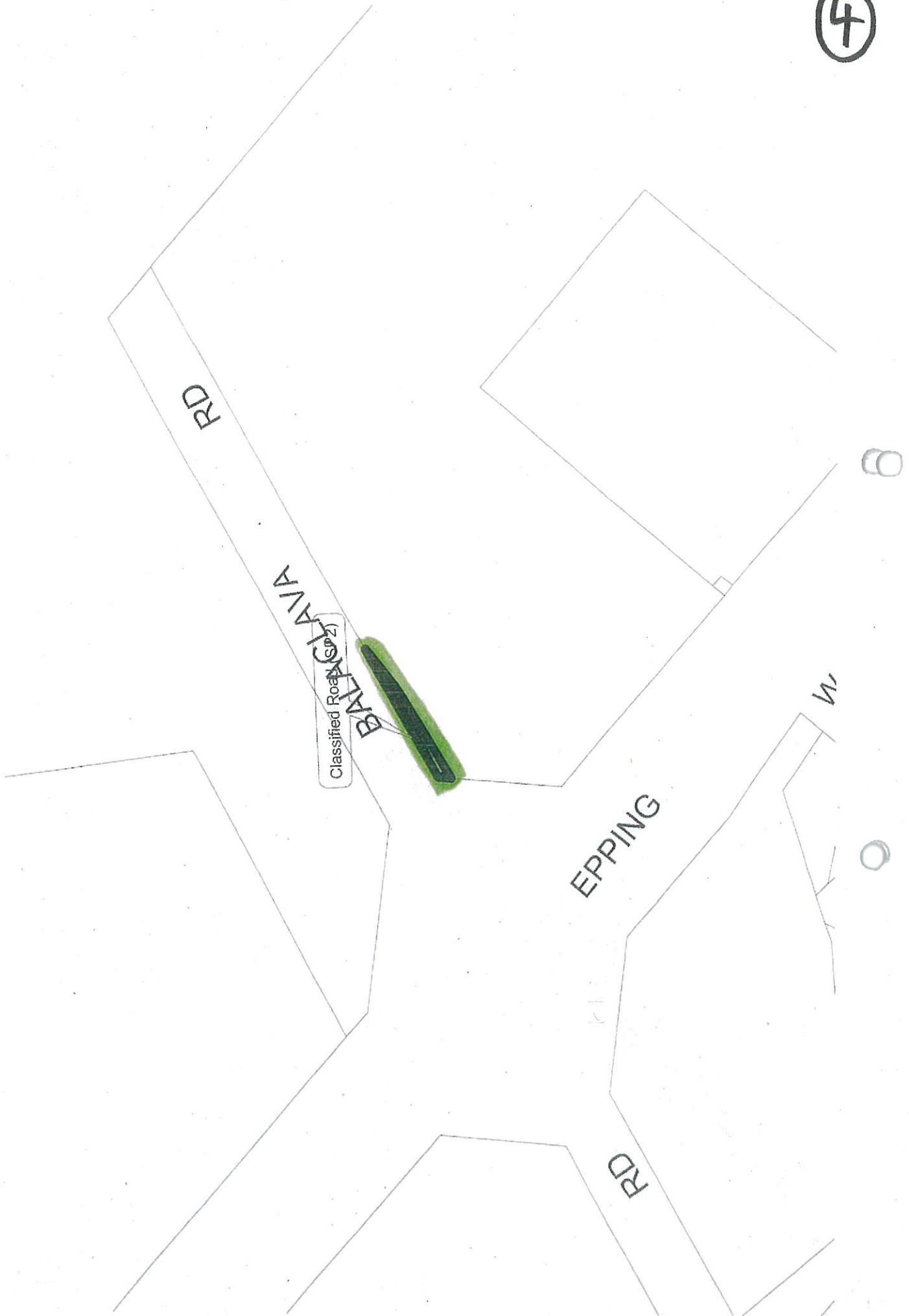
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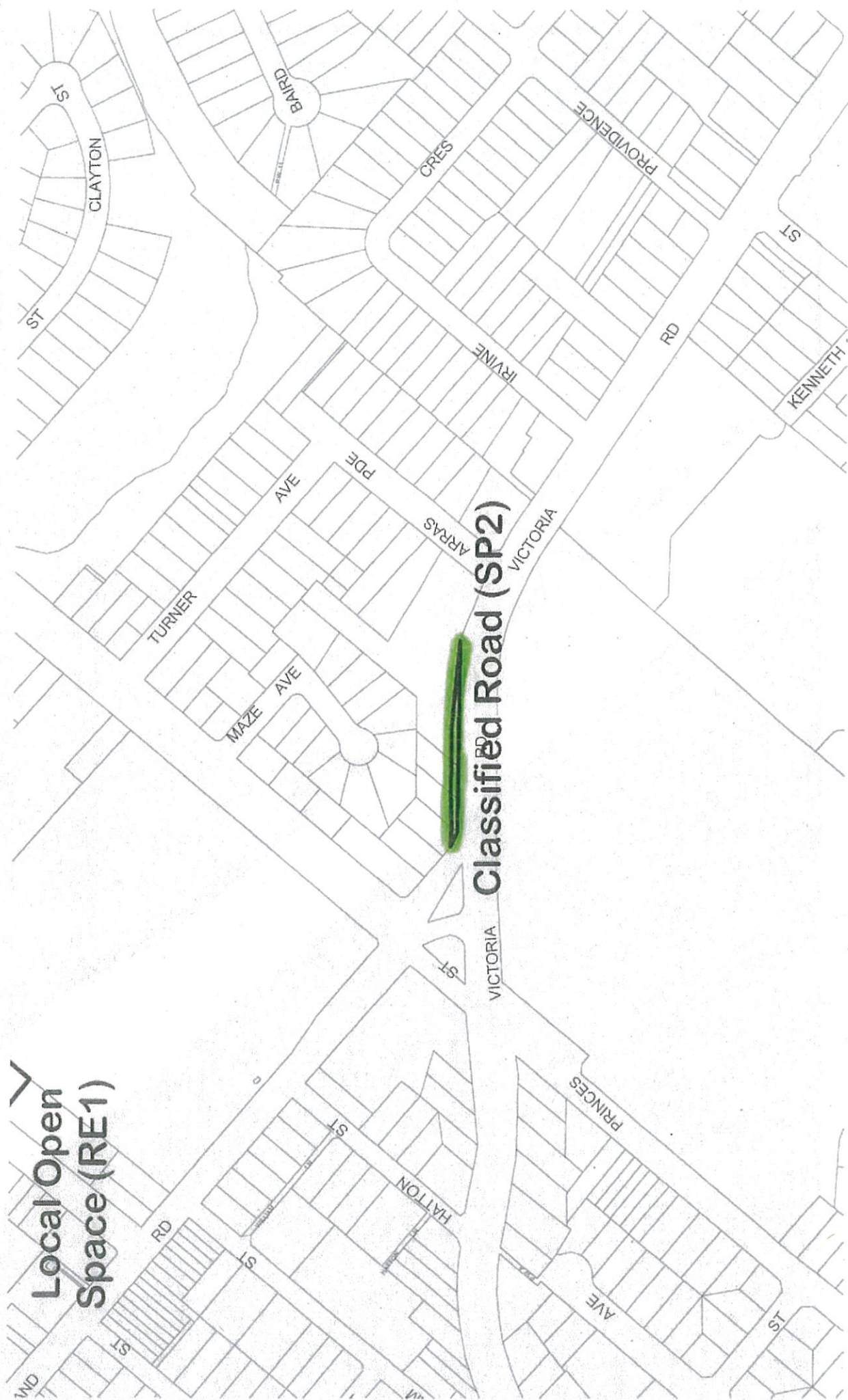
MONASH

Classified Road

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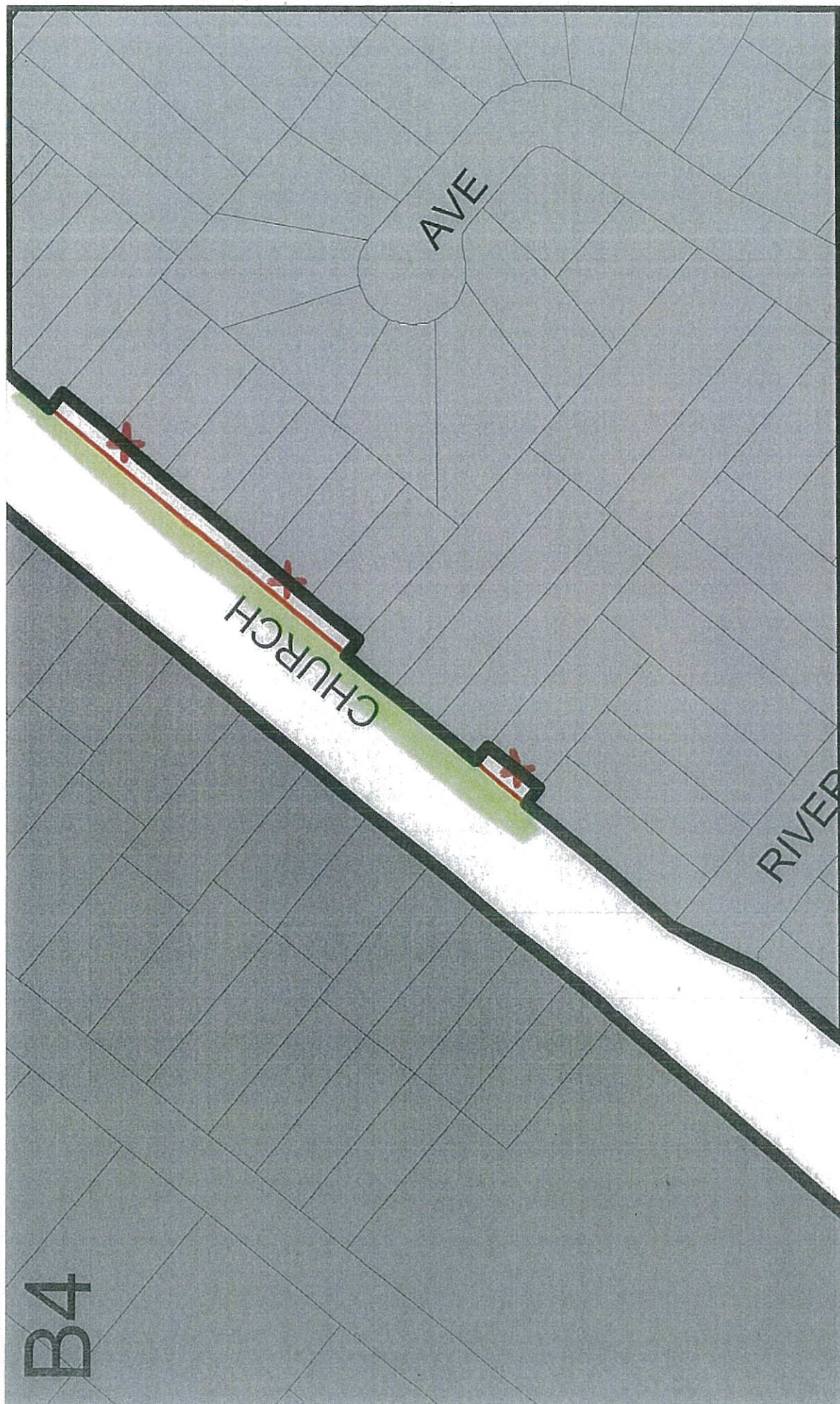


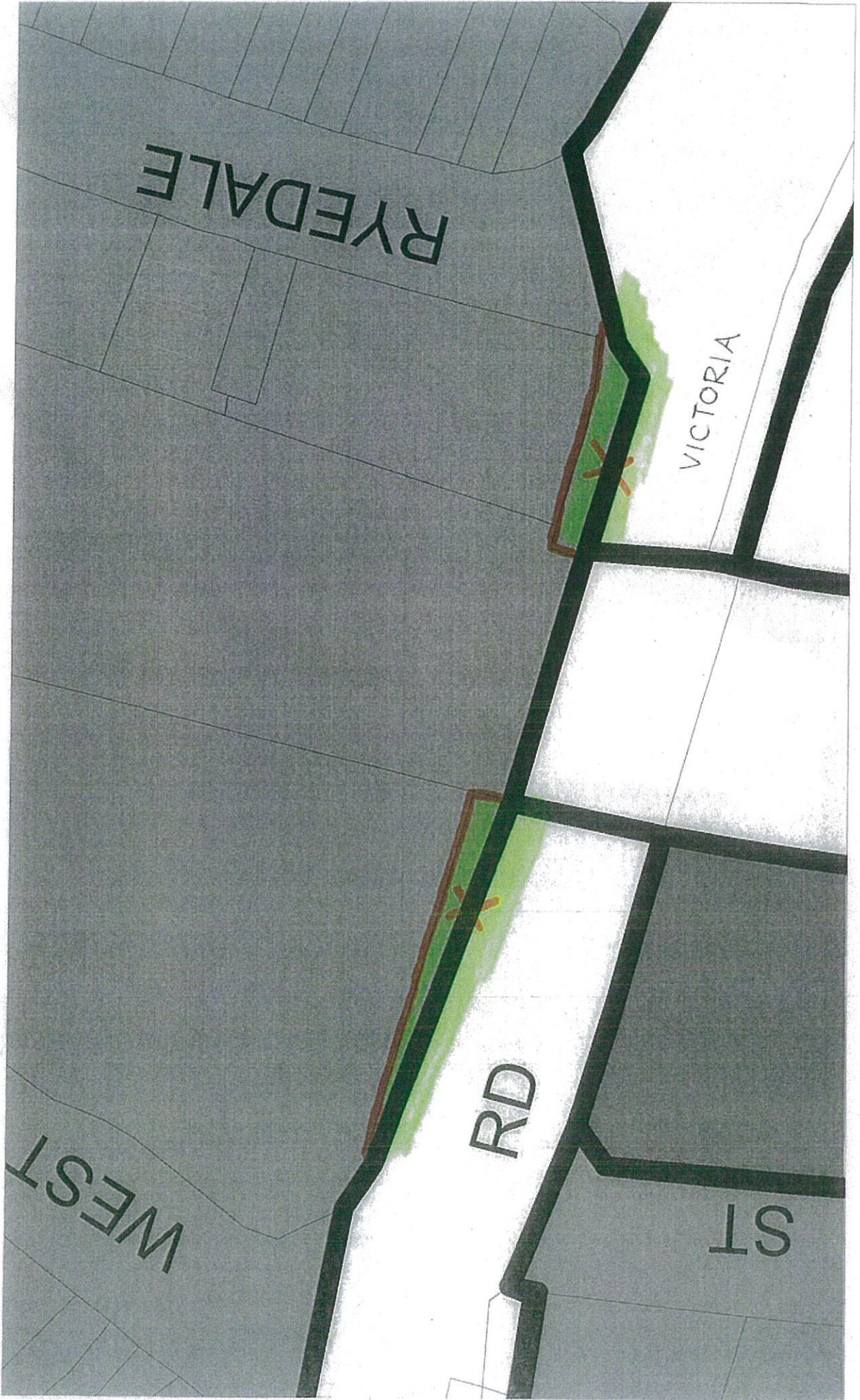
Local Open
Space (RE1)

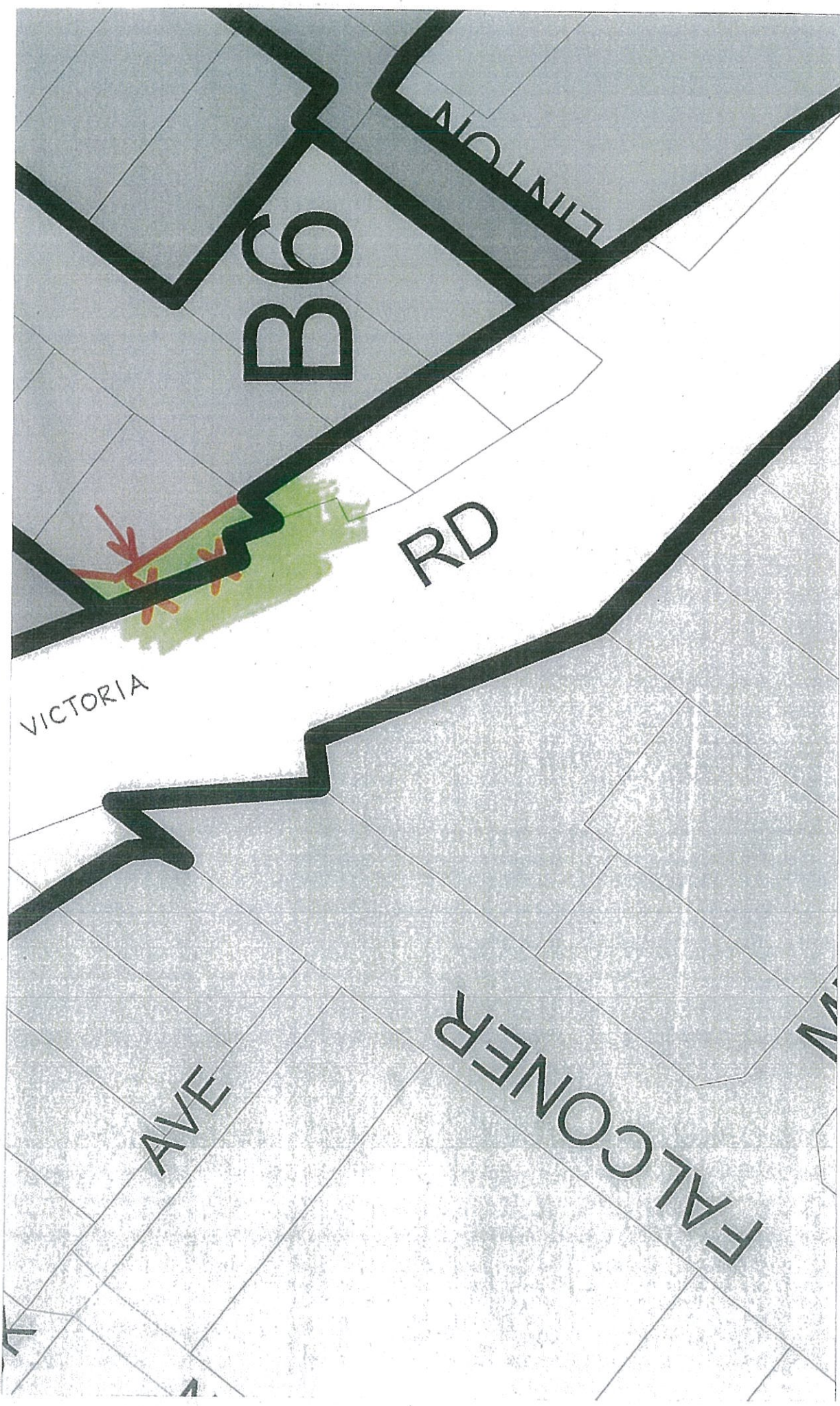


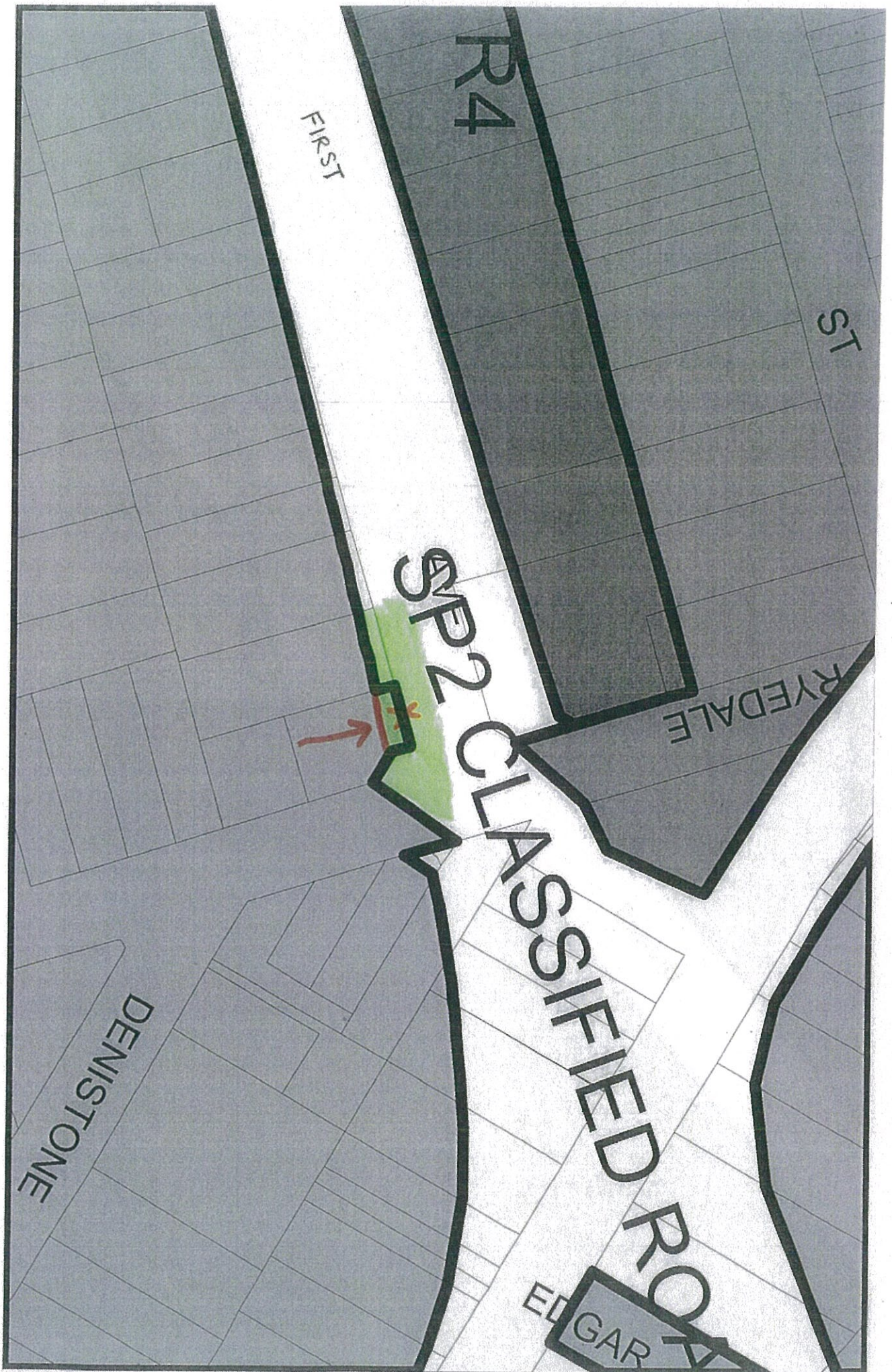
Classified Road (SP2)

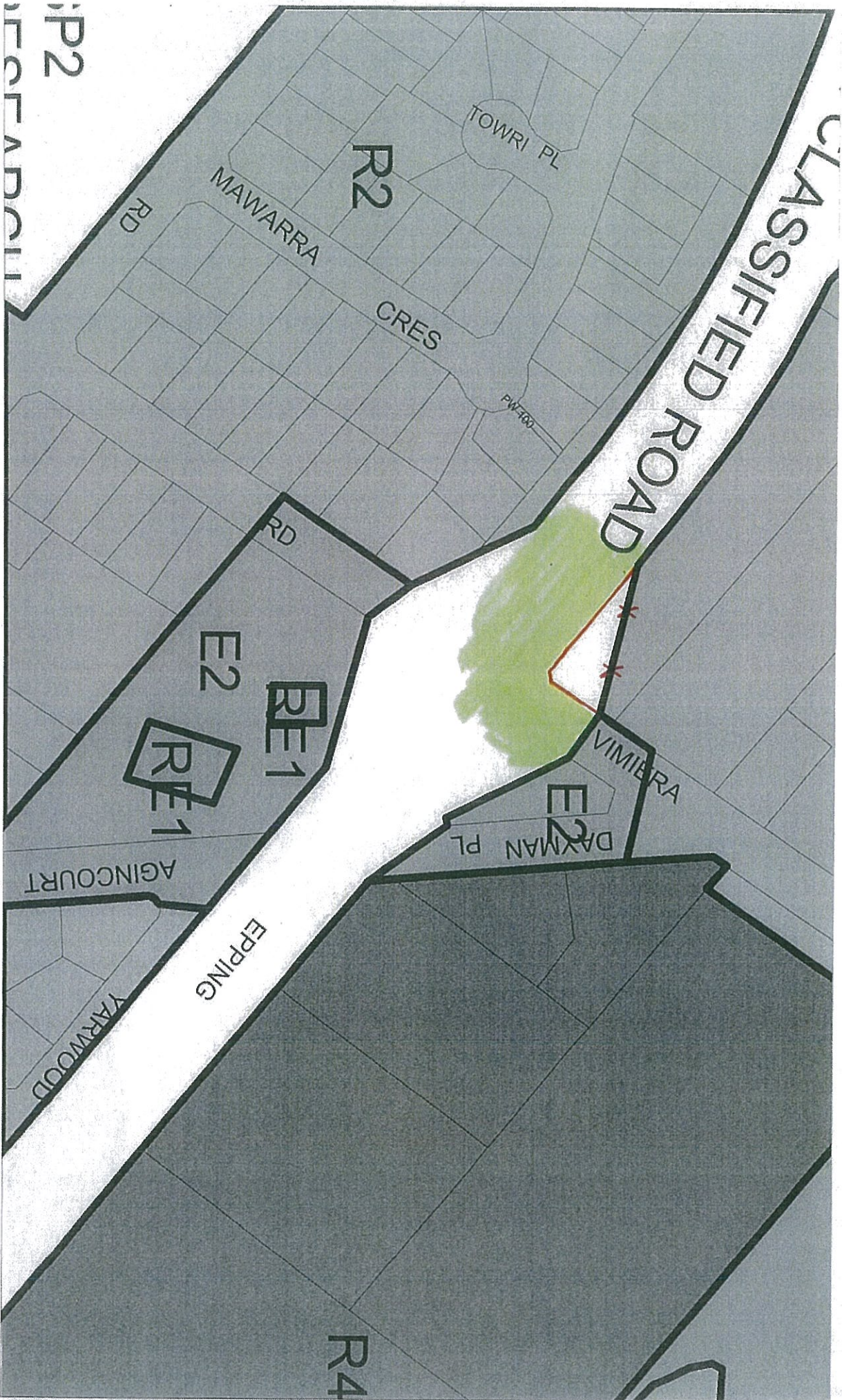
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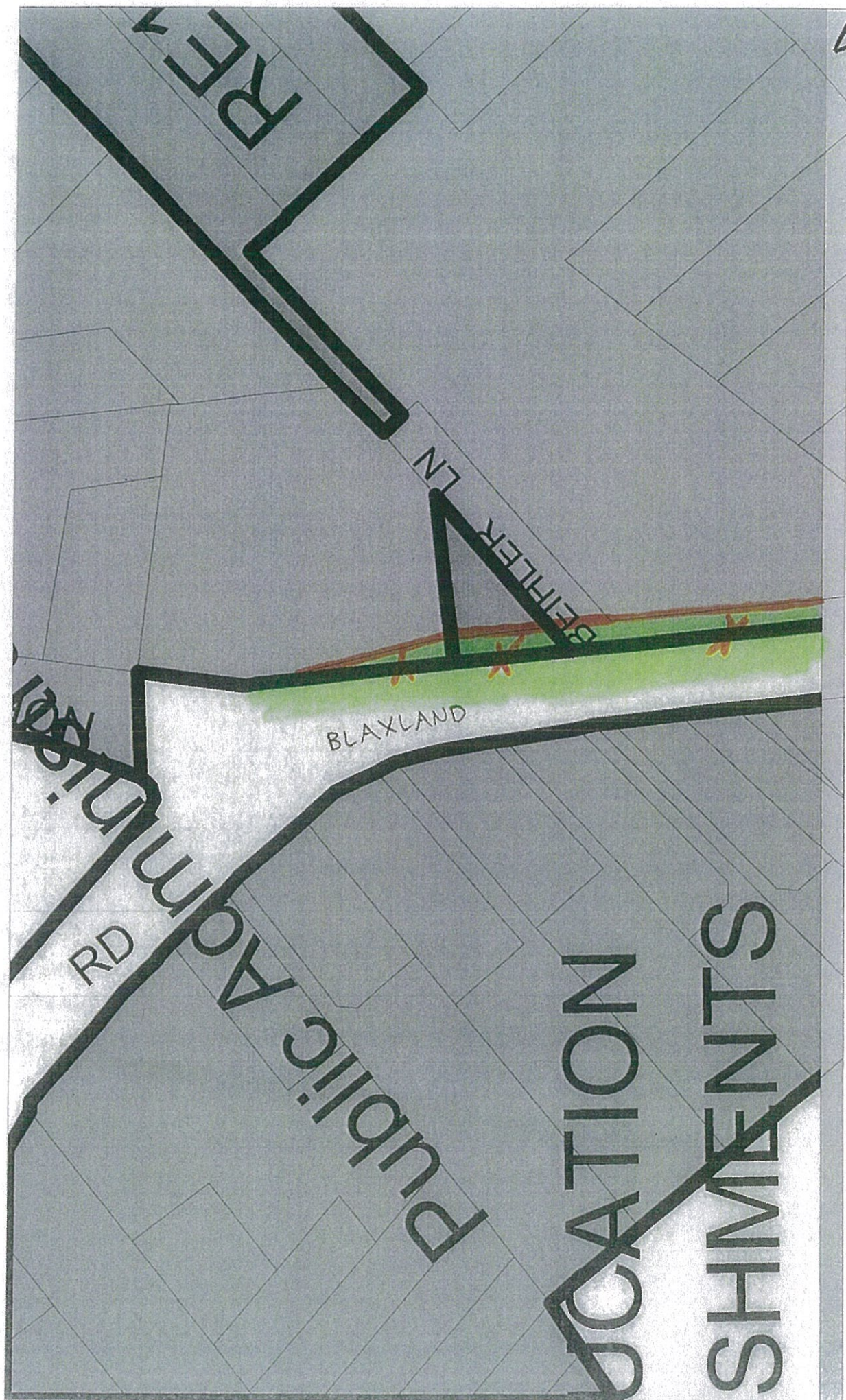


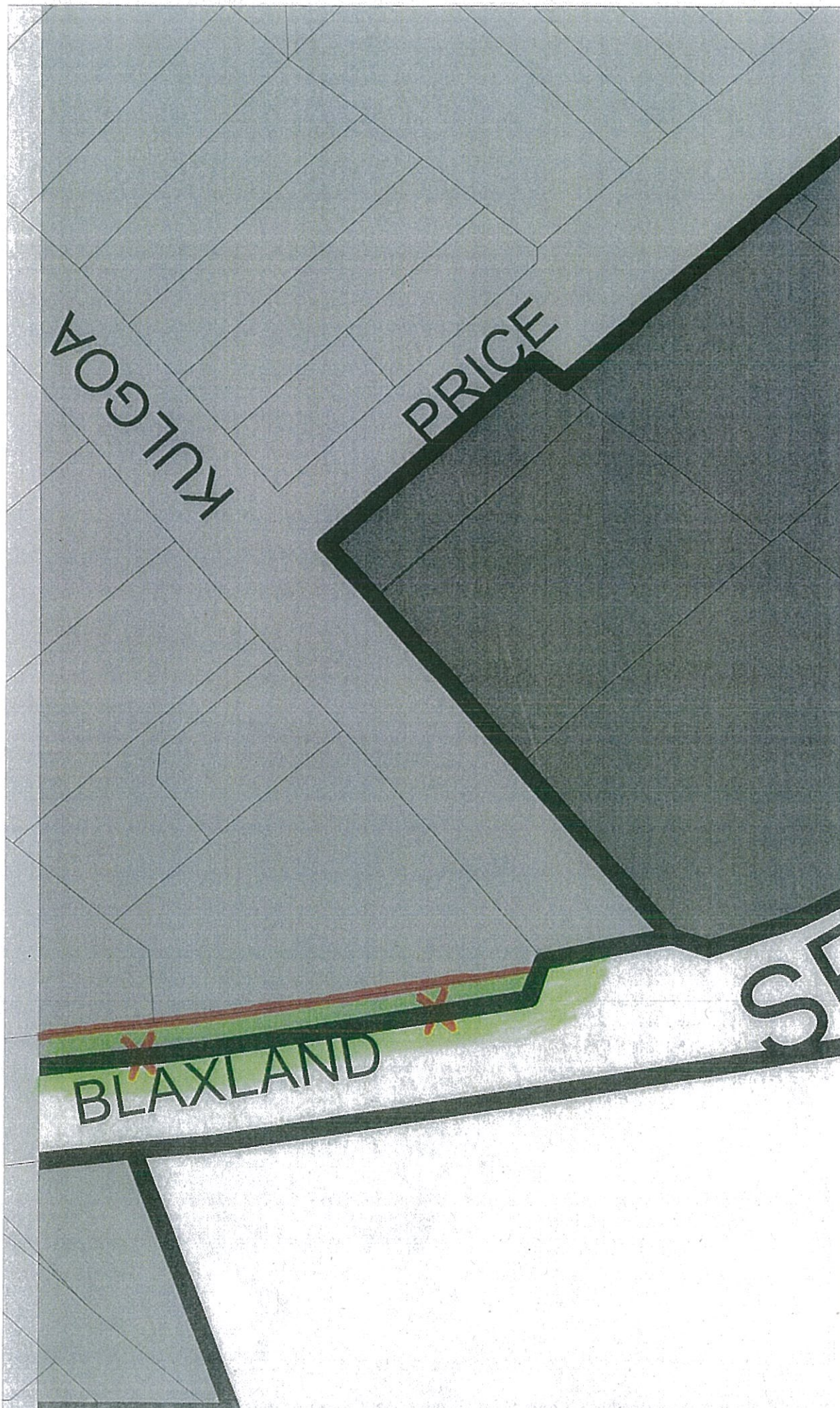


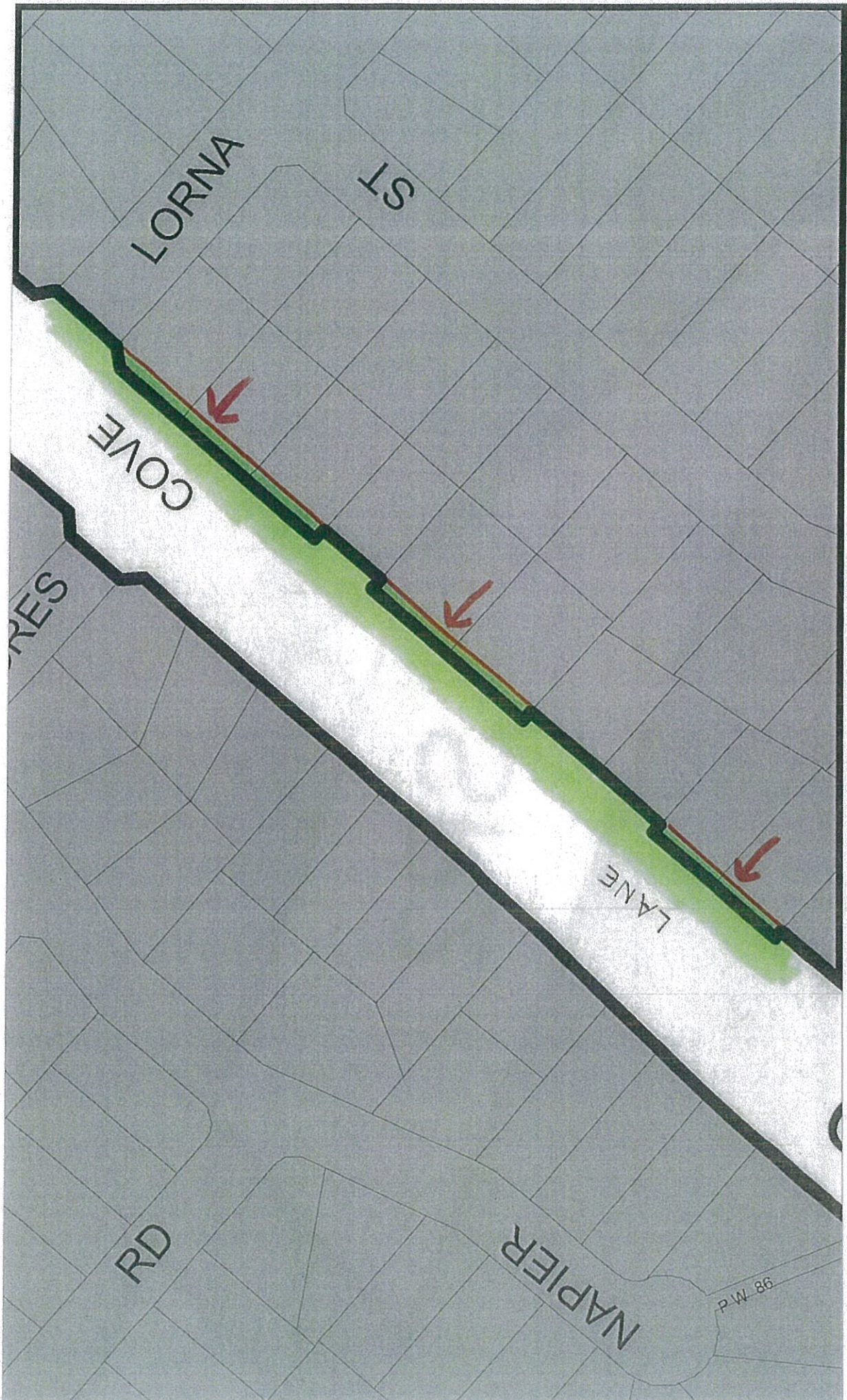


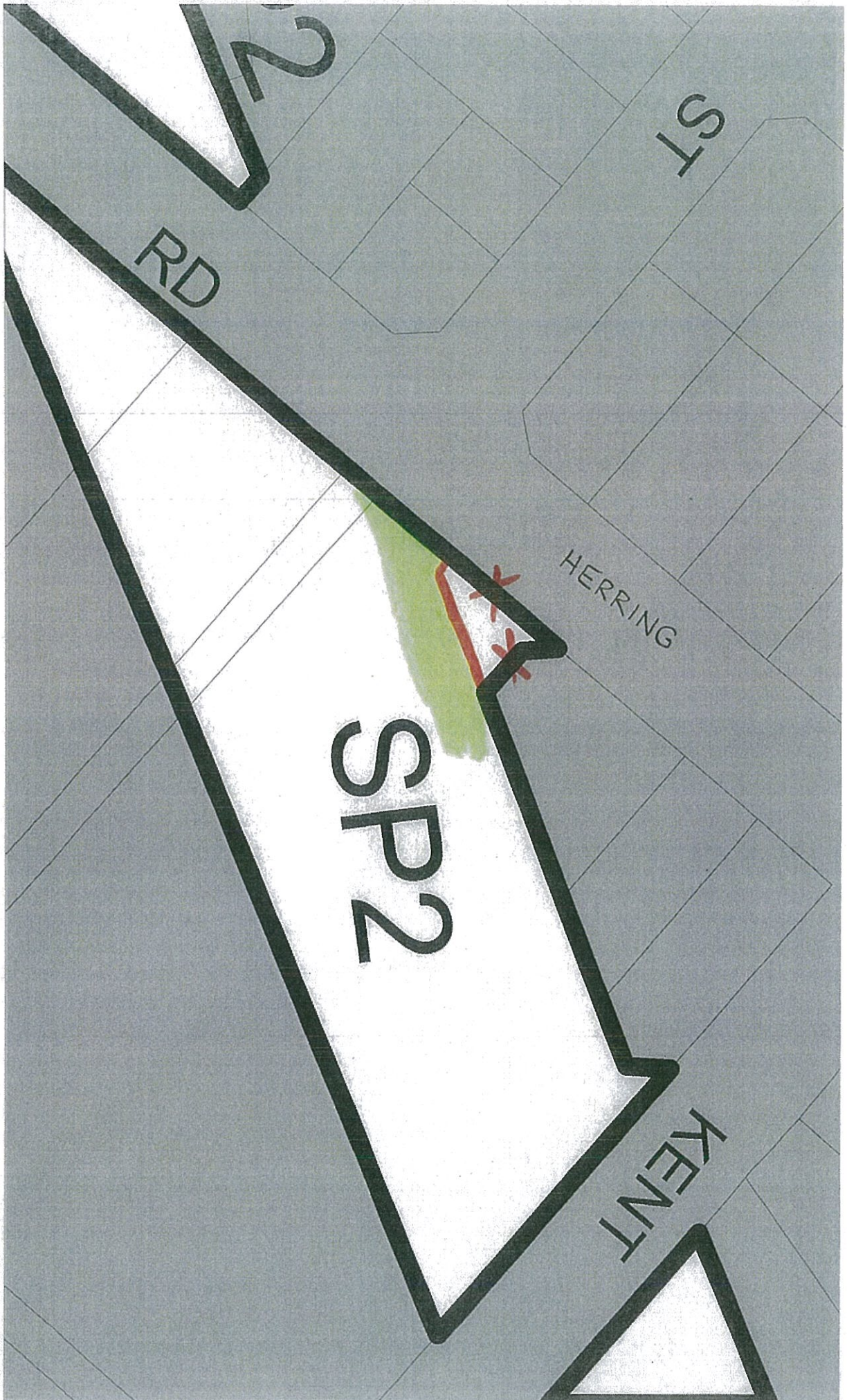
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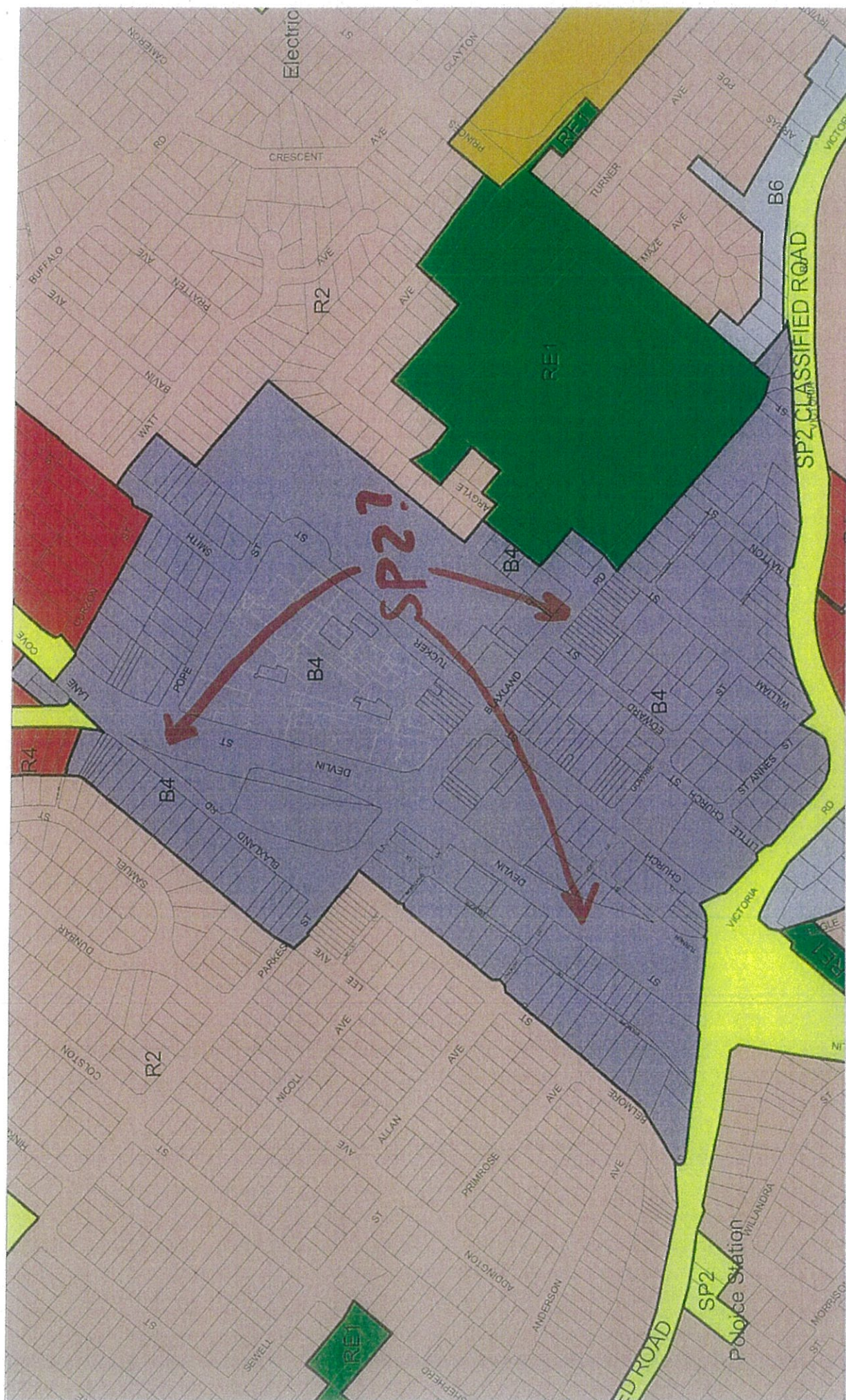
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E-mail Message

From: RANNARD Jeffrey B [SMTP:Jeffrey_RANNARD@rta.nsw.gov.au]
To: Sue Wotton [EX:/O=COREX/OU=FIRST ADMINISTRATIVE
 GROUP/CN=RECIPIENTS/CN=28756619-651A6075-CA256F94-36792E]
Cc:
Sent: 3/12/2010 at 12:13 PM
Received: 3/12/2010 at 12:13 PM
Subject: Draft City of Ryde Local Environmental Plan 2011

Attachments: img-Z021709-0001.pdf

Sue

Per our recent discussion, please refer the attachments which show marked up plans for boundaries to be amended on the M2 Motorway, on Council's draft zoning map. SP2 classified road zonings require either being reduced to or increased to the boundaries shown. As discussed, this is not yet a formal submission - further (hopefully) minor changes need to be addressed on Regional road boundaries, zonings on RTA owned residue land parcels and also a check of the Land Reservation Map.

Present dealings with Councils at draft L.E.P. stage have indicated G.I.S. cadastre to be deficient/inadequate in many areas which has placed considerable demand on RTA resources to provide up to date information for Councils to make amendments in the time constraints demanded.

Please note this comment is from the RTA Property Services section.

Regards

Jeff Rannard (phone 8849 2358)

-----Original Message-----

From: CL250ST_932017@rta.nsw.gov.au [mailto:CL250ST_932017@rta.nsw.gov.au]
 Sent: Thursday, 2 December 2010 6:10 PM
 To: RANNARD Jeffrey B
 Subject: Scan Data from FX-1C1E36

Before printing, please consider the environment.

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. The RTA is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the RTA. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.



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Purpose: ROADS ACT, 1993

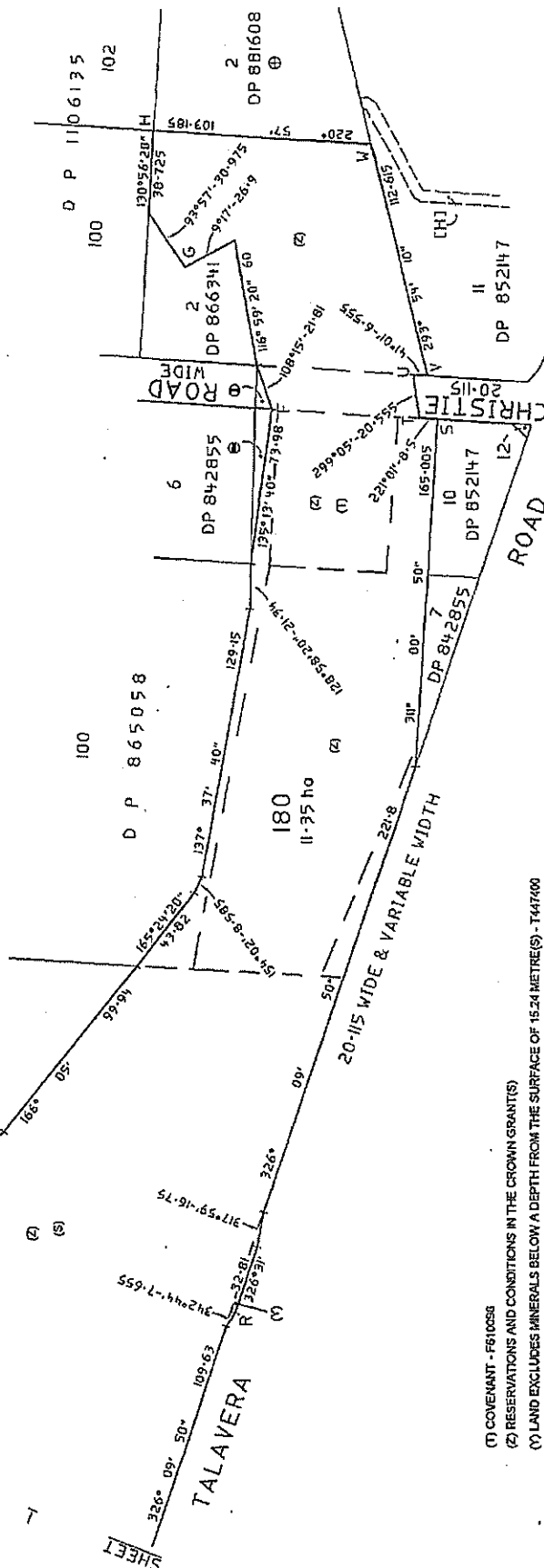
D P 1129623

E 135°

95°17' 25.57S
08°07'-6.66"
12.84
176°
44°

ADJOINS

[H] DP 646940 - EASEMENT TO DRAIN WATER 4'-75" WIDE, 4'-95" WIDE,
5'-25" WIDE & VAR. WIDTH



(1) COVENANT - F610056
(2) RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
(3) LAND EXCLUDES MINERALS BELOW A DEPTH FROM THE SURFACE OF 15.24 METRE(S) - T447400
(4) BENEFITED BY: RIGHT OF FOOTWAY 3 WIDE & VARIABLE - DP258135

Surveyor: MARK T GORDON Date of Survey: — Surveyor's Ref: 003444, CHECKLIST	PLAN OF CONSOLIDATION FOR THE PURPOSES OF THE ROADS ACT, 1993 (SEE SHEET I FOR TITLE REFERENCES)	LGA: RYDE CITY Locality: MACQUARIE PARK, Subdivision: — MARSFIELD Lengths are in metres. Reduction Ratio 1:500	Registered  10.5.2010	DP1150937
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SIGNATURES, SEALS and STATEMENTS of intention to dedicate public roads, to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

LOT 182 IS REQUIRED FOR FREEWAY UNDER SECTION 48 OF THE ROADS ACT, 1993.

ACCESS WILL BE RESTRICTED ACROSS THE BOUNDARIES MARKED A-B-C-D-E, F-G-H-J-K-L, M-N-P-Q, R-S AND T-U-V-W.

ACCESS WILL BE AVAILABLE ACROSS THE FREEWAY BY A GRADE SEPARATED ROAD BETWEEN F-G AND R-S.

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919, IT IS INTENDED TO CREATE:

1. RIGHT OF ACCESS 3 WIDE

2. EASEMENT FOR GAS PIPELINE 3 WIDE

for additional certificates, signatures, seals and statements

Crown Lands NSW/Western Lands Office Approval

In approving this plan certify

that all necessary approvals in regard to the allocation of the land

shown herein have been given

(Authorised Officer)

Signature:

Date:

File Number:

Office:

Subdivision Certificate

I certify that the provisions of s.109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to:

the proposed..... (insert 'subdivision' or 'new road')

* Authorised Person/General Manager/Accredited Certifier

Consent Authority:

Date of Endorsement:

Accreditation no.:

Subdivision Certificate no.:

File no.:

Delete whichever is inapplicable.

DP1154992

Registered:



Title System:

TORRENS

Purpose:

ROADS ACT 1993

PLAN OF CONSOLIDATION OF LOTS 8 & 9, DP

1000760, LOTS 20, 21, 22, 23, 24 & 25, DP 232723, LOTS

15, 16, 17 & 18, DP 883750, LOT 22, DP 232697, LOT 50,

DP 1156924, LOTS 29, 30, 31, 32, 33, 34 & 35, DP 841065

AND LOT 542, DP 1005833 FOR THE PURPOSES OF

THE ROADS ACT, 1993, RIGHT OF ACCESS 3 WIDE

AND EASEMENT FOR GAS PIPELINE 3 WIDE.

LGA: RYDE CITY

Locality: MACQUARIE PARK

Parish: HUNTERS HILL

County: CUMBERLAND

Surveying Regulation, 2006

I, MARK T GORDON,

of ROADS & TRAFFIC AUTHORITY NSW

a surveyor registered under the Surveying Act, 2002, certify that the

survey represented in this plan is accurate, has been made in

accordance with the Surveying Regulation, 2006 and was completed

on.....

The survey relates to

(specify the land actually surveyed or specify any land shown in the

plan that is not the subject of the survey)

Signature

Surveyor registered under the Surveying Act, 2002

Date: 19/1/10

Plans used in the preparation of compilation

DP 232697

DP 232723

DP 841065

DP 883750

DP 1000760

DP 1005833

DP 1043038

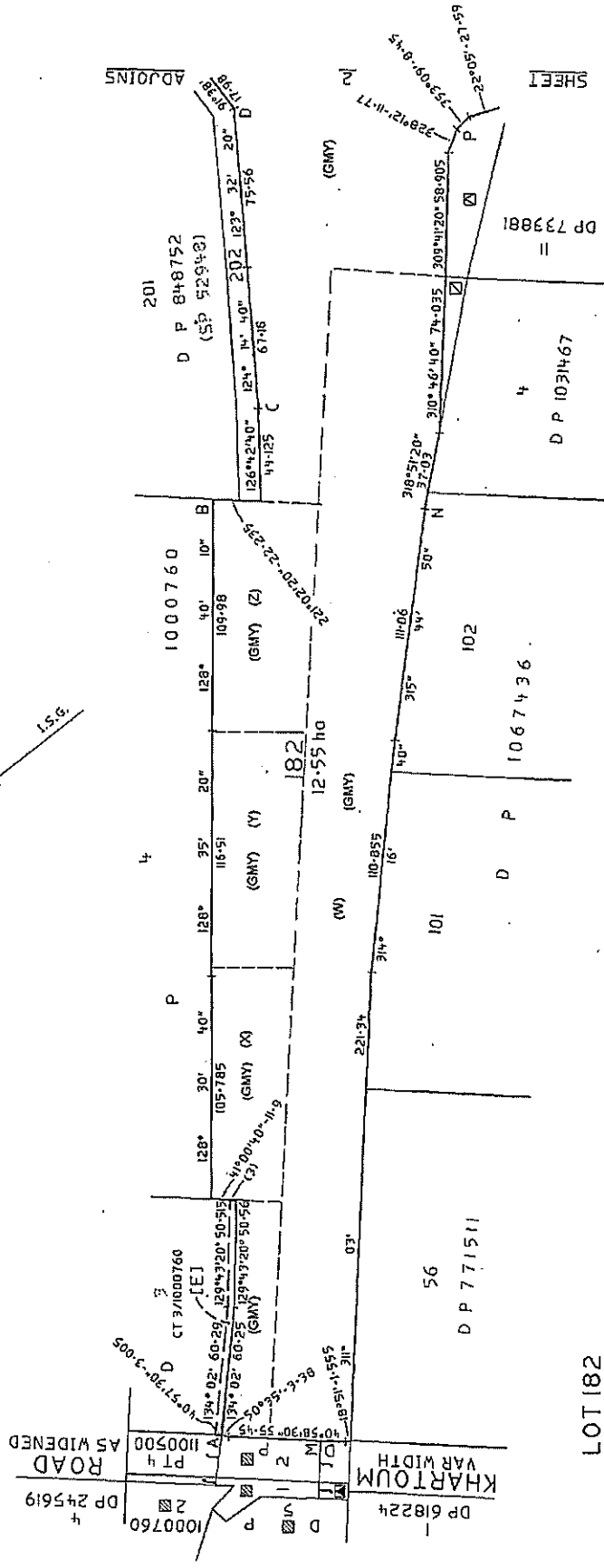
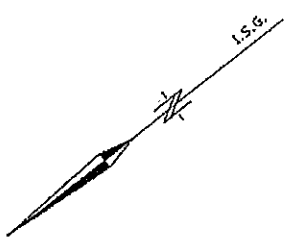
DP 1156924

SURVEYOR'S REFERENCE: 003448, CHECKLIST

RTA PLAN : 6002 387 SS 0182

RTA FILE : F2/387.11051

* OFFICE USE ONLY



LOT 182

LOT	DEPOSITED PLAN	TITLE REFERENCE
1	1000760	CT 8/1000760
2	1000760	CT 9/1000760
3	1000760	CT 10/1000760
4	1000760	CT 11/1000760
5	1000760	CT 12/1000760
6	1000760	CT 13/1000760
7	1000760	CT 14/1000760
8	1000760	CT 15/1000760
9	1000760	CT 16/1000760
10	1000760	CT 17/1000760
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88	1000760	CT 95/1000760
89	1000760	CT 96/1000760
90	1000760	CT 97/1000760
91	1000760	CT 98/1000760
92	1000760	CT 99/1000760
93	1000760	CT 100/1000760

[E] RIGHT OF ACCESS 3 WIDE
(EASEMENT [E] HAS BEEN COMPILED FROM DP1000760)

(X) COVENANT - K79061
(Y) COVENANT - K904890
(Z) COVENANT - K900705
(W) COVENANT - L10063
(GMY) LAND EXCLUDES MINERALS AND IS SUBJECT TO RESERVATIONS & CONDITIONS IN FAVOUR OF THE CROWN GRANT - SEE CROWN GRANT

LOT 10 DP 883750
LOT 11 DP 883750
PT LOT 3 DP 1100500
REQUIRED FOR FREEWAY UNDER SECTION 48 OF THE ROADS ACT, 1993.

Surveyor: MARK T GORDON
Date of Survey: 00/04/06
Surveyor's Ref: 003146, CHECKLIST

PLAN OF CONSOLIDATION FOR THE PURPOSES OF THE ROADS ACT, 1993 (SEE SHEET 1 FOR TITLE REFERENCES)
RIGHT OF ACCESS 3 WIDE AND EASEMENT FOR GAS PIPELINE 3 WIDE

LGA: RYDE CITY
Locality: MACQUARIE PARK
Subdivision No: 13-10-2010
Lengths are in metres. Reduction Ratio 1:500

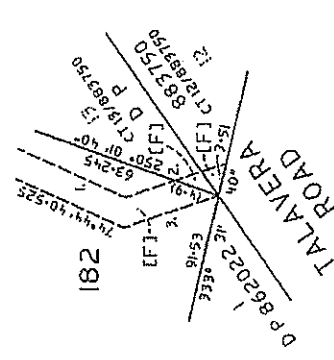
Registered
DP1154992

explan Sheet 2 of 2 sheets

DP1754992

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

PLANFORM 1 (A2)



☒ LOT 12 DP 863244 (SP64146)
☒ LOT 11 DP 883750
☒ LOT 22 DP 883750
☒ LOT 20 DP 863750
☒ LOT 21 DP 883750
☒ REQUIRED FOR FREEWAY UNDER SECTION

☒ REQUIRED FOR FREEWAY UNDER SECTION 48 OF THE ROADS ACT, 1993.

(U) LAND EXCLUDES MINERALS - SEE CROWN GRANT - IN FAVOUR OF THE CROWN GRANT -

BOUNDARY SCHEDULE	
NO	BEARING DISTANCE
1.	254°44' 40.265
2.	212°17' 11.28101
3.	32°17' 10.625

DIAGRAM
(REDUCTION RATIO 1:375)

PLAN OF CONSOLIDATION FOR THE PURPOSES OF THE
ROADS ACT, 1993 (SEE SHEET 1 FOR TITLE REFERENCES)
RIGHT OF ACCESS 3 WIDE AND EASEMENT FOR GAS
PIPELINE 3 WIDE

LGA : RYDE CITY
Locality : MACQUARIE PARK
Subdivision : Ngwaa
Lengths are in metres. Reduction Ratio H500

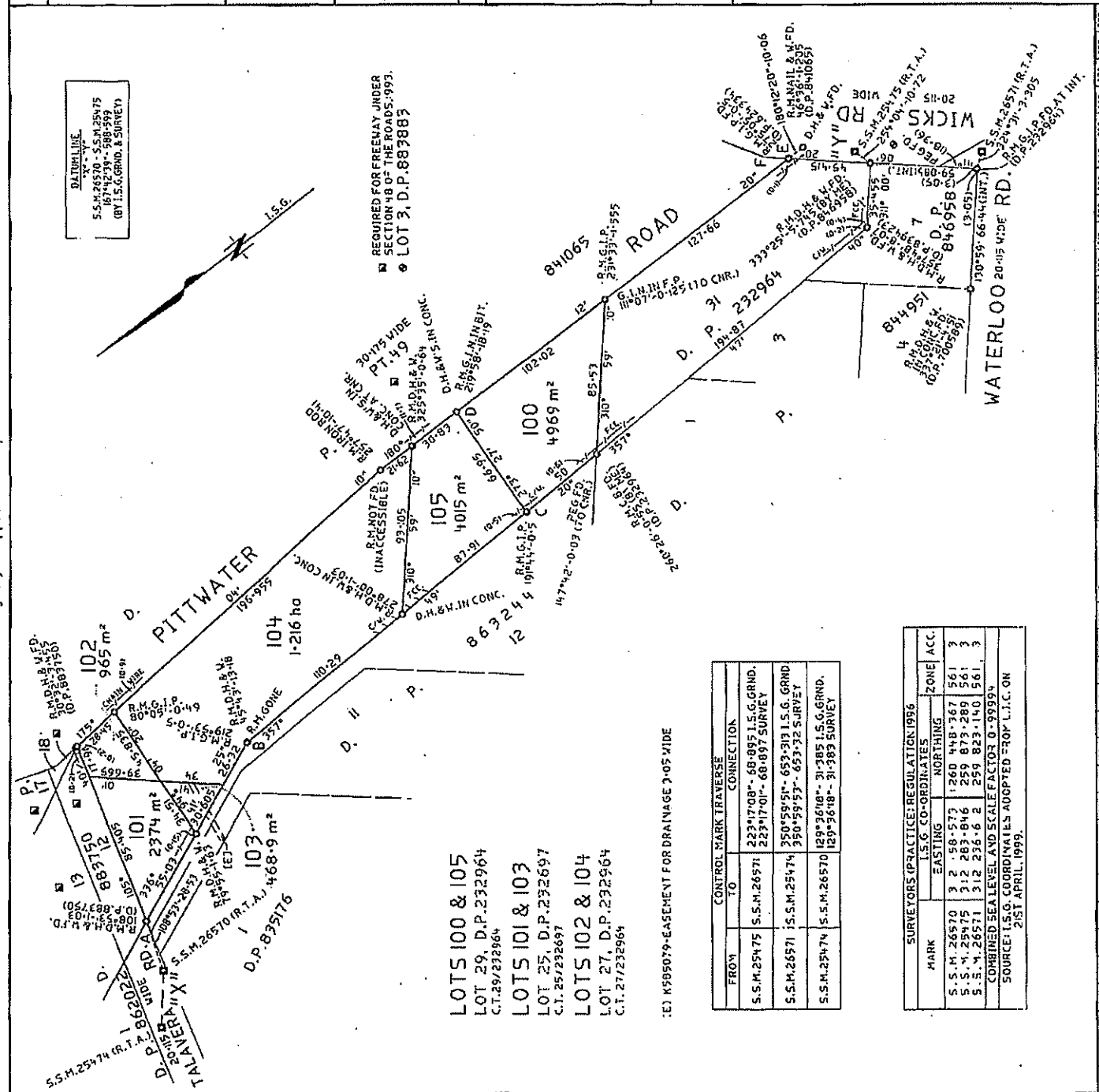
Registered 13-10-2010

DP1154992

PLAN FORM 2

SIGNATURES AND SEALS ONLY

Plan Drawing only to appear in this space



LOTS 100 & 105
LOT 29, D.P. 232964
C.T. 29/232964

LOTS 101 & 103
LOT 25, D.P. 232967
C.T. 25/232967

LOTS 102 & 104
LOT 27, D.P. 232964
C.T. 27/232964

(E) K99079-EASEMENT FOR DRAINAGE 3.05 MIDE

FROM	TO	CONNECTION
S.S.M. 25475	S.S.M. 26571	2234708° - 68-095 I.S.G. GRND.
S.S.M. 25475	S.S.M. 26571	2234708° - 68-097 SURVEY
S.S.M. 26571	S.S.M. 25475	350°59'51" - 653-313 I.S.G. GRND
S.S.M. 26571	S.S.M. 25475	350°59'51" - 653-312 SURVEY
S.S.M. 25475	S.S.M. 26570	129°26'18" - 31-385 I.S.G. GRND.
S.S.M. 25475	S.S.M. 26570	129°26'18" - 31-383 SURVEY

SURVEYS (PRACTICE) RESUMATION 1996			
MARK	EASTING	NORTHING	ZONE ACC.
S.S.M. 26570	3 2 58-573	1260 448-367	561 3
S.S.M. 25475	312 283-846	259 873-280	561 3
S.S.M. 26571	312 236-6 2	259 823-140	561 3
COMBINED SEA LEVEL AND SCALE FACTOR 0.99994			
SOURCE: I.S.G. COORDINATES ADOPTED FROM L.I.C. ON 21ST APRIL, 1999.			

Crown Lands Office Approval

PLAN APPROVED

Authorised Officer

Signature

Print Name

Final Date

Page

Subdivision Certificate

I certify that the information contained in this plan is true and correct and that the information is true and correct and that the information is true and correct

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DP1001474

Registered: CMU 24-51999

C.A.: TORRENS

Title System: TORRENS

Purpose: ACQUISITION

Ref: U096C-83

Leaf: 1

PLAN OF LAND TO BE ACQUIRED OR THE PURPOSES OF THE ROADS ACT, 1993.

Lengths are in metres. Reduction Ratio 1:1500

L.G.A.: RYDE CITY

Suburb: NORTH RYDE

Parish: HUNTERS HILL

County: CUMBERLAND

2. KEVIN P. SCARFE
a survey registered under the Survey Act 1978, hereby certify that the survey represented in this plan is accurate, and has been made in accordance with the Survey Act 1978. Population 1996 census was 10,000. The survey is for the purpose of the Survey Act 1978.

Signature: Kevin Scarfe 21/11/99

Zone: Suburban

Survey registered under the Survey Act 1978.

This used 'reproduction of survey' completion

NOT WITHIN P.S.A.

R.T.A.F. BK NOS: 6002 387 EP 0077/28 AE

PANEL FOR USE ONLY for statements of intention to dedicate public roads or to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

LOTS 101-105 INCLUSIVE ARE REQUIRED FOR FREEWAY UNDER SECTIONS OF THE ROADS ACT, 1993.

ACCESS WILL BE RESTRICTED ACROSS THE BOUNDARY MARKED A-B-C-D-E-F.

APPROVED: *Handwritten signature*

GENERAL MANAGER, GEOMATICS
R.T.A. TECHNOLOGY
ROADS AND TRAFFIC AUTHORITY

R.T.A. PLAN: 6002 387 55 016.

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

SURVEYOR'S REFERENCE: SP2062 (CHECKLIST)

SIGNATURES, SEALS and STATEMENTS of intention to dedicate public roads, to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

LOT 183, 184 & 185 ARE REQUIRED FOR FREEWAY UNDER SECTION 48 OF THE ROADS ACT, 1993.
ACCESS WILL BE RESTRICTED ACROSS THE BOUNDARIES MARKED A-B-C-D, E-F-G-H-I-J, K-L-M, N-O-P-Q-R-S, T-U.

ACCESS WILL BE AVAILABLE ACROSS THE FREEWAY BY GRADE SEPARATED ROADS BETWEEN E-F, N-O AND H-I, Q-R.

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919, IT IS INTENDED TO CREATE:

1. EASEMENT FOR GAS PIPELINE 3 WIDE (LIMITED IN STRATUM)

Use PLAN FORM 6A for additional certificates, signatures, seals and statements

Crown Lands NSW/Western Lands Office Approval

I, (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given

Signature: Date: File Number: Office: Subdivision Certificate

I certify that the provisions of s.109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to: the proposed (insert 'subdivision' or 'new road') set out herein

* Authorised Person/General Manager/Accredited Certifier

Consent Authority: Date of Endorsement: Accreditation no: Subdivision Certificate no: File no: Delete which ever is inapplicable.

DP1154994

Registered: 21.10.2010

Title System: TORRENS

Purpose: ROADS ACT, 1993

PLAN OF CONSOLIDATION OF LOT 1, DP 883883, LOTS 5, 6, 9 & 10, DP 30007, LOTS 17, 18, 36, 37, 39, 40, 41 & 47, DP 841065, LOTS 13, 15 & 17, DP 1017829, LOTS 5, 6 & 7, DP 1002229, LOT 107, DP 879421, LOTS 51 & 52, DP 1156924 AND LOTS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 15, DP 1043038 FOR THE PURPOSES OF THE ROADS ACT, 1993 AND EASEMENT FOR GAS PIPELINE 3 WIDE.

LGA: RYDE CITY

Locality: MACQUARIE PARK

Parish: HUNTERS HILL

County: CUMBERLAND

Surveying Regulation, 2006

I, MARK T GORDON, of ROADS & TRAFFIC AUTHORITY NSW, a surveyor registered under the Surveying Act, 2002, certify that the survey represented in this plan is accurate, has been made in accordance with the Surveying Regulation, 2006 and was completed on: The survey relates to (specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey)

Signature: Surveyor registered under the Surveying Act, 2002

Datum Line: Type: Urban

Plans used in the preparation of compilation

DP 30007 DP 841065
DP 879421 DP 883883
DP 1002229 DP 1017829
DP 1043038 DP 1156924

SURVEYOR'S REFERENCE: 003447, CHECKLIST

* OFFICE USE ONLY

THAT PART OF EASEMENT (H) DESIGNATED (U) IS A STRATUM UNLIMITED IN HEIGHT AND LIMITED IN DEPTH TO A HORIZONTAL PLANE AT RL 45 AND WHICH FORMS PART OF A BOUNDARY OF LOT 1, DP1043038 BELOW.

THAT PART OF LOT (B) DESIGNATED (X) IS A STRATUM UNLIMITED IN HEIGHT AND LIMITED IN DEPTH TO A HORIZONTAL PLANE AT RL 45 AND WHICH FORMS PART OF A BOUNDARY OF LOT 1, DP1043038 BELOW.

(AM) LAND EXCLUDES MINERALS U720559 AND COVENANT BK 2478 NO 589

(CN) COVENANT BK 2478 NO 589

(CT) COVENANT G702000

(AM) LAND EXCLUDES MINERALS - SEE CROWN GRANTS

(AM) LAND EXCLUDES MINERALS - SEE CROWN GRANTS

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(AM) LAND EXCLUDES MINERALS - SEE CROWN GRANTS

LOT 183

LOT	DEPOSITED PLAN	TITLE REFERENCE
5	30007	CT 5/30007
6	30007	CT 6/30007
9	30007	CT 9/30007
10	30007	CT 10/30007
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198	30007	CT 198/30007
199	30007	CT 199/30007
200	30007	CT 200/30007

LOT 184

LOT	DEPOSITED PLAN	TITLE REFERENCE
PT 2	1043038	CT 2/1043038
PT 3	1043038	CT 3/1043038
PT 4	1043038	CT 4/1043038
PT 5	1043038	CT 5/1043038
PT 6	1043038	CT 6/1043038
PT 7	1043038	CT 7/1043038
PT 8	1043038	CT 8/1043038
PT 9	1043038	CT 9/1043038
PT 10	1043038	CT 10/1043038
PT 11	1043038	CT 11/1043038
PT 12	1043038	CT 12/1043038
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PT 14	1043038	CT 14/1043038
PT 15	1043038	CT 15/1043038
PT 16	1043038	CT 16/1043038
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PT 19	1043038	CT 19/1043038
PT 20	1043038	CT 20/1043038
PT 21	1043038	CT 21/1043038
PT 22	1043038	CT 22/1043038
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PT 27	1043038	CT 27/1043038
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PT 30	1043038	CT 30/1043038
PT 31	1043038	CT 31/1043038
PT 32	1043038	CT 32/1043038
PT 33	1043038	CT 33/1043038
PT 34	1043038	CT 34/1043038
PT 35	1043038	CT 35/1043038
PT 36	1043038	CT 36/1043038
PT 37	1043038	CT 37/1043038
PT 38	1043038	CT

BOUNDARY SCHEDULE		
NO	BEARING	DISTANCE
1.	285°06'15"	6
2.	172°56'	3.56
3.	278°57'	22.775
4.	165°48'20"	4.215

- LOT 21 DP 1017829
- LOT 20 DP 1017829
- LOT 24 DP 1043038
- LOT 18 DP 1017829
- LOT E DP 28507
- LOT 100 DP 871858
- LOT 22 DP 1043038
- LOT 10 DP 1043038 BELOW
- LOT 21 DP 1043038
- LOT 26 DP 1043038
- LOT 25 DP 1043038
- LOT 100 DP 1131776 BELOW

"MACQUARIE PARK
CEMETERY & CREMATORIUM"

5218-3000

SHEET

L 183

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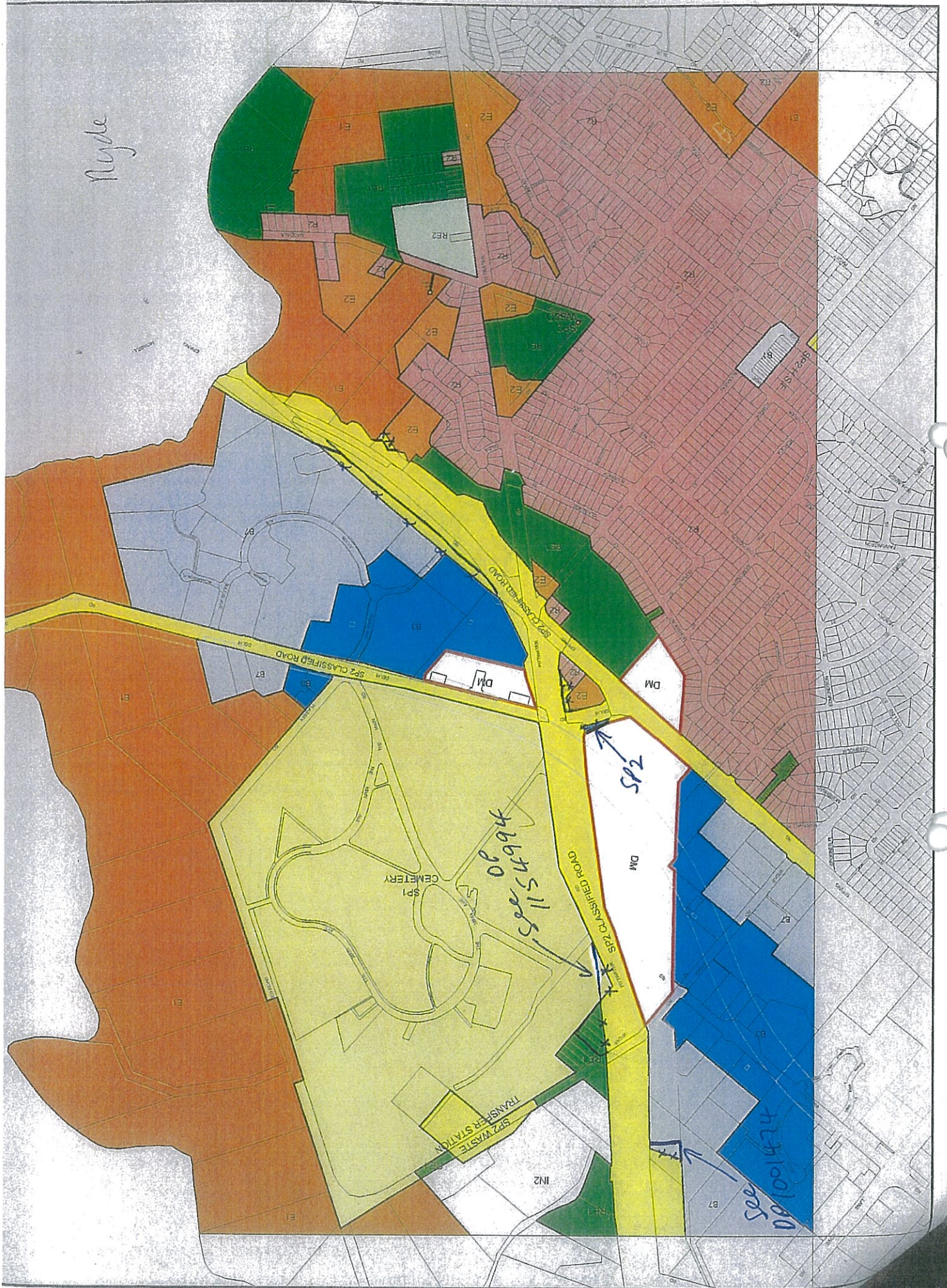
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