



Reference: 13.160

31st January 2014

Urbis
Level 23 Darling Park Tower 2
201 Sussex Street
Sydney NSW 2000

Attention: Stephen White, Director

traffix
traffic & transport planners

suite 3.08
level 3 46a macleay street
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po box 1061
potts point nsw 1335
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director graham pindar
acn: 065132961
abn: 66065132961

Re: Response to Submissions: 6-22 Grove Street, Dulwich Hill

Dear Stephen,

We refer to the subject development and in particular Council's request for additional information in this letter dated 19 December 2013. In this regard we have examined all traffic related issues and now advise as follows in respect of these:

Bicycle and Motorcycle Parking

Council advises that the provision of 11 motorcycle spaces is acceptable. It is however noted that the submitted plans included 9 spaces not 11 as stated in Council's letter. Notwithstanding, an additional 2 spaces are now proposed (11 in total) as shown on the plans to be submitted to Council prepared by Smart Design Studio (SDS). This therefore achieves full compliance with Council's DCP. These spaces are to be provided wholly within the basement car park as shown on the revised plans prepared by SDS.

The development requires the provision of 150 resident bicycle spaces and 1 bicycle space for the retail/cafe use, based on the revised development yield. In response the application submitted to council included 7 spaces for the retail/cafe use and 150 residential spaces (including visitors). Council's correspondence also requests that spaces be provided in easily accessible locations including the ground floor. In response the development proposes an additional 5 spaces (164 total) including 12 spaces provided at the ground level and this arrangement is considered satisfactory.

Resident Parking Permits

Council advises that future residents will be excluded from any residential parking scheme (either existing or future) in the locality. This approach is supported by the proponent.

Impacts on Denison Road

Council in its letter requested that:

The applicant be advised that the impact of traffic on Denison Road is to be addressed (i.e. traffic generated needs to be assigned to Denison Road) and the impacts of this be addressed and submitted to Council for consideration, including any proposed measures."



The original application submitted to council included a maximum generation of 73 vehicle trips/hr during peak periods (0.29 trips x 251 units). The application of an 80/20 directional split provides the following peak hourly generation:

- 73veh/hr: 15 in, 58 out during the AM peak.
- 73veh/hr: 58 in, 15 out during the PM peak.

This generation represents 1.2 additional vehicle trips per minute during peak periods on the external road network. These are distributed onto all available routes.

This level of generation is moderate and this is to be expected, as residential uses are one of the lowest land use categories and in addition, the site is proximate to good public transport services. Furthermore, there are several entry and exit routes to/from the site within the external road network so that these impacts are quickly dispersed beyond the site.

It is also noteworthy that the generation rate utilised for the traffic report is a worst case scenario based on RMS Guidelines, which have recently been superseded (in May 2013) by RMS survey data which in fact makes the adoption of a lower trip rate mandatory. Application of the revised generation rates results in the following peak hour generation:

- 47veh/hr: 10 in, 37 out during the AM peak.
- 37veh/hr: 29in, 8 out during the PM peak.

The distribution of traffic onto the road network has been established through review of the 2011 Ministry of Transport Journey to Work Data for the relevant area which is summarised below:

Table 1: JTW Data – Traffic Distribution

Journey From Site		Journey To Site	
Direction	% Split	Direction	% Split
North	13	North	19
South	4	South	13
East	55	East	39
West	28	West	29

Assuming a worst case analysis whereby all northbound and eastbound traffic arrive and depart the site via Denison Road to access the site, this results in a net increase of 31veh/hr in the AM and 25veh/hr in the PM peak period on Denison Street.

Subsequent to the lodgement of the original traffic impact assessment, traffic counts have been undertaken to establish both the peak hour traffic flows and daily traffic flows along Denison Road. The surveys demonstrated the following key findings with a full set of results provided in **Attachment 1**:

- Morning peak traffic flow of 563 vehicles.
- Evening peak traffic flow of 336 vehicles.
- Maximum daily traffic flow of 3,385 vehicles



It is evident that the proposal would therefore result in a 6% increase in traffic flows along Denison Road in the morning peak period and a 10% increase during the evening peak under a worst case assessment, whereby all northbound and eastbound traffic use Denison Street. This nevertheless represents a minor increase (less than one additional vehicle movement a minute) and as such will have no impact on the operation of key intersections in the locality.

The surveys do however demonstrate that Denison Road is currently being used as an alternative (bypass) route to New Canterbury Road. Whilst it is acknowledged that traffic volumes along Denison Road are high for a local road, it is relevant that the flows are within the daily limits outlined in the RMS Guideline of 5,000vpd for a collector street which is the current functional classification of this road.

The relatively high traffic flows along Denison Road are a pre-existing issue which Council was aware of prior to the rezoning of the subject site and as such it is reasonable to assume that S94 Contributions would therefore have been identified in anticipation of development. The proponent recognises however that this is a contention for residents in the locality. It is therefore proposed that the applicant fund a Local Area Traffic Management (LATM) study to be undertaken by Council, aimed at identifying amelioration measures to discourage “rat running”. In this regard, it is proposed that a sum of \$10,000 be provided to Council for the funding of this study in addition to any Section 94 contributions to be paid.

The impacts of the development on the operation of Denison Road are therefore considered moderate and would be off-set by any measures adopted by Council to discourage rat running occurring in the locality.

Configuration of North Lane

The original development application submitted to Council included a one-way; east-west circulation along North Lane, with all entry from Grove Street and exit to Hill Road. Following submission, the proponent has been informed that egress to the north via the right of way is not legally permissible (the reasoning is summarised in the letter from Norton Rose Fulbright provided in **Attachment 2**). The proponent requests that the Norton Rose Fulbright letter remain confidential and the advice therein not be made public in any way.

Consequently, the revised application now seeks approval for North Lane to operate as a two-way road. The application includes ingress via Hill Street with both entry and exit being permitted via Grove Street as demonstrated on the plans included in **Attachment 3**. Council has raised concerns with respect to the revised design and in particular:

- Serviceability of the site, and.
- Loss of on-street car parking

In this regard, the revised scheme still achieves both forward entry and exit by service vehicles, and requires that any service vehicle undertake a U-Turn manoeuvre on-site. This fully complies with Council’s requirements (that is forward entry and exit onto the public road), and given the infrequent number of service vehicles expected on-site (maximum 1-2 vehicles per day), will have a minimal impact on surrounding residents. Furthermore, additional service spaces are also proposed within the basement car park to accommodate vans and irregular servicing requirements of the development. The proposed servicing arrangements therefore fully comply with the requirements of Council’s DCP and AS2890.2 and are therefore considered supportable.

The loss of on-street parking within North Lane is also to be off-set by the provision of additional car parking within the basement car park. Whilst the applicant supports the provision of car share



scheme, the provision of these spaces “at grade” is not a requirement under Council’s DCP and was not considered under the original application. Notwithstanding, opportunity exists for the provision of a car share space to be provided within Constitution Road adjacent to the cafe and light rail access. This location is in our view superior having regard to the higher level of pedestrian activity which would be both more attractive to a future car share operator (and therefore more likely to be implemented) and would provide a higher level of accessibility to this service by local residents more generally.

Accordingly, the proposed amendments to North Lane comply fully with the requirements of Council’s DCP and the relevant Australian Standards and as such are considered supportable on traffic planning grounds.

Configuration of Grove Street and Constitution Road

Council’s letter makes reference to the intersection of Grove Street and Constitution Road and in particular the current proposal of Transport for NSW to remove the previously proposed pedestrian refuge within Constitution Road. Council’s correspondence states:

The most recent designs that have been carried out by TfNSW/Cardno (as described in the DA) have changed since the DA was submitted; there will be no pedestrian refuge or other crossing facility of Constitution Road at this location and this should be taken into account given the increase in vehicle movements and pedestrian movements in this area that will occur as a result of the development.

No justification has been provided to TRAFFIX for the removal of the previously proposed refuge island by TfNSW. Accordingly, we are unable to comment on this issue given the removal may have been related to either geometric/engineering design constraints or indeed insufficient pedestrian or vehicle volumes to justify the necessary warrants.

Notwithstanding, the pedestrian movements associated with the subject development are more likely to occur along the northern side of Constitution Road and hence the removal of the refuge island will have a minimal impact on the safety or amenity of future residents. The construction of the pedestrian refuge island is a direct consequence of the proposed light rail station, not the proposed development, and as such the removal (or indeed retention) of the refuge is a matter for determination by TfNSW and Council.

In summary, it is considered that all traffic matters raised have been satisfactorily addressed and there are no traffic planning reasons that remain which would be an impediment to any determination. Indeed, the development is consistent with both Council and State Government objectives.

Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

traffix



Andrew Johnson
Associate Traffic Engineer



Attachment 1

Count Number 9921

Lat/Long : S33 54 08.9 / E151 08 23.0

UBD 254 J-9

Street DENISON ROAD, DULWICH HILL : Between CANTERBURY ROAD & HUNTER STREET (bidirectional)

Location between Constitution Road and Dulwich Street, House No. 228, Tree

Start Date 22-OCT-13

Start Time 1300

Duration 7 DAYS

Interval 1 HOUR

Speed Limit 50

NORTH

SOUTH

COMBINED

Weekly 50th Percentile Speed

35

35

35

Weekly 85th Percentile Speed

40

42

40

Five Day AADT

1827

1540

3367

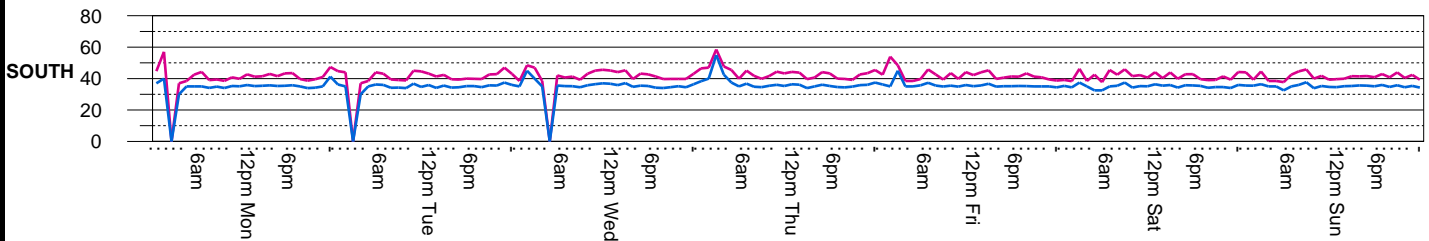
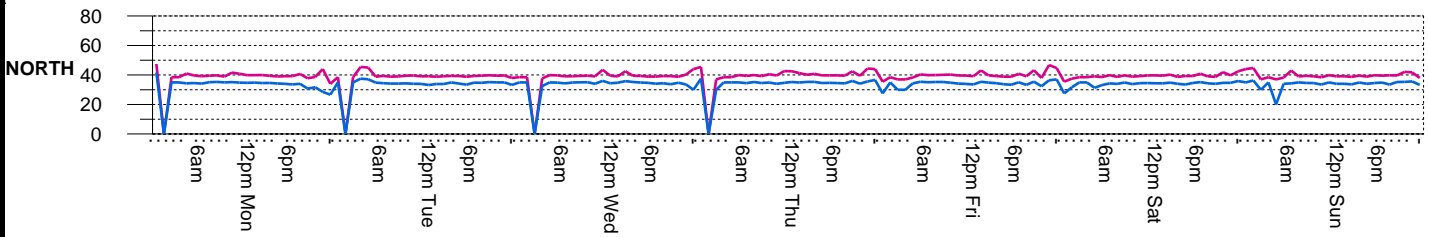
Seven Day AADT

1618

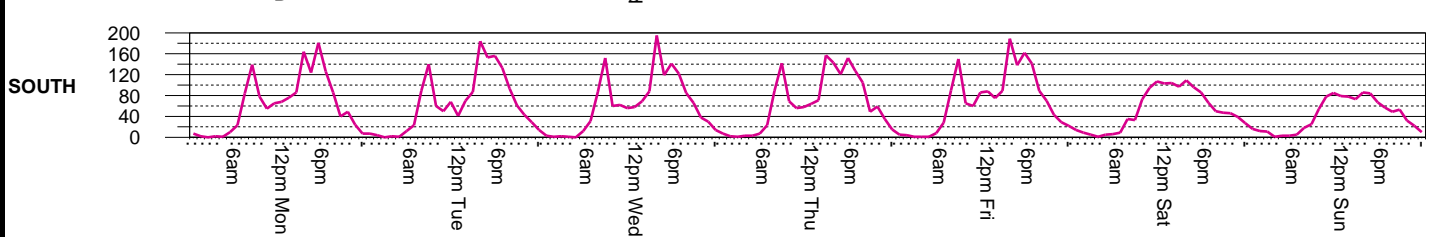
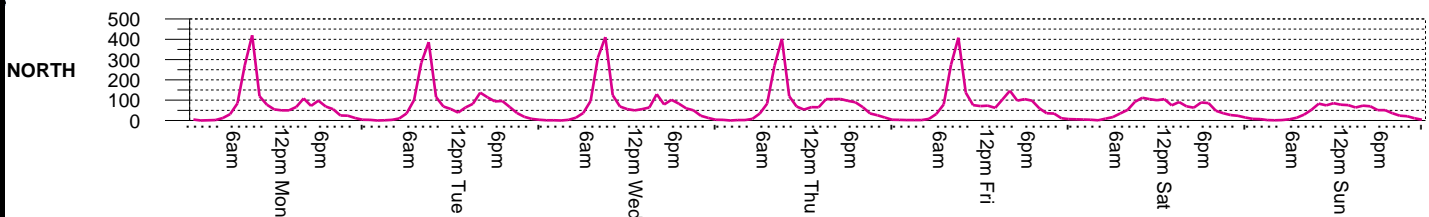
1423

3041

MON 28-OCT-13			TUE 22-OCT-13			WED 23-OCT-13			THU 24-OCT-13			FRI 25-OCT-13			SAT 26-OCT-13			SUN 27-OCT-13			SEVENDAY AVERAGE		
NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir
39.6	41.0	39.9	39.2	40.3	39.6	39.4	42.2	39.9	39.8	42.1	40.7	39.8	41.7	40.3	39.4	41.7	39.9	39.3	41.2	39.8	39.5	41.5	40.0
34.8	35.2	34.9	34.3	34.9	34.6	34.9	35.2	35.0	34.9	35.2	35.0	34.7	35.3	35.0	34.4	35.3	34.8	34.4	35.2	34.8	34.6	35.2	34.9
0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	2857	0	2857
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Short %	98.7	96.7	97.8	97.9	96.5	97.3	98.6	96.6	97.7	98.6	96.7	97.7	98.4	96.3	97.5	99.4	98.3	98.8	99.8	99.1	99.4	98.7	97.0	97.9
Med %	1.3	3.2	2.2	2.0	3.5	2.7	1.4	3.2	2.2	1.4	3.1	2.2	1.6	3.7	2.5	.6	1.7	1.2	.2	.8	.5	1.3	2.9	2.1
Long %	.0	.1	.1	.0	.0	.0	.0	.2	.1	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1	.0	.0
AM Pk Vo	420	139	559	386	140	526	411	152	563	402	142	544	408	150	558	112	107	207	85	85	170	318	131	447
PM Pk Vo	109	181	279	137	184	321	130	195	325	106	157	262	147	189	336	105	109	208	78	86	159	116	157	270
7-7pm 24Hr Tot	1461	1246	2707	1539	1231	2770	1534	1209	2743	1549	1249	2798	1654	1333	2987	1040	1004	2044	788	784	1572	1366	1151	2517
	1717	1497	3214	1826	1520	3346	1836	1492	3328	1827	1558	3385	1930	1634	3564	1266	1262	2528	924	1001	1925	1618	1423	3041
Class 0	50	30	80	53	43	96	63	54	117	63	59	122	60	42	102	36	30	66	29	24	53	51	40	91
Class 1	1641	1415	3056	1728	1421	3149	1741	1387	3128	1735	1448	3183	1836	1531	3367	1216	1208	2424	893	968	1861	1541	1340	2881
Class 2	4	2	6	7	3	10	6	1	7	3	0	3	4	1	5	6	2	8	0	0	0	4	1	6
Class 3	20	46	66	30	47	77	24	43	67	24	44	68	28	57	85	6	18	24	0	8	8	19	38	56
Class 4	1	2	3	4	4	8	2	2	4	1	2	3	1	1	2	2	2	2	1	0	1	1	2	3
Class 5	1	0	1	3	2	5	0	2	2	1	3	4	1	2	3	2	2	4	1	0	1	1	2	3
Class 6	0	1	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





Attachment 2

14 January 2014

Confidential

Attention: Anthony Rice
SLC Campsie Pty Ltd
C/- Stamford Property Services Pty Ltd
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139 Macquarie Street
Sydney NSW 2000

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AUSTRALIA

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DX 368 Sydney
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9330 8568

Our reference
2795565

Email
matthew.barry@nortonrosefulbright.com

Dear Anthony

**Arlington Grove, Dulwich Hill
Advice concerning use of right of way**

We refer to your email dated 17 December 2013 requesting our advice on the ability for the development site known as Arlington Grove, Dulwich Hill to use of the right of way that provides access from Hill Street.

We advise as follows:

1 Documents reviewed and assumptions

1.1 In preparing this advice we have reviewed and attach copies of:

- (1) folio 12/1184304;
- (2) DP1184304 together with the accompanying section 88B instrument.

1.2 For the purpose of this advice, and particularly given the recent creation of the easement, we assume that:

- (1) rights of way created by DP1184304 reflect the intentions of owners of Lot 11 and Lot 12 in DP1184304; and
- (2) there are no extrinsic facts or circumstances that would provide a Court with sufficient grounds to order that the rights of way be modified under section 89 of the *Conveyancing Act 1919*.

2 Background and grant of Easements

2.1 Lot 1 in DP774830 was subdivided on 8 January 2014 into Lots 11 and 12 in DP1184304.

2.2 On registration of that plan:

- (1) a right of way was created burdening Lot 11 in DP1184304 benefiting Lot 12 in DP1184304 and Lot 2 in DP774830; and

APAC-#21413581-v1

- (2) a right of way was created burdening Lot 12 in DP1184304 benefiting Lot 11 in DP1184304 and Lot 2 in DP774830.
- 2.3 The development site known as Arlington Grove, Dulwich Hill comprises a number of parcels of land listed in Annexure A to this letter including Lot 12 in DP1184304 and Lot 2 in DP774830 (**Development Site**).
- 2.4 The adjoining parcel of land being the land contained in Lot 11 in DP1184304 is owned by Peter & Irene Andrews Superannuation Fund Pty Ltd and also has the benefit and burden of the rights of way (**Andrews Meats Property**).

3 **Use of the right of way affecting the Andrews Meats Property**

- 3.1 The right of way burdening the Andrews Meats Property is expressed to only benefit Lot 12 in DP1184304 and Lot 2 in DP774830.
- 3.2 Normally, where an right of way is expressed to benefit particular land, it cannot then be extended to be used by another property. White J noted in *Neighbourhood Association DP No 285220 v Moffat* [2008] NSWSC 54 that:

"In Westfield Management Ltd v Perpetual Trustee Co Ltd, the High Court had to construe a right of way the terms which were fully described (at [15]). It was in that context that the High Court emphasised that in construing an easement registered under the Real Property Act 1900 (NSW) (at [36]–[45]), indefeasibility requires that regard be had only to the register, and that the rules as to the admissibility of extrinsic evidence to construe contracts have no place in construing registered dealings (at [37]–[39])."

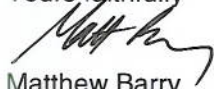
- 3.3 In the circumstances, as the Development Site comprise a number of other parcels of land in addition to Lot 12 in DP1184304 and Lot 2 in DP774830, that part of the right of way burdening Andrews Meats Property cannot be used by the owners of the whole of Development Site in particular, egress from the basement on Lot 1 in DP715815.

4 **Use of Lot 12 in DP1184304**

- 4.1 The right of way affecting Lot 12 in DP1184304 is described to be a right to enter and pass subject to a number of conditions including that the, *"dominant tenement shall not obstruct or otherwise interfere with the free passage of people and vehicles over the right of way."*
- 4.2 In addition, on ordinary principles, the presence of a right of way does not prevent an owner or owners using their land unless and to the extent that use unreasonably interferes with rights granted to the dominant tenement.
- 4.3 In the circumstances:
- (1) the use of Lot 12 in DP1184304 being part of the Development Site by the owners within the development site is unlikely to unreasonably interfere with the entry to the Andrews Meats Property as the entry would be consistent with the terms of the right of way; and
 - (2) according to the easement terms, the owners of the Andrew Meat Property would not be permitted to interfere with the entry of such vehicles.

If you have any queries, please contact us.

Yours faithfully



Matthew Barry
Senior Associate
Norton Rose Fulbright Australia
Partner: Nicholas Afaras

Annexure A – Development Site

No.	Folio	Lot	Plan No.
1	1/715815	1	DP715815
2	Auto consol 10256-163	1 and 2 1 2	DP81275 DP104551 DP104552
3	1/587480	1	DP587480
4	11/563564	11	DP563564
5	A/443420	A	DP443420
6	B/443420	B	DP443420
7	C/443420	C	DP443420
8	2/774830	2	DP774830
9	1/633309	1	DP633309
10	3/512916	3	DP512916
11	1/804112	1	DP804112
12	1/797072	1	DP797072
13	1/774830	1	DP774830
14	12/1184304	12	DP1184304

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 12/1184304

SEARCH DATE -----	TIME -----	EDITION NO -----	DATE -----
9/1/2014	11:01 AM	1	9/1/2014

LAND

LOT 12 IN DEPOSITED PLAN 1184304
AT DULWICH HILL
LOCAL GOVERNMENT AREA MARRICKVILLE
PARISH OF PETERSHAM COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1184304

FIRST SCHEDULE

GIOVANNI ANGELUCCI
WANDA ANGELUCCI
AS JOINT TENANTS (TZ AI214841)

SECOND SCHEDULE (6 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 A79138 LAND EXCLUDES MINERALS (S.141 PUBLIC WORKS ACT,
1912) OF THE PART FORMERLY IN VOL 3409 FOL 120
- 3 A879577 EASEMENT FOR OVERHEAD ELECTRICAL CABLES APPURTENANT
TO THE LAND ABOVE DESCRIBED AFFECTING THE PART IN
DP774830
- 4 H510331 EASEMENT FOR ELECTRICITY SUPPLY WORKS 0.915
METRE(S) WIDE AFFECTING THE PART OF THE LAND ABOVE
DESCRIBED SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 5 DP1184304 RIGHT OF WAY VARIABLE WIDTH AFFECTING THE PART(S)
SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 6 DP1184304 RIGHT OF WAY VARIABLE WIDTH APPURTENANT TO THE LAND
ABOVE DESCRIBED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

PRINTED ON 9/1/2014

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register.

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SAI Global Property Division an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with section 96B(2) of the Real Property Act 1900.

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919¹



(Sheet 1 of 3 Sheets)

DP1184304 B

Subdivision of Lot 1 D.P. 774830 covered by Subdivision Certificate
No. 201300019

**Full name and address
of owner of the land:**

Peter & Irene Andrews Superannuation Fund Pty Ltd
1A Hill Street, Dulwich Hill

PART 1 (Creation)

Number of item shown in the intention panel on the plan	Identity of easement to be created and firstly referred to in the plan.	Burdened lot(s) or parcel(s):	Benefited lot(s), road(s), bodies or Prescribed Authorities:
1	Right of Way <i>VARIABLE WIDTH</i> (B)	12	11 Lot 2 DP 774830
2	Right of Way <i>VARIABLE WIDTH</i> (C)	11	12 Lot 2 DP 774830

PART 2 (Terms)

Terms of Right of Way firstly and secondly referred to in the Plan:

1. Right of Way to enter and pass over the site of the Right of Way at all times by vehicle and on foot for all proper purposes, subject to any rules and regulations which may be made by Marrickville Municipal Council and subject to the following conditions:

- (a) No item shall be left unattended or stored on the site of the Right of Way;
- (b) No vehicle shall be left unattended on the site of the Right of Way for a period in excess of 10 minutes;
- (c) No rubbish shall be allowed by the Dominant Tenement to accumulate on the site of the Right of Way;
- (d) The Dominant Tenement shall not obstruct or otherwise interfere with the free passage of people and vehicles over the site of the Right of Way;
- (e) Subject only to the negligence of the Servient Tenement, its employees or agents, the Dominant Tenement shall use the Right of Way at its own risk;
- (f) The Dominant Tenement indemnifies the Servient Tenement against any liability or loss arising from and any costs, charges and expenses incurred in connection with the death or injury to any person or damage to any property caused by the exercise of the rights conferred by this grant of right of way.

UT

DP1184304

(Sheet 2 of 3 Sheets)

- (g) When using or accessing the site of the right of way, the Dominant Tenement shall not do or omit to do or permit or suffer to be done or omitted any act, matter or thing which might in any way give rise to any danger, risk or hazard on the site of the right of way and shall not in any way interfere with the Servient Tenement's use of the site of the right of way.
 - (h) The Dominant Tenement must repair any damage caused to the site of the right of way and in particular, its surface, caused by the use of that site by the Dominant Tenement.
 - (i) The Servient Tenement will not allow the site of the right of way to be put to any use which would prevent or obstruct the Dominant Tenement gaining access to the site of the right of way at any time.
- 2. The Servient Tenement and the Dominant Tenement will do whatever is necessary of them respectively to repair, maintain and to keep the site of the right of way clean.
 - 3. Subject to the obligations of the Dominant Tenement, the Servient Tenement and the Dominant Tenement must contribute equally towards the costs of repairing, maintaining and keeping the site of the right of way clean and in good and usable condition.

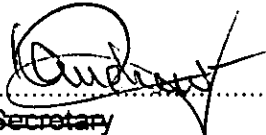
Name of person or authority whose consent is required to release, vary or modify the Rights of Way in the above mentioned plan.

- 1. As for the right of way over Lot 12, Marrickville Council and the proprietor of Lot 11 (both consents required); and
- 2. As for the right of way over Lot 11, Marrickville Council and the proprietor of Lot 12 (both consents required).

Signed by Peter & Irene Andrews Superannuation Fund)
Pty Ltd ACN 104 840 404 in accordance with section)
127 of the Corporations Act 2001:)



.....
Director/Secretary

Print Name: IRENE ANDREWS


.....
Director/Secretary
Print Name: PETER ANDREWS

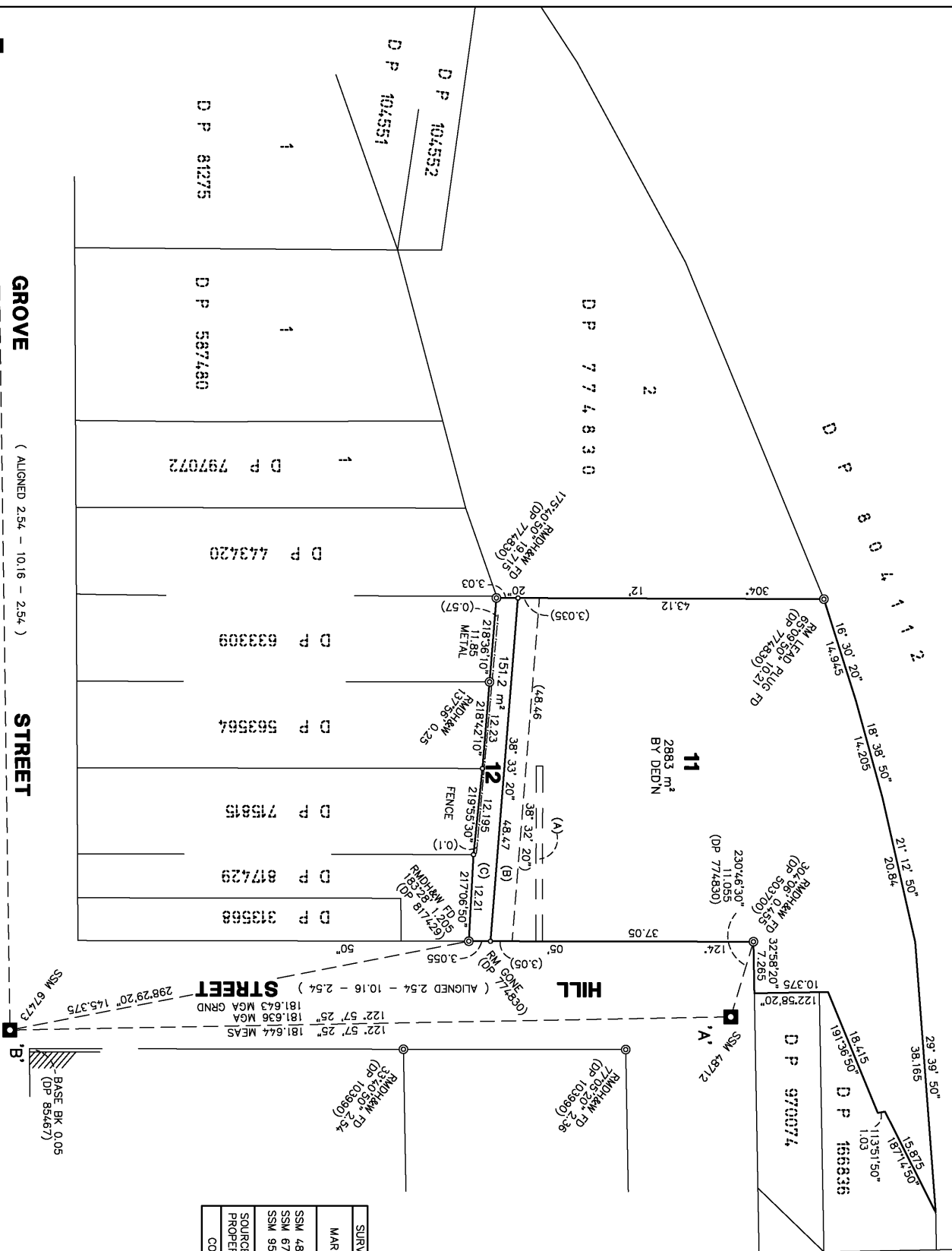
DP1184304

Approved by Marrickville Council


.....
Authorised Officer

REGISTERED		8.1.2014
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- (A) EASEMENT FOR ELECTRICITY SUPPLY WORKS 0.915 WIDE WIDE H510331 (DP107383)
 (B) RIGHT OF WAY VARIABLE WIDTH
 (C) RIGHT OF WAY VARIABLE WIDTH



GROVE

STREET

HILL

STREET

SURVEYING REGULATION 2006: CLAUSE 61(2)					
MARK	M.G.A. CO-ORDINATES				
	EASTING	NORTHING			
SSM 48712	327918.191	6247313.130	56	B	2
SSM 67473	328070.598	6247214.319	56	B	2
SSM 95785	327901.981	6247119.063	56	B	2

SOURCE: M.G.A. CO-ORDINATES ADOPTED FROM LAND & PROPERTY INFORMATION OFFICE AS AT 22/6/2009

COMBINED SEA LEVEL & SCALE FACTOR 0.999962

L G A : MARRICKVILLE

Registered

DP 1184304

PLAN OF SUBDIVISION OF LOT 1 DP 774830

Locality: DULWICH HILL

Subdivision No: 201300019

DP 1184304

Surveyor: ROBERT LIGHTFOOT

Date of Survey: 22 JUNE 2009

Surveyor's Ref: 51439/14423 RL

DP 1184304

240° 32' 05" 193.674 MEAS

240° 32' 12" 193.663 MGA

193.670 MGA GRND

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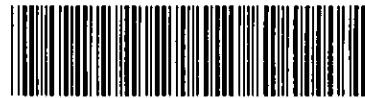
DP 1184304

240° 32' 05" 193.674 MEAS

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 1 of 1 sheet(s)

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.



DP1184304 S

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

Registered: 8.1.2014

Title System: TORRENS

Purpose: SUBDIVISION

1. ~~RIGHT OF WAY VARIABLE WIDTH (B)~~

~~1. RIGHT OF WAY (B) VARIABLE WIDTH~~

~~2. RIGHT OF WAY (C) VARIABLE WIDTH~~

2. RIGHT OF WAY VARIABLE WIDTH (C)

PETER ANDREWS - DIRECTOR

x *Andrews*

IRENE ANDREWS - DIRECTOR

PETER & IRENE Andrews Superannuation
Fund P/L ACN 104 840 404

PLAN OF SUBDIVISION OF LOT 1 DP 774830

LGA: MARRICKVILLE

Locality: DULWICH HILL

Parish: PETERSHAM

County: CUMBERLAND

Surveying Regulation, 2006

I, ROBERT LIGHTFOOT
of HILL & BLUME PTY LTD

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: 22 JUNE 2009

The survey relates to LOT 12 & EASEMENT

(specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey)

Signature *R. Lightfoot* Dated: *22/6/09*
Surveyor registered under the *Surveying Act, 2002*

Datum Line: 'A-B'
Type: URBAN

Plans used in the preparation of survey/compilation
DP 774830 DP 817429

Crown Lands NSW/Western Lands Office Approval

I.....in approving this plan certify
(Authorised Officer)

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 SUBDIVISION set out herein
(insert 'subdivision' or 'new road')

J. C.
* Authorised Person/General Manager/Accredited Certifier

Consent Authority: MARRICKVILLE COUNCIL

Date of Endorsement: 5 NOVEMBER 2013

Accreditation no:

Subdivision Certificate no: 201300019

File no: DA201200476

* Delete whichever is inapplicable.

(if insufficient space use Plan Form 6A annexure sheet)

SURVEYOR'S REFERENCE 51439/14423 RL

* OFFICE USE ONLY



Attachment 3
