

ETHOS URBAN

Clause 4.6 Variation

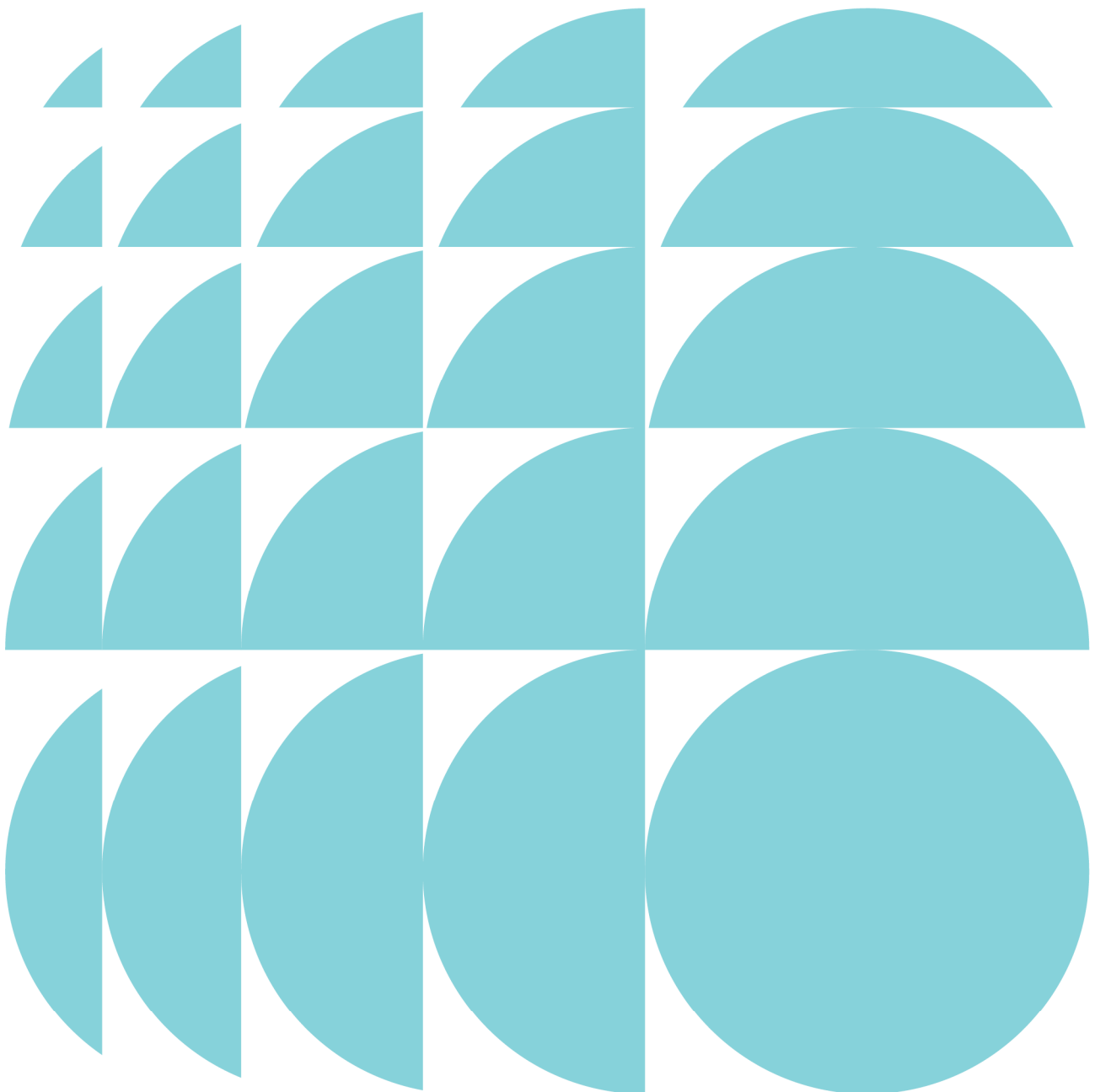
4 Clarence Street, Port Macquarie

Residential Apartment Building

Submitted to Port Macquarie-Hastings Council

On behalf of AUSTRALIAN POST-TEL Institute
Ltd t/a API Leisure & Lifestyle

08 August 2018 | 218382



CONTACT

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8/08/2018

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8/08/2018

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1.0 Introduction

This clause 4.6 variation request has been prepared by Ethos Urban on behalf of AUSTRALIAN POST-TEL Institute Ltd t/a API Leisure & Lifestyle. It is submitted to Port Macquarie-Hastings Council (Council) in support of a development application (DA) for construction of a residential flat building at 4 Clarence Street, Port Macquarie.

Clause 4.6 of the Port Macquarie-Hastings Local Environmental Plan 2011 (the LEP) enables Council to grant consent for development although the development contravenes a development standard. The clause aims to provide an appropriate degree of flexibility in applying certain development standards to achieve better outcomes for and from development.

This clause 4.6 variation request relates to the development standard for height of buildings under clause 4.3 of the LEP.

It should be read in conjunction with the Statement of Environmental Effects (SEE) prepared by GEM Planning Projects dated December 2017 in relation to a proposed residential flat building at 4 Clarence Street, Port Macquarie.

This clause 4.6 variation request demonstrates that compliance with the height of buildings development standard is unreasonable and unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify contravention of the standard.

This clause 4.6 variation request demonstrates that, notwithstanding the non-compliance with the height of buildings development standard, the proposed development:

- The height variation will facilitate an improved urban design outcome to an otherwise height compliant scheme by presenting a consistent development outcome to its surrounding context;
- The proposal is consistent with Council's past actions in granting consent that depart from the standard in the immediate context of the unique site;
- The proposal will not result in a development which is out of character with existing development adjoining the site;
- The proposal is consistent with the future residential development character of Town Beach; and
- The proposal minimises amenity impacts on surrounding properties.

Therefore, the DA may be approved with the variation as proposed in accordance with the flexibility allowed under clause 4.6 of the LEP.

2.0 Development Standard to be Varied

This clause 4.6 variation request seeks to justify contravention of the development standard set out in clause 4.3 of the LEP. Clause 4.3 provides that the maximum height of a building shown for the land on the Height of Buildings Map is not to exceed 19 metres for the site.

2.1 Extent of Variation to be Sought

The proposal has a varied height exceedance across the site due to the varying topography. At its greatest extent the application seeks approval for a building of 24.7m (5.7m variation). This equates to a maximum variation of 30%.

The diagrams below (refer to **Appendix A**) demonstrate that the variation is largely restricted to the element of the building along Clarence Street, with the remainder of the building being below the 19m height control plane.

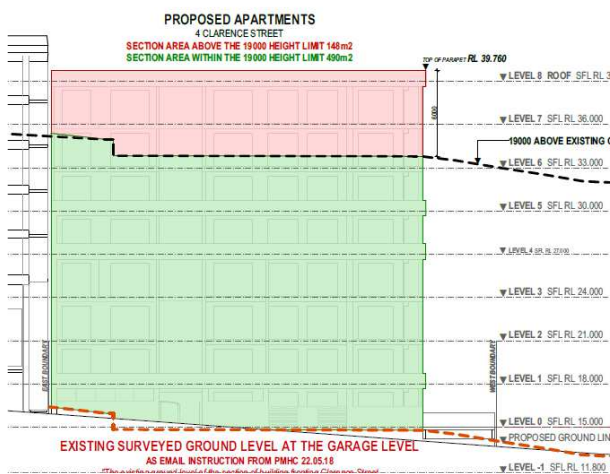


Figure 1 North Elevation

Source: McNeil Architects

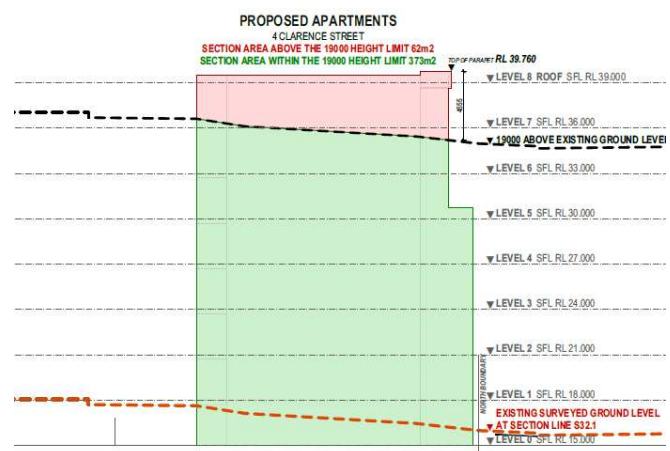


Figure 2 East Elevation

Source: McNeil Architects

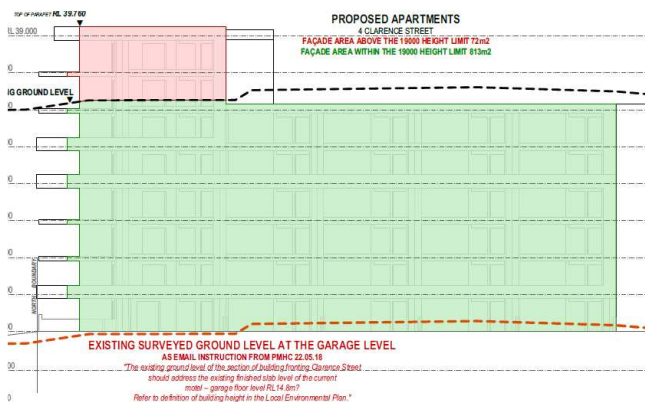


Figure 3 West Elevation

Source: McNeil Architects

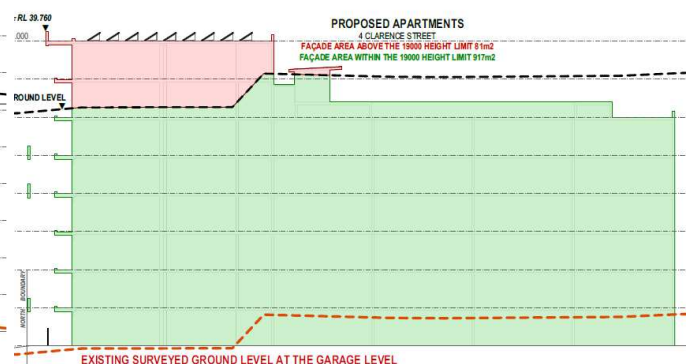


Figure 4 Mid-section view

Source: McNeil Architects

2.2 Consistency with Common Law Guidance

Assistance on the approach to justifying a contravention to a development standard is also to be taken from the applicable decisions of the NSW Land and Environment Court and the NSW Court of Appeal in:

1. *Wehbe v Pittwater Council* [2007] NSWLEC 827;
2. *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 1009;
3. *Micaul Holdings Pty Limited v Randwick City Council* [2015] NSWLEC 1386;
4. *Randwick City Council v Micaul Holdings Pty Ltd* [2016] NSWLEC 7;
5. *Moskovich v Waverley Council* [2016] NSWLEC 1015; and
6. *Zhang and anor v Council of the City of Ryde* [2016] NSWLEC 1179.

The relevant matters contained in clause 4.6 of the LEP, with respect to the height of buildings development standard, are each addressed below, including with regard to these decisions.

In accordance with the above requirements, this written clause 4.6 request;

- identifies the development standard to be varied (Section 3.1);
- identifies the variation sought (Section 3.2);
- establishes and justifies that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case (Section 4.1);
- demonstrates that there are sufficient environmental planning grounds to justify the contravention (Section 4.3);
- demonstrates such that the consent authority can be satisfied that the proposal is in the public interest because it is consistent with the objectives of the standard and the objectives for development within the R4 High Density Residential zone (Section 4.4); and
- provides an assessment of the matters the Secretary is required to consider before granting concurrence (Section 4.6) namely:
 - whether the contravention of the development standard raises any matter of significance for State or regional environmental planning; and
 - the public benefit of maintaining the development standard; and
 - any other matters require to be taken into consideration by the Secretary before granting concurrence.

Accordingly, development consent can be granted to the proposal despite the proposed contravention of the development standard because pursuant to clause 4.6(4)(a), the consent authority can be satisfied that:

- this written request has reasonably addressed the matters required to be demonstrated by clause 4.6(3); and
- the proposed development will be in the public interest because it is consistent with the objectives of the standard and the objectives for development within the zone.

3.0 Justification for Contravention of the Development Standard

Clause 4.6(3) of the Port Macquarie-Hastings LEP provides that:

4.6 Exceptions to development standards

- (3) *Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) *that there are sufficient environmental planning grounds to justify contravening the development standard.*

Further, clause 4.6(4)(a) of the LEP provides that:

- (4) *Development consent must not be granted for development that contravenes a development standard unless:*
- (a) *the consent authority is satisfied that:*
 - (i) *the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) *the concurrence of the Secretary has been obtained.*

Assistance on the approach to justifying a contravention to a development standard is also to be taken from the applicable decisions of the NSW Land and Environment Court and the NSW Court of Appeal in:

1. *Wehbe v Pittwater Council* [2007] NSW LEC 827; and
2. *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 1009.

The relevant matters contained in clause 4.6 of the LEP 2013, with respect to the FSR development standard, are each addressed below, including with regard to these decisions.

3.1 Clause 4.6(3)(a): Compliance with the development standard is unreasonable or unnecessary in the circumstances of the case

In *Wehbe*, Preston CJ of the Land and Environment Court provided relevant assistance by identifying five traditional ways in which a variation to a development standard had been shown as unreasonable or unnecessary. However, it was not suggested that the types of ways were a closed class.

While *Wehbe* related to objections made pursuant to State Environmental Planning Policy No. 1 – Development Standards (SEPP 1), the analysis can be of assistance to variations made under clause 4.6 where subclause 4.6(3)(a) uses the same language as clause 6 of SEPP 1 (see *Four2Five* at [61] and [62]).

As the language used in subclause 4.6(3)(a) of the Port Macquarie-Hastings LEP is the same as the language used in clause 6 of SEPP 1, the principles contained in *Wehbe* are of assistance to this clause 4.6 variation request.

The five methods outlined in *Wehbe* include:

- The objectives of the standard are achieved notwithstanding non-compliance with the standard (First Method).
- The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary (Second Method).

- The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable (Third Method).
- The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable (Fourth Method).
- The zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone (Fifth Method).

Of particular assistance in this matter, in establishing that compliance with a development standard is unreasonable or unnecessary is the First and Third Method.

3.1.1 The objectives of the standard are achieved

The objectives of the development standard contained in clause 4.3 of the LEP are:

- *to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,*
- *to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,*
- *to minimise the adverse impact of development on heritage conservation areas and heritage items,*
- *to nominate heights that will provide a transition in built form and land use intensity within the area covered by this Plan.*

The proposed variation to the Height control will still result in a development that achieves the objectives of the development standard, as follows:

Objective (a): to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,

The proposal responds to the existing character of adjoining and neighbouring development immediately east and west of the site and directly responds to the height, bulk and scale of these developments, which are representative of the existing character of the locality. Clearly the proposal is compatible with the existing and desired future character of the locality, as specifically referred to in the objective.

The proposal adjoins and shares the boundary with an 8-storey residential flat building at 2 Clarence Street. The proposal responds to this building by providing a similar height, bulk and scale in order to present a consistent perimeter block on Clarence Street that defines the street edge between School Street and Munster Street. This allows the massing to be read as a compatible pair of buildings that will allow the blank end treatment of 2 Clarence Street to be activated by a compatible urban form. At the boundary the proposal is essentially one storey higher than the LEP control to reach an equivalent, yet lower height of 2 Clarence Street. The proposal ultimately steps down in height from that of 2 Clarence Street and reduces the overall impact of the height exceedance while still ensuring a compatible height, bulk and scale relationship.

At 14 Clarence Street (Port Pacific Building), opposite Munster Street is another 8-storey residential development. Accordingly, the proposal seeks to deliver a building form that is consistent with those on either side to present a bulk and scale that is consistent with existing development

The proposal provides setbacks as required by the DCP and a building form that complies with the requirements of SEPP65 and the Apartment Design Guide.

The site is in the Town Beach locality of the East Port Neighbourhood at Section 4.3.2 of the DCP. The character statement for Town Beach states:

"The Town Beach precinct will continue to evolve into an urban precinct that supports tourist activity with a strong street grid culminating in landscape and foreshore views."

Clarence Street is a transition to the CBD and will continue to develop a mixed-use character, retaining a mix of both tourist and permanent residential apartment and hotel/motel buildings, with the north side of Clarence Street predominantly residential in this precinct. Development design will reinforce a clear distinction between the Port Macquarie Town Centre and the Town Beach precinct, with each having their own discrete character.”

Despite the height non-compliance the proposal will achieve the desired future character by providing a transition to the CBD and deliver a residential development with a robust and consistent urban perimeter block on Clarence Street that is clearly residential in character, befitting the Town Beach precinct. The perimeter block will support the strong street grid character and will not impede landscape and foreshore views.

Accordingly, the proposal achieves Objective (a) and will deliver a building in keeping with the character of development envisioned for the Town Beach precinct established by existing development and the planning framework including the DCP and LEP.

Objective (b): to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development

Visual Impact

The visual impact of the height exceedance is negligible, considering its context amongst buildings of similar height (**Figure 5**) and **Appendix A**.

Conversely, a building of compliant height on this prominent street corner would be incongruous, with a commonly accepted urban design principle being additional heights on street corners to ‘mark’ these street intersections.

It would be unreasonable to enforce the control based on visual impact.



Figure 5 Surrounding development context

Source: McNeil Architects

Views

Analysis provided by McNeil Architects and provided as **Appendix A** shows the view impact of the proposed building from the main affected location (Focus Apartments) and the view impact of a compliant envelope.

Figure 6 shows the view impact of a compliant development as viewed from Level 4 of the Focus Building. **Figure 7** shows the view impact of the proposed development. The analysis shows at the view would be obscured under both scenarios. Indeed, the impact is the same when viewed from Level 4. This impact is effectively the same for upper levels.



Figure 6 View Impact - Focus Building (Level 4) – Compliant Scheme

Source: McNeil Architects



Figure 7 View Impact – Focus Building (Level 4) Proposal

Source: McNeil Architects

Figure 8 below demonstrates the impact of views to the upper floors of the Focus Building when viewing Hastings River. The analysis shows that views from Unit 7 and the roof would be obscured by a compliant development.

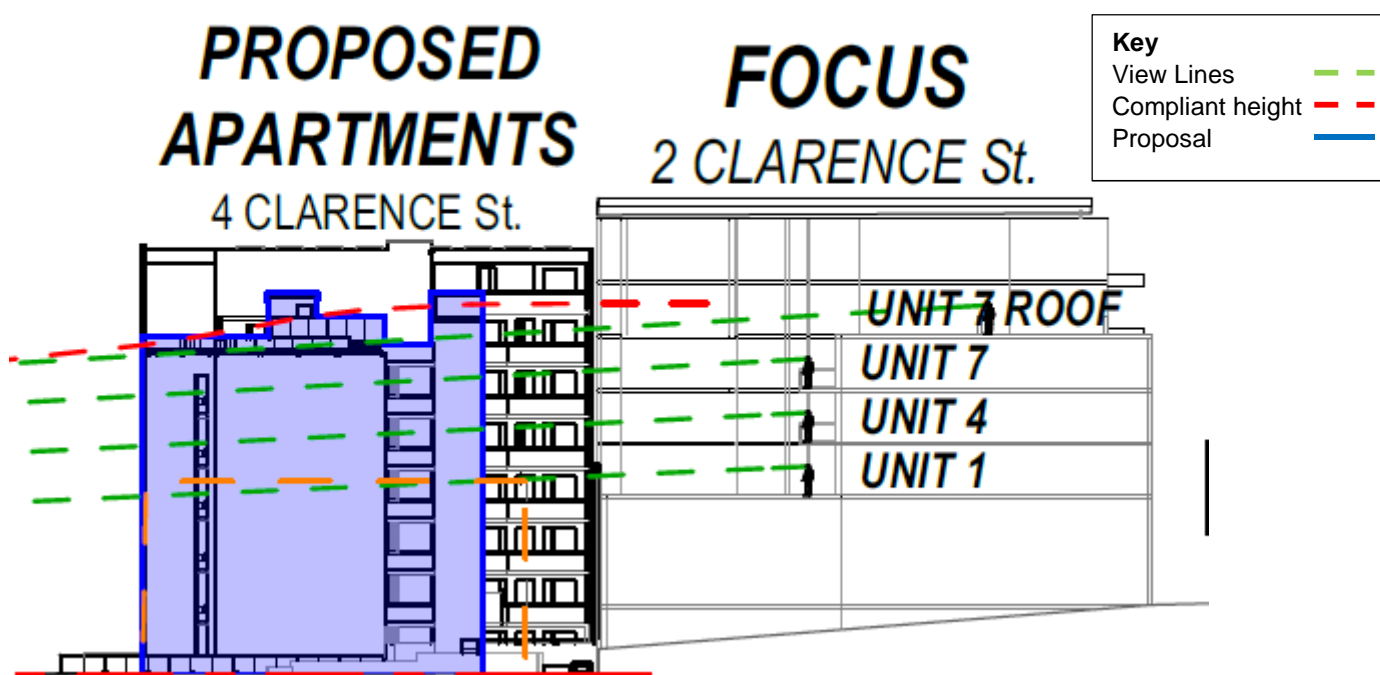


Figure 8 View Impact Analysis

Source: McNeil Architects

Accordingly, whilst there are currently long term and partial views to the Hastings River, a scheme compliant with the LEP controls would result in the complete loss of views to the river. These views are through the mid-point of the site and is therefore unreasonable to suggest that the design could be amended to maintain these views.

It would be unreasonable to enforce the control as a result of view loss considering the anticipated impacts of a compliant building on long term views.

Privacy

The impacts of the additional height make no impact over and above a compliant scheme on surrounding properties.

The proposal accords with all DCP and ADG setbacks and as a result, compliance with the development standard is unreasonable or unnecessary in the circumstances of the case.

Solar Access

Shadow diagrams prepared demonstrate that the proposal would overshadow itself between the hours of 10:00am and 2:00pm at mid-winter (refer to **Appendix B**). Solar access to existing properties will be maintained to allow for greater than 3 hours solar access at mid-winter as required by SEPP 65 and the Apartment Design Guide.

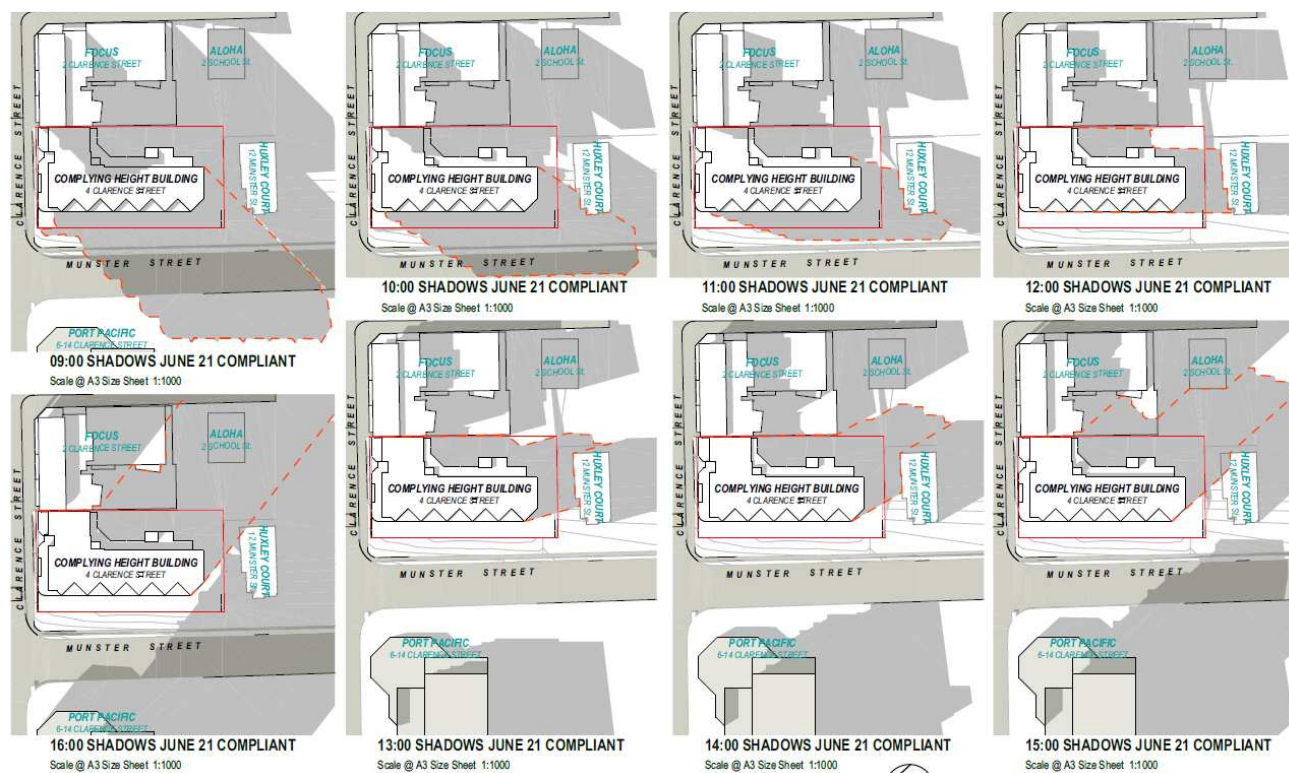


Figure 9 Compliant and Proposed Shadow Diagrams

Source: McNeil Architects

Objective (c): to minimise the adverse impact of development on heritage conservation areas and heritage items

The site is identified as Archaeological Site A111 under Schedule 5 of the LEP.

Non-compliance with the LEP Height control does not affect the proposals ability to meet this objective.

Objective (d): to nominate heights that will provide a transition in built form and land use intensity within the area covered by this Plan

There is an inconsistency between the existing building heights making up the existing character of the area and the LEP height control at the site. There is a prevailing building height and development intensity generally being located on the southern side of Clarence Street that is taller than the LEP control.

The height of existing buildings immediately to the east and west include 8 storey developments along the southern side of Clarence Street. The northern side of Clarence Street features buildings between 3-6 storeys.

This massing arrangement is not inconsistent with the height transition nominated by the Height of Building Map (Sheet 13FA) that generally seeks to transition height in the immediate locality toward the North East Public School and adjoining land. The LEP height control along the northern side of Clarence Street is consistent between Murray Street and School Street.

The proposal will achieve objective (d) by providing a building form that transitions across the site with a taller building presenting a uniform perimeter block between School Street and Munster Street on Clarence Street, consistent with existing development and provides a transitioned lower built form toward the south and neighbouring 3-4 storey development on Munster Street. The proposed height does not conflict with the strategic height controls as nominated in the LEP and would provide suitable transition to surrounding built form intensity.

Further, as noted, the proposed development occupies an important corner location and therefore responds to the widely acknowledged design principle of locating building height on street corners.

To enforce the control based on height transition would therefore be unreasonable in this case.

3.1.2 The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable

The underlying objective and purpose of the Height development standard is to establish an appropriate built form.

As outlined previously the surrounding development context, particularly the adjoining development at 2 Clarence Street has required a design response to ensure a complimentary architectural outcome. The proposal responds to the adjoining development and, notwithstanding the height exceedance, achieves the objectives of the Clause 4.3 of the LEP, including limited impacts to views, privacy and overshadowing.

Further, considering the prevailing building height character of the precinct and prominent corner location of the site, the proposed built form is appropriate in the context of the site characteristics and as such, compliance with the Height development standard would be unreasonable.

3.1.3 The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard.

It is considered that the development standard has been abandoned and destroyed by Council's own actions in granting consents for the site that depart from the standard in the immediate context of this unique site.

The Land and Environment Court recently considered in *Abrams v The Council of the City of Sydney (No 2)* [2018] NSWLEC 85, the relevance of previous development consents on a site to the question of whether the floor space ratio ('FSR') standard was unreasonable or unnecessary in the circumstances of a new development application.

Abrams referred to *Wehbe v Pittwater Council* [2007] NSWLEC 827; (2007) 156 LGERA 44, arguing that compliance with the development standard was unnecessary or unreasonable in the circumstances, specifically that the fourth test as set out in that case applied – being – the development standard had been abandoned or destroyed by the Council's own actions of granting development consents departing from the standard.

The Court held that prior consents on the same site or in the locality '*may be instructive for the purpose of an 'abandonment' argument or in informing the desired character or future streetscape of a locality*'. However also requires evidence of a 'pattern of abandonment such that the development standard can no longer be said to represent the existing and/or desired character of the locality would mean that the development standard had been "virtually abandoned or destroyed.

The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard in the immediate context of this site and hence compliance with the standard is unnecessary and unreasonable. A large number of variations have been granted for surrounding sites as evidenced by the plans prepared by McNeil Architects that show buildings already exceeding the 19m height limit at:

- 2 Clarence St (Focus Building);
- 6-14 Clarence Street (Port Pacific);
- 15-19 Clarence St (The Clarence – DA2014); and
- 11 Clarence Street (Macquarie Waters).



Figure 10 Buildings that exceed the 19m height control

Source: Nearmap and Ethos Urban

We note that the Port Pacific Building was approved under a different instrument whereby the height control allowed a 25m building. Clearly the existing character of the precinct is of higher buildings in the immediate context of the site.

Considering these buildings make up the immediate locality of the site, there is evidence that Council's own actions have abandoned the control in the immediate context of this unique site and the variation proposed in this application is not unreasonable.

3.1.4 Conclusion on clause 4.6(3)(a) is that compliance with the development standard is unreasonable and unnecessary in this case because:

- The height variation will facilitate an improved urban design outcome to an otherwise compliant scheme;
- The proposal will not result in a development which is out of character with existing development adjoining the site;
- Council has, to some extent, abandoned the control in the immediately of the unique location through approvals above the permissible height of buildings control;
- The proposal is consistent with the future residential development character of Town Beach; and
- The proposal minimises amenity impacts on surrounding properties.

3.2 Clause 4.6(3)(b): Environmental planning grounds to justify contravening the development standard

There are considered to be sufficient environmental planning grounds to justify contravention of the building height development standard, these being:

- The proposed development continues to meet the objectives of the maximum building height, as discussed at Section 3.1.2 above.
- The building will not have adverse impact to adjoining properties.
- The proposed variation will not result in a development which is out of character with that envisioned for the Town Beach locality.

3.3 Clause 4.6(4)(a)(ii): The Proposal is in the public interest because it is consistent with the objectives of the zone and development standard

3.3.1 Consistency with objectives of the development standard

The proposed development is consistent with the objectives of the height of buildings development standard, for the reasons discussed in section 3.1.2 of this report.

3.3.2 Consistency with objectives of the zone

The proposed development is consistent with the objectives of the R4 High Density Residential Zone, as demonstrated below.

Objective (a): To provide for the housing needs of the community within a high density residential environment.

The proposal will deliver a residential building for the Over 55 in a high-density environment, in keeping with high density residential development adjoining the site and within the surrounding locality.

Clearly the delivery of much needed seniors housing in the LGA is a key need for the ageing demographic of the locality.

Objective (b): To provide a variety of housing types within a high density residential environment.

The proposal will deliver 48 dual aspect 2-bedroom units in a high density residential environment.

As noted above, the proposed development will accommodate seniors living units to provide additional building stock to the rapidly ageing demographic of the LGA. It will therefore provide additional housing types that meets this growing demand.

Objective (c): To enable other land uses that provide facilities or services to meet the day to day needs of residents.

The proposal is not inconsistent with this objective.

Objective (d): To provide for tourist and visitor accommodation in key tourist precincts of urban areas of the Council area, while also encouraging increased population levels.

The proposal delivers a seniors living residential building that will allow for increased population and a diversity of population in the town centre to support the long term economic needs of non-residential uses in the town.

Objective (e): To encourage development that has regard to the desired future character of streets and supports active and safe uses at pedestrian level.

As outlined above the proposal is consistent with the residential character of the Town Beach locality. It provides setbacks as required by the DCP with the streetscape being activated by residential dwellings that provide for casual surveillance of the pedestrian environment.

The built form responds to its prominent corner location, by providing additional height to mark the intersection of the two roads.

3.4 Other Matters for Consideration

Under clause 4.6(5), in deciding whether to grant concurrence, the Secretary must consider the following matters:

(5) *In deciding whether to grant concurrence, the Secretary must consider:*

- (a) *whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
- (b) *the public benefit of maintaining the development standard, and*
- (c) *any other matters required to be taken into consideration by the Secretary before granting concurrence.*

These matters are addressed in detail below.

3.4.1 Clause 4.6(5)(a): Whether contravention of the development standard raises any matter of significance for State or regional environmental planning

The variation of the height of buildings development standard does not raise any matter of significance for State or regional planning. We do note, however, that the proposal is consistent with the North Coast Regional Plan in that:

- It will meet the regional priority to support growth of Port Macquarie through construction job opportunities and additional housing;
- The new development will revitalise a key strategic landholding and creating a vibrant hive of activity;
- It will result in significant investment to redevelop an infill site;
- It will contribute and strengthen the Clarence Street environment through urban renewal; and
- It enhances the variety of housing options by increasing the number of homes within the Port Macquarie city centre.

3.4.2 Clause 4.6(5)(b): The public benefit of maintaining the development standard

As demonstrated above, there is no public benefit in maintaining the development standard in terms of State and regional planning objectives.

As noted in the preceding sections, the additional height proposed reflects the height of existing buildings adjoining the site and would not give rise to any adverse environmental impacts.

It is not considered that there would be any public benefit for the height of the proposal to be reduced, particularly where key planning issues deriving from height, such as privacy and overshadowing, as well as view loss have been assessed as being negligible in the context of the site and its CBD context.

3.4.3 Clause 5.6(5)(c): Any other matters required to be taken into consideration by the Director-General before granting concurrence.

No other matters require consideration by the Secretary.

4.0 Conclusion

The assessment above demonstrates that compliance with the height of buildings development standard contained in clause 4.3 of the LEP is unreasonable and unnecessary in the circumstances of the case and that the justification is well founded. It is considered that the variation allows for the orderly and economic use of the land in an appropriate manner, whilst also allows for a better outcome in planning terms.

This clause 4.6 variation demonstrates that, notwithstanding the non-compliance with the height of buildings development standard, the proposed development:

- The height variation will facilitate an improved urban design outcome to an otherwise height compliant scheme by presenting a consistent development outcome to its surrounding context;
- The proposal will not result in a development which is out of character with existing development adjoining the site, which is prevalent with contemporary buildings of a similar or greater height which indicates a level of abandonment of the development control by Council;
- The proposal is consistent with Council's past actions in granting consent that depart from the standard in the immediate context of the unique site;
- The proposal is consistent with the future residential development character of Town Beach; and
- The proposal results in negligible amenity impacts on surrounding properties, particularly in terms of view loss to key views as compared to a compliant scheme.

Therefore, the DA may be approved with the variation as proposed in accordance with the flexibility allowed under clause 4.6 of the LEP.



CLARENCE STREET PHOTO MONTAGE

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

				McNeil Architects			CLIENT: API LEISURE & LIFESTYLE		PROJECT NUMBER	1633	DRAWING NUMBER	D01_A		
				PO Box 390 94 William Street Port Macquarie N.S.W. 2444			SITE: Lot 6 & Part Lot 5		DRAWN	RL				
				Telephone: 02 6583 5311 Fax: 02 6584 1018			Section 60A DP 758852		PLOT DATE	27/08/2018				
				email: mm@thearchitects.com.au			4 Clarence Street PORT MACQUARIE 2444		CHECKED		REFER TO THE DRAWING BAR SCALE 1633 API Waterview 21 RL DA V18.pln			
A 30.01.18		DA APPLICATION ISSUE					DRAWING: CLARENCE STREET PHOTO MONTAGE		SCALE					
No	DATE	DESCRIPTION							COMPUTER REFERENCE					
		AMENDMENTS												

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MUNSTER STREET PHOTO MONTAGE

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	AMENDMENTS
A 30.01.18		DA APPLICATION ISSUE	

RL	BY

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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **MUNSTER STREET PHOTO MONTAGE**

PROJECT NUMBER **1633**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE
DRAWING NUMBER **D02_A**
REFER TO THE DRAWING BAR SCALE
1633 API Waterview 21 RL DA V18.pln

[illegible]

1633 API COMPLIANCE NOTES									
Adaptable Units				17%	8				
Total Car Spaces allocated to units			48			Compliant Solar Access		100%	48
Total Car Spaces allocated to units (GTGD)			34				Compliant Cross		100% 48
Visitor Car Spaces (GTGD @ 1/7 Units)			6.9				Single Orientated Sou		0% 0
Total Parking Required (GTGD)			41						

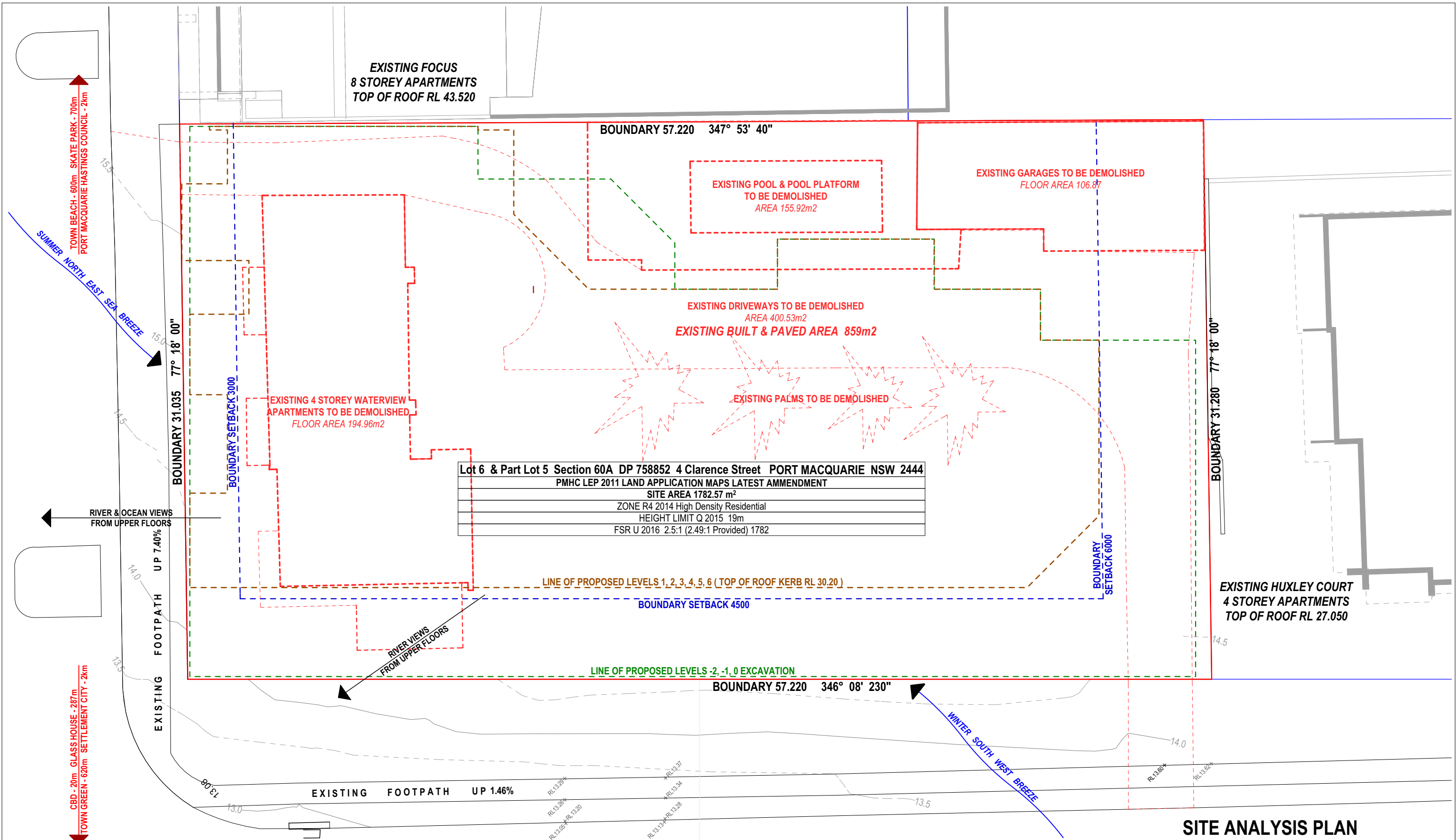
1633 API CONSULTANTS DRAWING SCHEDULES	
SURVEY - 10287	LANDSCAPE SKETCH PLANS - 1713
10287 - SURVEY DATED APRIL 2017	01 of 04 - GROUND LEVEL
STORMWATER DRAINAGE - 20170171	02 of 04 - UPPER LEVELS
H01 - SITE PLAN - GROUND FLOOR LEVEL	03 of 04 - WEST ELEVATION
H02 - SITE PLAN - LEVEL 1 PARKING	04 of 04 - SOUTH ELEVATION
H03 - SITE PLAN - LEVEL 2 PARKING	

1633 API DEVELOPMENT PROPOSAL SUMMARY		
Site Area (M2)		1783
Unit Mix		
2 Bed Units	48	100%
Units Total	48	100%
Car Parking Total	60	
Spaces/unit	1.25	

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

PROJECT NUMBER	1633	DRAWING NUMBER	D05_B
DRAWN	RL		
PLOT DATE	27/08/2018		
CHECKED			
SCALE	REFER TO THE DRAWING BAR SCALE		
COMPUTER REFERENCE	1633 API Waterview 21 RL DA V18.pln		



Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE NSW 2444	
PMHC LEP 2011 LAND APPLICATION MAPS LATEST AMMENDMENT	
SITE AREA 1782.57 m ²	
ZONE R4 2014 High Density Residential	
HEIGHT LIMIT Q 2015 19m	
FSR U 2016 2.5:1 (2.49:1 Provided) 1782	

SITE ANALYSIS PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL
	AMENDMENTS		BY

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email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT:
SITE:

DRAWING:

API LEISURE & LIFESTYLE
Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
SITE ANALYSIS PLAN

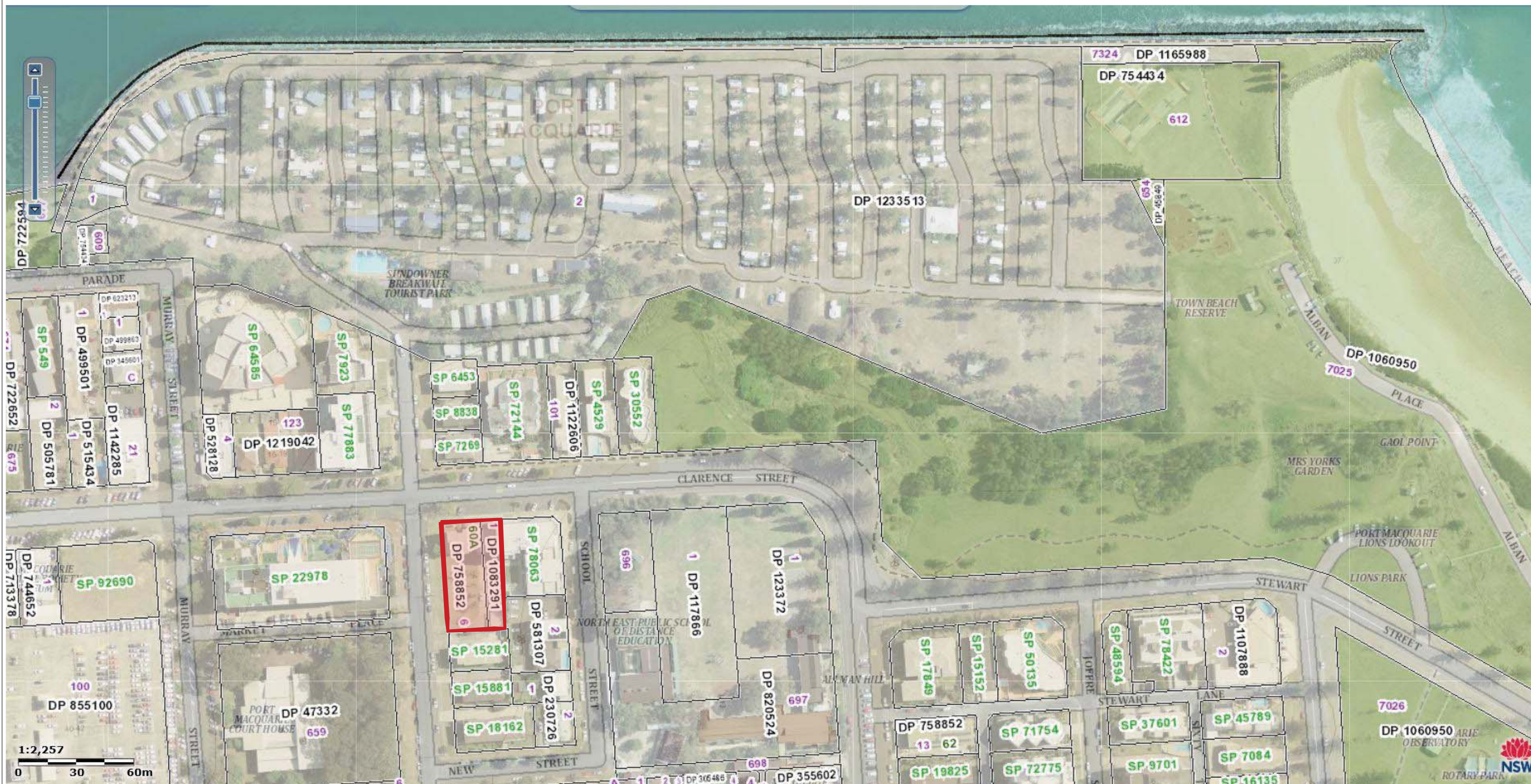
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DRAWN
PLOT DATE
CHECKED
SCALE
COMPUTER REFERENCE

1633
RL
27/08/2018

DRAWING NUMBER

D06_A

REFER TO THE DRAWING BAR SCALE
1633 API Waterview 21 RL DA V18.pln



LOCALITY PLAN
NOT TO SCALE



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

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2		AMENDMENTS	BY

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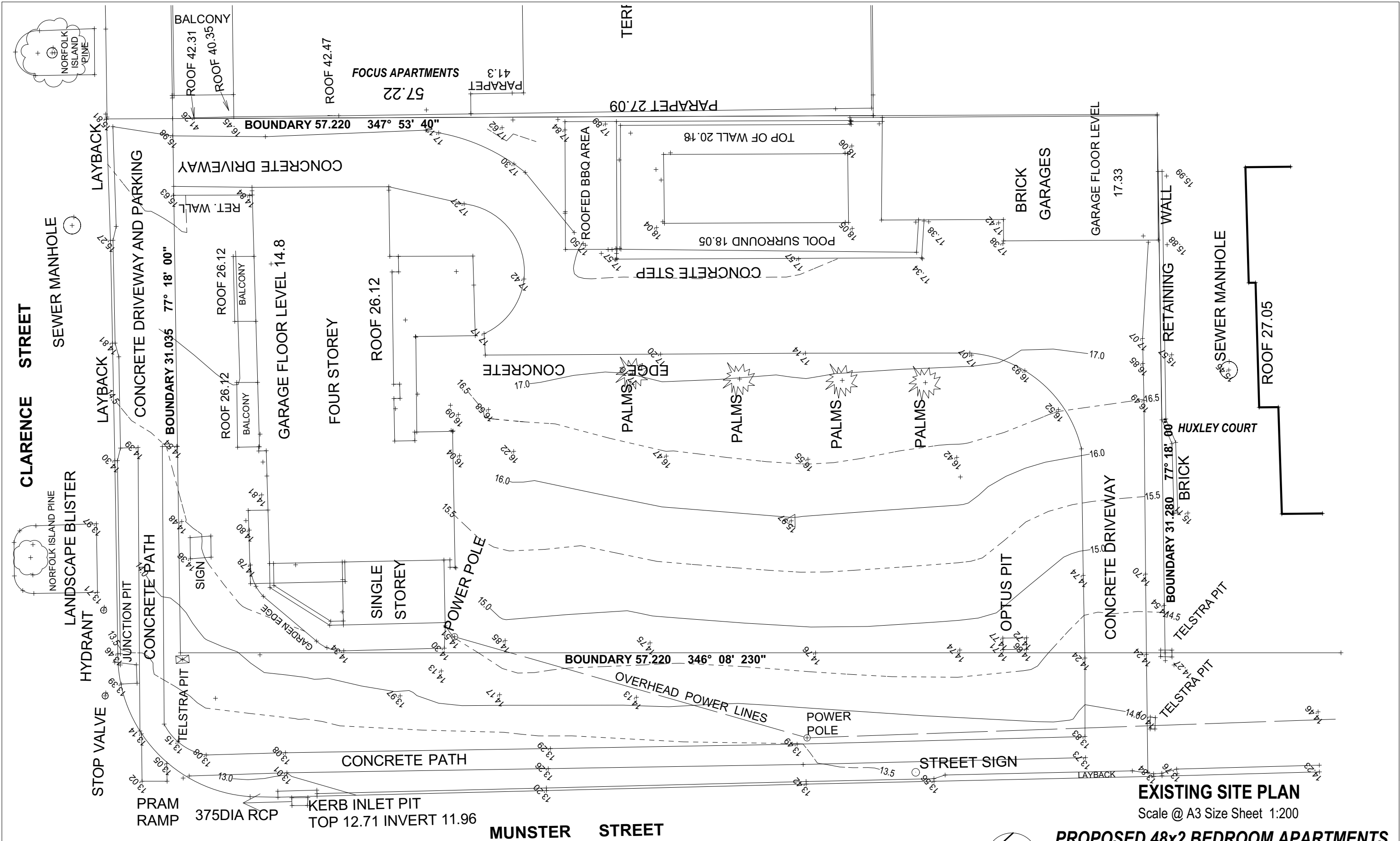
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Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LOCALITY PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D07_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL
		AMENDMENTS	

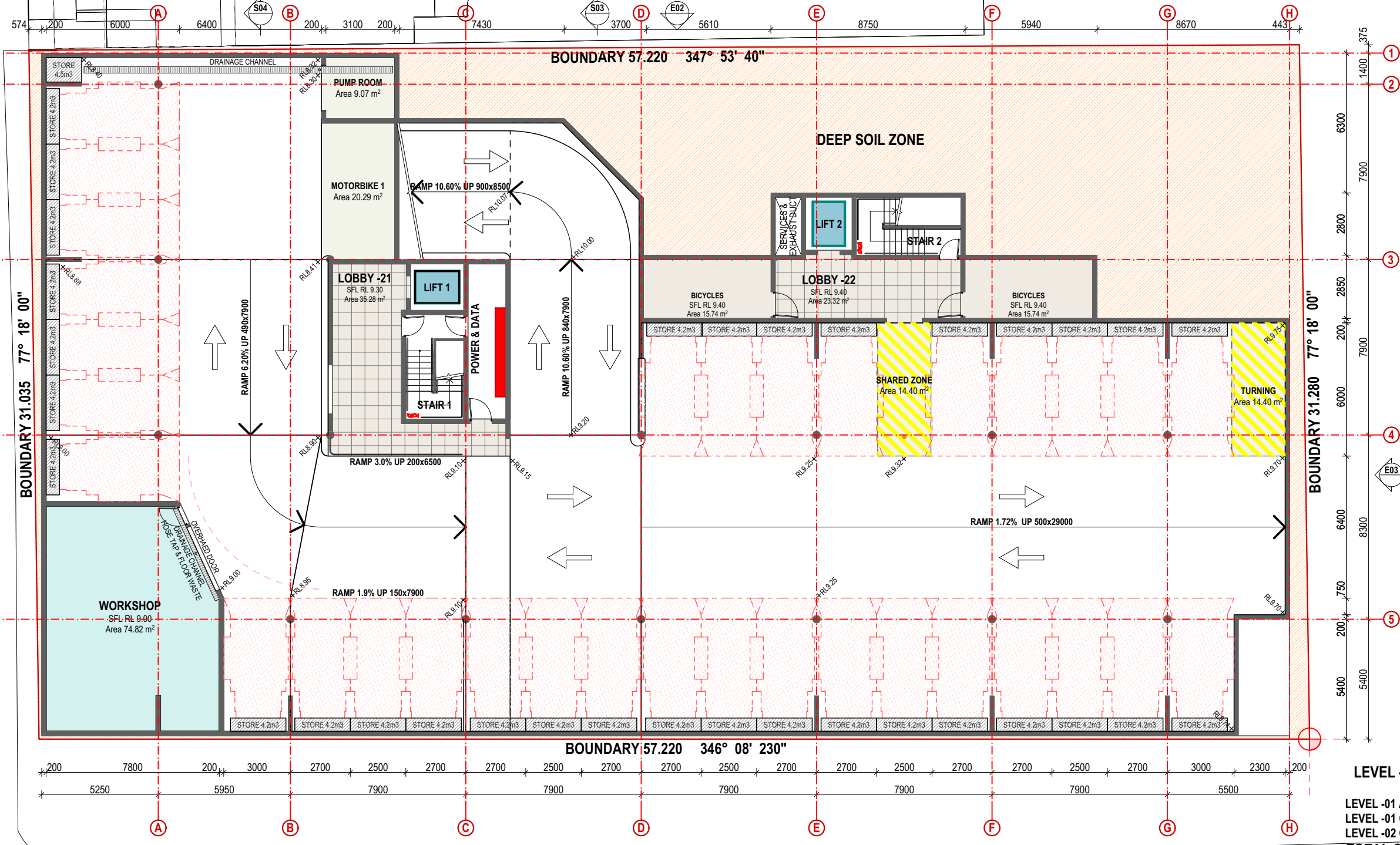
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **EXISTING SITE PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D08_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



LEVEL -02 FLOOR PLATE AREA	
Gross Area 1408.40 m²	
LEVEL -01 ACCESSIBLE SPACES	05
LEVEL -01 CARPARKING SPACES	22
LEVEL -02 CARPARKING SPACES	33
TOTAL CARPARKING SPACES	60

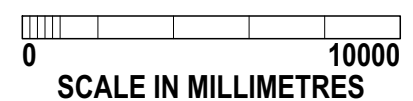
LEVEL -2 PARKING LEVEL 2

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018



No	DATE	DESCRIPTION	BY
B 20.08.18		AREA FOR LEVEL 0 SUBSTATION DELETED	RL
A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

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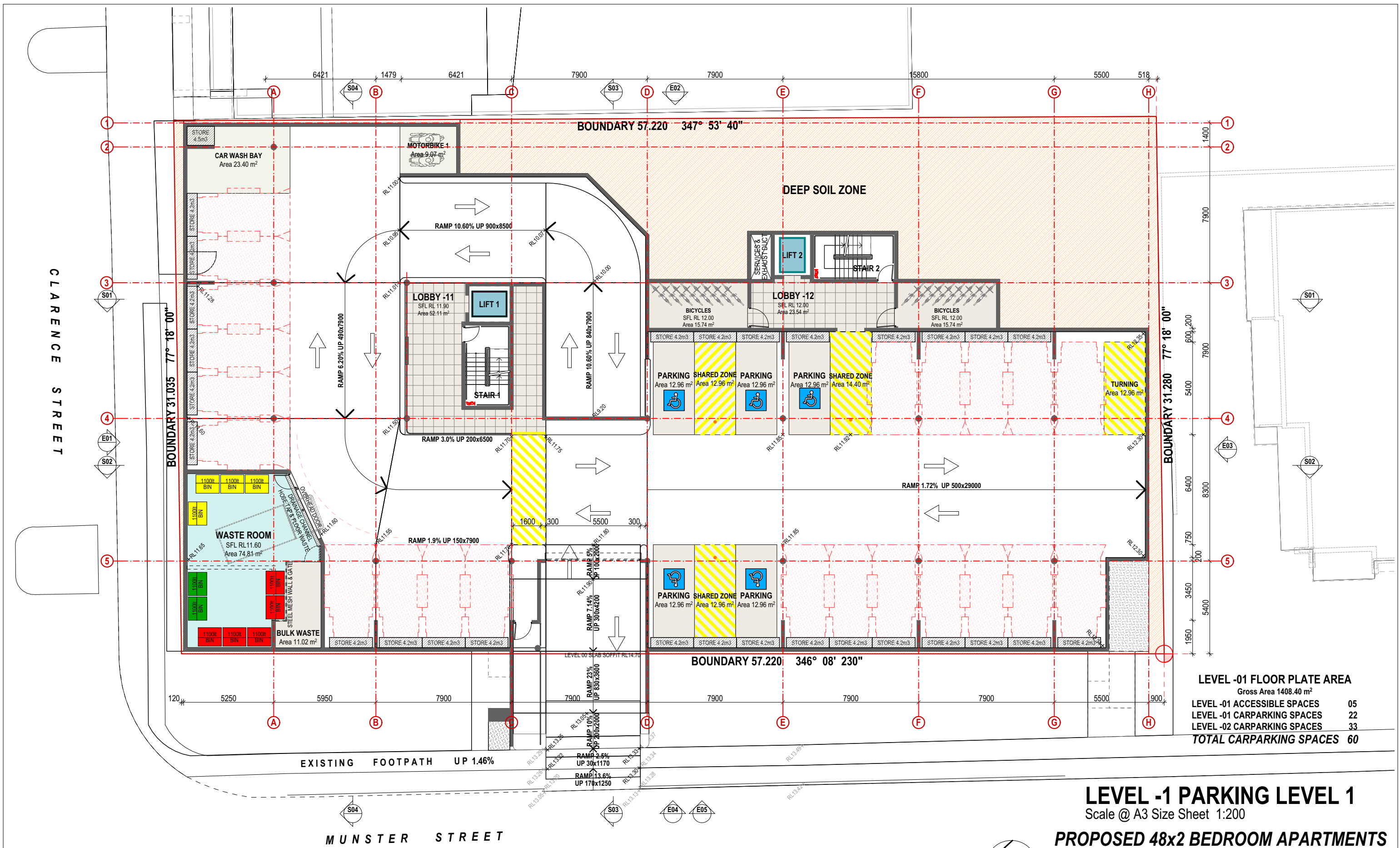
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL -02 PARKING LEVEL 2 PLAN**

PROJECT NUMBER: **1633**
DRAWN: **RL**
PLOT DATE: **27/08/2018**
CHECKED:
SCALE:
COMPUTER REFERENCE: **1633 API Waterview 21 RL DA V18.pln**

DRAWING NUMBER: **D09_B**



LEVEL -01 FLOOR PLATE AREA	
Gross Area 1408.40 m²	
LEVEL -01 ACCESSIBLE SPACES	05
LEVEL -01 CARPARKING SPACES	22
LEVEL -02 CARPARKING SPACES	33
TOTAL CARPARKING SPACES	60

LEVEL -1 PARKING LEVEL 1

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

B 20.08.18	AREA FOR LEVEL 0 SUBSTATION DELETED		RL
A 30.01.18	DA APPLICATION ISSUE		RL
No	DATE	DESCRIPTION	BY
AMENDMENTS			

NOTES

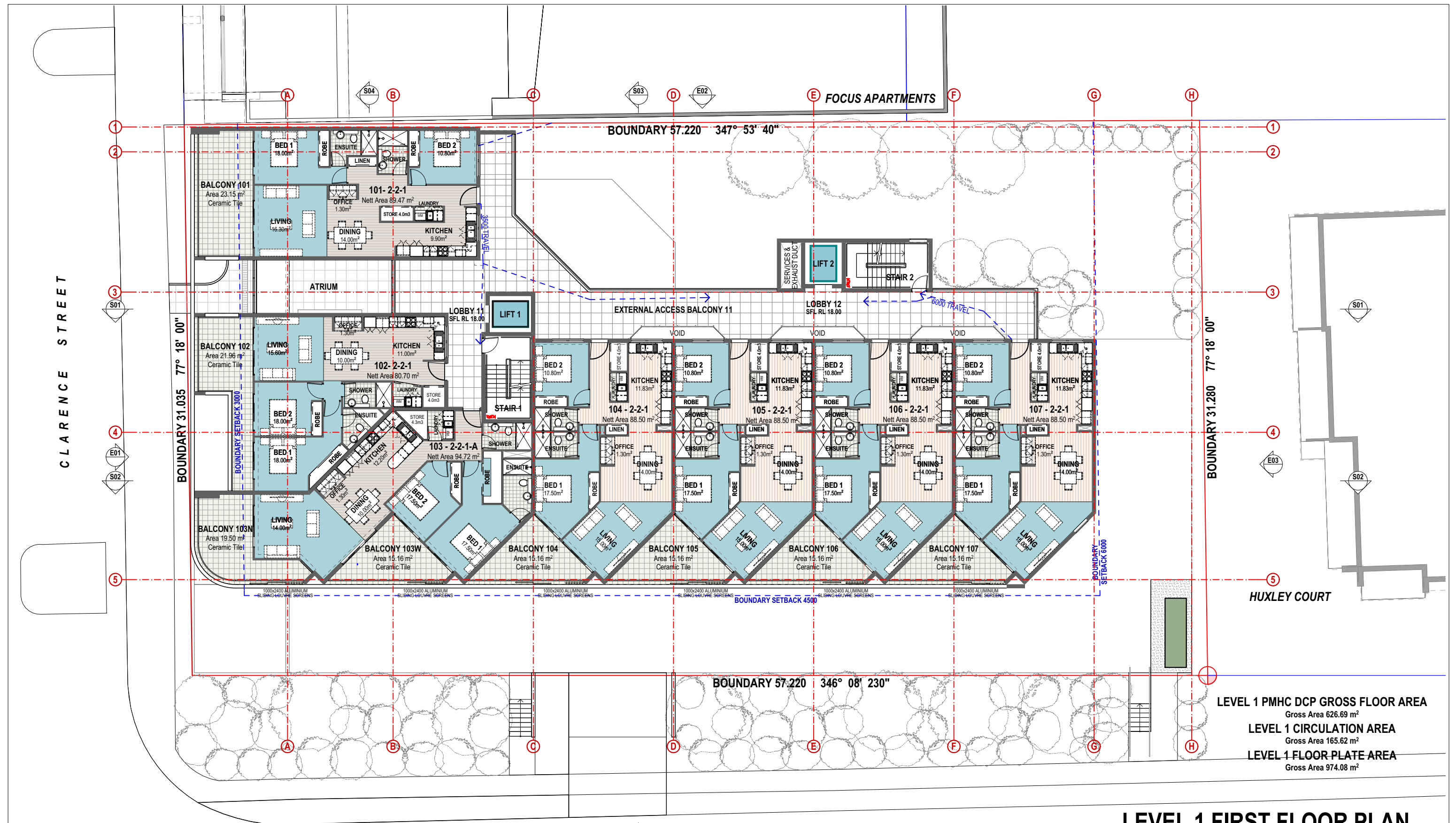
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL -01 PARKING LEVEL 1 PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D10_B**
DRAWN **RL**
PLOT DATE **27/08/2018**
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SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



LEVEL 1 PMHC DCP GROSS FLOOR AREA
Gross Area 626.69 m²
LEVEL 1 CIRCULATION AREA
Gross Area 165.62 m²
LEVEL 1 FLOOR PLATE AREA
Gross Area 974.08 m²

LEVEL 1 FIRST FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

No	DATE	DESCRIPTION	BY
B 20.08.18		SUBSTATION SHOWN	RL
A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			BY

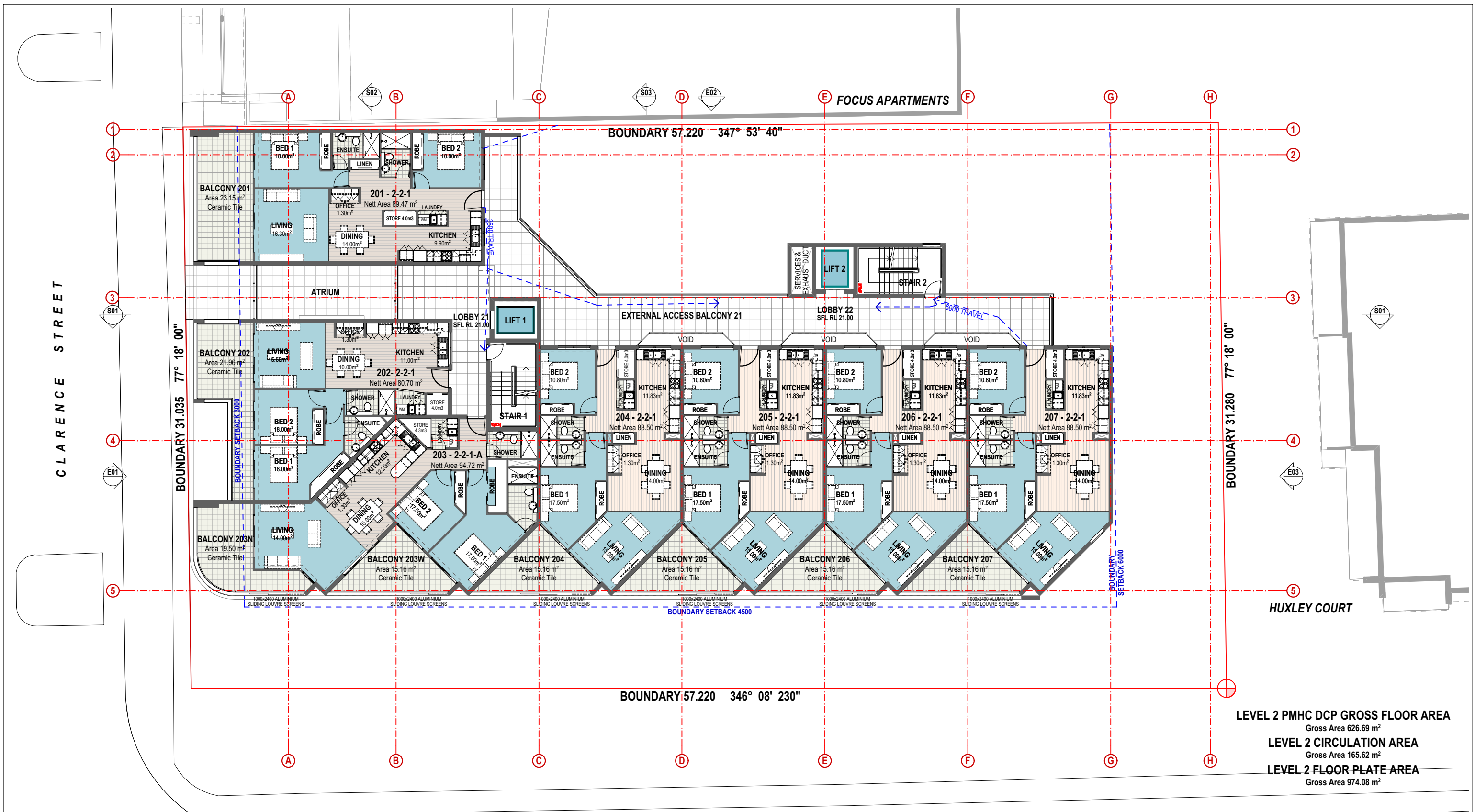
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL 01 FIRST FLOOR PLAN**

PROJECT NUMBER: **1633**
DRAWN: **RL**
PLOT DATE: **27/08/2018**
CHECKED:
SCALE:
COMPUTER REFERENCE: **1633 API Waterview 21 RL DA V18.pln**
DRAWING NUMBER: **D12_B**



LEVEL 2 PMHC DCP GROSS FLOOR AREA
Gross Area 626.69 m²
LEVEL 2 CIRCULATION AREA
Gross Area 165.62 m²
LEVEL 2 FLOOR PLATE AREA
Gross Area 974.08 m²

LEVEL 2 SECOND FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
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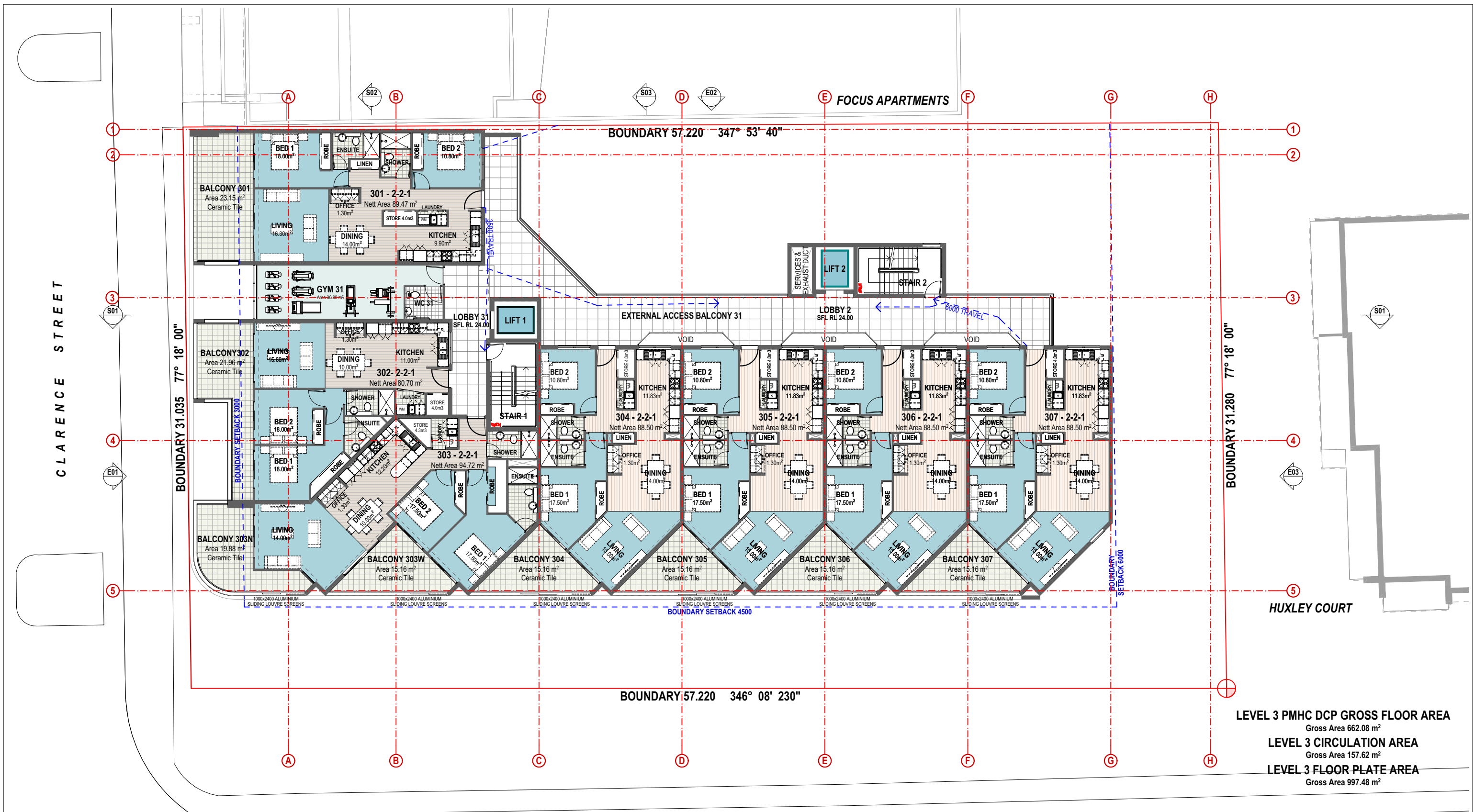
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **LEVEL 02 SECOND FLOOR PLAN**

PROJECT NUMBER: **1633**
DRAWN: **RL**
PLOT DATE: **27/08/2018**
CHECKED: **REFER TO THE DRAWING BAR SCALE**
SCALE: **1633 API Waterview 21 RL DA V18.pln**
COMPUTER REFERENCE: **D13_A**



LEVEL 3 PMHC DCP GROSS FLOOR AREA
Gross Area 662.08 m²
LEVEL 3 CIRCULATION AREA
Gross Area 157.62 m²
LEVEL 3 FLOOR PLATE AREA
Gross Area 997.48 m²

LEVEL 3 THIRD FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

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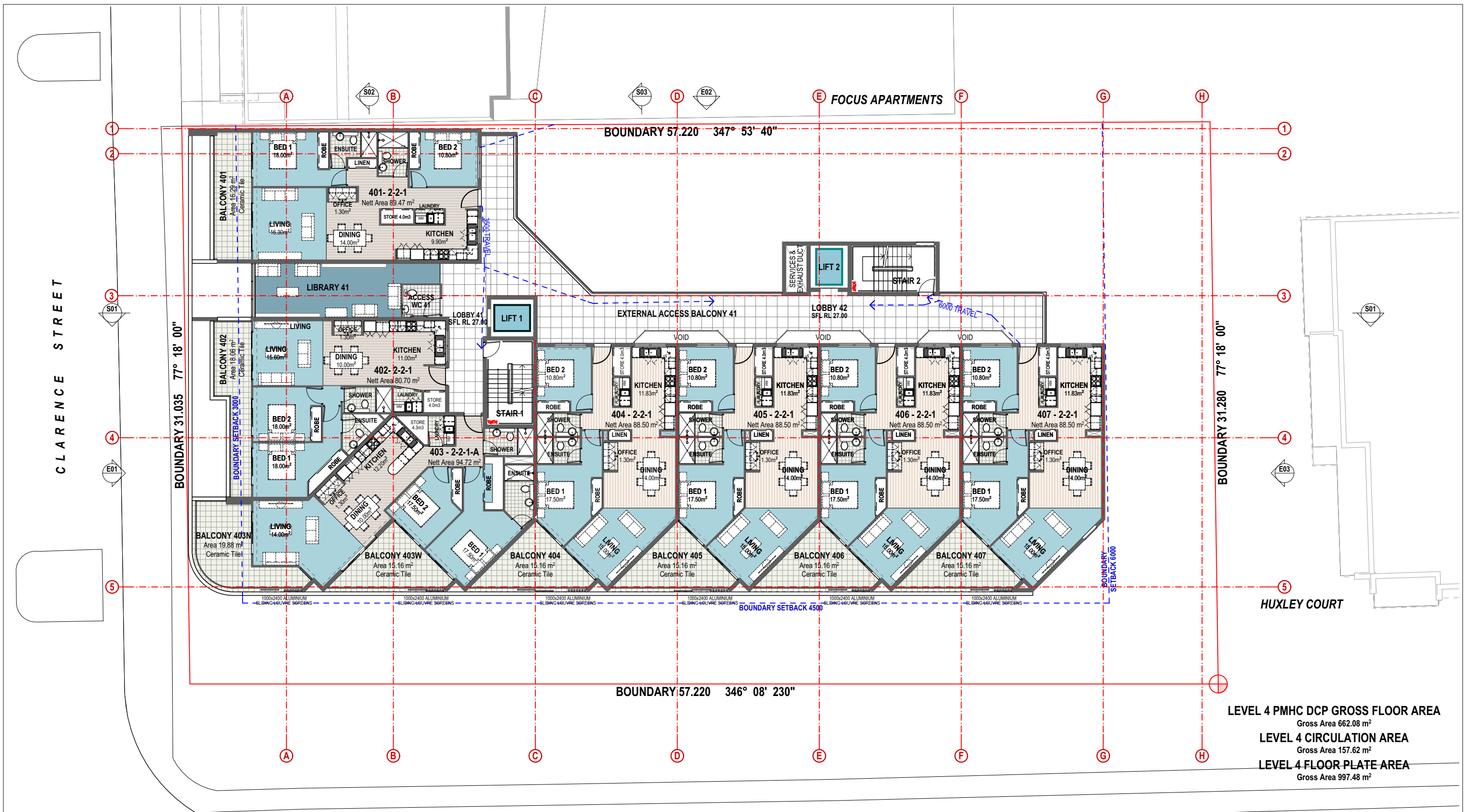
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **LEVEL 03 THIRD FLOOR PLAN**

PROJECT NUMBER: **1633**
DRAWN: **RL**
PLOT DATE: **27/08/2018**
CHECKED:
SCALE:
COMPUTER REFERENCE: **1633 API Waterview 21 RL DA V18.pln**

DRAWING NUMBER: **D14_A**



LEVEL 4 PMHC DCP GROSS FLOOR AREA
Gross Area 662.08 m²
LEVEL 4 CIRCULATION AREA
Gross Area 157.62 m²
LEVEL 4 FLOOR PLATE AREA
Gross Area 997.48 m²

LEVEL 4 FOURTH FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

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2		AMENDMENTS	

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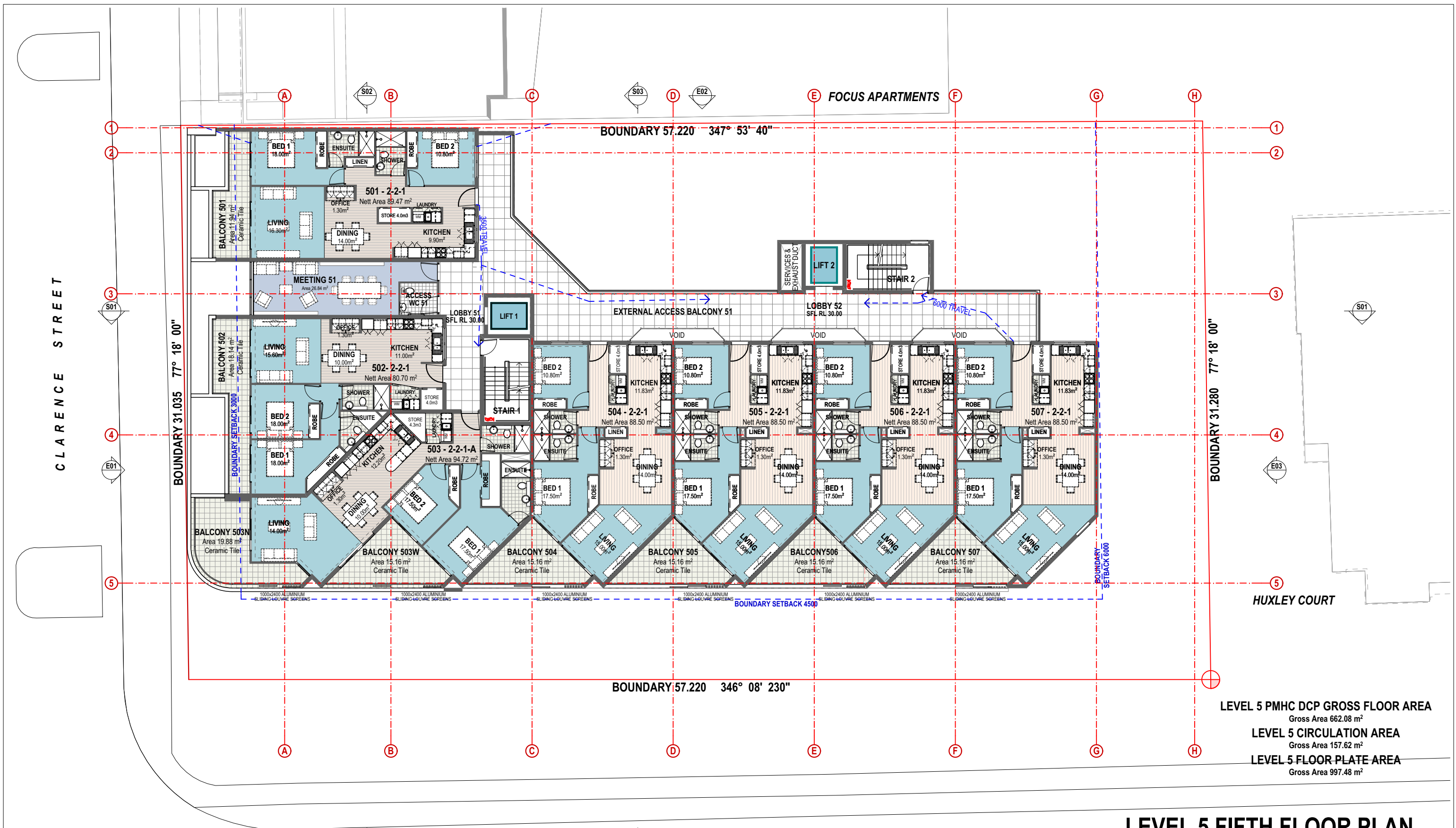
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Telephone: 02 6583 5311 Fax: 02 6584 1018
email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **LEVEL 04 FOURTH FLOOR PLAN**

PROJECT NUMBER: **1633**
DRAWN: **RL**
PLOT DATE: **27/08/2018**
CHECKED: **REFER TO THE DRAWING BAR SCALE**
SCALE: **1633 API Waterview 21 RL DA V18.pln**
COMPUTER REFERENCE: **D15_A**





LEVEL 5 PMHC DCP GROSS FLOOR AREA
Gross Area 662.08 m²
LEVEL 5 CIRCULATION AREA
Gross Area 157.62 m²
LEVEL 5 FLOOR PLATE AREA
Gross Area 997.48 m²

LEVEL 5 FIFTH FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

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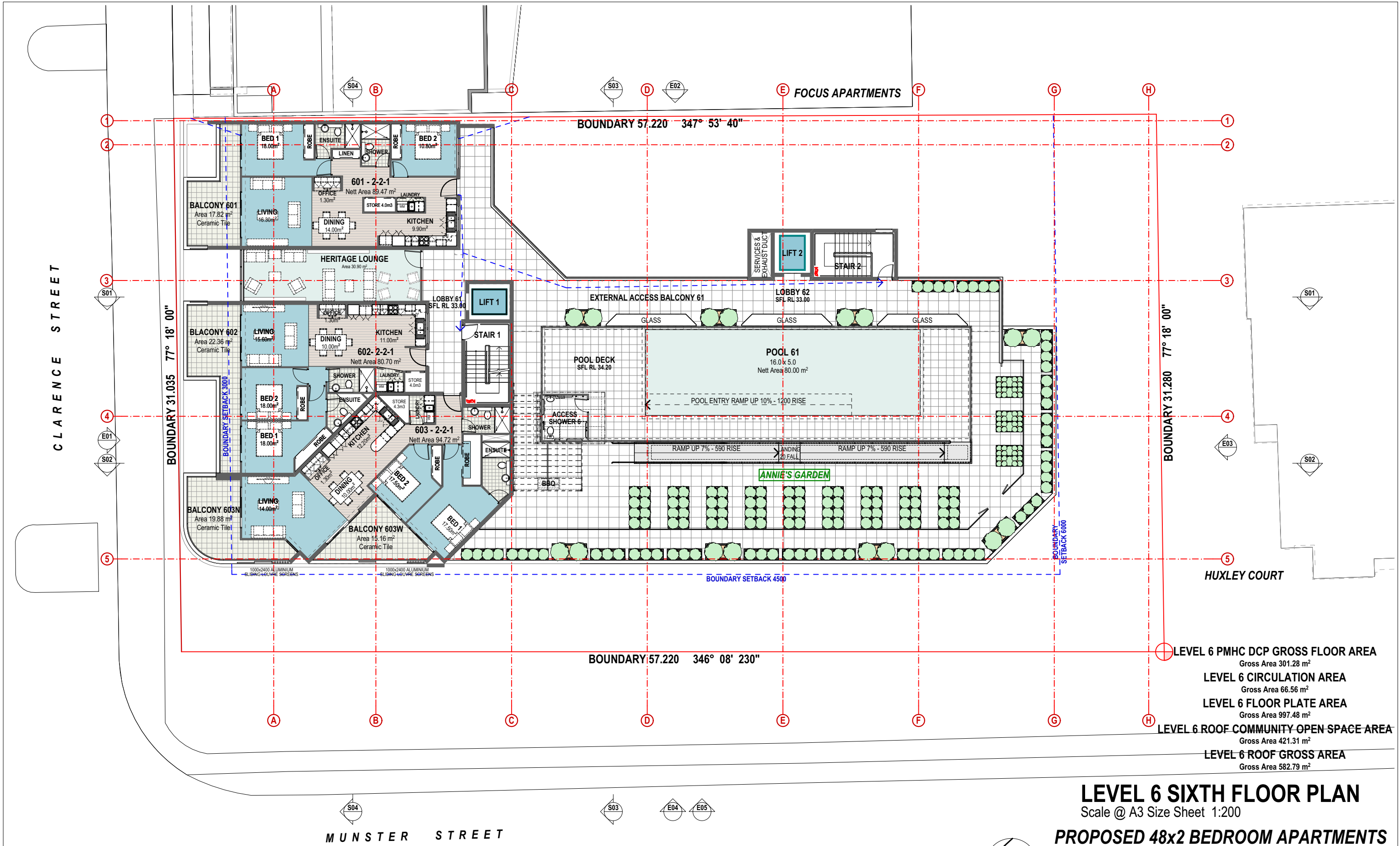
AMENDMENTS	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL

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Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226

RAIA
PRACTICE MEMBER

CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL 05 FIFTH FLOOR PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D16_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



LEVEL 6 PMHC DCP GROSS FLOOR AREA
Gross Area 301.28 m ²
LEVEL 6 CIRCULATION AREA
Gross Area 66.56 m ²
LEVEL 6 FLOOR PLATE AREA
Gross Area 997.48 m ²
LEVEL 6 ROOF COMMUNITY OPEN SPACE AREA
Gross Area 421.31 m ²
LEVEL 6 ROOF GROSS AREA
Gross Area 582.79 m ²

LEVEL 6 SIXTH FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
1	30.01.18	DA APPLICATION ISSUE	RL
2		AMENDMENTS	BY

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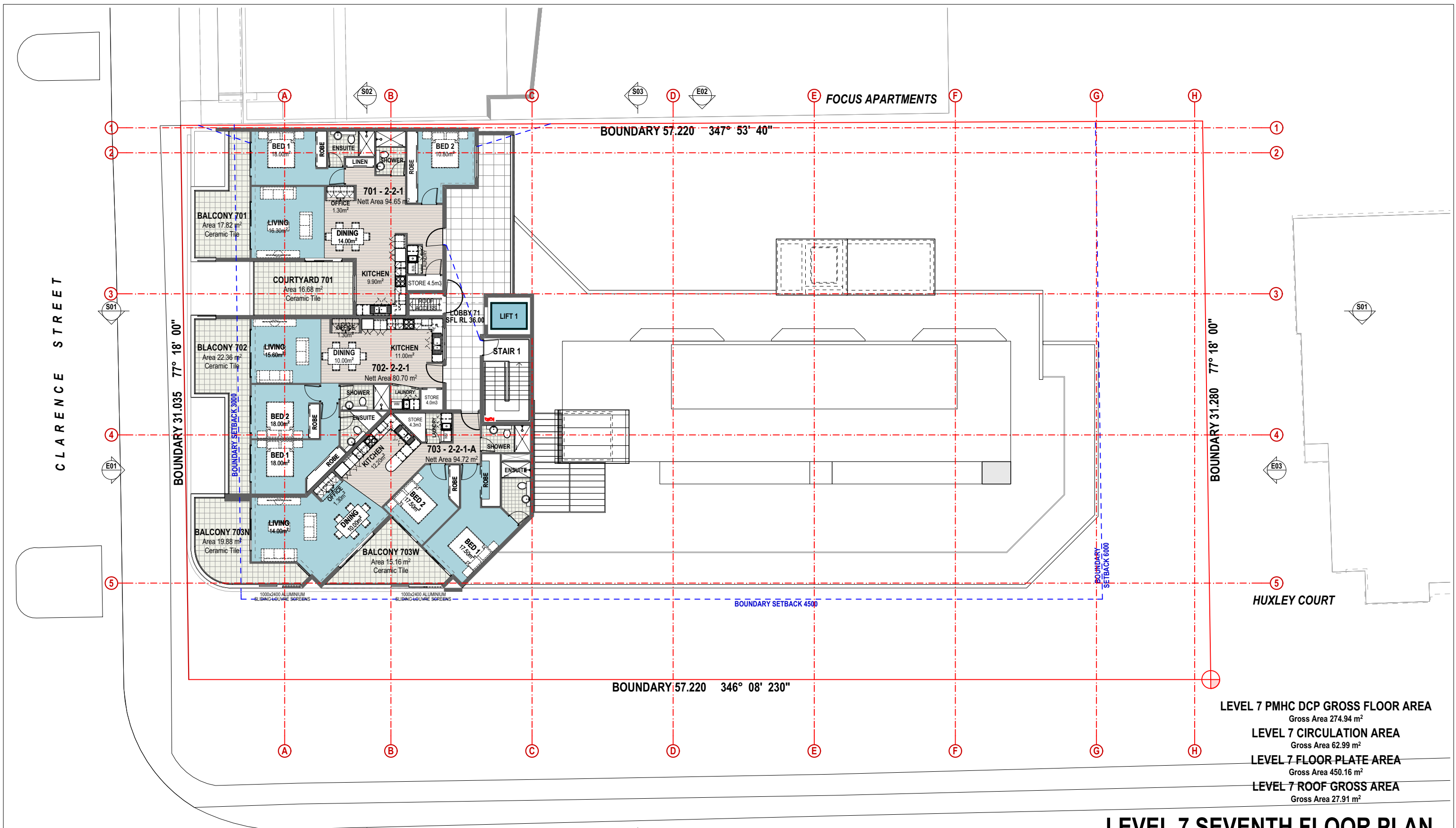
McNeil Architects

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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL 06 SIXTH FLOOR PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D17_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



LEVEL 7 PMHC DCP GROSS FLOOR AREA
Gross Area 274.94 m²
LEVEL 7 CIRCULATION AREA
Gross Area 62.99 m²
LEVEL 7 FLOOR PLATE AREA
Gross Area 450.16 m²
LEVEL 7 ROOF GROSS AREA
Gross Area 27.91 m²

LEVEL 7 SEVENTH FLOOR PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL
		AMENDMENTS	

NOTES

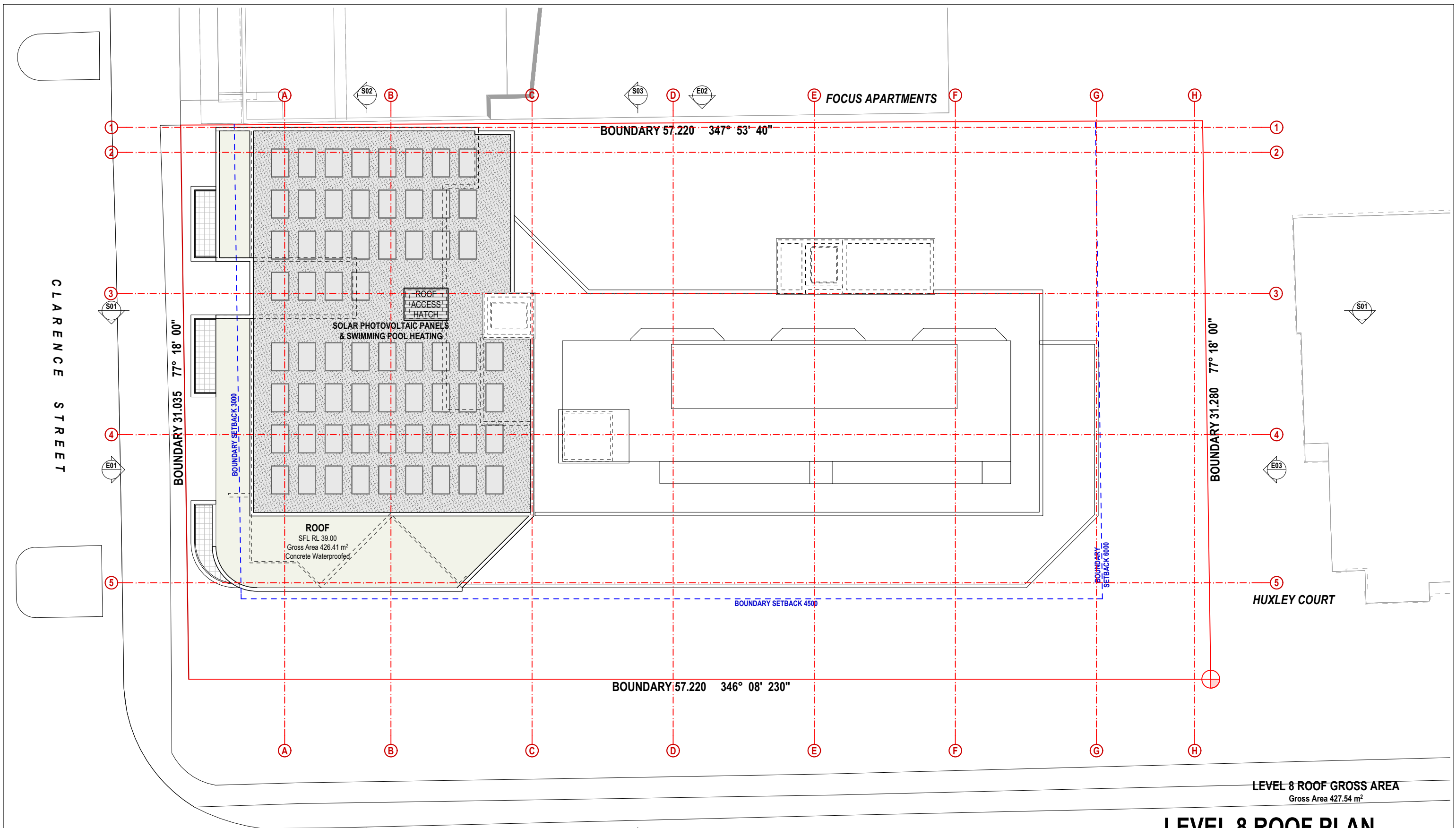
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McNeil Architects
PO Box 390 94 William Street Port Macquarie N.S.W. 2444
Telephone: 02 6583 5311 Fax: 02 6584 1018
email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL 07 SEVENTH FLOOR PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D18_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



LEVEL 8 ROOF GROSS AREA
Gross Area 427.54 m²

LEVEL 8 ROOF PLAN

Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL
AMENDMENTS			

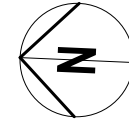
NOTES
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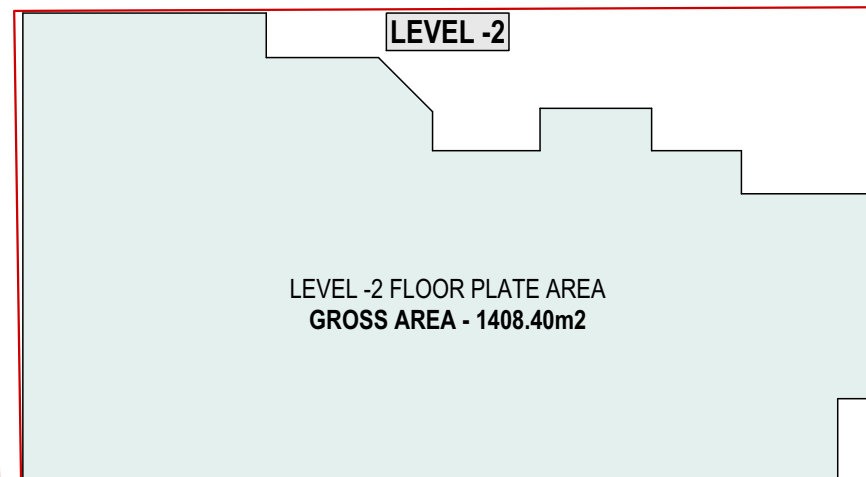
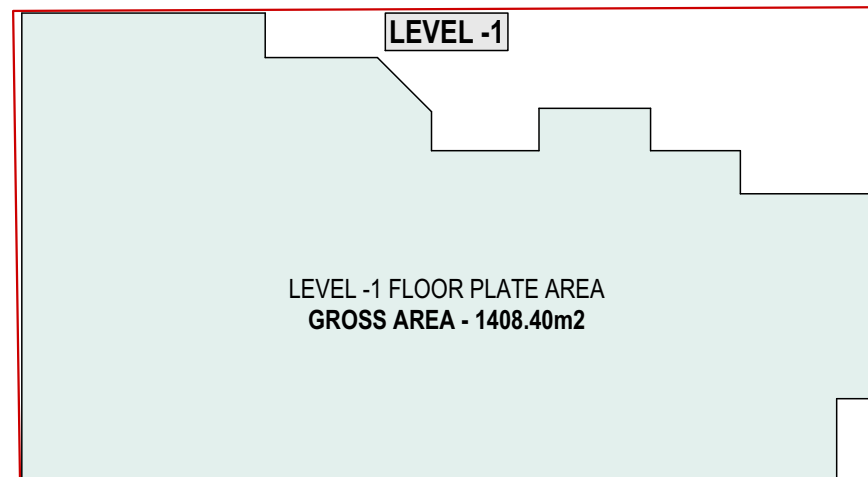
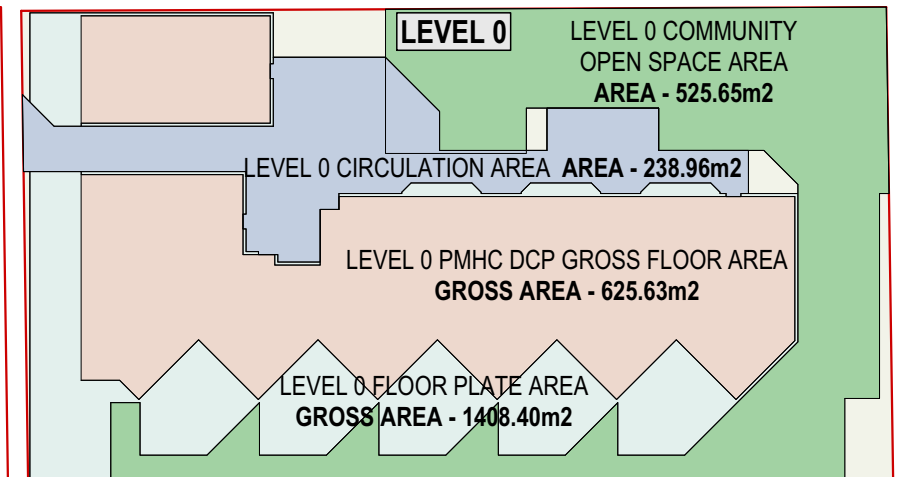
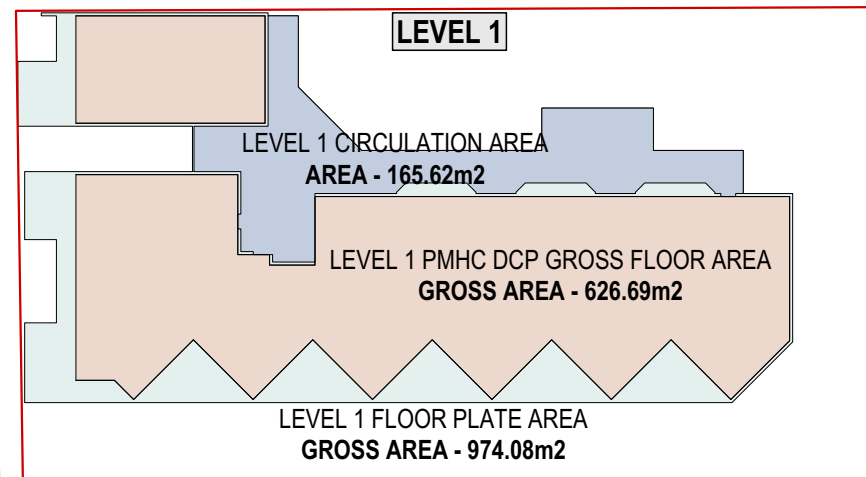
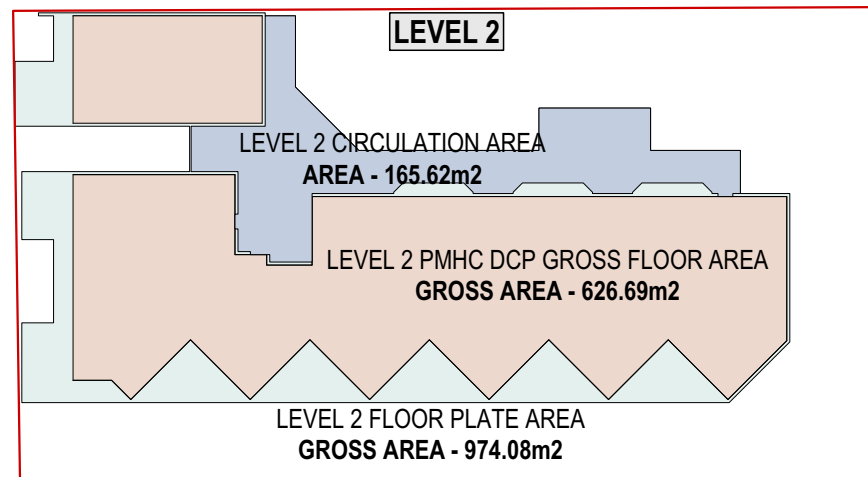
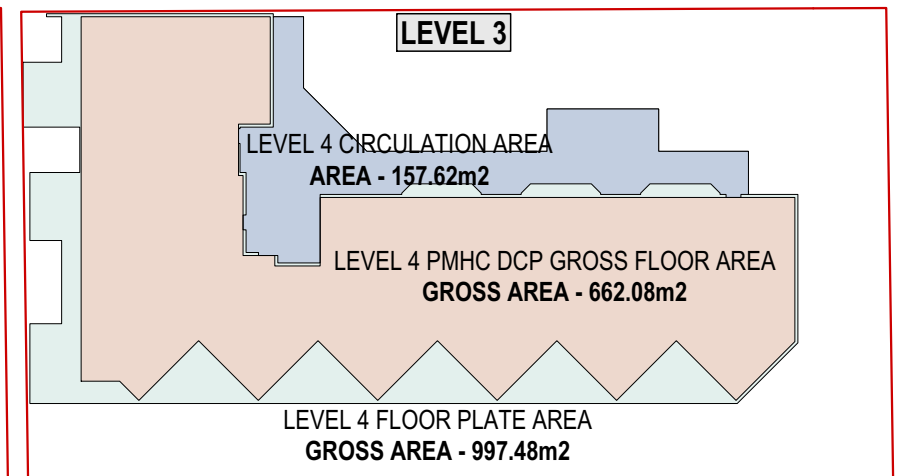
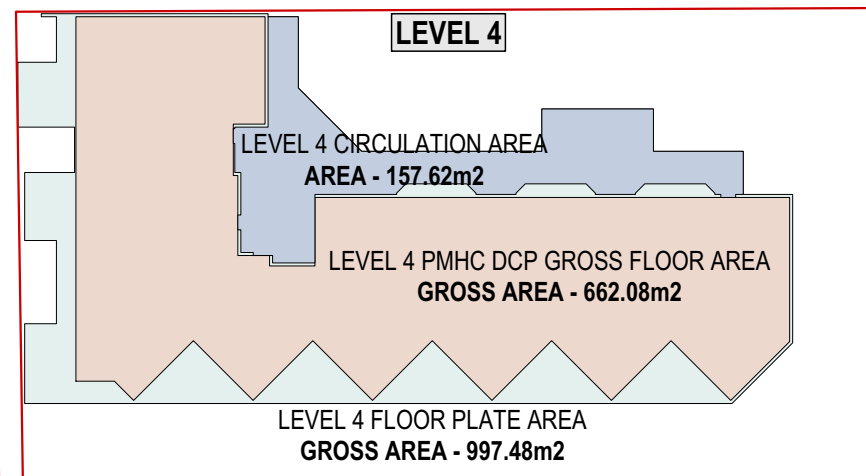
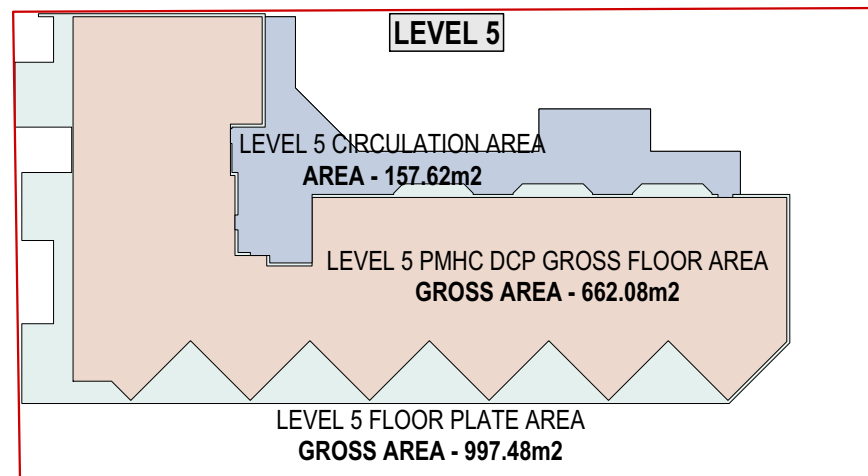
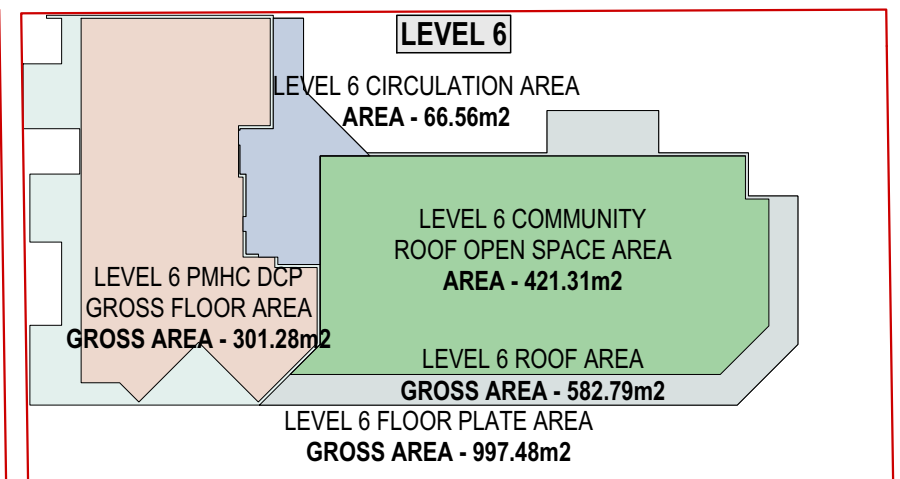
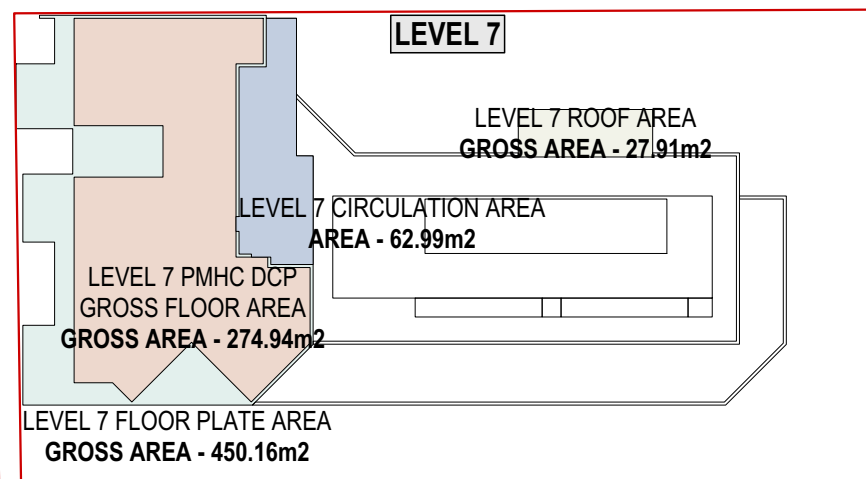
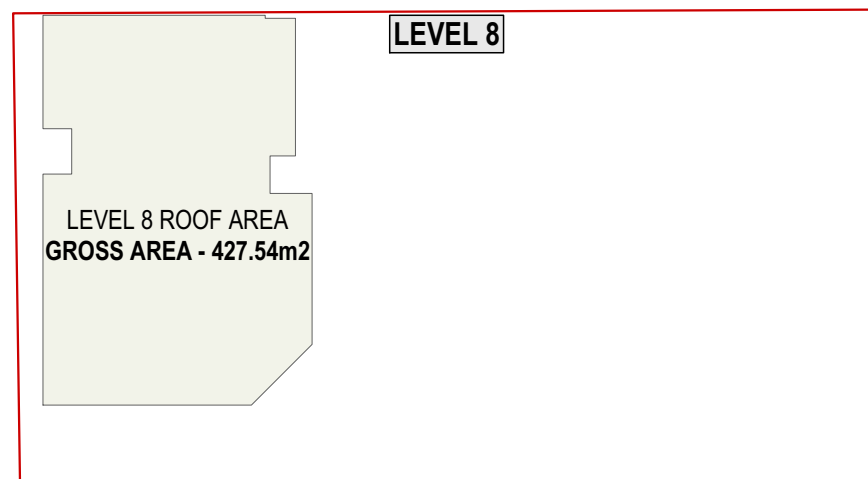
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Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



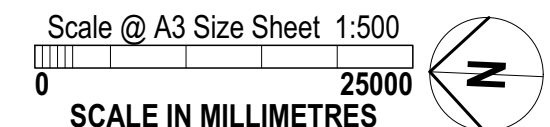
CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **LEVEL 08 ROOF PLAN**

PROJECT NUMBER **1633** DRAWING NUMBER **D19_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln





Lot 60A DP DP 758852 4 CLARENCE St. PORT MACQUARIE
SITE AREA - 1782.57m²



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

No	DATE	DESCRIPTION	BY
B 20.08.18		AREA FOR LEVEL 0 SUBSTATION DELETED	RL
A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

NOTES			
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CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **AREA PLANS**

PROJECT NUMBER **1633** DRAWING NUMBER **D20_B**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



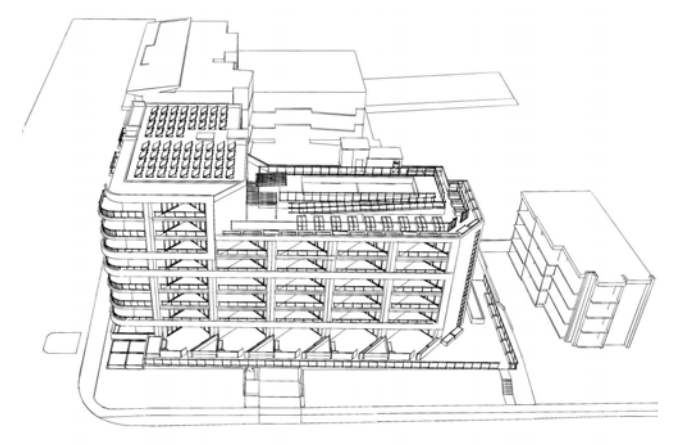
NORTH EAST AERIAL VIEW



NORTH EAST VIEW



SOUTH WEST SKETCH VIEW



WEST AERIAL SKETCH VIEW



E01 NORTH ELEVATION
Scale @ A3 Size Sheet 1:200

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	AMENDMENTS
A 30.01.18		DA APPLICATION ISSUE	

RL	BY

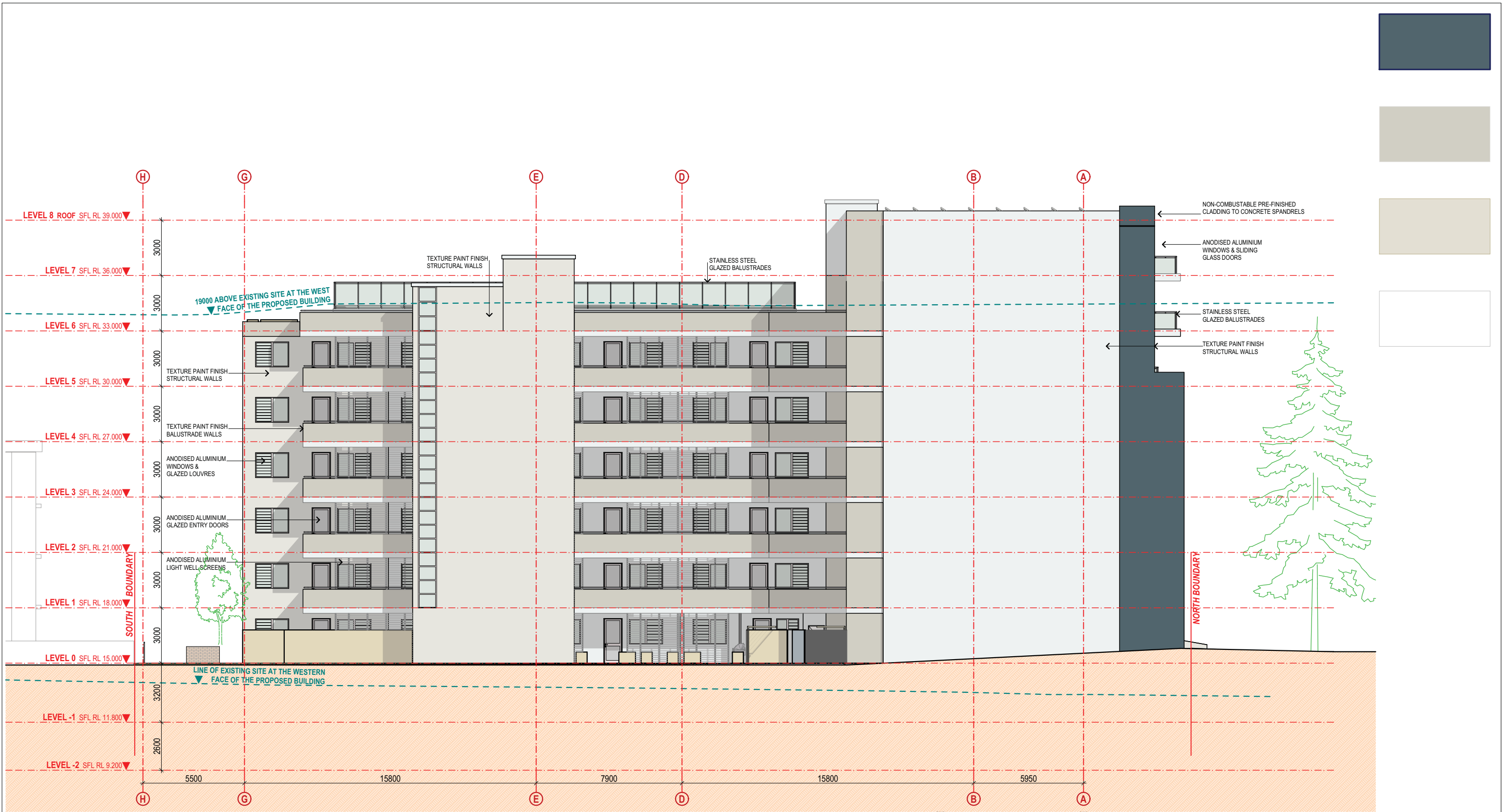
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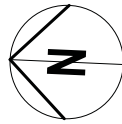


CLIENT: API LEISURE & LIFESTYLE
SITE: Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: E01 NORTH ELEVATION

PROJECT NUMBER 1633
DRAWN RL
PLOT DATE 27/08/2018
CHECKED
SCALE
COMPUTER REFERENCE REFER TO THE DRAWING BAR SCALE
1633 API Waterview 21 RL DA V18.pln



E02 EAST ELEVATION
Scale @ A3 Size Sheet 1:200



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

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		AMENDMENTS	

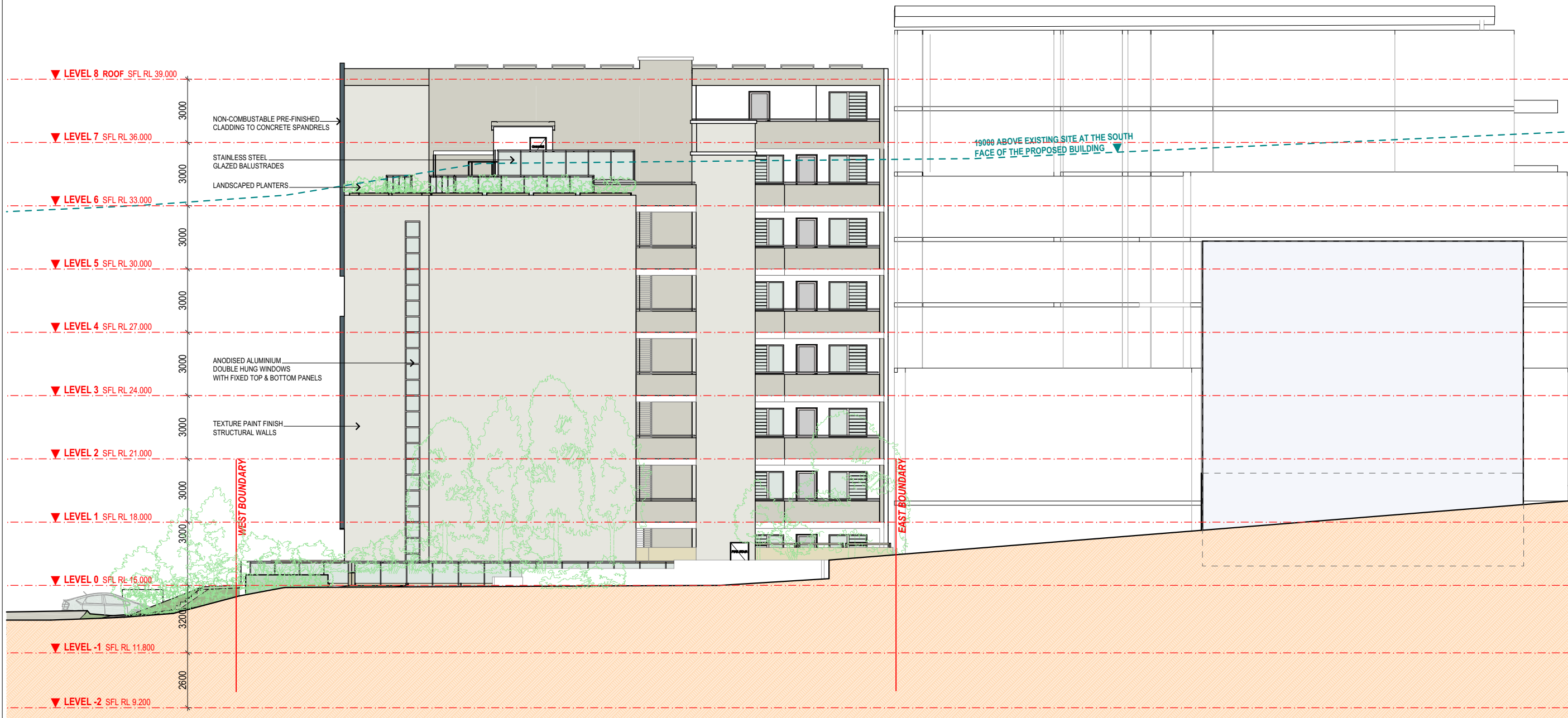
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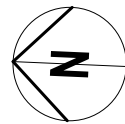


CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **E02 EAST ELEVATION**

PROJECT NUMBER **1633** DRAWING NUMBER **D22_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE 1633 API Waterview 21 RL DA V18.pln**



E03 SOUTH ELEVATION
Scale @ A3 Size Sheet 1:200



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

No	DATE	DESCRIPTION	BY
B 20.08.18		SUBSTATION & UNIT ACCESS ADDED	RL
A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

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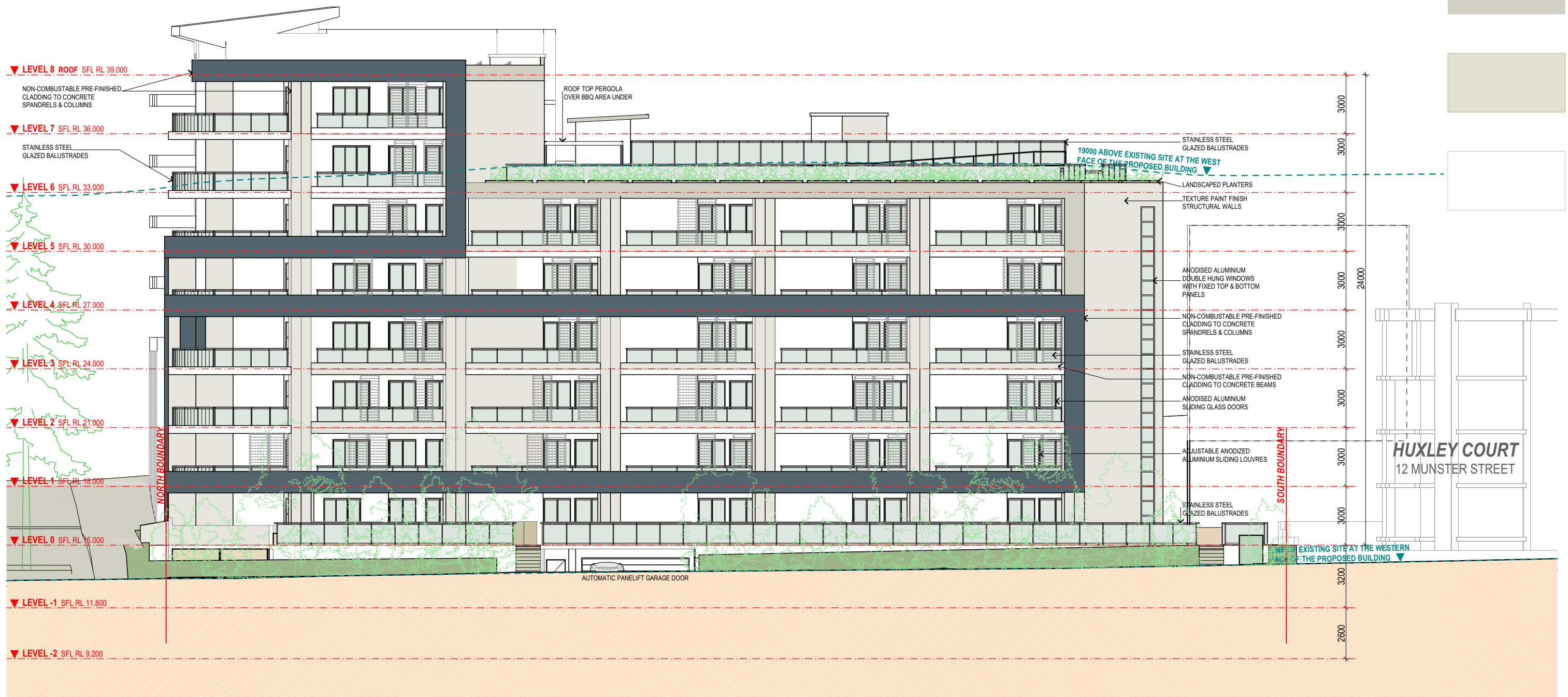
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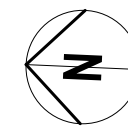
CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **E03 SOUTH ELEVATION**

PROJECT NUMBER **1633**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln

DRAWING NUMBER **D23_B**



E04 WEST ELEVATION
Scale @ A3 Size Sheet 1:200



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

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A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

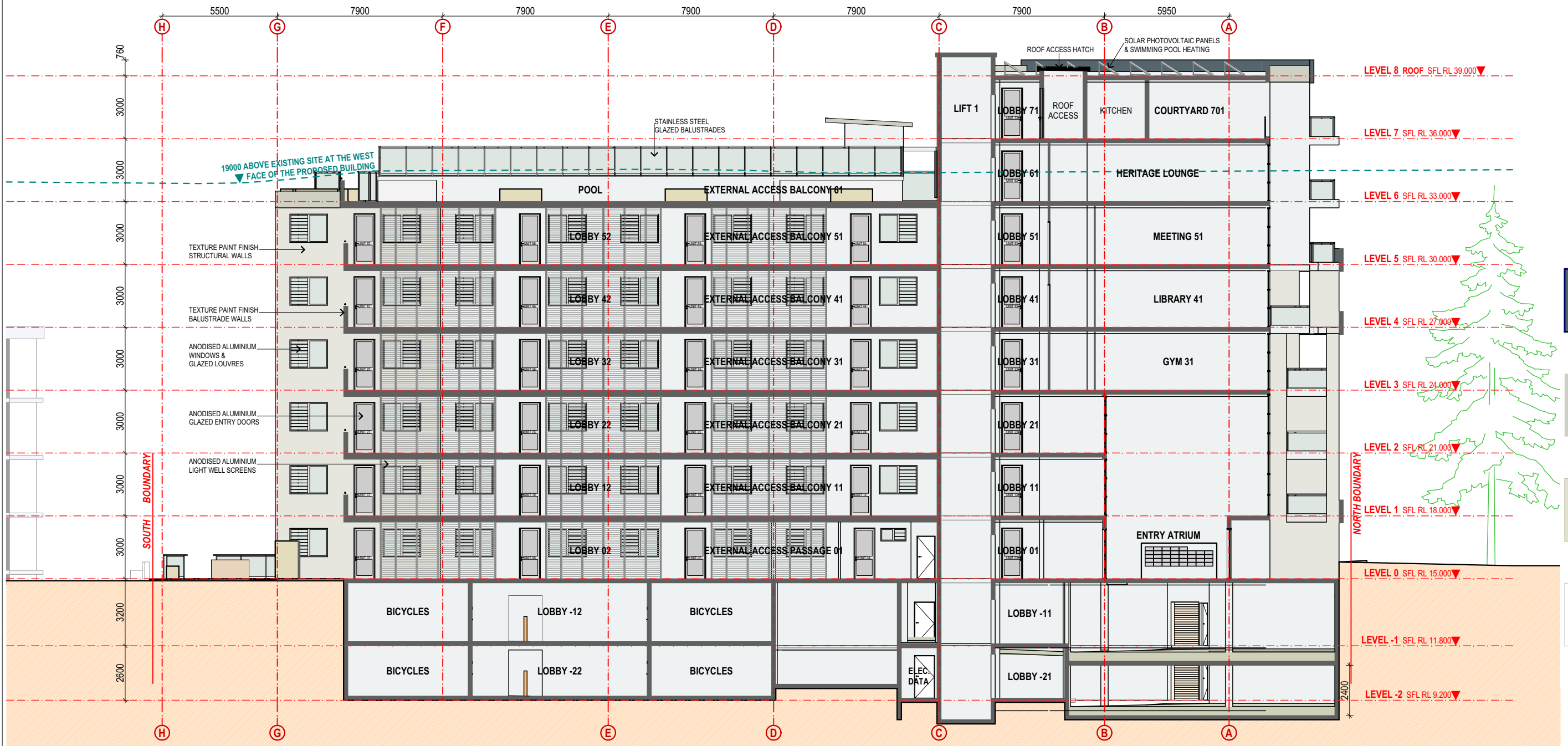
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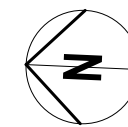
CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **E04 WEST ELEVATION**

PROJECT NUMBER **1633** DRAWING NUMBER **D24_B**
DRAWN **RL**
PLOT DATE **27/08/2018**
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SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



S01 LONG SECTION EAST
Scale @ A3 Size Sheet 1:200

0 10000
SCALE IN MILLIMETRES



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 30.01.18	DA APPLICATION ISSUE		RL
		AMENDMENTS	BY

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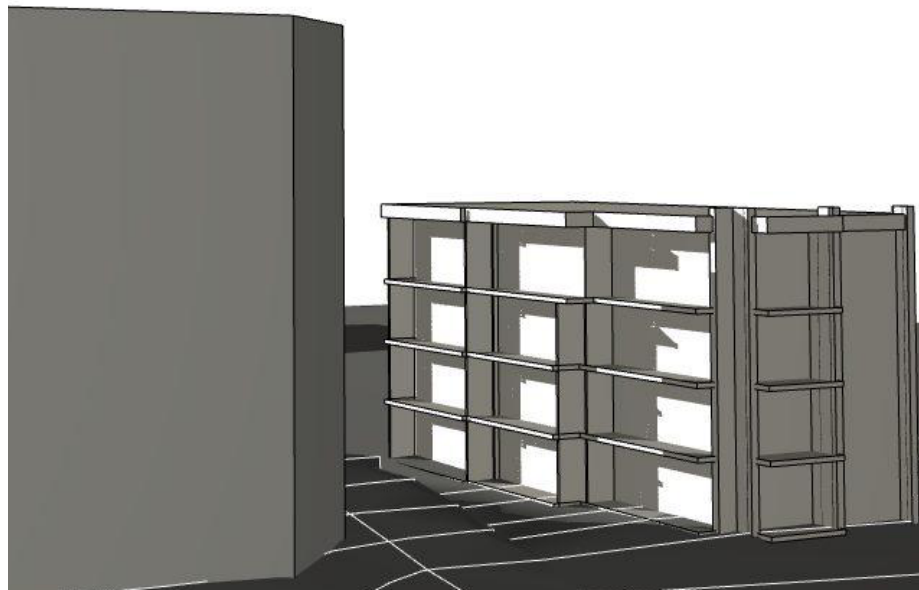
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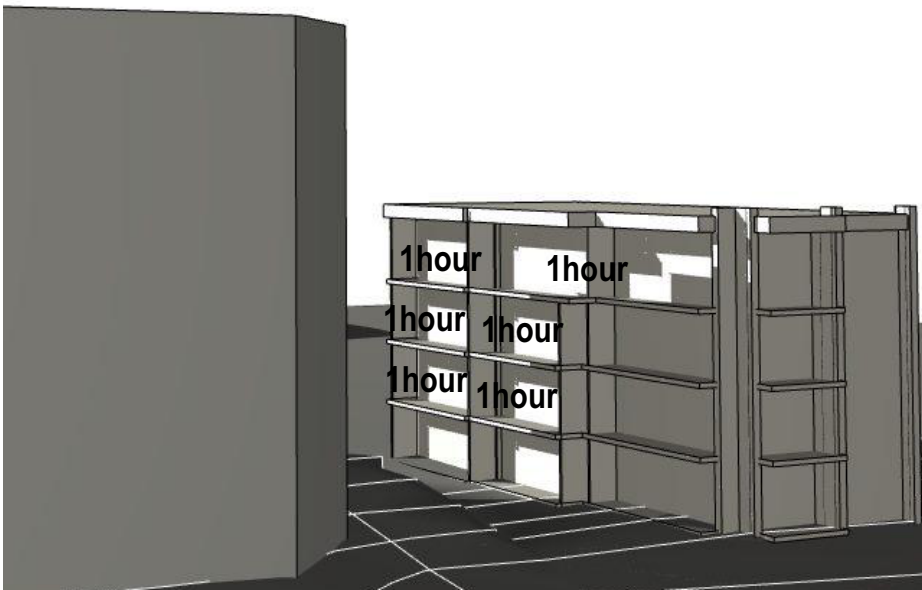
CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444**
DRAWING: **SECTION S01**

PROJECT NUMBER **1633**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE
1633 API Waterview 21 RL DA V18.pln**

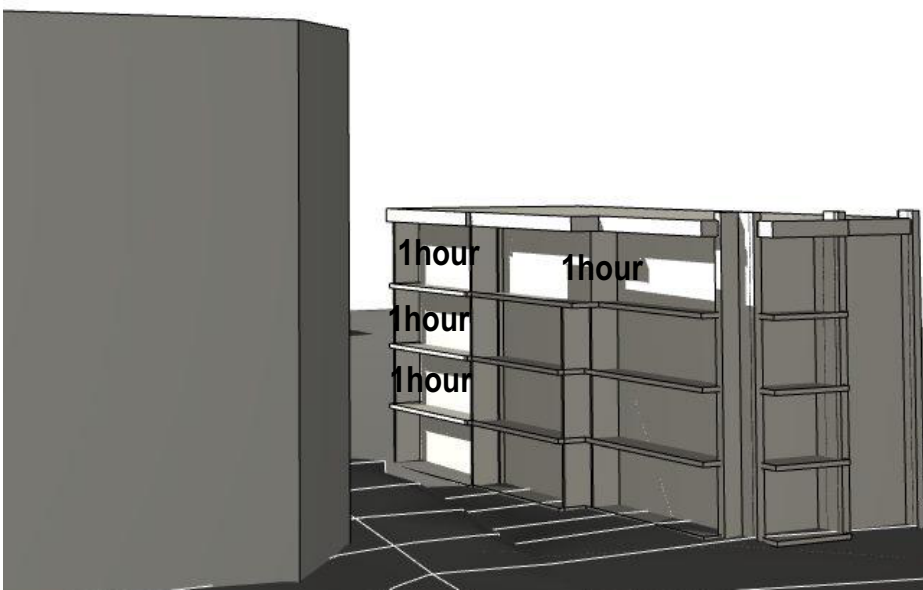
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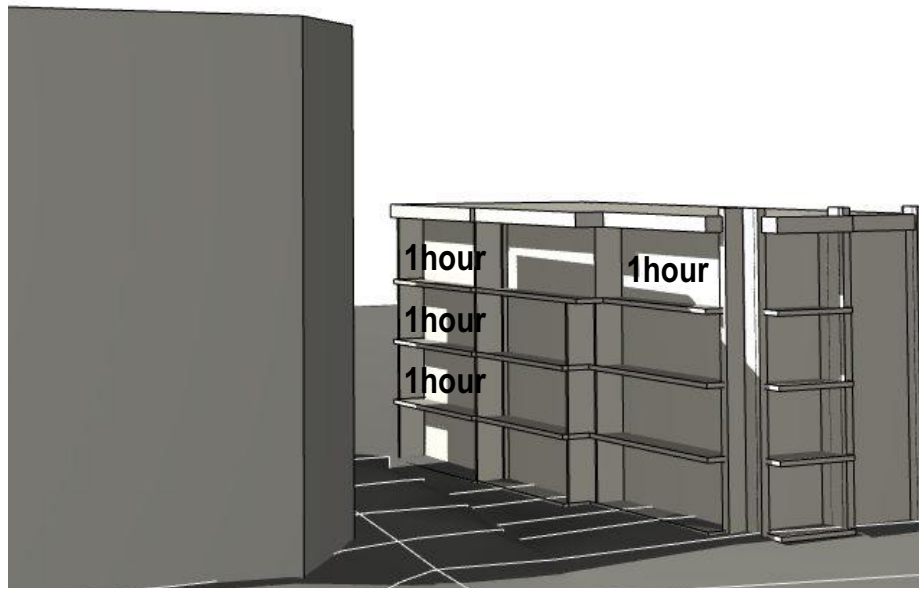
Waterview 48 Shadow 21 June 0900



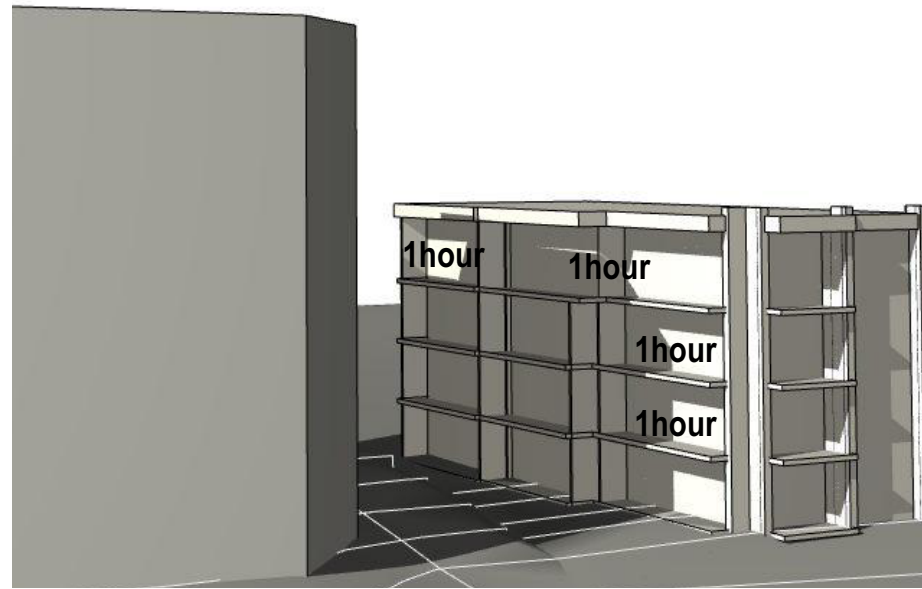
Waterview 48 Shadow 21 June 1000



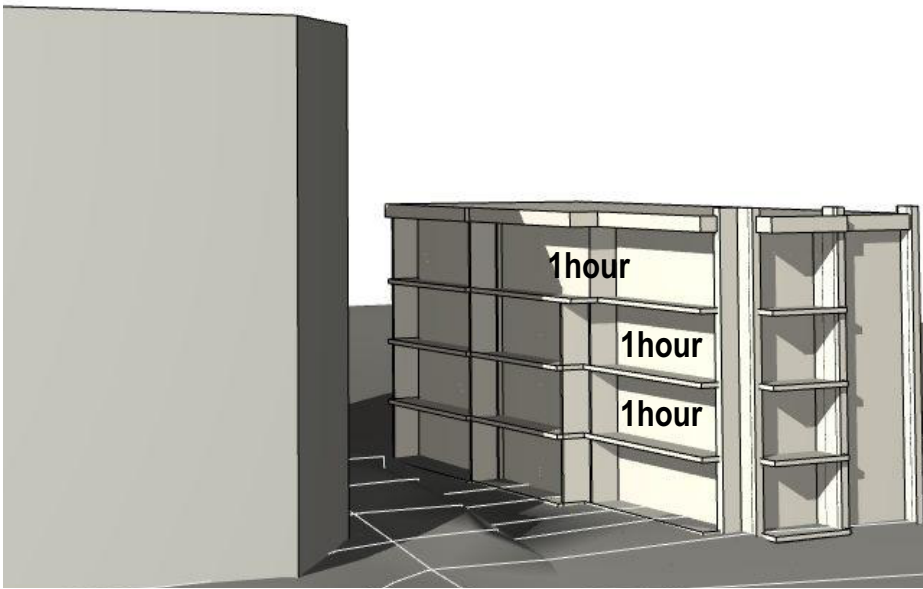
Waterview 48 Shadow 21 June 1100



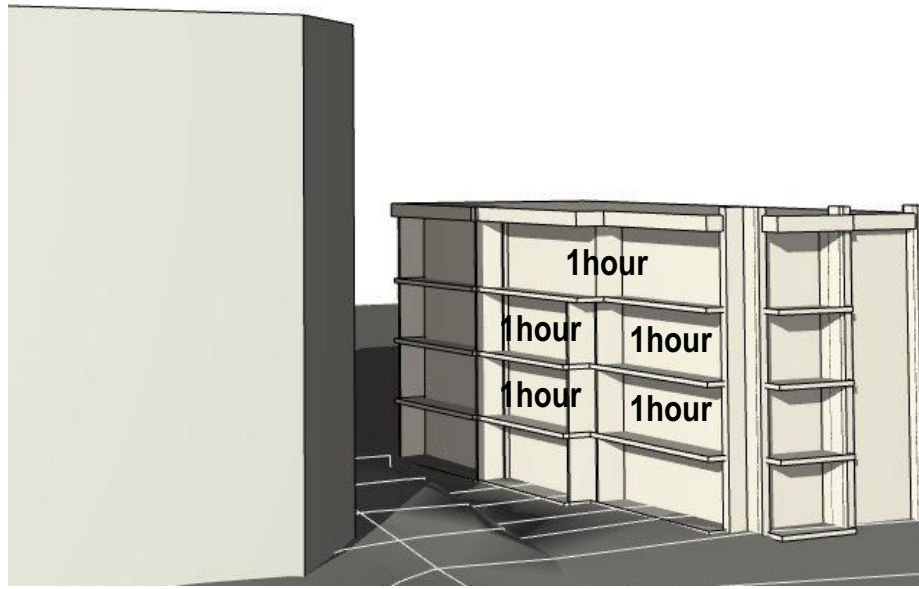
Waterview 48 Shadow 21 June 1200



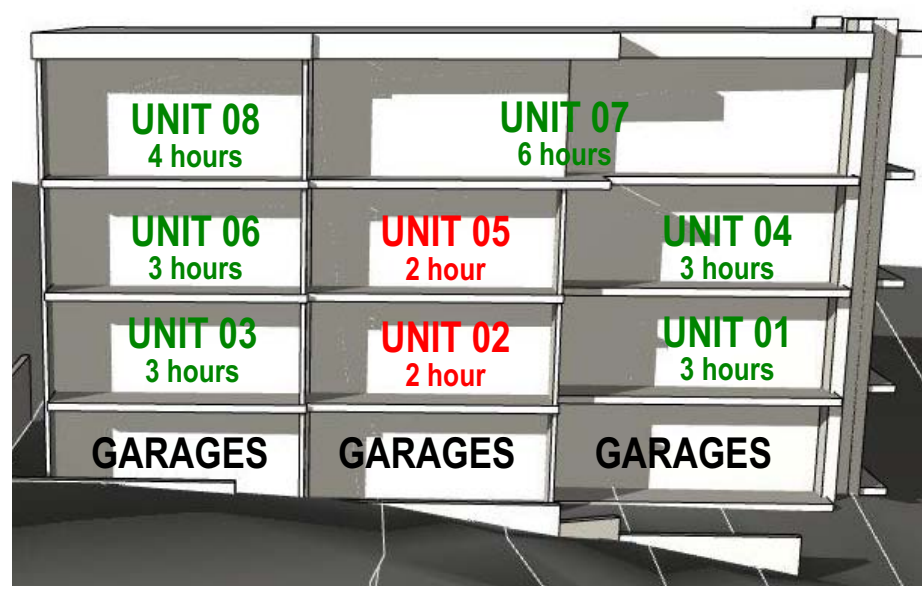
Waterview 48 Shadow 21 June 1300



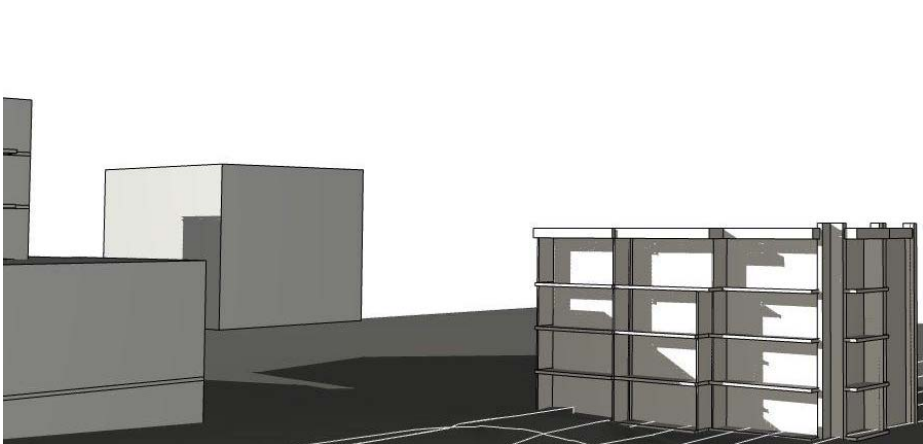
Waterview 48 Shadow 21 June 1400



Waterview 48 Shadow 21 June 1500



Huxley Court Shadow 21 June 0900



Focus Shadow 21 June 0900

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

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	AMENDMENTS		

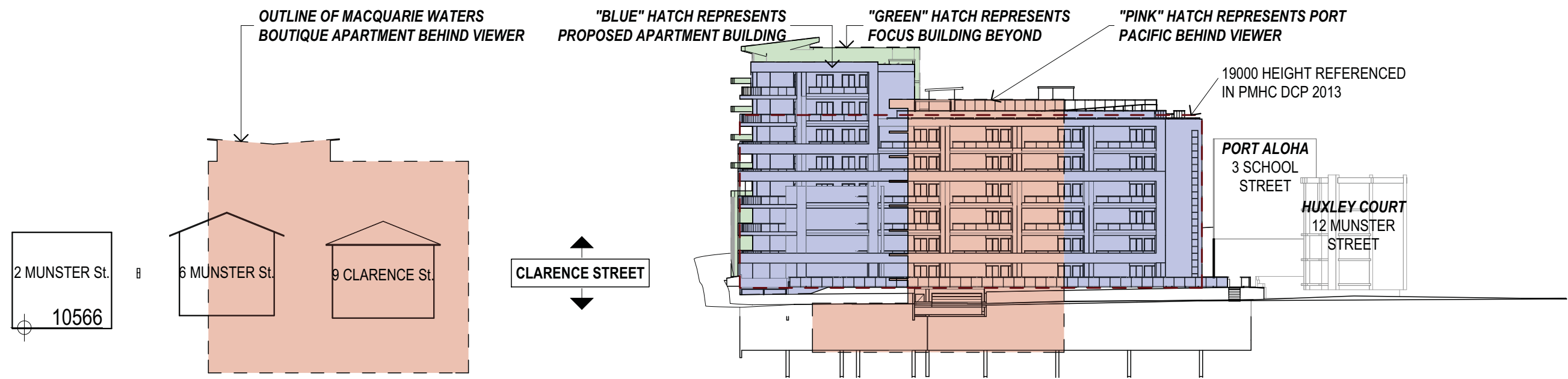
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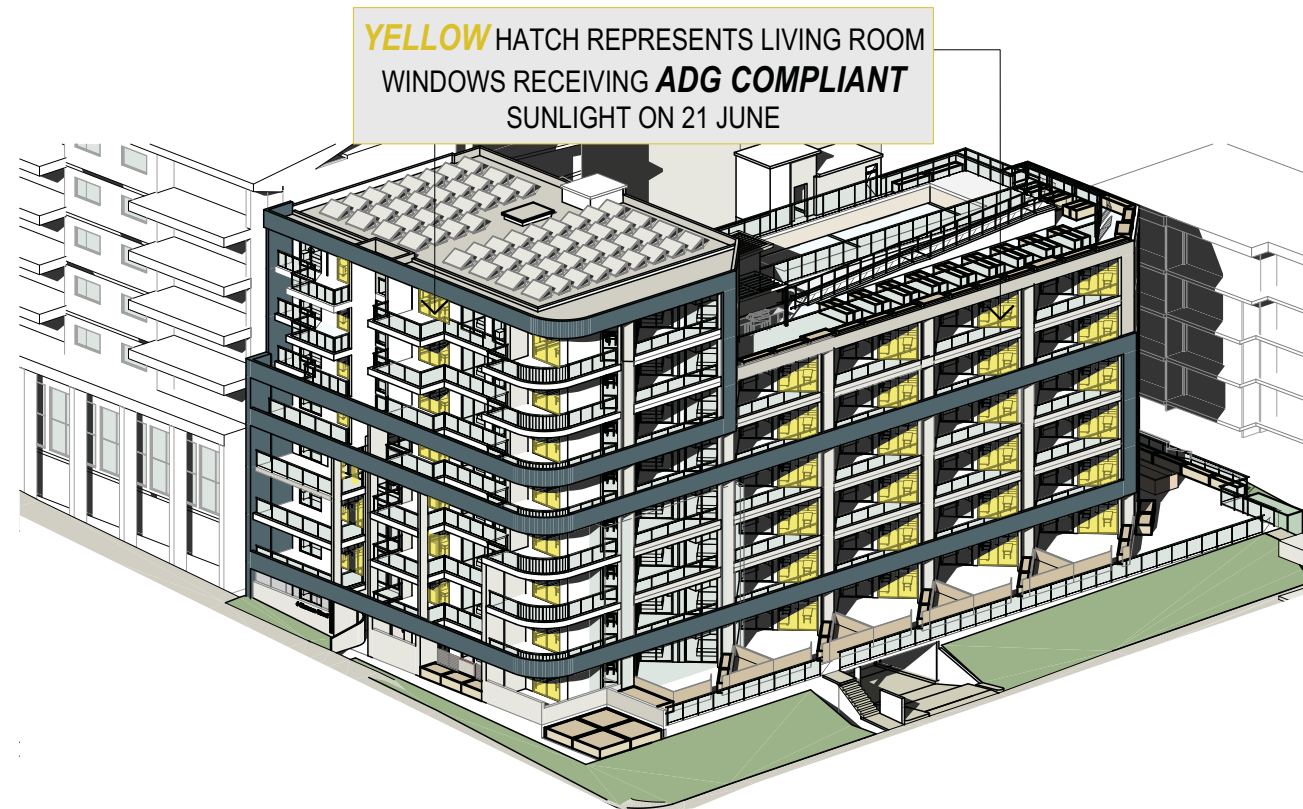


CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **SHADOW DIAGRAMS 21 JUNE**

PROJECT NUMBER **1633** DRAWING NUMBER **D26_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



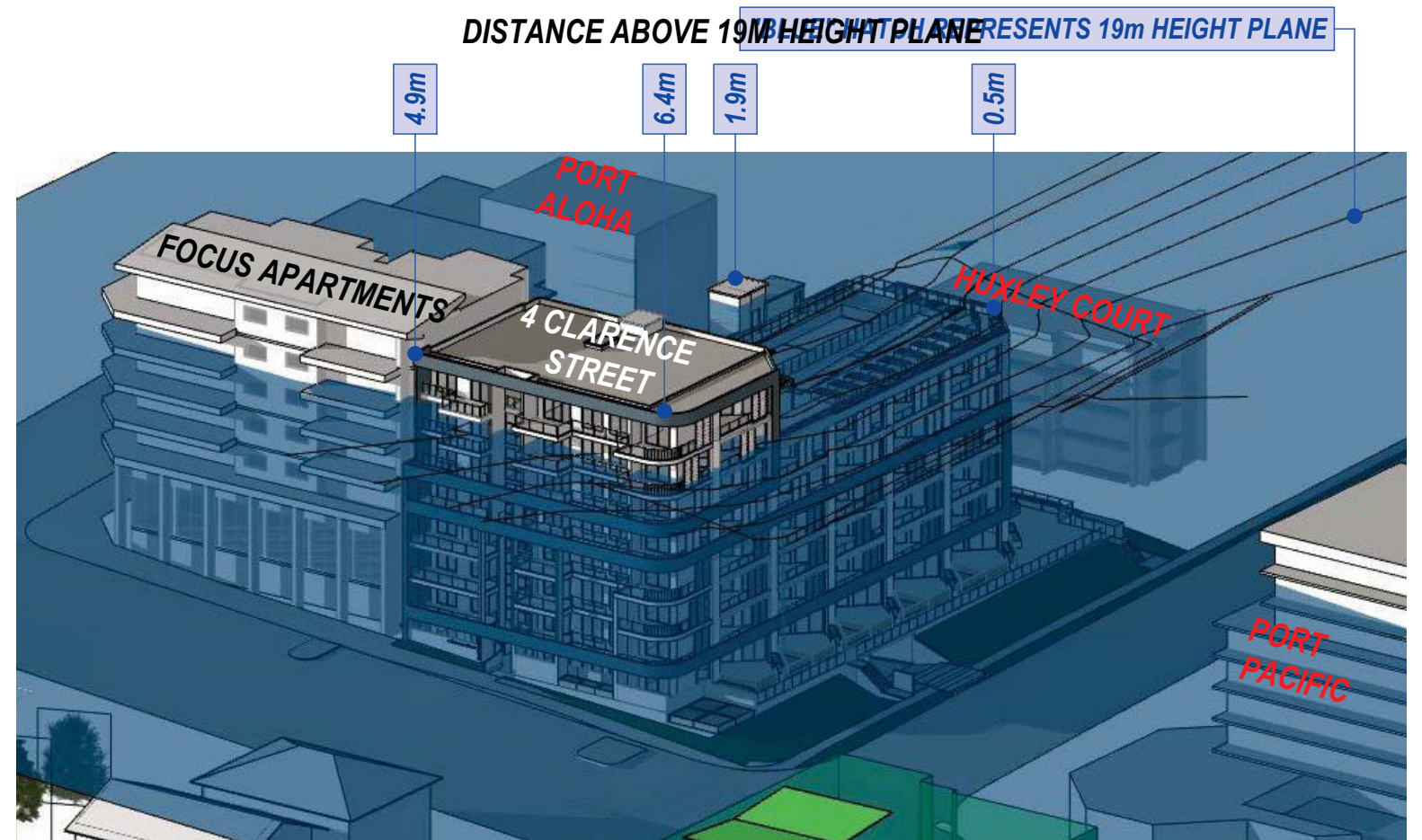
MUNSTER STREET ELEVATION



AXONOMETRIC VIEW JUNE 21 - 2:00 - 2:30PM

Scale @ A3 Size Sheet 1:444.07

SHOWING LIVING ROOM WINDOWS RECEIVING MORE THAN 1sqm OF SUNLIGHT AT A HEIGHT OF 1m ABOVE FLOOR LEVEL FOR A MINIMUM OF 15mins



AXONOMETRIC VIEW SHOWING 19m HEIGHT PLANE

Scale @ A3 Size Sheet 1:168.63

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

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A 30.01.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

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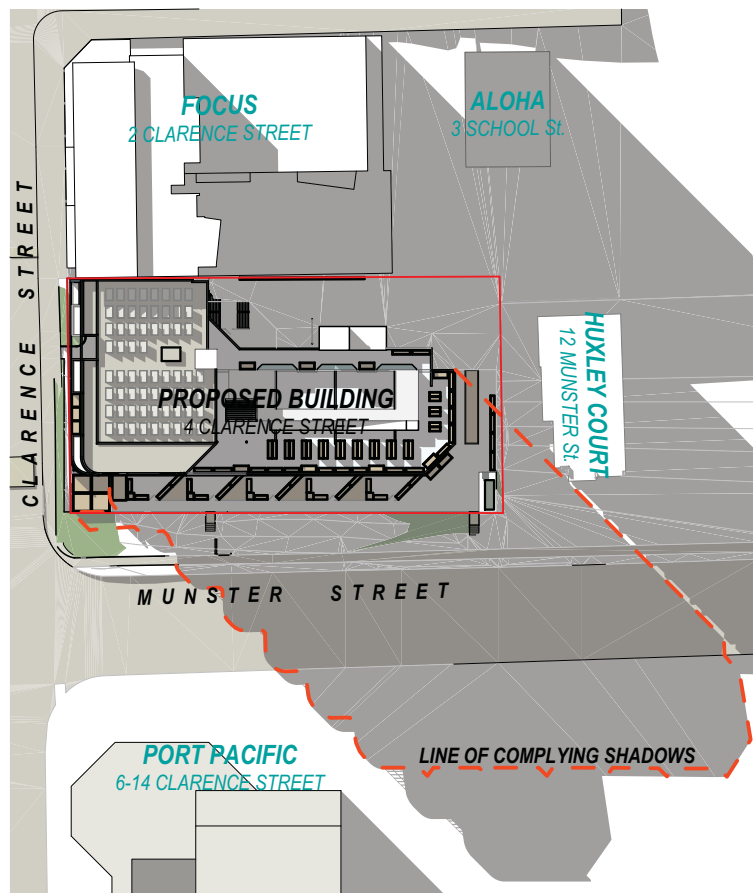
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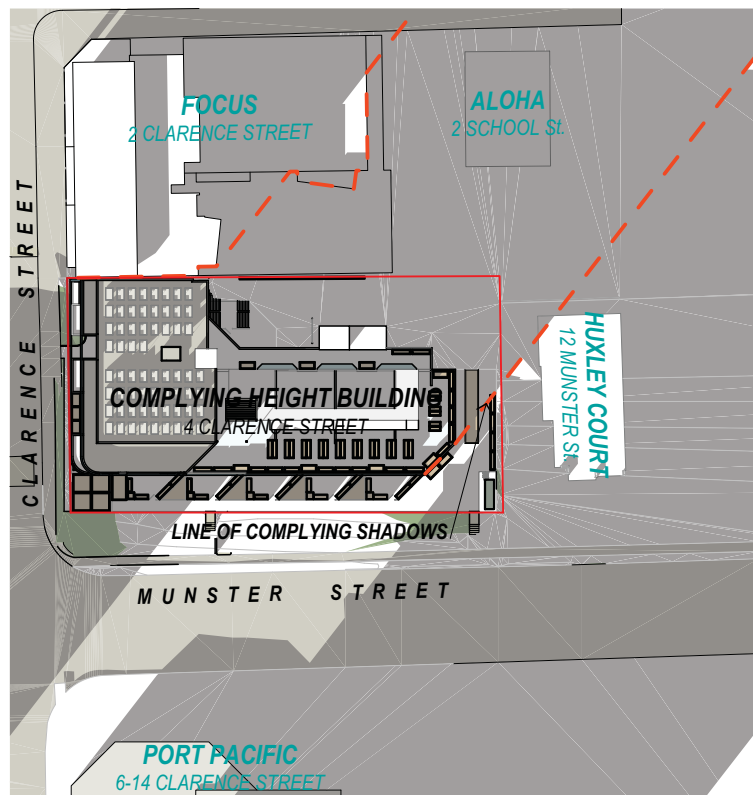
CLIENT: API LEISURE & LIFESTYLE
SITE: Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444
DRAWING: STREET SECTION / SUN DIAGRAM

PROJECT NUMBER 1633 DRAWING NUMBER D27_B
DRAWN RL
PLOT DATE 27/08/2018
CHECKED
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COMPUTER REFERENCE 1633 API Waterview 21 RL DA V18.pln



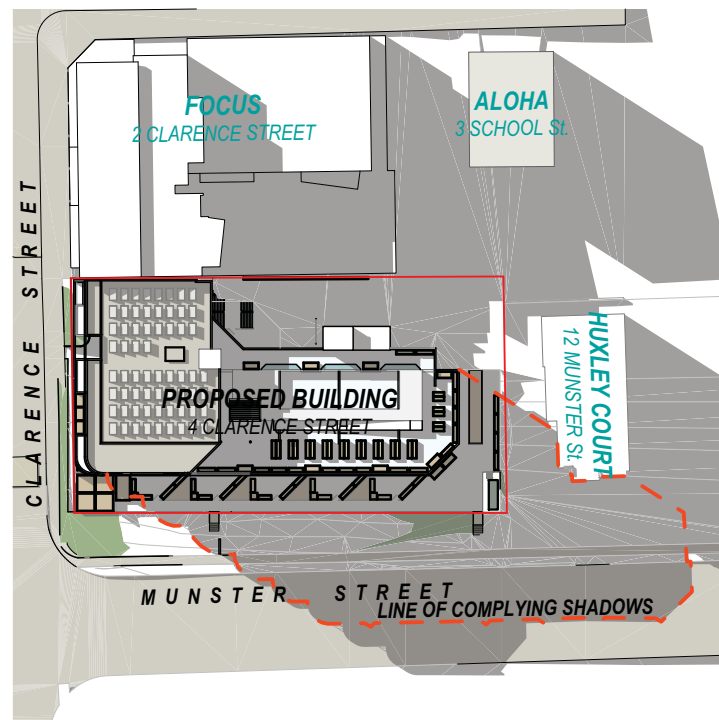
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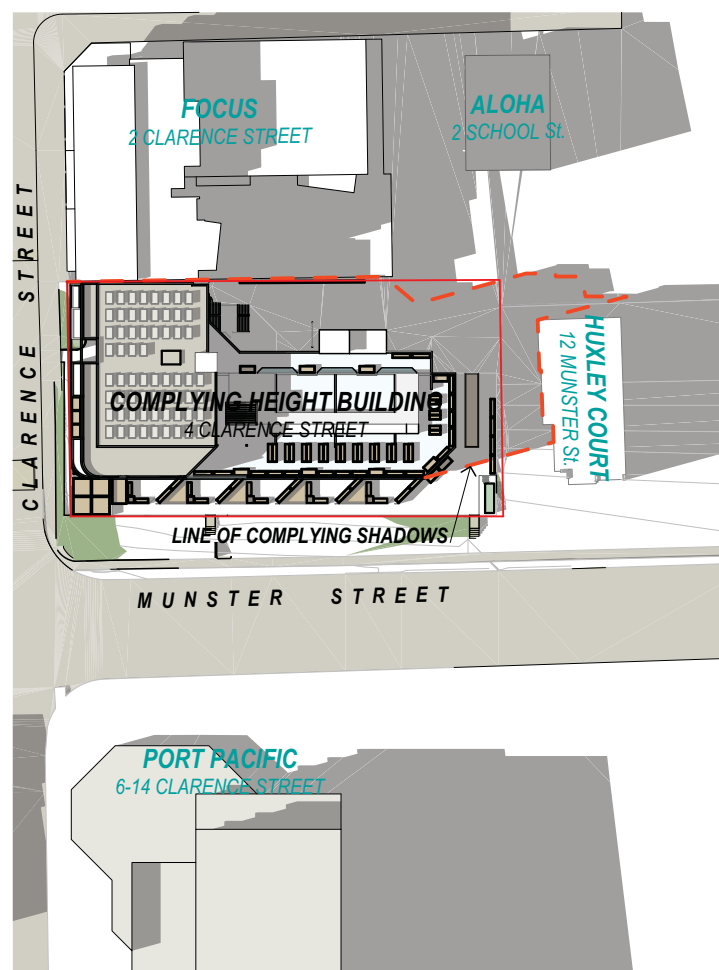
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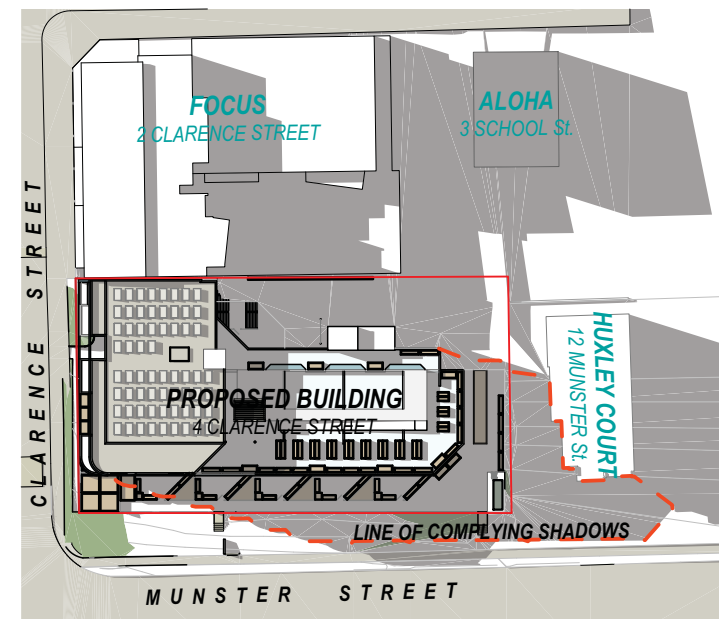
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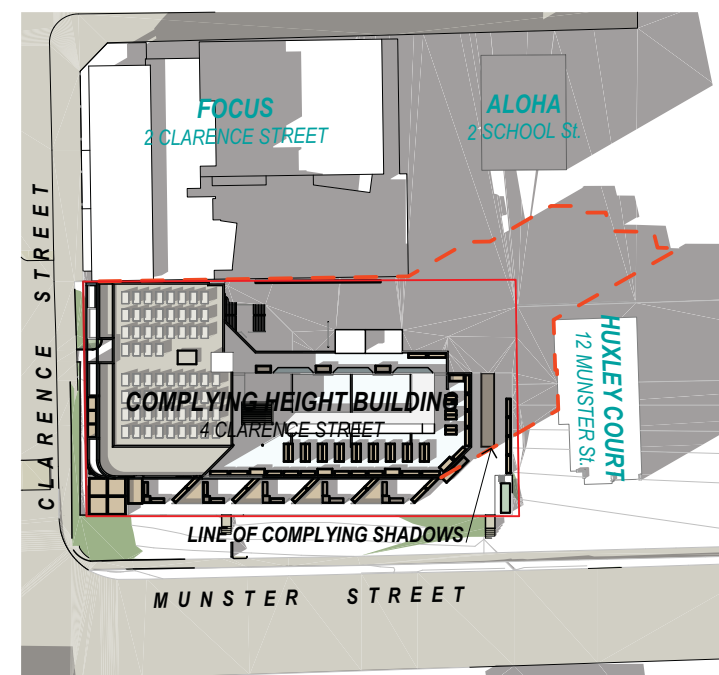
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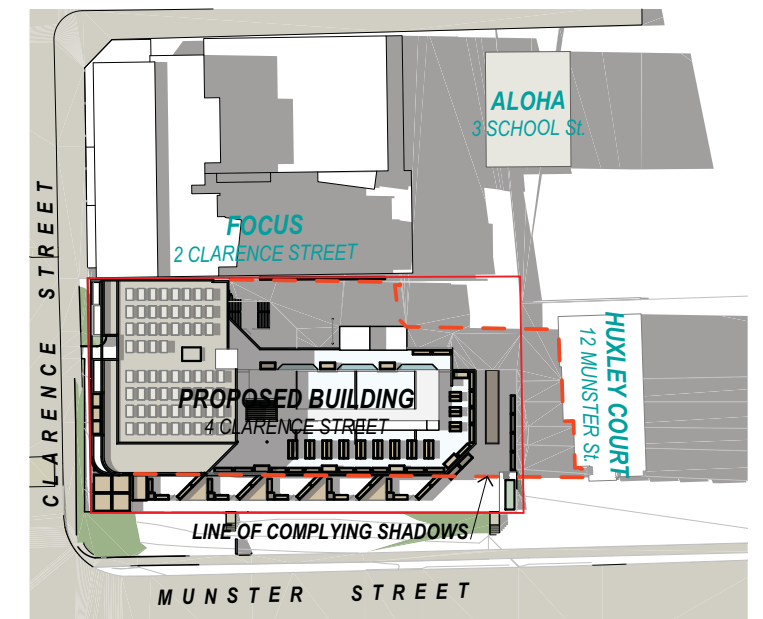


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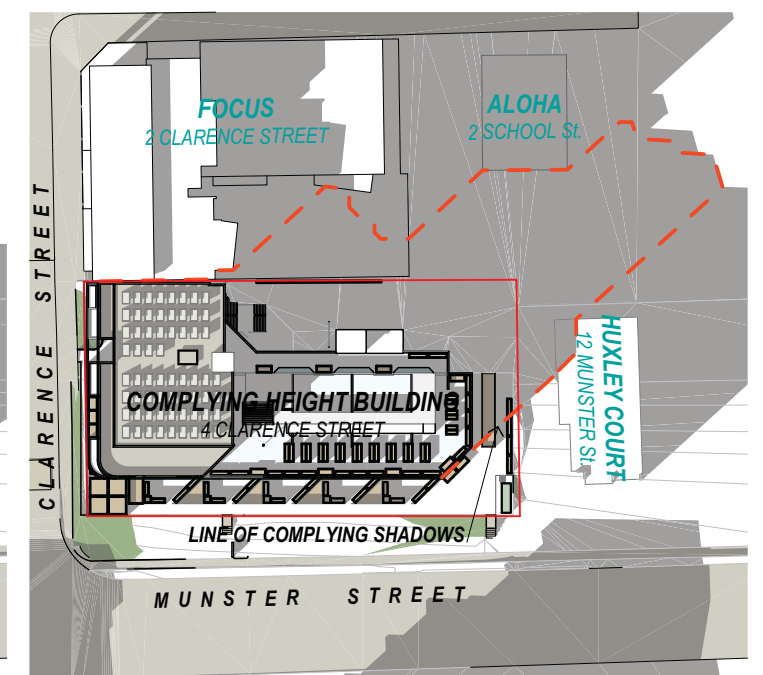
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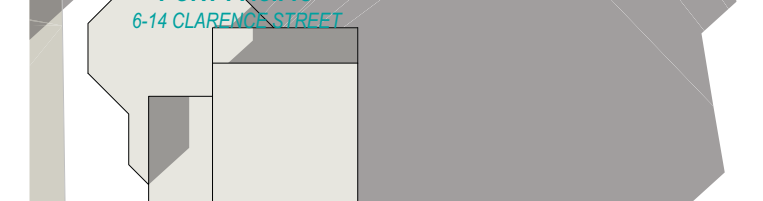
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15:00 SHADOWS JUNE 21 PROPOSED

Scale @ A3 Size Sheet 1:1000



15:00 SHADOWS JUNE 21 PROPOSED

Scale @ A3 Size Sheet 1:1000

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE B 27/08/2018

No	DATE	DESCRIPTION	BY
B 27.08.18	LINE OF COMPLYING SHADOWS ADDED	RL	
A 30.01.18	DA APPLICATION ISSUE	RL	
AMENDMENTS			

NOTES

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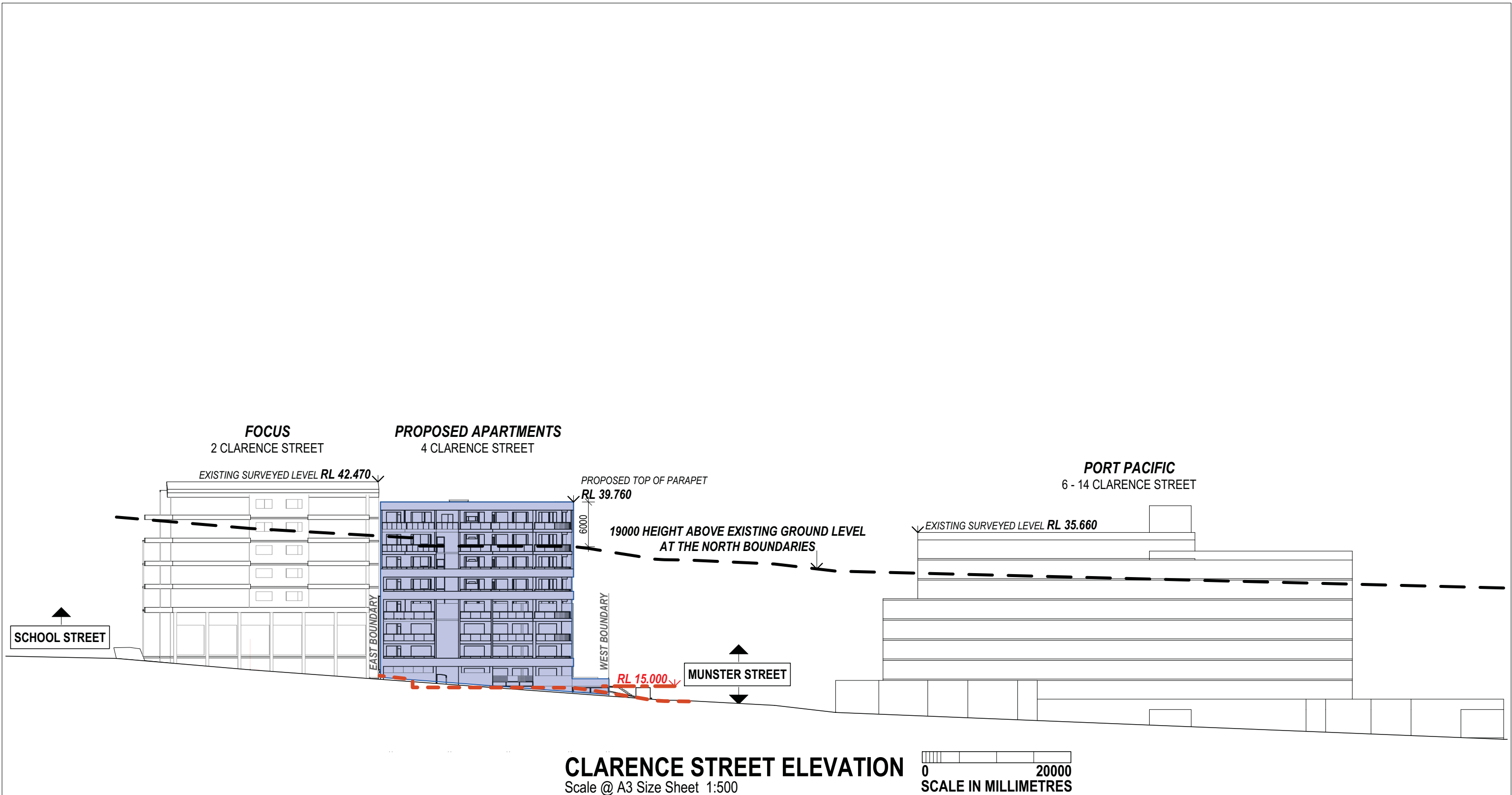
McNeil Architects

PO Box 390 94 William Street Port Macquarie N.S.W. 2444
 Telephone: 02 6583 5311 Fax: 02 6584 1018
 email: mm@thearchitects.com.au
 Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
 SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
 DRAWING: **SHADOW DIAGRAMS PROPOSED**

PROJECT NUMBER **1633** DRAWING NUMBER **D28_B**
 DRAWN **RL**
 PLOT DATE **27/08/2018**
 CHECKED
 SCALE
 COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 20.08.18		ADDITIONAL DRAWING	RL
A 13.07.18		DA APPLICATION ISSUE	RL
AMENDMENTS			

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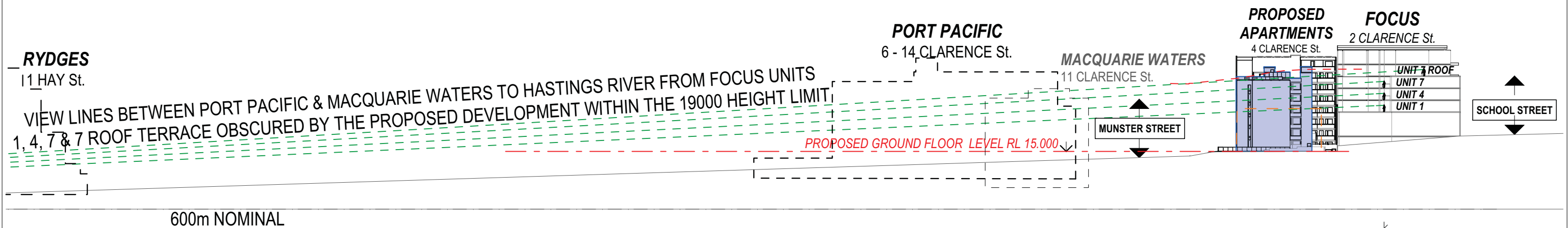
PO Box 390 94 William Street Port Macquarie N.S.W. 2444
Telephone: 02 6583 5311 Fax: 02 6584 1018
email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: API LEISURE & LIFESTYLE
SITE: Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: CLARENCE STREET ELEVATION

PROJECT NUMBER 1633
DRAWN RL
PLOT DATE 27/08/2018
CHECKED
SCALE REFER TO THE DRAWING BAR SCALE
COMPUTER REFERENCE 1633 API Waterview 21 RL DA V18.pln

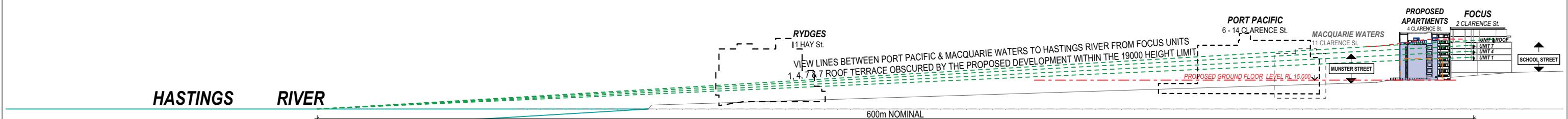
DRAWING NUMBER D29.1_A



PART SOUTH ELEVATION VIEW LINES

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SCALE IN MILLIMETRES



SOUTH ELEVATION VIEW LINES

Scale @ A3 Size Sheet 1:2000

0 40000
SCALE IN MILLIMETRES

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 20.08.18		ADDITIONAL DRAWING:	RL
		AMENDMENTS	BY

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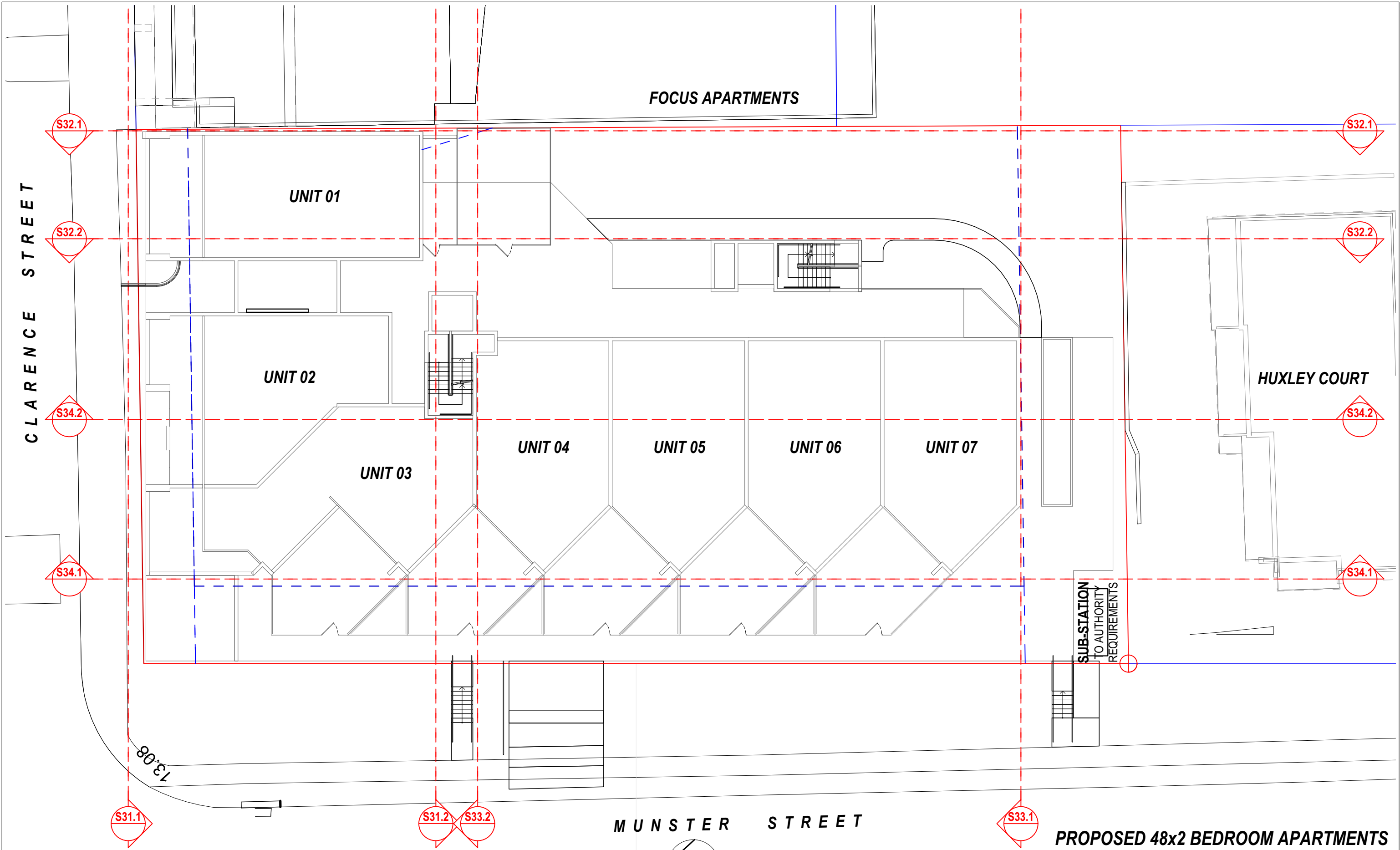
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Telephone: 02 6583 5311 Fax: 02 6584 1018
email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **VIEW IMPACT FOCUS UNIT 4**

PROJECT NUMBER **1633** DRAWING NUMBER **D29.2_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
CHECKED
SCALE
COMPUTER REFERENCE **REFER TO THE DRAWING BAR SCALE**
1633 API Waterview 21 RL DA V18.pln



20.08.18

ADDITIONAL DRAWING:

AMENDMENTS

DATE

DESCRIPTION

BY

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Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226

RAIA

PRACTICE MEMBER

CLIENT:

SITE:

DRAWING:

API LEISURE & LIFESTYLE

Lot 6 & Part Lot 5
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444

GROUND FLOOR SECTION MARKERS

PROJECT NUMBER

DRAWN

PLOT DATE

CHECKED

SCALE

COMPUTER REFERENCE

1633

RL

27/08/2018

REFER TO THE DRAWING BAR SCALE
1633 API Waterview 21 RL DA V18.pln

DRAWING NUMBER

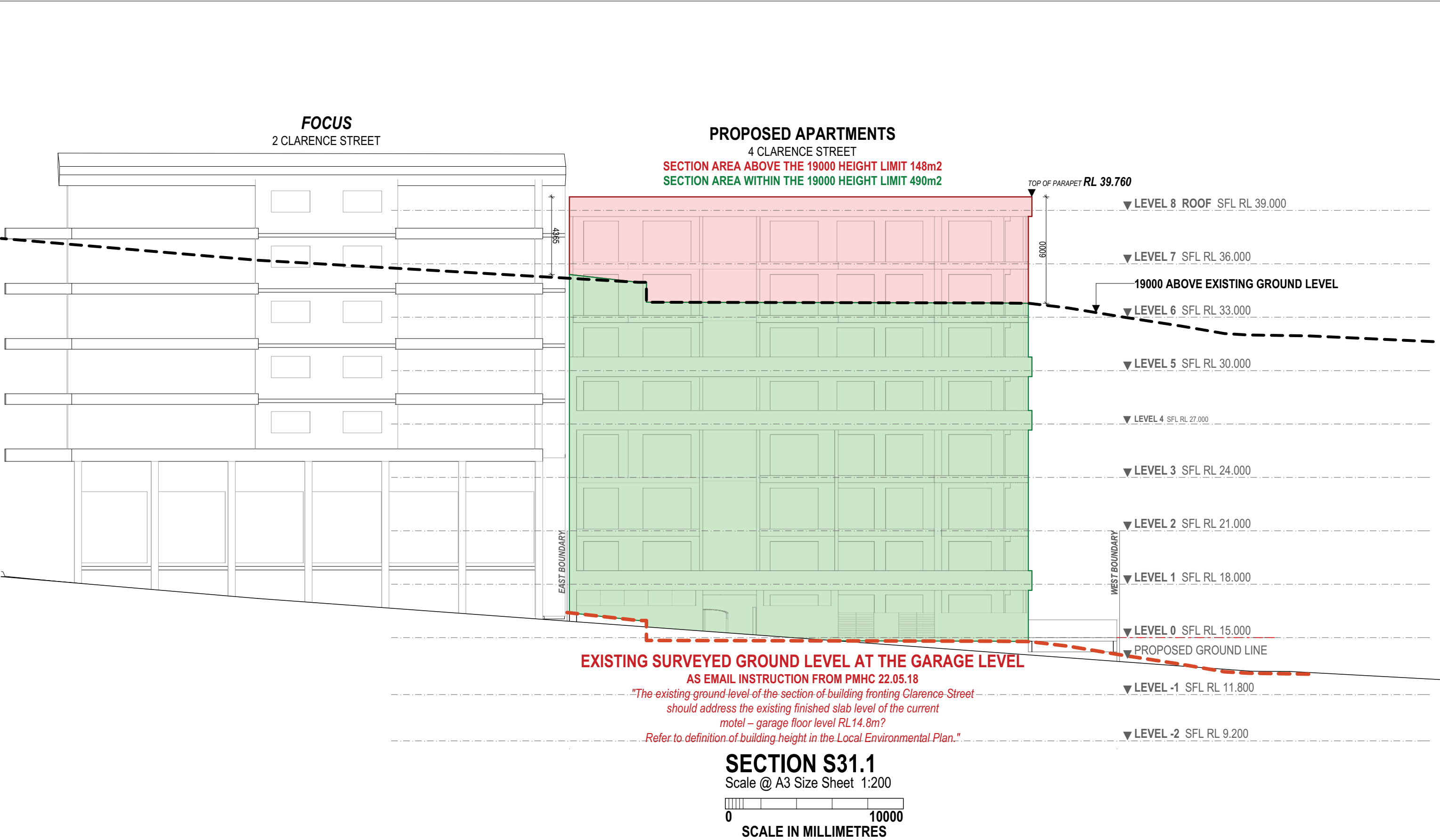
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PROPOSED 48x2 BEDROOM APARTMENTS

DA APPLICATION ISSUE A 27/08/2018

GROUND FLOOR SECTION MARKERS

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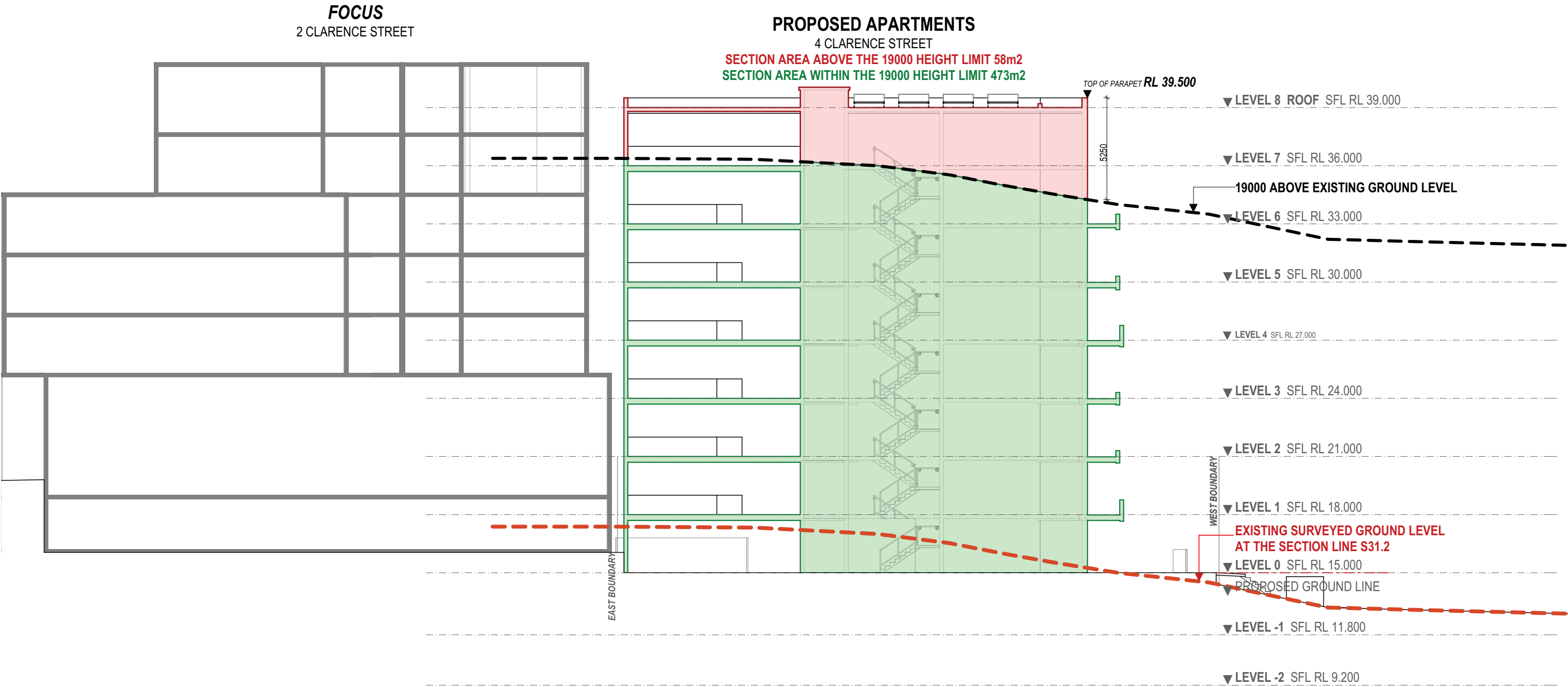


PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

			McNeil Architects			CLIENT: API LEISURE & LIFESTYLE SITE: Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444 DRAWING: SECTION S31.1	PROJECT NUMBER 1633 DRAWN RL PLOT DATE 27/08/2018 CHECKED SCALE COMPUTER REFERENCE 1633 API Waterview 21 RL DA V18.pln	DRAWING NUMBER D31.1_A				
			PO Box 390 94 William Street Port Macquarie N.S.W. 2444 Telephone: 02 6583 5311 Fax: 02 6584 1018 email: mm@thearchitects.com.au Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226									
						NOTES 1. CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY PART OF THE WORKS; 2. REPORT ALL DISCREPANCIES TO ARCHITECT FOR DECISION BEFORE PROCEEDING; 3. WORK TO FIGURED DIMENSIONS. DO NOT SCALE DRAWINGS; 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT SPECIFICATIONS AND DRAWINGS; 5. THIS DRAWING IS COPYRIGHT, AND MUST NOT BE RETAINED, REPRODUCED OR USED, WHOLLY OR IN PART, WITHOUT AUTHORITY FROM THE ARCHITECTS; 6. THE SCALE OF THIS DRAWING MAY BE AFFECTED BY ENLARGEMENT OR REDUCTION.	AMENDMENTS					



SECTION S31.2

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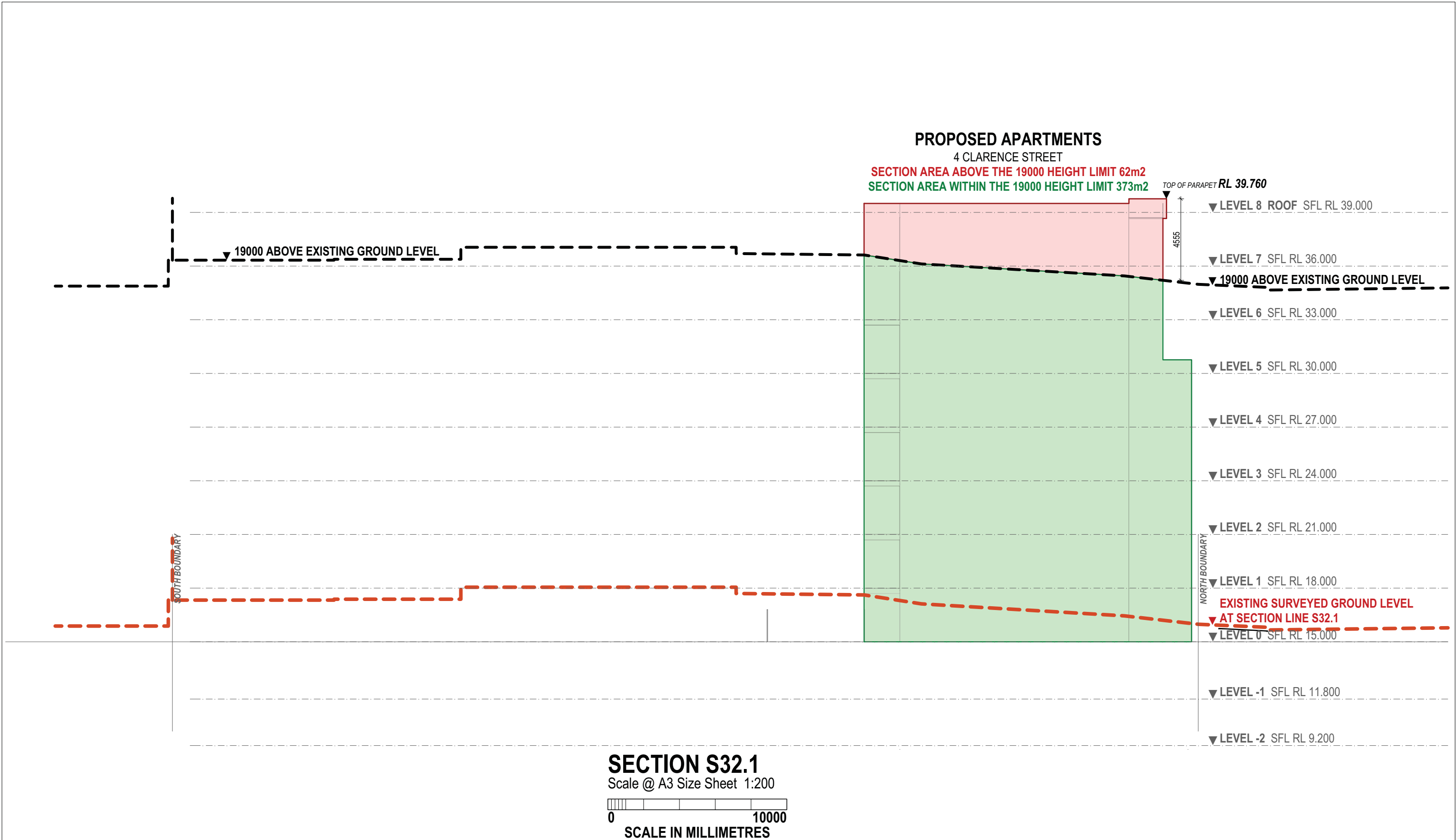


PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

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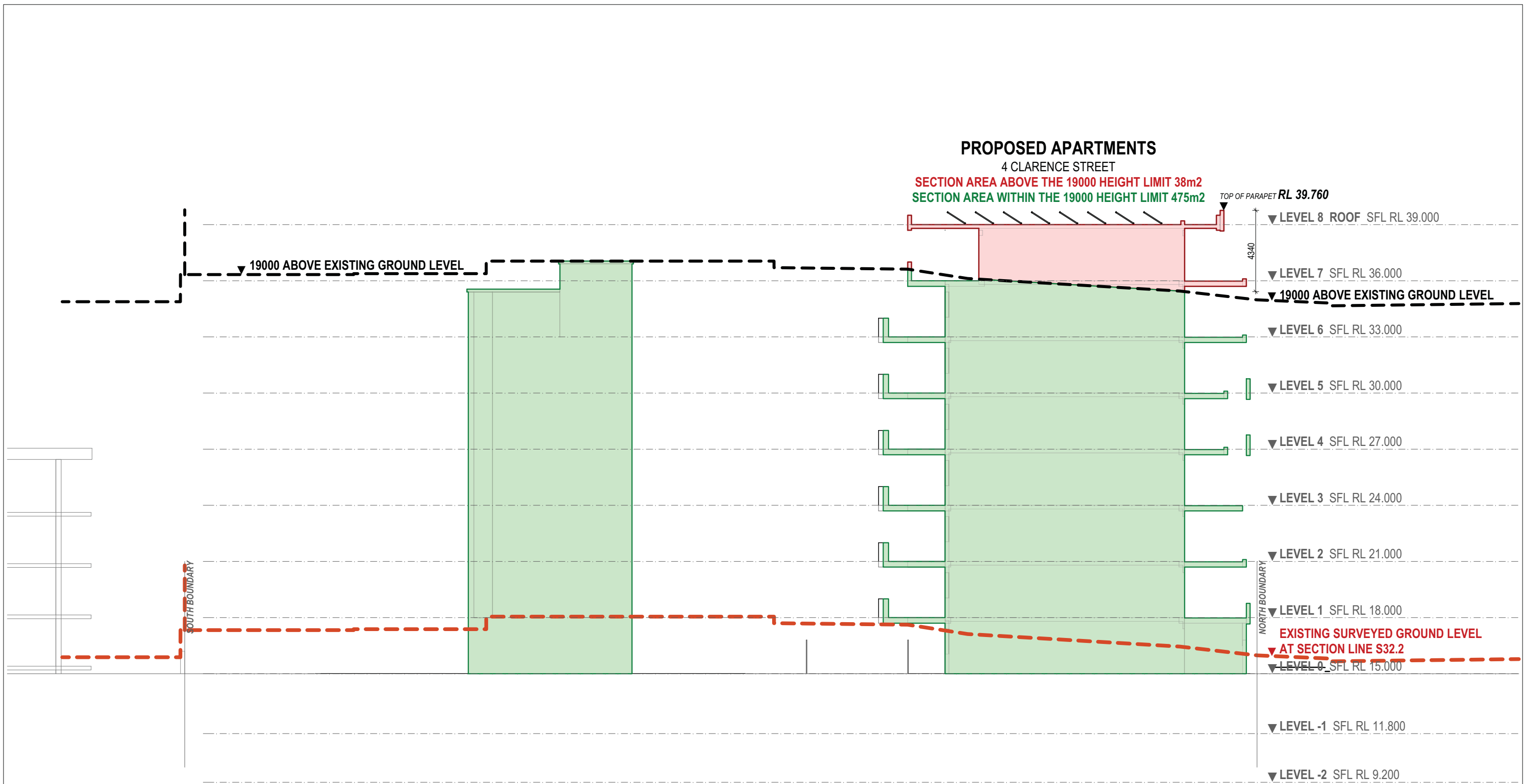


PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

				McNeil Architects			CLIENT: API LEISURE & LIFESTYLE SITE: Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444 DRAWING: SECTION S32.1	PROJECT NUMBER 1633 DRAWN RL PLOT DATE 27/08/2018 CHECKED SCALE COMPUTER REFERENCE 1633 API Waterview 21 RL DA V18.pln	DRAWING NUMBER D32.1_A										
				NOTES						PO Box 390 94 William Street Port Macquarie N.S.W. 2444 Telephone: 02 6583 5311 Fax: 02 6584 1018 email: mm@thearchitects.com.au Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226									
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A 20.08.18		ADDITIONAL DRAWING:		RL	BY														
No	DATE	DESCRIPTION																	
		AMENDMENTS																	



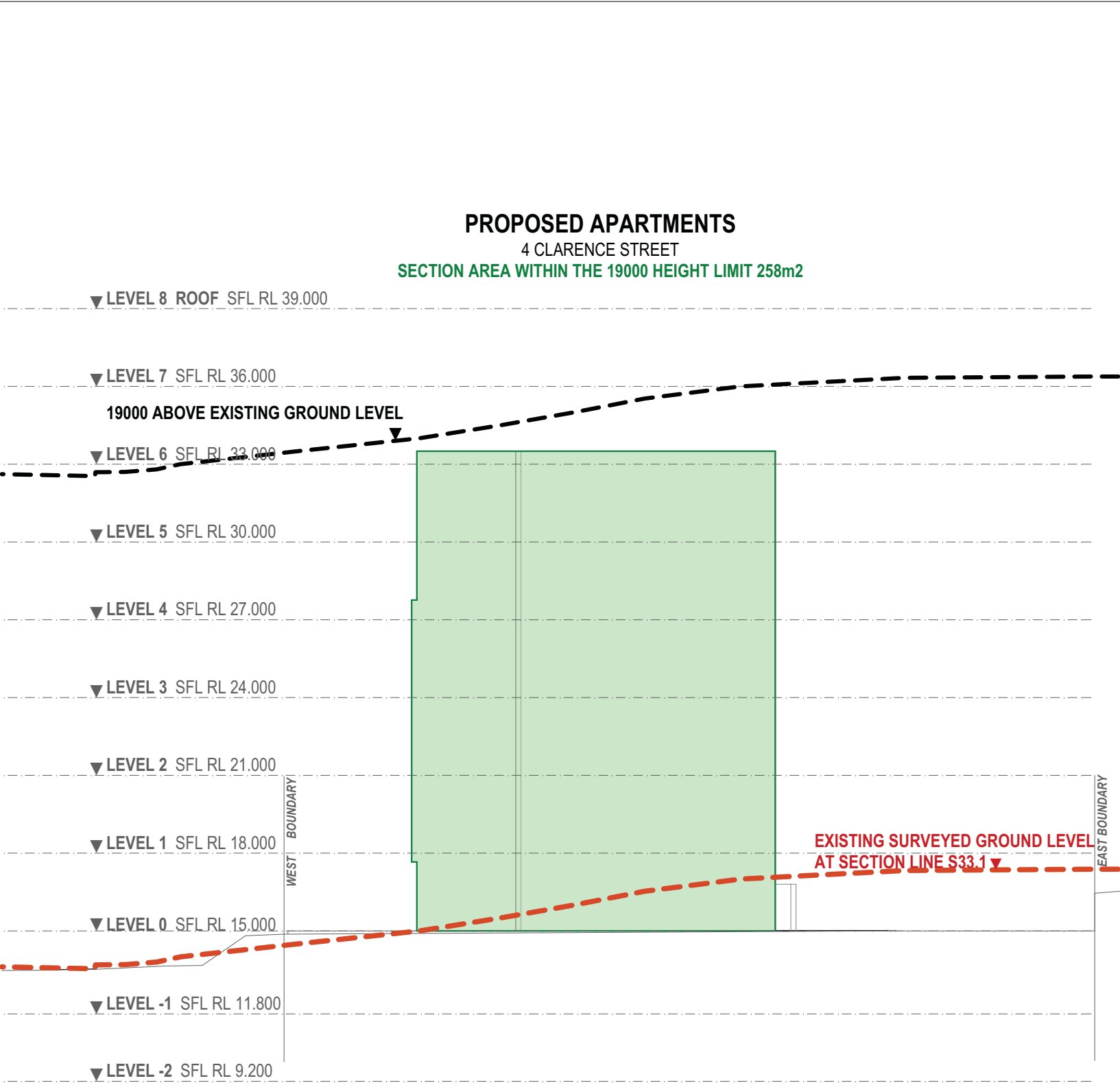
SECTION S32.2
Scale @ A3 Size Sheet 1:200

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SCALE IN MILLIMETRES

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle
DA APPLICATION ISSUE A 27/08/2018

				McNeil Architects			CLIENT: API LEISURE & LIFESTYLE SITE: Lot 6 & Part Lot 5 Section 60A DP 758852 4 Clarence Street PORT MACQUARIE 2444 DRAWING: SECTION S32.2	PROJECT NUMBER 1633 DRAWN RL PLOT DATE 27/08/2018 CHECKED SCALE COMPUTER REFERENCE 1633 API Waterview 21 RL DA V18.pln	DRAWING NUMBER D32.2_A
				PO Box 390 94 William Street Port Macquarie N.S.W. 2444 Telephone: 02 6583 5311 Fax: 02 6584 1018 email: mm@thearchitects.com.au Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226					
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SECTION S33.1

Scale @ A3 Size Sheet 1:200



PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

No	DATE	DESCRIPTION	BY
A 20.08.18		ADDITIONAL DRAWING:	RL
		AMENDMENTS	

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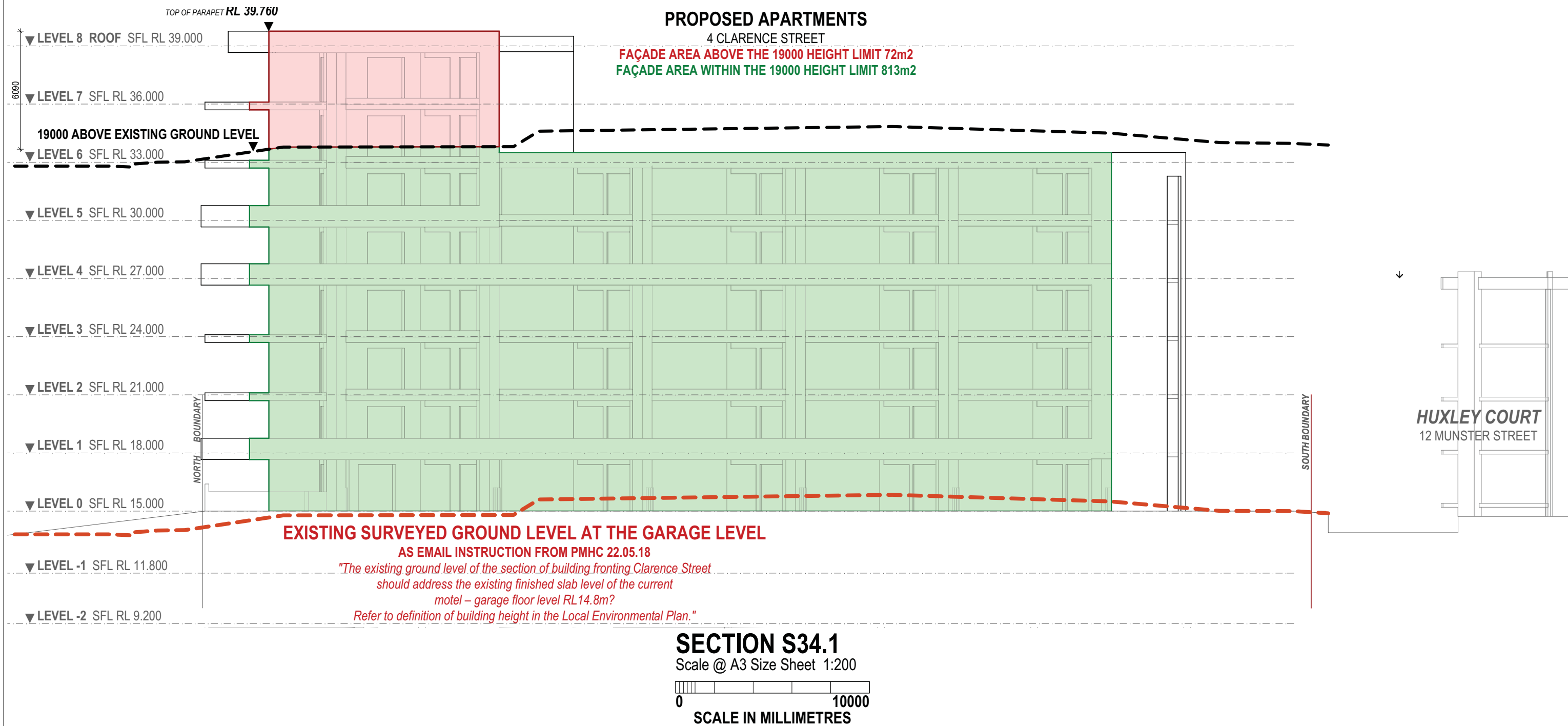
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email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **SECTION S33.1**

PROJECT NUMBER **1633**
DRAWN **RL**
PLOT DATE **27/08/2018**
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1633 API Waterview 21 RL DA V18.pln

DRAWING NUMBER **D33.1_A**

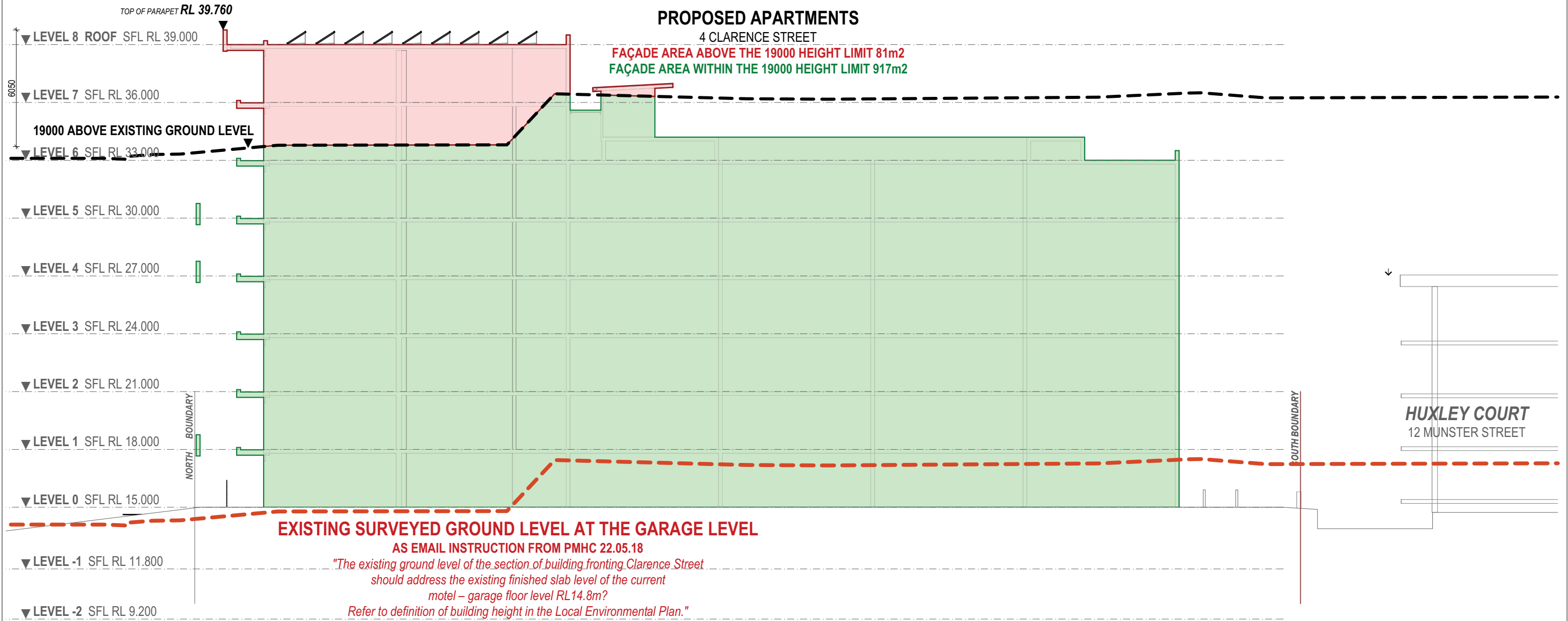


PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018









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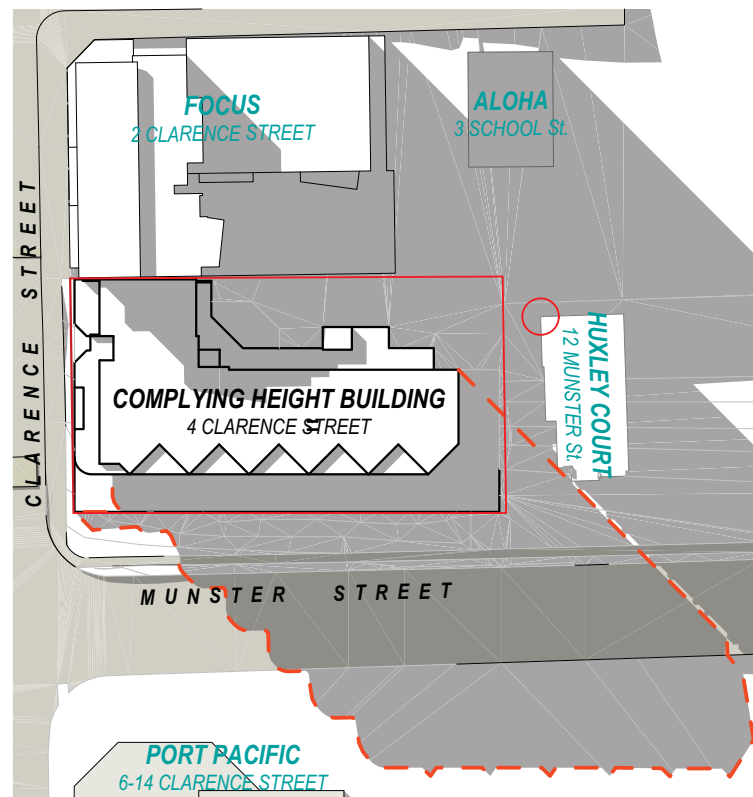


PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

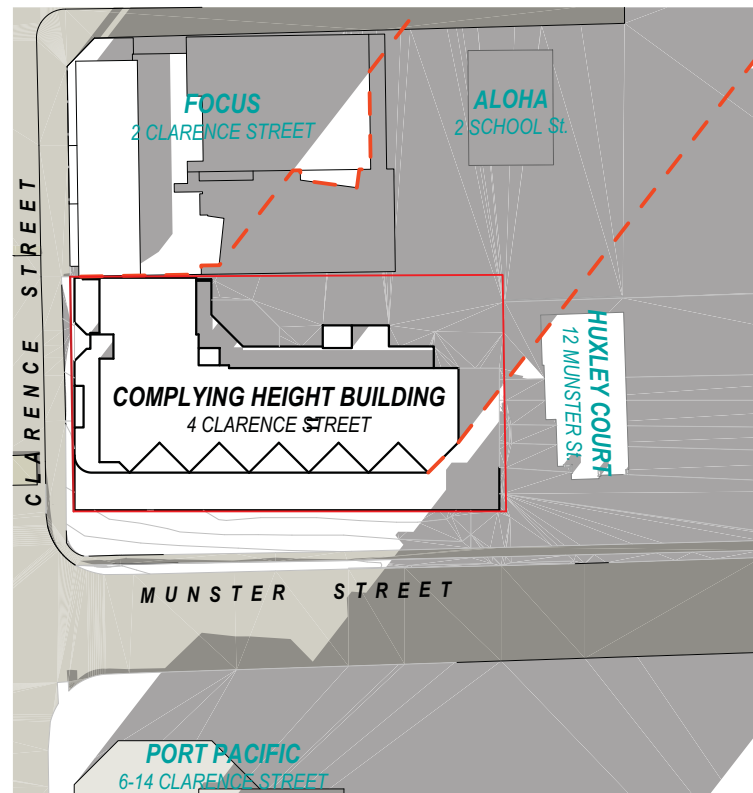
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			PO Box 390 94 William Street Port Macquarie N.S.W. 2444 Telephone: 02 6583 5311 Fax: 02 6584 1018 email: mm@thearchitects.com.au Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226						
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6-14 CLARENCE STREET

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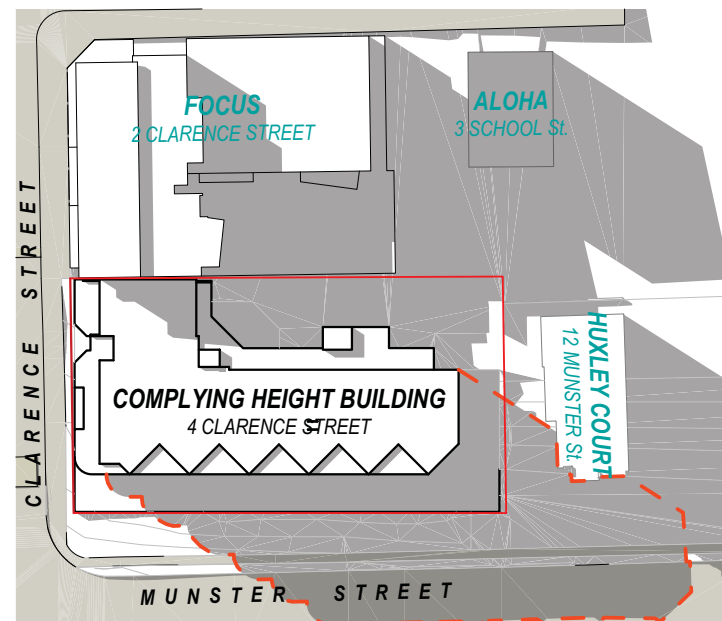
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PORT PACIFIC
6-14 CLARENCE STREET

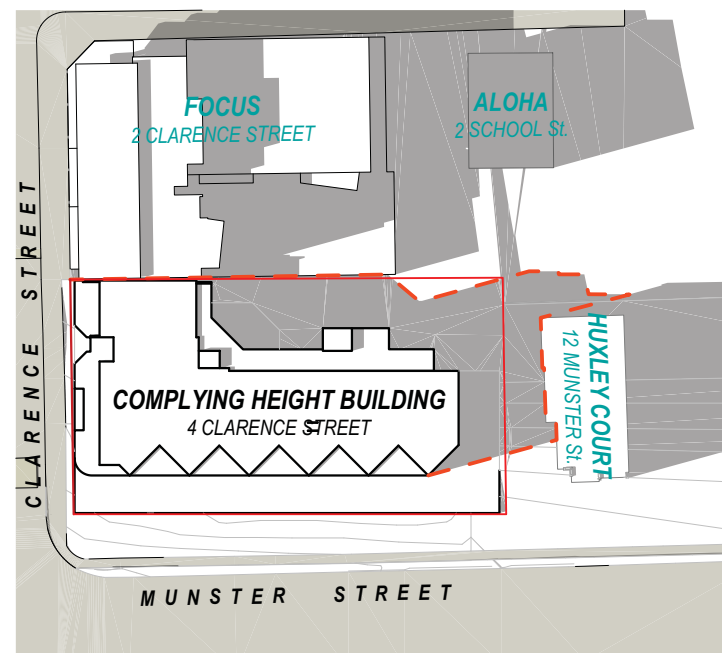
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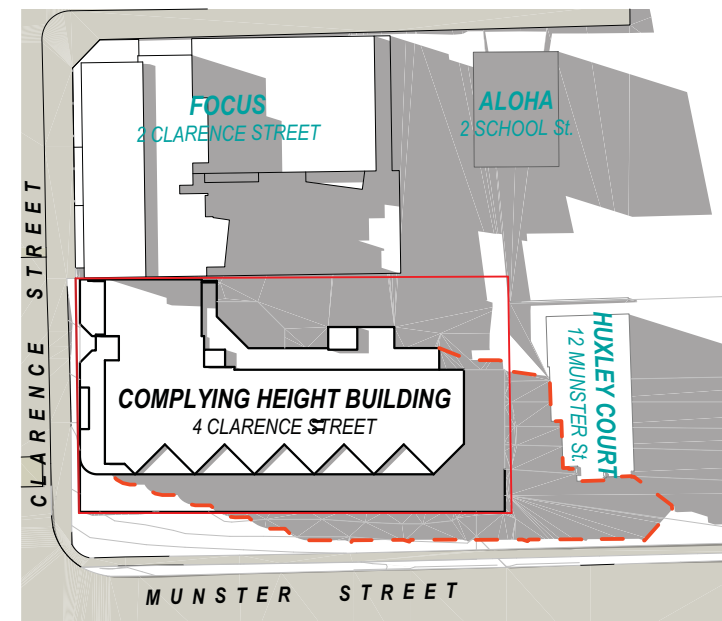
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PORT PACIFIC
6-14 CLARENCE STREET

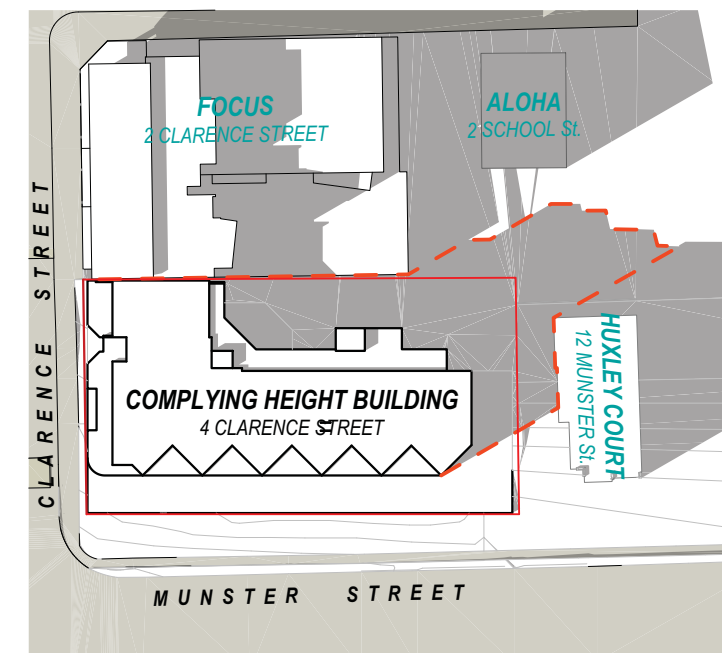
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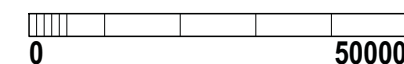
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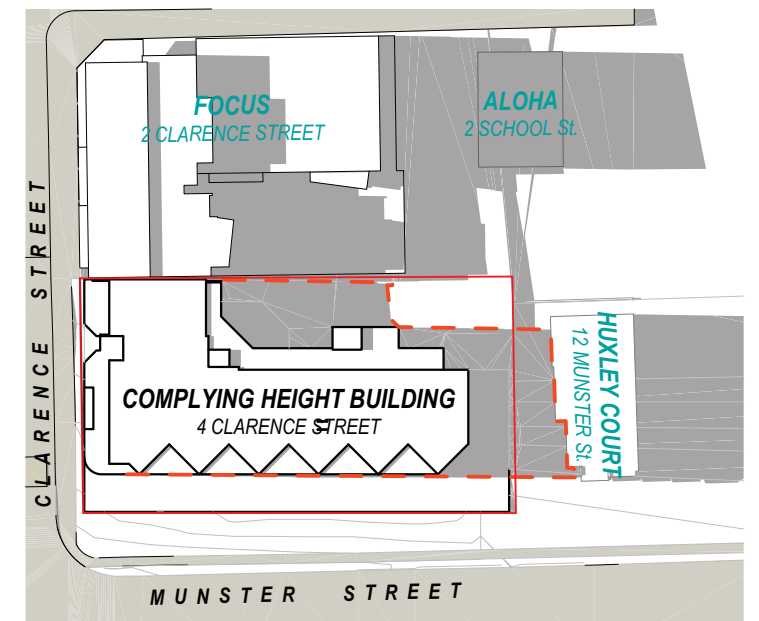
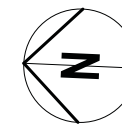
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6-14 CLARENCE STREET

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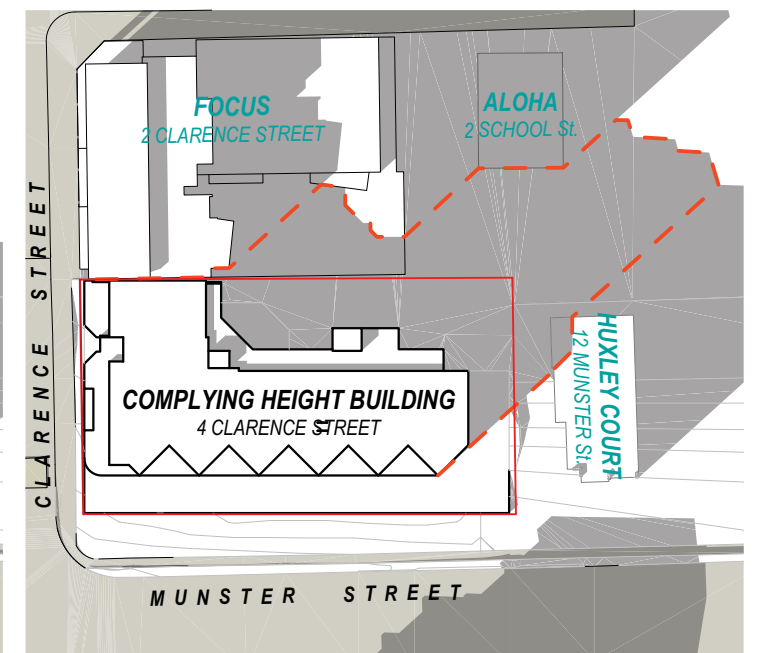


SCALE IN MILLIMETRES



12:00 SHADOWS JUNE 21 COMPLYING

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PORT PACIFIC
6-14 CLARENCE STREET

15:00 SHADOWS JUNE 21 COMPLYING

Scale @ A3 Size Sheet 1:1000

PROPOSED 48x2 BEDROOM APARTMENTS

API Leisure & Lifestyle

DA APPLICATION ISSUE A 27/08/2018

DATE	DESCRIPTION	BY
A 20.08.18	ADDITIONAL DRAWING:	RL
	AMENDMENTS	

NOTES
1. CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY PART OF THE WORKS;
2. REPORT ALL DISCREPANCIES TO ARCHITECT FOR DECISION BEFORE PROCEEDING;
3. WORK TO FIGURED DIMENSIONS. DO NOT SCALE DRAWINGS;
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT SPECIFICATIONS AND DRAWINGS;
5. THIS DRAWING IS COPYRIGHT, AND MUST NOT BE RETAINED, REPRODUCED OR USED, WHOLLY OR IN PART, WITHOUT AUTHORITY FROM THE ARCHITECTS;
6. THE SCALE OF THIS DRAWING MAY BE AFFECTED BY ENLARGEMENT OR REDUCTION.

McNeil Architects

PO Box 390 94 William Street Port Macquarie N.S.W. 2444
Telephone: 02 6583 5311 Fax: 02 6584 1018
email: mm@thearchitects.com.au
Malcolm McNeil, B.Arch. A.R.A.I.A. NSW ARB No. 4226



CLIENT: **API LEISURE & LIFESTYLE**
SITE: **Lot 6 & Part Lot 5**
Section 60A DP 758852
4 Clarence Street PORT MACQUARIE 2444
DRAWING: **SHADOW DIAGRAMS COMPLYING**

PROJECT NUMBER **1633** DRAWING NUMBER **D35_A**
DRAWN **RL**
PLOT DATE **27/08/2018**
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COMMUNAL RECREATION FACILITIES MANAGEMENT PLAN

Waterview Apartments, 4 Clarence Street, Port Macquarie NSW 2444

1. General Use of Communal Recreational Facilities

- (i) Residents, and visitors when accompanied by a resident, are encouraged to quietly enjoy the communal recreational facilities. Please be mindful of, and respectful towards, neighbours within Waterview Apartments and adjoining neighbours at all times.
- (ii) Residents, and their visitors, are prohibited from:
 - (a) Causes a nuisance or hazard to another person,
 - (b) Causes unreasonable noise,
 - (c) Unreasonably interferes with the rights of other persons to use and enjoy the communal recreational facilities, or
 - (d) Is illegal.
- (iii) Residents may be liable for any damage, other than reasonable wear and tear, to the common property or common assets. Should the pool have to be drained to ensure any glass or similar has been completely removed, the total cost of the exercise will be payable by the respective resident.

2. Use of Roof Top Recreation Facilities

In addition to 1 (i), 1 (ii) and 1 (iii) above, the Roof Top Recreational Facilities may be used subject to the following;

- a) The hours of operation for the pool/BBQ area for residents and guests are 7.30 am to 9.30 pm.
- b) Should you consider the pool controls require adjustment, please contact the building managers. The controls must be maintained by management authorised staff only.
- c) Scuba diving equipment, water balls, and other such equipment shall not be used in the pool.
- d) Pets are not permitted in the pool area.
- e) Proper clothing and/or bathing suits must be worn in the pool areas.
- f) Food and drink are not permitted in the pool area.
- g) Glass objects, drinking glasses or sharp objects are not permitted within the pool area.
- h) Children under the age of 16 must be accompanied by an adult in the pool/BBQ areas.
- i) Users of the BBQ area are responsible to clean the facilities. If the BBQ area is not cleaned to the satisfaction of building manager, the building manager may arrange to have the BBQ area cleaned and the cost of the clean-up shall be charged to the responsible building resident.
- j) Parties or other functions are not to be held in the Recreational Facilities without the prior approval of building management.
- k) Smoking of cigarettes, cigars, pipes etc is prohibited within the recreational facilities.



Our File No: SF18/32684
Our Ref: DOC18/252319
Your ref: DA/2018/58

Patrick Galbraith-Robertson
Development Assessment Planner
Port Macquarie Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444
Email: patrickg@pmhc.nsw.gov.au

Dear Mr Galbraith-Robertson

DEVELOPMENT APPLICATION REFERRAL 4 Clarence Street, Port Macquarie, Port Macquarie Hastings LGA (DA Referral NO. DA/2018/58)

I refer to your letter received by Heritage Division on 26 April 2018 referring the above-named development application for comment under the terms of the Port Macquarie Hastings Local Environmental Plan 2011. This development is for a 48-unit residential flab building including for the installation of amenities.

The property is listed as part of the "Archaeology of Early European Settlement" listing (Inventory A111). It is identified as part of the grounds of Government House as an area of historical or archaeological significance with partial disturbance. The documents supporting the DA included:

- Report on excavation of test trenches, 4 Macquarie Street Port Macquarie, prepared by Edward Higginbotham and Associates, dated 31 August 2016.

The supporting documents indicated that the site was subject to an archaeological test excavation under an exception in 2016. This test excavation identified that the site had been subject to considerable disturbance with the current four storey apartment block and swimming pool were likely to have removed archaeological information at the site. No archaeological information of significance was uncovered during the test excavations. As such, the report concluded no additional archaeological management was required.

The supporting documentation is considered to adequately assess the archaeological potential of the site and that at this stage no additional archaeological management is required for the site. On this basis, approval under the *Heritage Act 1977* for this work is not required. However, the following condition is recommended for the DA to address management of archaeological relics under the *Heritage Act 1977* for the Development Application as follows:

1. A stop work procedure should be included in the project which should clarify that in the event an unexpected find is identified, works must cease in that area. A suitably qualified and experienced archaeologist should assess the find and identify if it has significance (local or state). If the item has significance the Heritage Council must be notified under s146 of the *Heritage Act 1977*. Advice should be provided on how to manage this item within the development activity and additional approval under the *Heritage Act 1977* may be required prior to recommencing work if harm cannot be avoided to the relics. The stop work procedure should be included in all site inductions involving excavation for the project with appropriate examples of what may be considered an unexpected find.

Reason: While there is minimal potential for archaeological relics, stop work procedures ensure that unexpected archaeological relics are managed appropriately. This is a requirement of s146 of the Heritage Act 1977.

If you have any questions regarding the above matter please contact Rebecca Newell, Archaeologist, at the Heritage Division, Office of Environment and Heritage, on (02) 9873 8632 or by email at Rebecca.Newell@environment.nsw.gov.au.

Yours sincerely



15 May 2018

Dr Siobhan Lavelle, OAM
Senior Team Leader, Specialist Services
Heritage Division
Office of Environment and Heritage

AS DELEGATE OF THE NSW HERITAGE COUNCIL OF NSW

SP FORM 3.02	STRATA PLAN ADMINISTRATION SHEET	Sheet 1 of 5 sheet(s)
Office Use only		Office Use only
Registered:		DRAFT STRATA 16th May, 2018
PLAN OF SUBDIVISION OF LOT 6 SECTION 60A D.P.758852 AND LOT 1 D.P.1083291		LGA: PORT MACQUARIE HASTINGS Locality: PORT MACQUARIE Parish: MACQUARIE County: MACQUARIE
Address for Service of Documents <div style="text-align: center;">4 CLARENCE STREET PORT MACQUARIE, NSW, 2444</div> <small>Provide an Australian postal address including postcode</small>		The by-laws adopted for the scheme are: * Model By-laws for residential strata schemes together with: <div style="margin-left: 40px;"> Keeping of animals: Option *A/*B Smoke penetration: Option *A/*B </div> (see Schedule 3 <i>Strata Schemes Management Regulation 2016</i>) *The strata by-laws lodged with the plan.
This is *FREEHOLD/*LEASEHOLD Strata Scheme		
<div style="text-align: center;">Surveyor's Certificate</div> I, <u>DANIEL JOHN BAKER</u> , of <u>HOPKINS CONSULTANTS, PORT MACQUARIE</u> , being a land surveyor registered under the <i>Surveying and Spatial Information Act 2002</i> , certify that the information shown in the accompanying plan is accurate and each applicable requirement of Schedule 1 of the <i>Strata Schemes Development Act 2015</i> has been met. *The building encroaches on: *(a) a public place *(b) land other than a public place and an appropriate easement to permit the encroachment has been created by ^ Signature: Date: Surveyor ID: <u>006</u> Surveyor's Reference: <u>7268</u> <small>^ Insert the deposited plan number or dealing number of the instrument that created the easement</small>		<div style="text-align: center;">Strata Certificate (Local Council)</div> # <u>PORT MACQUARIE HASTINGS COUNCIL</u> certifies that in regards to the strata plan with this certificate, it has made the required inspections and is satisfied the plan complies with clause 17 <i>Strata Schemes Development Regulation 2016</i> and the relevant parts of Section 54 <i>Strata Schemes Development Act 2015</i> . *(a) This plan is part of a development scheme. *(b) The building encroaches on a public place, it complies with section 62(2) <i>Strata Schemes Development Act 2015</i> and the council does not object to the encroachment. *(c) This certificate is given on the condition that lot(s) ^ will be created as utility lots and restricted in accordance with section 63 <i>Strata Schemes Development Act 2015</i> . Certificate Reference: Relevant Planning Approval No.: issued by: Signed by: being the *Authorised Person, *General Manager Signature: Date: # Insert the name of the local council ^ Insert lot numbers of proposed utility lots
* Strike through if inapplicable.		

SP FORM 3.07	STRATA PLAN ADMINISTRATION SHEET	Sheet 2 of 5 sheet(s)																																																																																																								
Office Use only		Office Use only																																																																																																								
Registered:		DRAFT STRATA 16th May, 2018																																																																																																								
VALUER'S CERTIFICATE																																																																																																										
I, being a qualified valuer, as defined in the <i>Strata Schemes Development Act 2015</i> , certify that the unit entitlements shown in the schedule herewith are apportioned in accordance with Schedule 2 <i>Strata Schemes Development Act 2015</i>																																																																																																										
Signature:..... Date																																																																																																										
SCHEDULE OF UNIT ENTITLEMENT																																																																																																										
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SURVEYOR'S REFERENCE: 7268																																																																																																										

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Registered:

DRAFT STRATA
16th May, 2018

This sheet is for the provision of the following information as required:

- Any information which cannot fit in the appropriate panel of any previous administration sheets
- Statements of intention to create and or release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals - see section 22 *Strata Schemes Development Act 2015*

SCHEDULE OF LOTS AND ADDRESSES

Lot	Unit No.	Street number	Street Name	Street Type	Locality
1	01	4	CLARENCE	STREET	PORT MACQUARIE
2	02	4	CLARENCE	STREET	PORT MACQUARIE
3	03	4	CLARENCE	STREET	PORT MACQUARIE
4	04	4	CLARENCE	STREET	PORT MACQUARIE
5	05	4	CLARENCE	STREET	PORT MACQUARIE
6	06	4	CLARENCE	STREET	PORT MACQUARIE
7	07	4	CLARENCE	STREET	PORT MACQUARIE
8	101	4	CLARENCE	STREET	PORT MACQUARIE
9	102	4	CLARENCE	STREET	PORT MACQUARIE
10	103	4	CLARENCE	STREET	PORT MACQUARIE
11	104	4	CLARENCE	STREET	PORT MACQUARIE
12	105	4	CLARENCE	STREET	PORT MACQUARIE
13	106	4	CLARENCE	STREET	PORT MACQUARIE
14	107	4	CLARENCE	STREET	PORT MACQUARIE
15	201	4	CLARENCE	STREET	PORT MACQUARIE
16	202	4	CLARENCE	STREET	PORT MACQUARIE
17	203	4	CLARENCE	STREET	PORT MACQUARIE
18	204	4	CLARENCE	STREET	PORT MACQUARIE
19	205	4	CLARENCE	STREET	PORT MACQUARIE
20	206	4	CLARENCE	STREET	PORT MACQUARIE
21	207	4	CLARENCE	STREET	PORT MACQUARIE
22	301	4	CLARENCE	STREET	PORT MACQUARIE
23	302	4	CLARENCE	STREET	PORT MACQUARIE
24	303	4	CLARENCE	STREET	PORT MACQUARIE

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16th May, 2018

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- Signatures and seals - see section 22 *Strata Schemes Development Act 2015*

SCHEDULE OF LOTS AND ADDRESSES

Lot	Unit No.	Street number	Street Name	Street Type	Locality
25	304	4	CLARENCE	STREET	PORT MACQUARIE
26	305	4	CLARENCE	STREET	PORT MACQUARIE
27	306	4	CLARENCE	STREET	PORT MACQUARIE
28	307	4	CLARENCE	STREET	PORT MACQUARIE
29	401	4	CLARENCE	STREET	PORT MACQUARIE
30	402	4	CLARENCE	STREET	PORT MACQUARIE
31	403	4	CLARENCE	STREET	PORT MACQUARIE
32	404	4	CLARENCE	STREET	PORT MACQUARIE
33	405	4	CLARENCE	STREET	PORT MACQUARIE
34	406	4	CLARENCE	STREET	PORT MACQUARIE
35	407	4	CLARENCE	STREET	PORT MACQUARIE
36	501	4	CLARENCE	STREET	PORT MACQUARIE
37	502	4	CLARENCE	STREET	PORT MACQUARIE
38	503	4	CLARENCE	STREET	PORT MACQUARIE
39	504	4	CLARENCE	STREET	PORT MACQUARIE
40	505	4	CLARENCE	STREET	PORT MACQUARIE
41	506	4	CLARENCE	STREET	PORT MACQUARIE
42	507	4	CLARENCE	STREET	PORT MACQUARIE
43	601	4	CLARENCE	STREET	PORT MACQUARIE
44	602	4	CLARENCE	STREET	PORT MACQUARIE
45	603	4	CLARENCE	STREET	PORT MACQUARIE
46	701	4	CLARENCE	STREET	PORT MACQUARIE
47	702	4	CLARENCE	STREET	PORT MACQUARIE
48	703	4	CLARENCE	STREET	PORT MACQUARIE

SP FORM 3.08 (Annexure)	STRATA PLAN ADMINISTRATION SHEET	Sheet 5 of 5 sheet(s)
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Registered:	DRAFT STRATA 16th May, 2018	
<p>This sheet is for the provision of the following information as required:</p> <ul style="list-style-type: none">Any information which cannot fit in the appropriate panel of any previous administration sheetsStatements of intention to create and or release affecting interests in accordance with section 88B <i>Conveyancing Act 1919</i>Signatures and seals - see section 22 <i>Strata Schemes Development Act 2015</i>		
SURVEYOR'S REFERENCE: 7268		

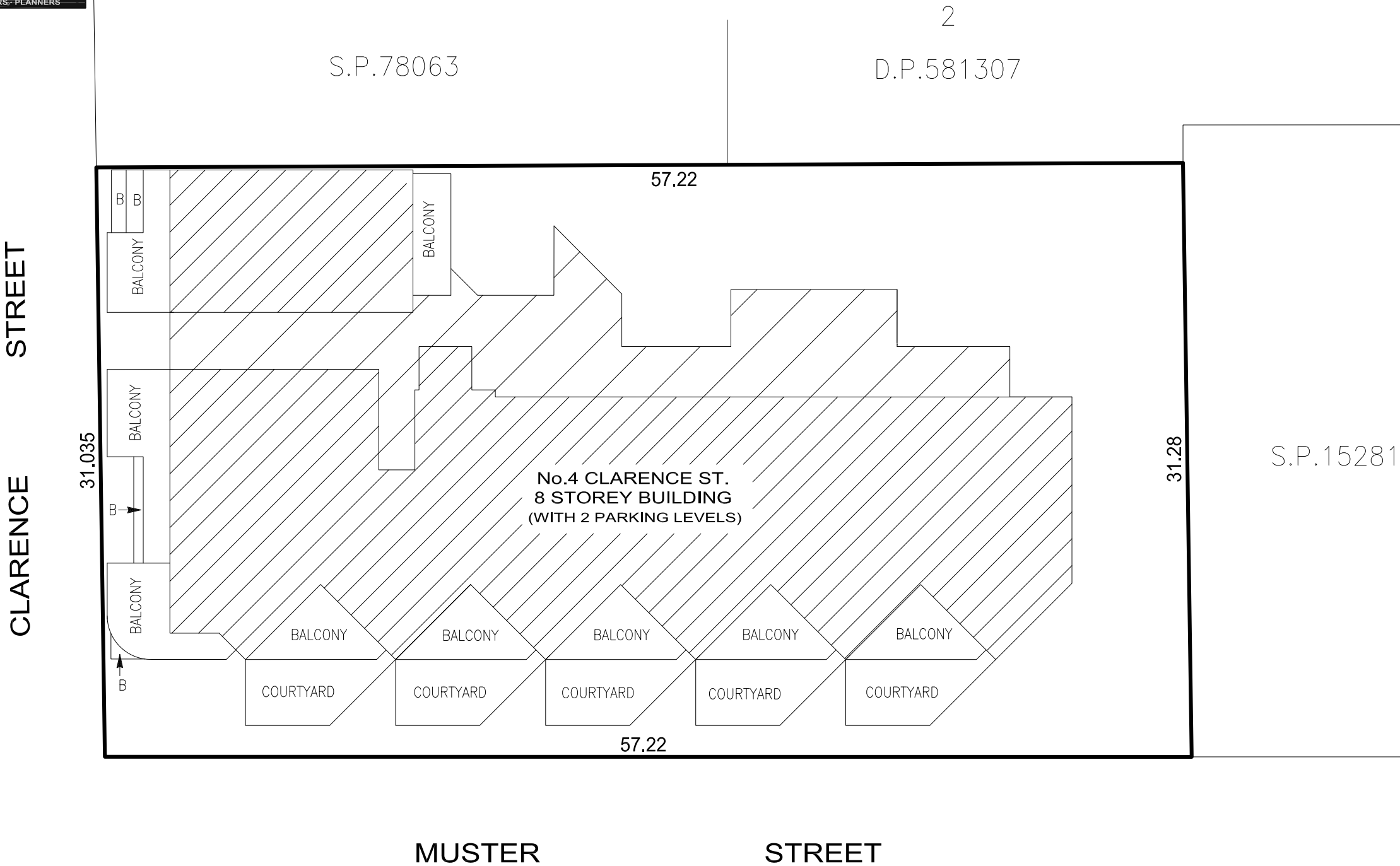
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MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

B – DENOTES BALCONY

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 SECTION 60A D.P.758852 AND LOT 1 D.P.1083291</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:250</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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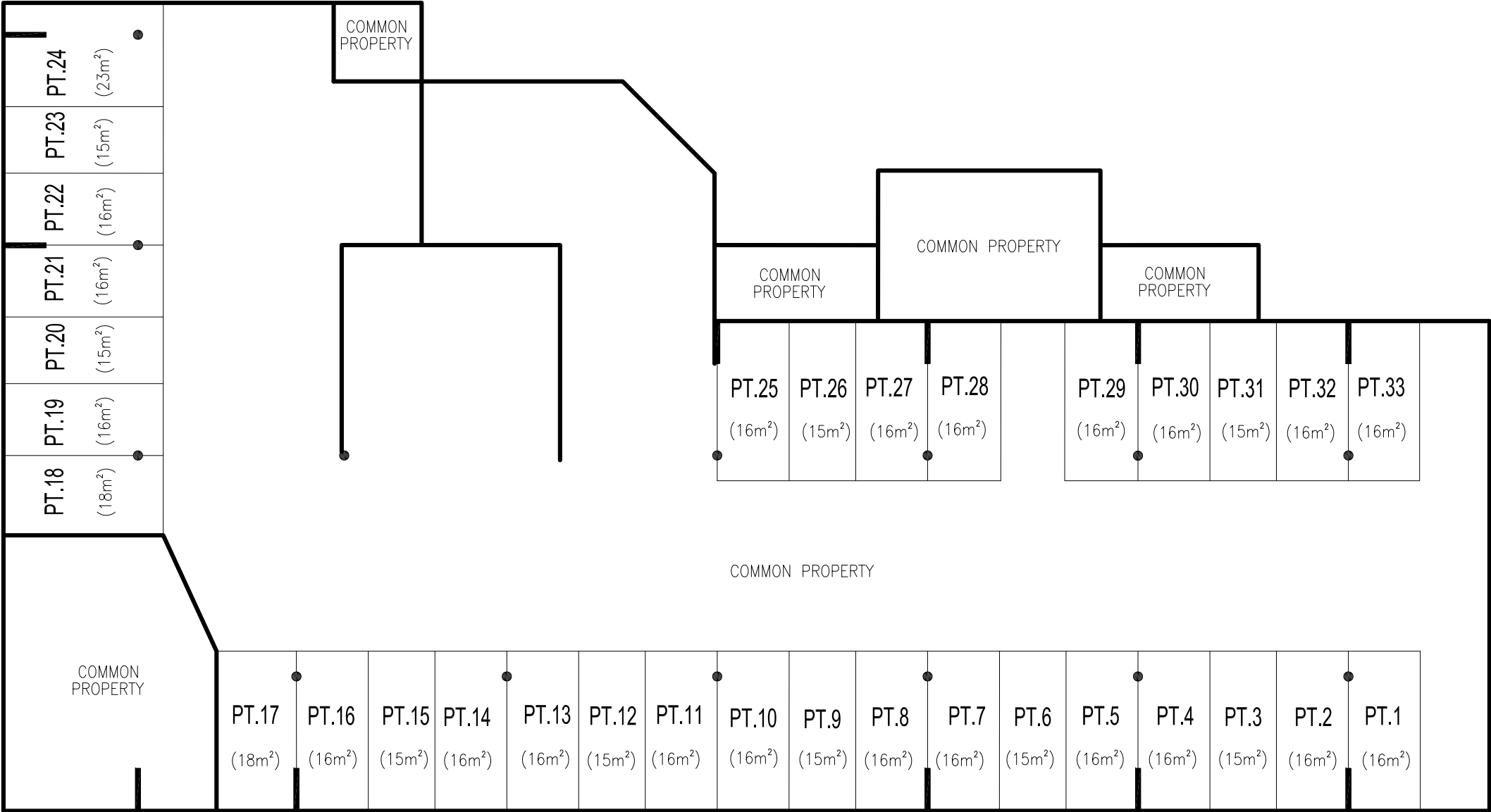
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WHERE SHOWN THUS  BOUNDARY IS LINE OF FACE OF COLUMN/WALL

WHERE SHOWN THUS  BOUNDARY IS PROLONGATION OF CENTRELINE OF COLUMN/WALL

AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D09_A LEVEL -02 PARKING LEVEL 2 REV A DATED 30/01/2018

DATE RECEIVED :

LEVEL 2 - PARKING LEVEL 2

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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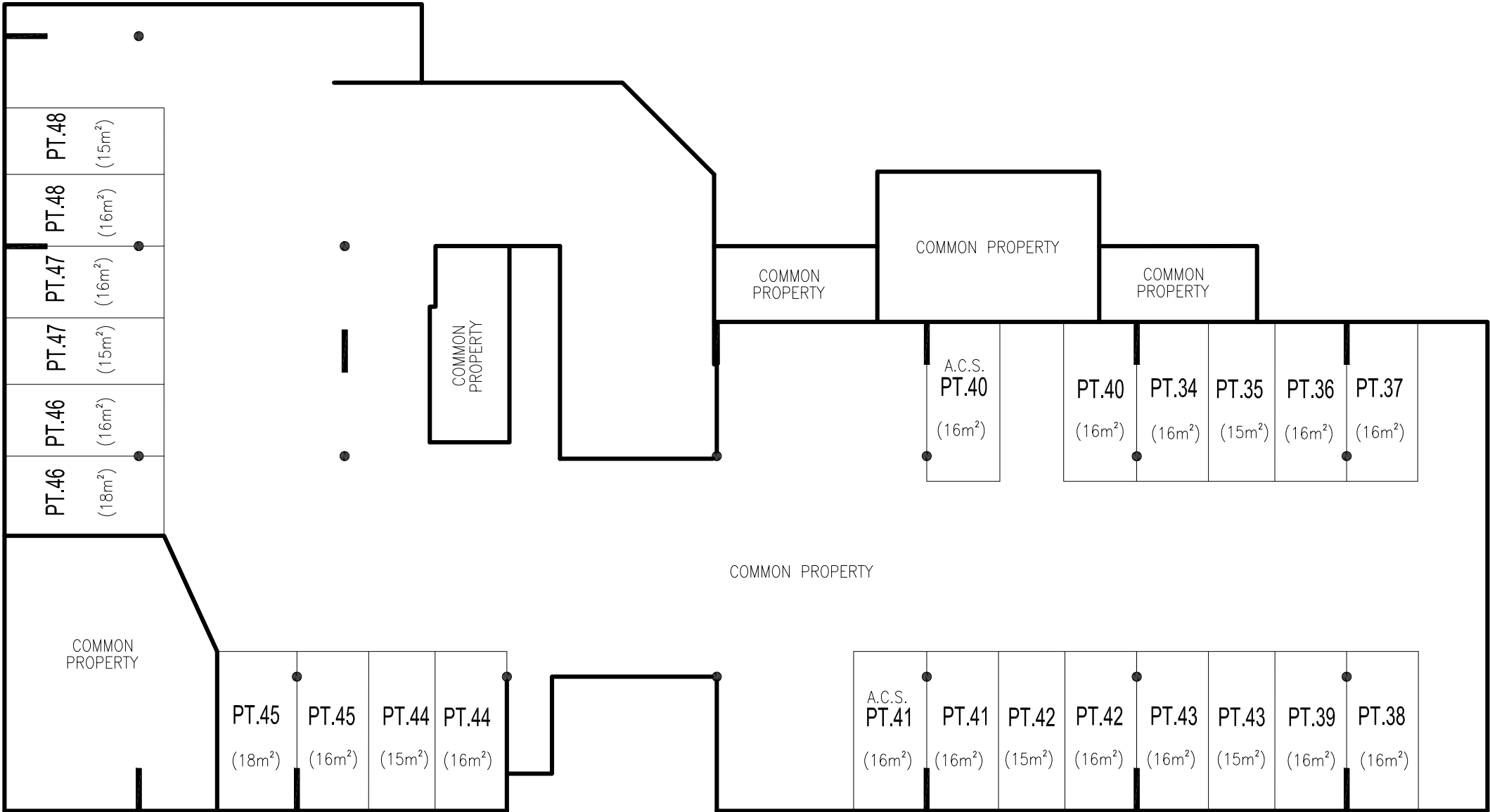
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A.C.S. – DENOTES ACCESSIBLE CAR SPACE

WHERE SHOWN THUS  BOUNDARY IS LINE OF FACE OF COLUMN/WALL

WHERE SHOWN THUS  BOUNDARY IS PROLONGATION OF CENTRELINE OF COLUMN/WALL

AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D10_A LEVEL –01 PARKING LEVEL 1 REV A DATED 30/01/2018

DATE RECEIVED :

LEVEL 1 - PARKING LEVEL 1

DRAFT STRATA
16th May, 2018

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality : PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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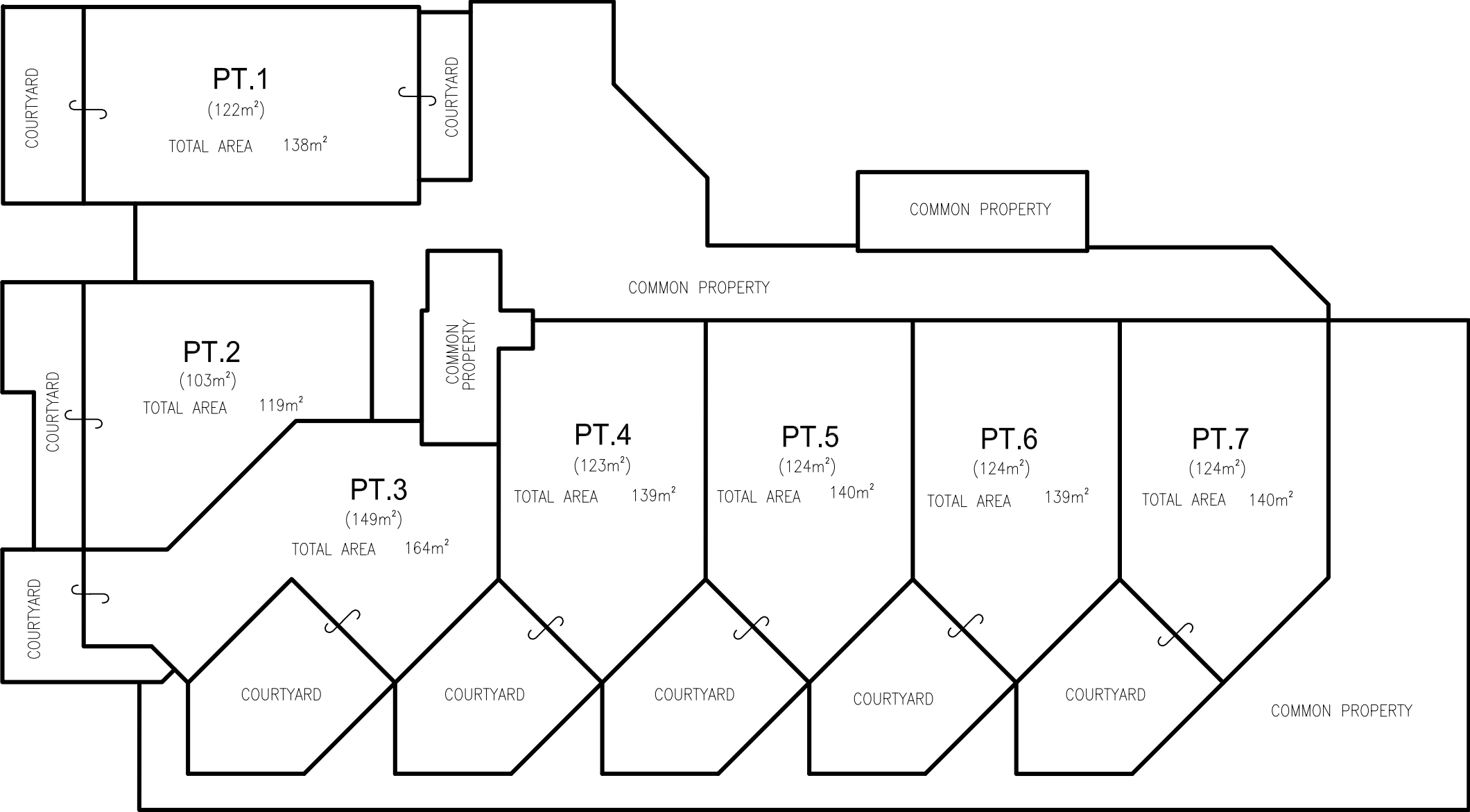
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COURTYARDS ARE LIMITED IN HEIGHT TO 2.5 ABOVE THE UPPER SURFACE OF THE CONCRETE FLOOR OF THE BUILDING OF THE RESPECTIVE LOT ON THE GROUND FLOOR EXCEPT WHERE COVERED WITHIN THIS HEIGHT LIMIT & WHERE NOT CONCRETE PAVED ARE LIMITED IN DEPTH TO 2 BELOW THAT SURFACE.

AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D12_A LEVEL 01 FIRST FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

LEVEL 00 - GROUND FLOOR

DRAFT STRATA
16th May, 2018

<div><div>SURVEYOR</div><div>Name: DANIEL JOHN BAKER</div><div>Date:</div><div>Reference: 7268</div></div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF</div> <div>LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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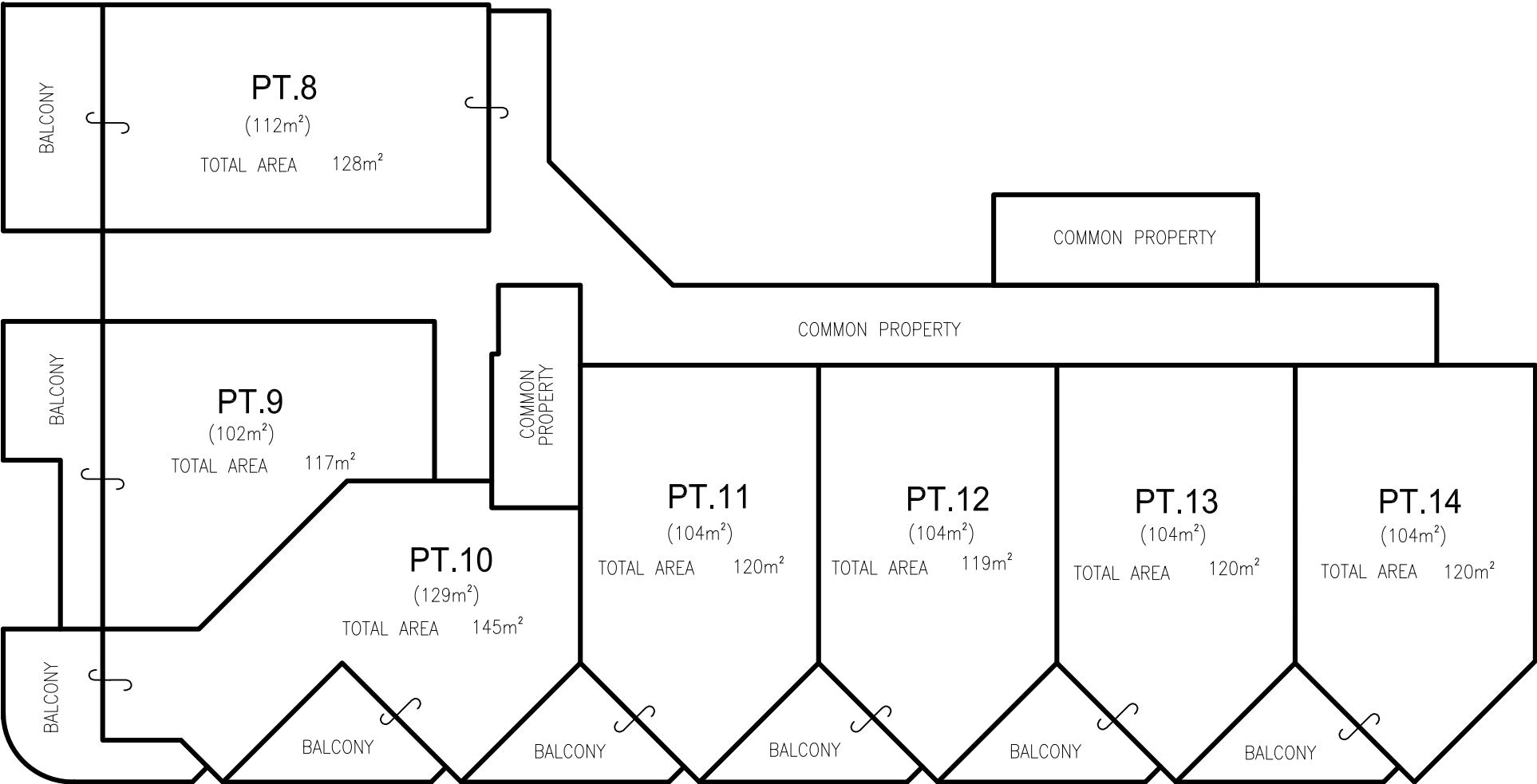


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AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D11_A LEVEL 00 GROUND FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

LEVEL 01 - FIRST FLOOR

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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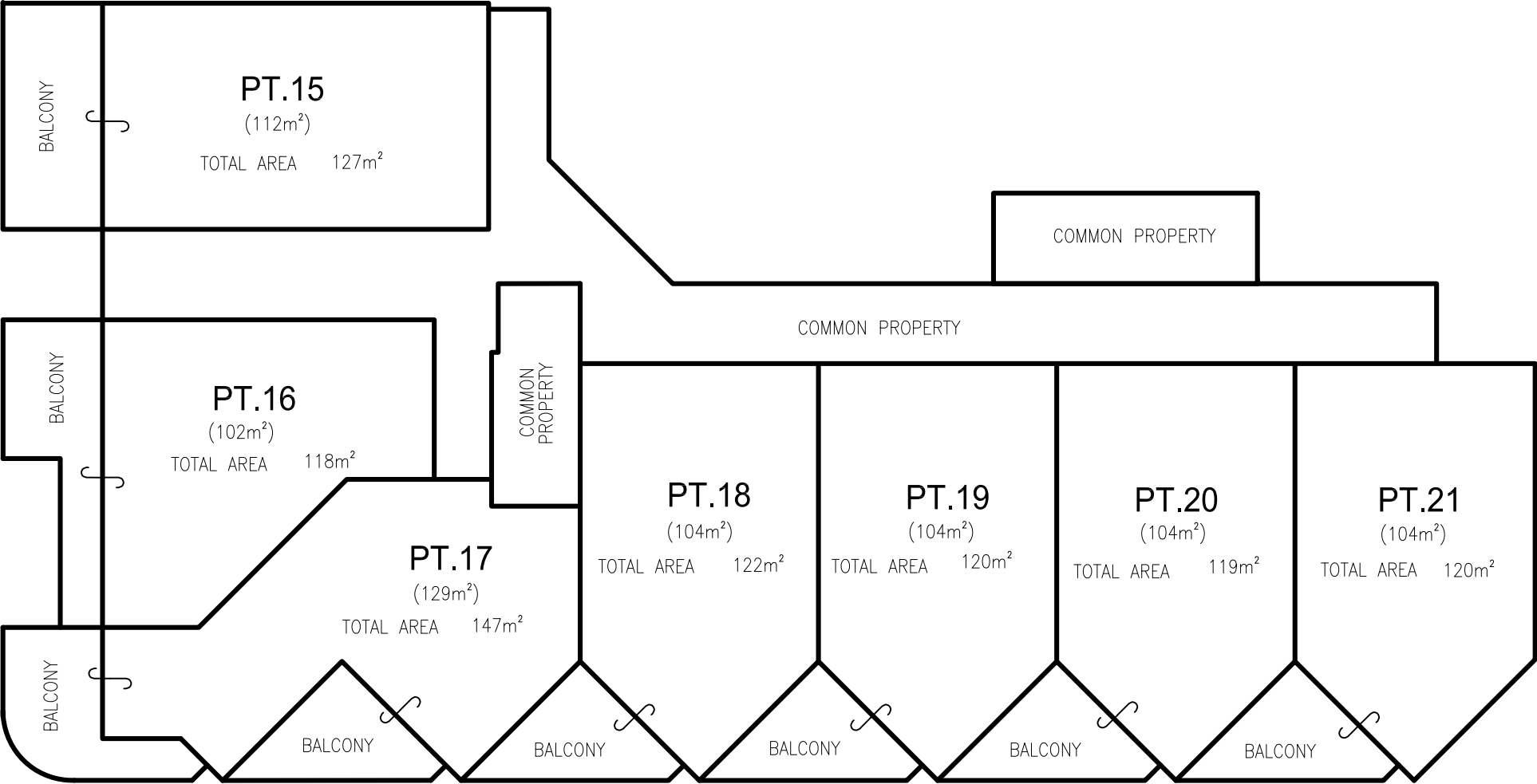
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AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D11_A LEVEL 00 GROUND FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

LEVEL 02 - SECOND FLOOR

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF</div> <div>LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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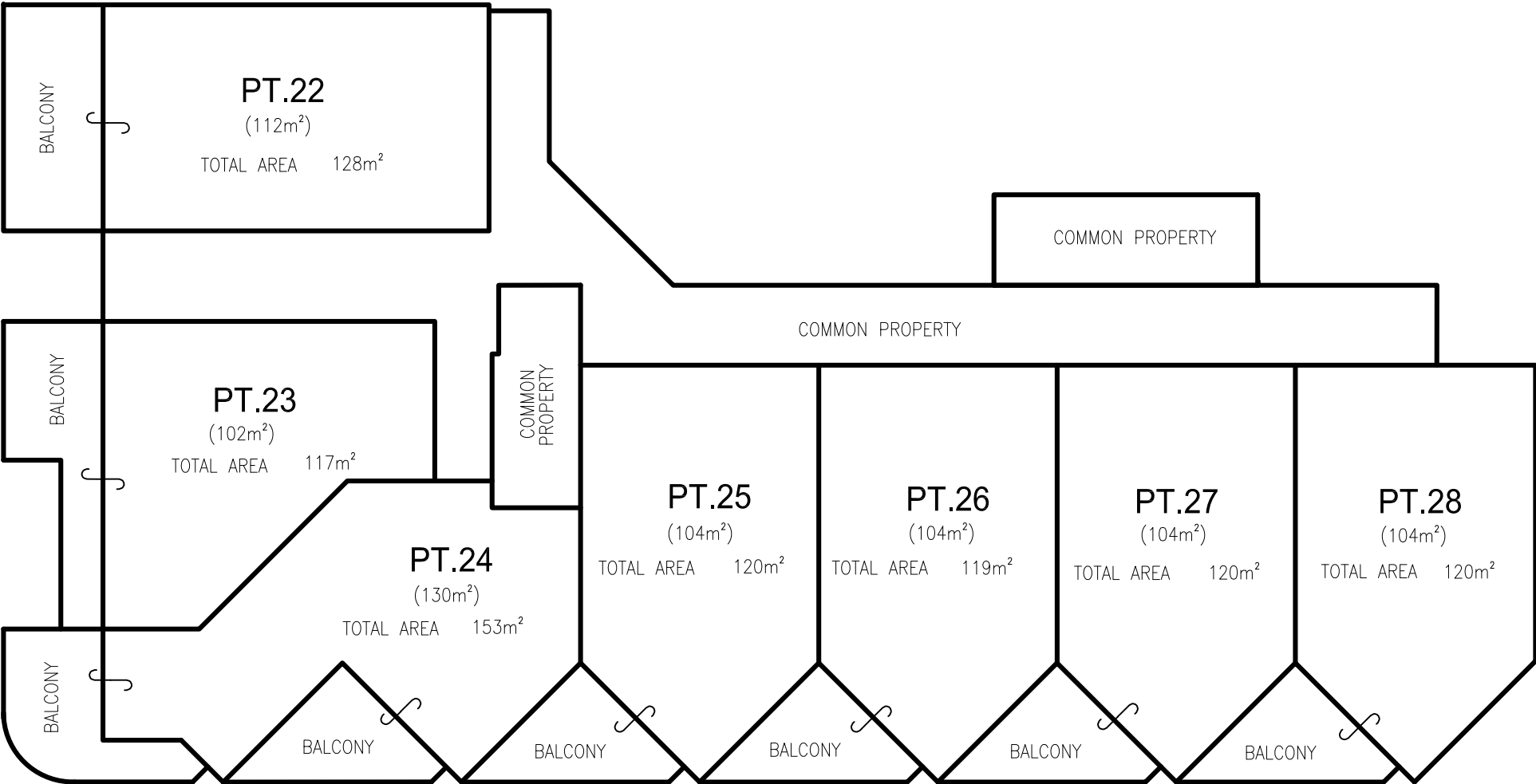
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AREAS HAVE BEEN CALCULATED FROM CAD FILES PREPARED BY McNEIL ARCHITECTS AND ARE SUBJECT TO SURVEY UPON COMPLETION OF THE BUILDINGS.

PLANS USED : D11_A LEVEL 00 GROUND FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

LEVEL 03 - THIRD FLOOR

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality : PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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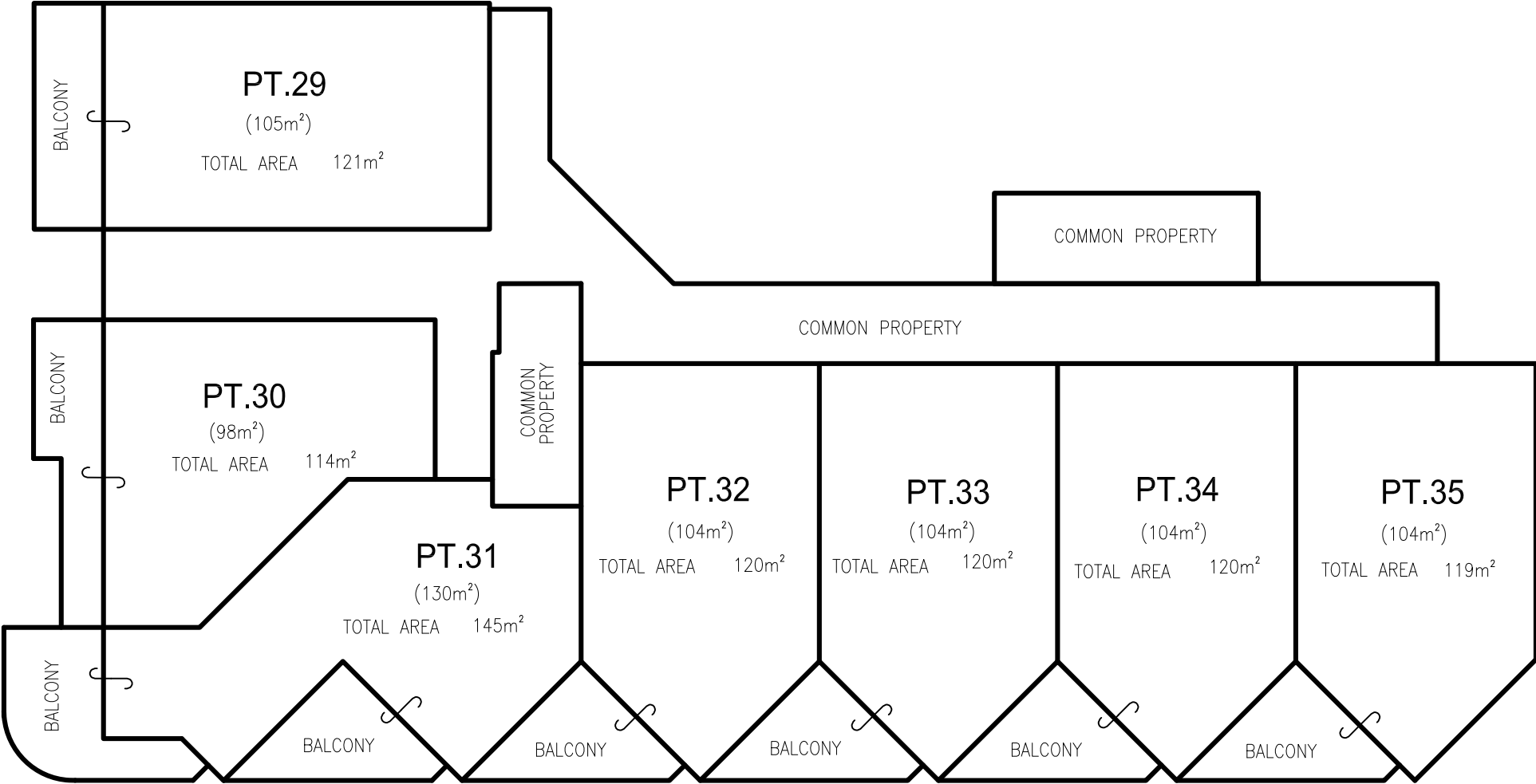
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PLANS USED : D11_A LEVEL 00 GROUND FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

LEVEL 04 - FOURTH FLOOR

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF</div> <div>LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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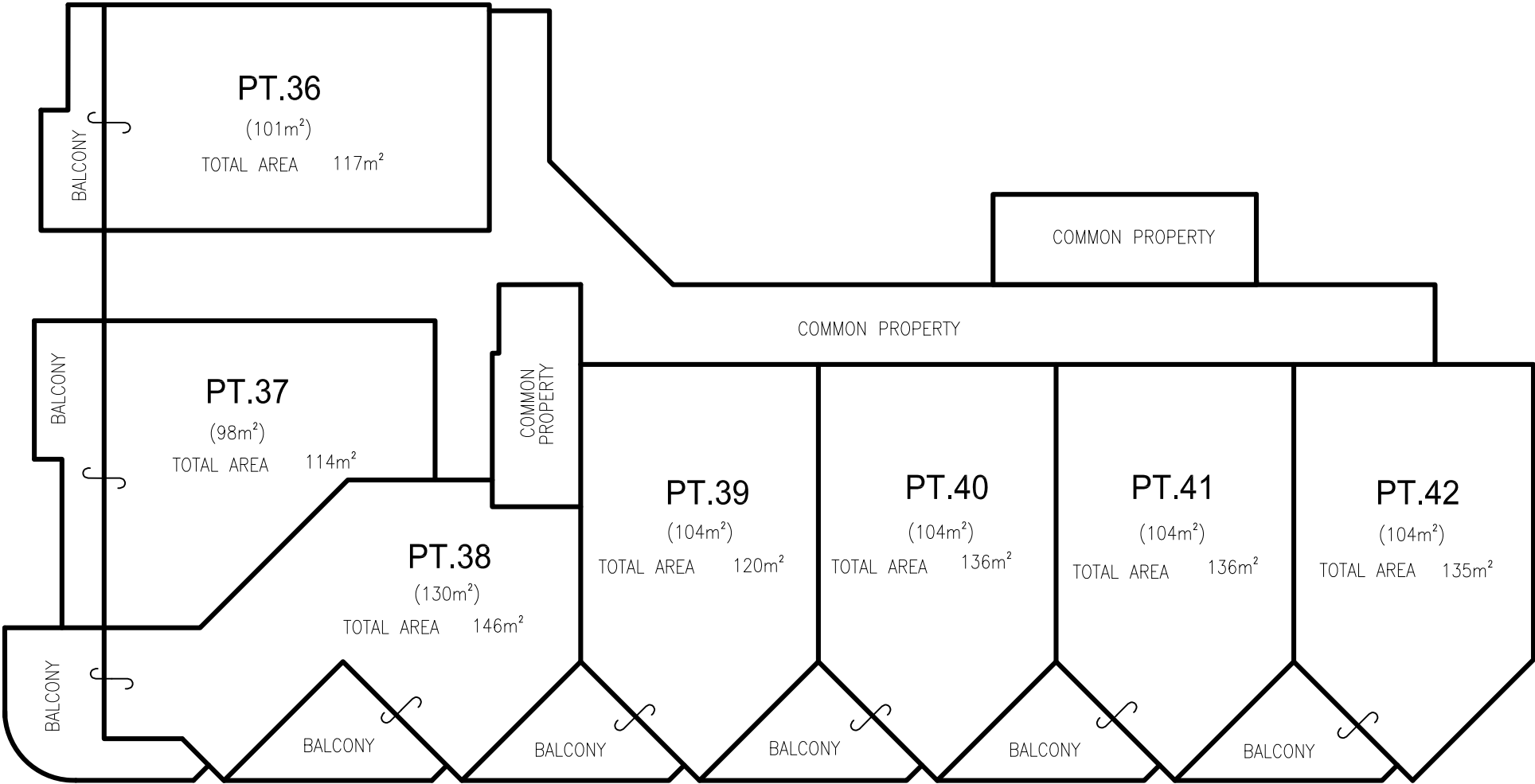
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Suite 1 / 109 William Street · PO Box 1556 Port Macquarie NSW 2444 · ABN 27 055 060 878

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PLANS USED : D11_A LEVEL 00 GROUND FLOOR 1 REV A DATED 30/01/2018

DATE RECEIVED :

MEASUREMENTS OF FLOOR AREA SHOWN ON THE FLOOR PLAN ARE APPROXIMATE & CALCULATED FOR THE PURPOSES OF THE STRATA SCHEMES DEVELOPMENT ACT 2015 ONLY. THEY MAY DIFFER FROM MEASUREMENTS OF FLOOR AREA FOR OTHER PURPOSES.

DRAFT STRATA
16th May, 2018

LEVEL 05 - FIFTH FLOOR

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF</div> <div>LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality : PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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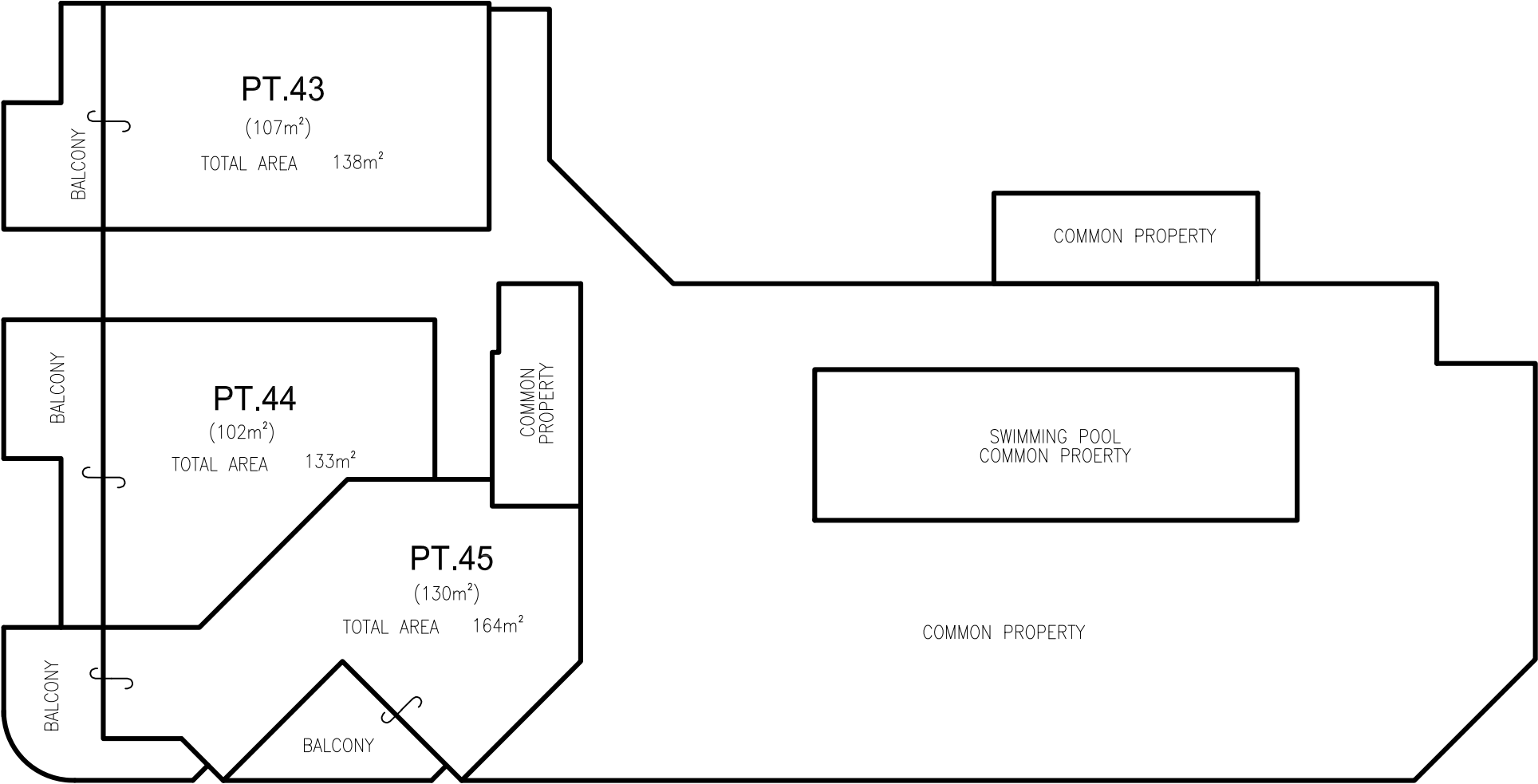
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DRAFT STRATA
16th May, 2018

LEVEL 06 - SIXTH FLOOR

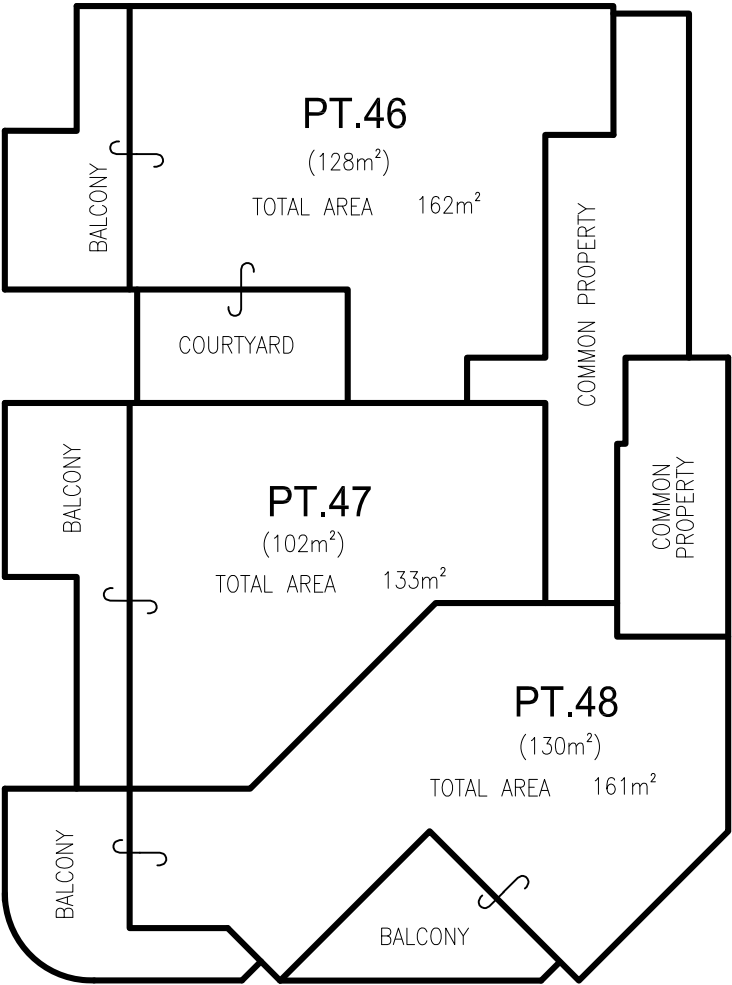
<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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DRAFT STRATA
16th May, 2018

LEVEL 07 - SEVENTH FLOOR

<div>SURVEYOR</div> <div>Name: DANIEL JOHN BAKER</div> <div>Date:</div> <div>Reference: 7268</div>	<div>PLAN HEADING</div> <div>PLAN OF SUBDIVISION OF LOT 6 & PART LOT 5 SECTION 60A D.P.758852</div>	<div>L.G.A. : PORT MACQUARIE - HASTINGS</div> <div>Locality :PORT MACQUARIE</div> <div>Reduction Ratio 1:200</div> <div>Lengths are in metres.</div>	<div>Registered</div>	<div>SP</div>
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29 June 2018

P1232 LGES 4 Clarence St Port Mac TIA

Local Government Engineering Services
71 Lord Street
Port Macquarie NSW 2444

Attn: John Coote

Dear John,

Proposed Residential Development, Corner of Clarence Street and Munster Street, Port Macquarie, NSW.

We have now completed our site work and reviewed the documentation provided for the proposed residential development located in Port Macquarie, NSW. The project will be marketed as Over 55 Independent Living apartments. We provide the following traffic impact statement, which has been prepared in accordance with the Austroads Guidelines and Section 2.3 of the RMS Guide to Traffic Generating Developments. These documents provide the structure for the reporting of key issues to be addressed when determining the impacts of traffic associated with a development. The RMS Guide indicates that the use of the following format and checklist ensures that most significant matters are considered by the relevant road authority.

Consideration has been given to the relevant planning requirements outlined within the Port Macquarie – Hastings Development Control Plan 2013 Part 2 and Australian Standard AS2890 (Parking Facilities).

Site Location and Context

The proposed development is located on the corner of Munster Street and Clarence Street, on the edge of the Port Macquarie City Centre as shown in Figure 1. The site is currently occupied by a multi-level residential building with access off both Clarence and Munster Streets.

The surrounding land use consists of various shops and businesses to the immediate west of the site within the Port Macquarie CBD and residential apartments generally in the other directions, which also offer tourist / holiday accommodation as well permanent residential dwellings.



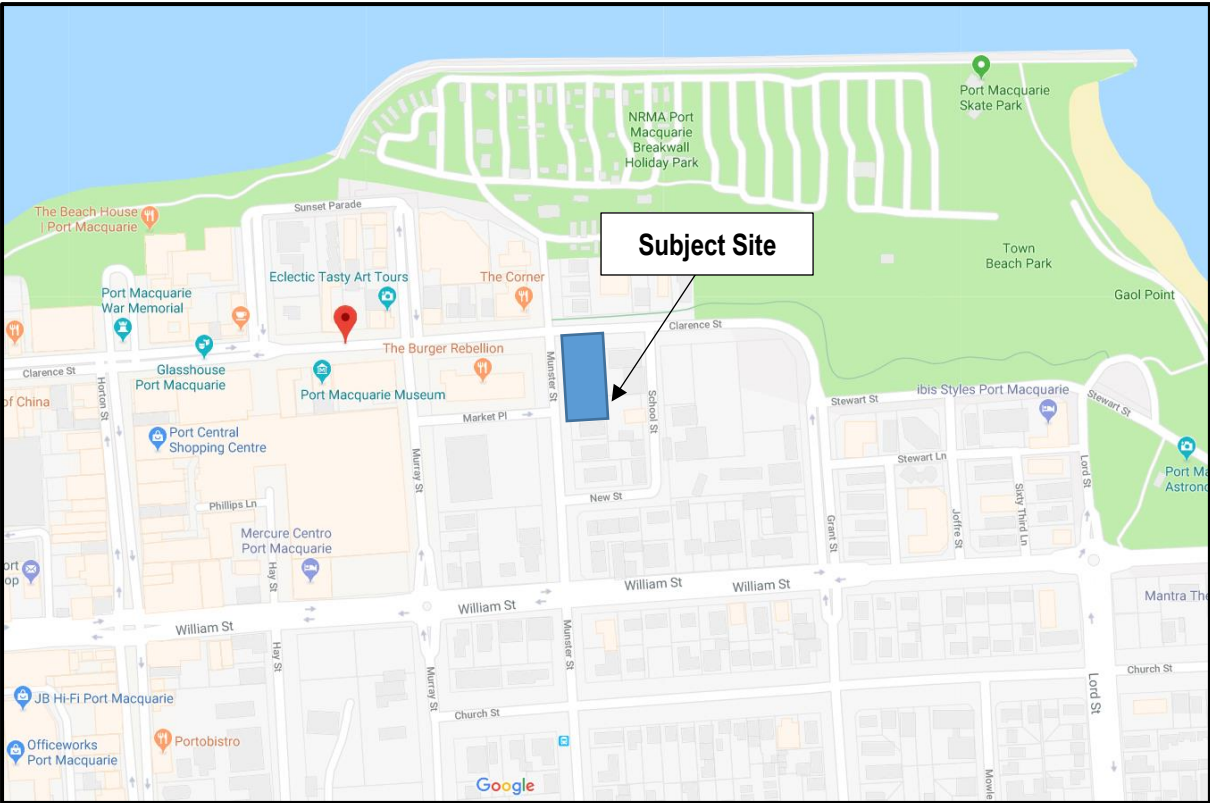


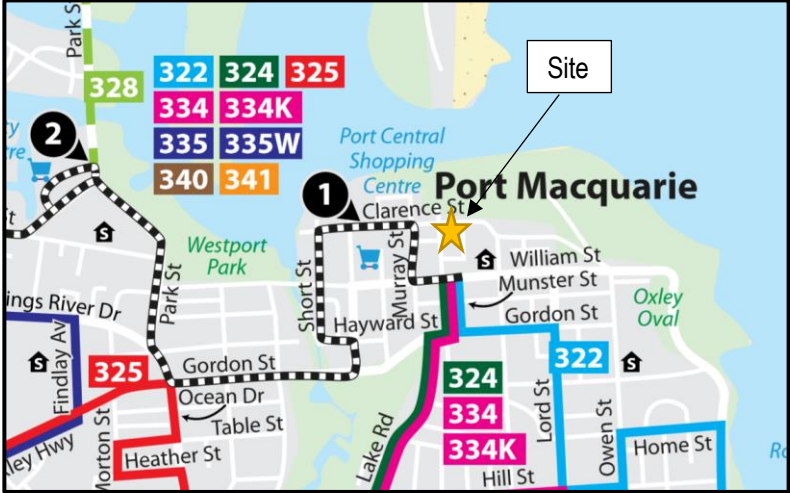
Figure 1 - Location of the subject site within the context of the local road network (Source: Nearmap).

Table 1 - Traffic Impact Assessment

Item	Comment
Existing Situation	
2.1.1 Site Location and Access	The subject site is located on the corner of Munster Street and Clarence Street to the immediate east of the CBD area of Port Macquarie as shown in Figure 1. It is currently occupied by a residential apartment building with access off both Clarence and Munster Streets.
2.2.1 Road Hierarchy	<p>William Street to the south of the site provides the major access road to the centre of Port Macquarie and connects with suburbs to the east and south of the site and Pacific Drive to the east that runs along the coast line. William Street connects with Munster Street via a 4-way intersection, with William Street being the priority road. Traffic movements out of Munster Street are controlled with Stop signs and William Street provides 2 lanes of travel in both directions with a raised central median.</p> <p>Munster Street is a local access road, providing direct access to the subject site. Munster Street provides a single lane of travel in both directions and operates under the urban speed limit of 50 km/h. It generally allows for kerb side parking to both sides of the road, with normal restrictions at intersections and driveways. In the vicinity of the subject site the kerb side parking is parallel. There are footpaths provided to both sides of the road. Munster Street provides an overall carriageway width in the order of 13 metres.</p> <p>Munster Street connects with Clarence Street via a 4-way intersection with Clarence Street being the priority road. Traffic movements out of Munster Street are controlled by Give Way signs and all turning movements are permitted. There are footpaths provided to both sides of Clarence Street allowing for direct pedestrian connection to the Port Macquarie CBD to the immediate west of the site. Clarence Street provides a single lane of travel in both directions and allows for kerb side parking along much of its length. Outside the subject site there is angle parking provided to both sides of the road which caters for all day parking.</p> <p>There is a 40 km/h school speed zone on Clarence Street to the east of the site that extends along New Street to the east.</p> <p>All the roads in this location are local roads under the control and care of Port Macquarie – Hastings Council.</p>
2.2.2 Roadworks	<p>Council have a program of works which is allowing for the upgrade of the centre of town with improvements to pedestrian facilities along the length of Clarence Street. The next side road to the west (Murray Street) has been upgraded and it is understood that this upgraded work will continue east along Clarence Street and will include Munster Street.</p> <p>Given the comparatively low traffic movements in this location no other road works are currently planned.</p>
2.2.3 Traffic Management Works	No traffic management works are proposed in the immediate locality of the subject site.
2.2.4 Pedestrian and Cycling Facilities	There is a well-developed network of pedestrian paths in the locality, with footpaths on both sides of the road along the length of both Clarence Street and Munster Street. These allow for excellent pedestrian connection to shops and businesses in the centre of town to the west of the site as well as access to the foreshore and beach areas to the north and east of the site.

Item	Comment
	There are no formal on-road cycling facilities in the vicinity of the site, with cyclists able to ride along the local roads to access nearby shops and services and the beach / foreshore area.
2.3 Traffic Flows	
2.3.2 Daily Traffic Flows	<p>As part of the project work, Seca Solution collected traffic data at the intersection of Clarence Street and Munster Street during a typical morning peak period. The survey was completed between 7.45 and 9.15 on Thursday 24th May 2018 with the peak hour determined as between 8.15-9.15AM. The results of the peak hour flows are presented below:</p> <ul style="list-style-type: none"> • 2-way flow on Munster Street adjacent to the subject site – 125 vehicles in the peak hour • 2-way flow on Clarence Street adjacent to the subject site – 543 vehicles in the peak hour <p>The RMS Guide to Traffic Generating Developments indicates that peak hour flows typically represent around 10% of the daily traffic flows on a road. On this basis, the daily traffic flows on Munster Road would be in the order of 1,250 vehicles and on Clarence Street would be in the order of 5,430 vehicles.</p> <p>Port Macquarie provides for a popular tourist and holiday destination which creates significant seasonal variations in the overall traffic demand. The traffic flows above were collected out of the summer months and during school term and therefore considered reflect peak demands for the area by local traffic. During the peak summer months and holiday periods in particular it is acknowledged that traffic numbers could be much higher.</p>
2.3.3 Daily Traffic Flow Distribution	<p>Traffic flows would be reasonably balanced throughout the day with time restrictions on public parking throughout the town centre ensuring a regular turnover of spaces and throughput of vehicles.</p> <p>The survey showed a bias in movements towards the west of the site, reflective of commuter type demands to the various local business to the west of the site including the main shopping strip on Horton Street.</p>
2.3.4 Vehicle Speeds	No speed surveys were completed as part of the project work, however observations on site indicate that drivers typically travel at or slightly below the posted speed limit due to the interactions with driveways, intersections and pedestrians as well as vehicles parking along the kerb.
2.3.5 Existing Site Flows	The subject site currently provides for 10 residential units with on-site parking. Based on standard RMS rates this would indicate in the order of 6-7 trips in the peak periods and 40-50 trips per day.
2.3.6 Heavy Vehicle Flows	There is an occasional demand for heavy vehicles within the town centre associated with general servicing and deliveries to the various shops and businesses. Several buses were also noted during the survey in the morning, associated with school bus services.
2.3.7 Current Road Network Operation	Traffic demands on the local road network experience seasonal variations, with Port Macquarie providing a popular holiday destination. Peak travel times occur around the school holidays and long weekends, with traffic flows within the Port Macquarie Town Centre being considerably higher during these periods. These increased demands can create delays and congestion for vehicles travelling through the town centre.

Item	Comment
	Throughout the remainder of the year, the local roads operate within their capacity with minimal delays and congestion for road users. This reflects observations completed on site outside of the school holiday period by Seca Solution as part of this project work.
2.4 Traffic Safety and Accident History	<p>A review of accident data provided by the RMS indicates that there have been two accidents recorded in the immediate locality of the site between 2012-2017. The accidents involved vehicles turning with one vehicle completing a U-turn. Neither accident resulted in serious injury.</p> <p>The local roads and intersection are well aligned, with approaches to the intersection being straight. This ensures excellent visibility for drivers approaching from either direction. Roads are sufficiently wide to accommodate a single lane of travel in each direction with kerbside parking. Vehicle speeds are generally kept low by the interactions created by intersections, parking vehicles and pedestrian movements within the town centre.</p> <p>With this considered, and allowing for the minimal number of accidents in this location, it is considered that the local road network provides an acceptable level of overall road safety.</p>
2.5 Parking Supply and Demand	
2.5.1 On-street Parking Provision	<p>On-street parking is permitted on each of the local roads surrounding the site with normal restrictions associated with driveways, intersections, and pedestrian crossings.</p> <p>To the west of the site along Clarence Street the parking is time restricted to stop commuters parking all day and freeing up parking for visitors to the centre of town.</p>
2.5.2 Off-street Parking Provision	Off-street parking is available within the various developments along both Clarence Street and Munster Street. This is general private parking or visitor parking to the individual developments only.
2.5.3 Parking Demand and Utilisation	<p>There is a consistent demand for parking throughout the day in the locality, given the range of commercial and retail outlets in the area. Parking adjacent to the site allows for all day parking and is widely used by commuter demands.</p> <p>Parking to the west of the site along Clarence Street is time limited and has a reasonably consistent turn over of demand, associated with general visitors to the centre of town. It experiences high demand, especially over a weekend and during the holiday periods.</p>
2.5.4 Set down or pick up areas	There is no set down area adjacent to the subject site.
2.6 Public Transport	
2.6.1 Rail Station Locations	This area is not serviced by rail with the nearest station being located at Wauchope, more than 15 km from the site.
2.6.2 Bus Stops and Associated Facilities	Busways provide services in the locality of the site with parts of Clarence Street, Murray Street and Munster Street forming part of a major bus route through the city centre as shown. These services provide connection to key destinations including Shelley and Lighthouse Beaches, Lighthouse Plaza and Settle City Shopping Centre as well as local services to surrounding suburbs including Laurieton and Kendall.

Item	Comment
	 <p>Bus stops are provided on Clarence Street to the west of the site within the Port Macquarie City Centre with seating available at the eastbound bus stop only. Shop awnings provide some shelter for bus users.</p> <p>Bus stops are also provided on Munster Road to the south of Church Street with signage only.</p>
2.6.3 Transport Services	
2.7 Pedestrians Network	As described above in Section 2.2.4, pedestrian facilities are provided throughout the Port Macquarie Town Centre.
2.8 Other Proposed Developments	The majority of the locality is well developed with a mixture of residential and commercial development. There are currently no new developments being developed in this location.
The Development	
3.1.1 Nature of Development	<p>The proposed residential development allows for the construction of 48 units comprising two bedrooms and on-site parking for 60 vehicles. The parking is provided in two basement levels with all access via Munster Street only. Five of these spaces are accessible parking spaces and additional parking is provided for motorbikes and cyclists.</p> <p>The plans for the development is provided (Attachment A).</p> <p>The development will be marketed as an Over 55 independent living development.</p>
3.1.2 Access and Circulation Requirements	The Port Macquarie-Hastings DCP requires that all vehicles shall be able to enter and exit the site in a forward direction with the driveway to be designed to cater for the types of vehicles requiring access to the site. All driveways and internal circulation roads shall be designed in accordance with AS2890 and Council's requirements and located to ensure adequate sight distances are provided.
3.2 Access	
3.2.1 Driveway Location	A single vehicle entry / exit point is proposed on Munster Street and will replace the existing driveway access to the subject site. This driveway is located approximately 20 metres south of the intersection of Clarence Street and Munster Street.
3.2.2 Sight Distances	Munster Street provides a straight and relatively flat road alignment in this location which ensures excellent visibility for vehicles approaching or exiting the site. There is a brow on Munster Street south of the site however this does not impact upon the sight distance requirements.

Item	Comment
	<p>AS2890 shows that for the urban limit of 50 km/h the required sight distance is 69 metres desirable and 45 metres minimum. This sight distance has been checked on site and is achievable in both directions. When exiting the driveway drivers must crossover the kerb line to see past parked cars along the side of the road, as per the existing situation in this location. Drivers can observe vehicles turning off Clarence Street from the driveway which further improves safety for this movement.</p> <p>The intersection of Munster Street and Clarence Street is well laid out with both roads providing a straight alignment to maximise sight distances. Under Austroads Guidelines the sight distance requirements are 90 metres minimum for the posted speed limit of 50 km/h. Sight distances have been checked on site and exceed 90 metres in both directions.</p>
3.2.3 Service Vehicle Access	<p>As a residential development there is no requirement for a dedicated loading bay for a service vehicle.</p> <p>Occasional service and delivery vehicles will be able to park adjacent to the site within the on-street parking available on both street frontages to the subject site.</p>
3.2.4 Queuing at entrance to site	<p>Minimal queuing is expected at the site entry due to the low demands for vehicles entering or exiting the site.</p> <p>A roller shutter will be provided at the entry to the site, which will be set back more than 7 metres from the footpath to ensure space for at least one vehicle to queue whilst waiting for the roller door to open.</p>
3.2.5 Comparison with existing site access	<p>The new site access will replace the existing driveway access to the subject site. The existing driveway will be removed as part of this project work and new kerb and gutter provided.</p>
3.2.6 Access to Public Transport	<p>There are footpaths available connecting the subject site to the various bus stops located in the centre of Port Macquarie.</p>
3.3 Circulation	
3.3.1 Pattern of circulation	<p>Access to the basement carpark is provided off Munster Street only with two-way ramps providing access between the two levels of carparking.</p>
3.3.2 Road width	<p>The access driveway on Munster Street provides a width of 5.5 metres which is consistent with the requirements of AS2890 and allows for two-way traffic movements.</p> <p>Internal ramps connecting the two levels of basement parking provide for a minimum width of 5.5m with 300 mm clearance to both sides. This is consistent with AS2890.</p> <p>Consideration will need to be given to the intersections of the ramps with the circulating aisles through the carpark, to ensure there is sufficient width for vehicles manoeuvring into or out of the ramps. This can be confirmed as part of the detailed design for the site.</p>
3.3.3 Internal Bus Movements	<p>No requirement for buses to access the development.</p>
3.3.4 Service Area Layout	<p>No dedicated service area is required for the development.</p>
3.4 Parking	
3.4.1 Proposed Supply	<p>A total of 60 carparking spaces (including 5 accessible spaces) will be provided across two levels of basement carparking.</p> <p>The on-site parking will allow for both resident and visitor parking.</p>

Item	Comment
	9 motorcycle parking spaces have also been provided together with a car wash bay.
3.4.2 Authority Parking	<p>Port Macquarie-Hastings Development Control Plan 2013 provides the following car parking rates which are relevant to the project:</p> <p>Residential Apartments</p> <ul style="list-style-type: none"> • 1 car space for one and two bedroom dwellings; • 1 visitor space for every four dwellings.
3.4.3 Parking Layout	<p>The required dimensions for carparking under AS2890 is subject to the user class where Class 1A parking is appropriate for residential parking.</p> <p>Class 1A parking, minimum dimensions of 2.4m wide by 5.4m long with parking aisles to have a minimum width of 5.8m. Additional widening may be required when parking spaces or parking aisles are bounded by a columns, wall or other vertical obstruction.</p> <p>A review of the concept plan indicates that the carpark layout generally satisfies these requirements.</p> <p>This carpark design shall be refined as part of the detailed design of the site through the DA process.</p>
3.4.4 Parking Demand	<p>Applying the authority parking rates above, the proposed development could generate the following parking demands:</p> <ul style="list-style-type: none"> • 48 resident parking spaces • 12 visitor parking spaces <p>This gives a total parking demand of 60 parking spaces. This aligns with the provision on the site.</p>
3.4.5 Service Vehicle Parking	As a residential development servicing requirements will be minimal and can be accommodated in the on-street parking spaces provided on both street frontages.
3.4.6 Pedestrian and Bicycle Facilities	<p>Pedestrian access will be provided on Clarence Street with a secondary access to Munster Street from the open spaces along the site boundary. These allow for direct connection to the existing footpaths on both of these roads.</p> <p>There are no dedicated bicycle parking spaces provided on site, with residents able to park their bikes in the basement as required.</p>
Traffic Assessment	
4.1 Traffic Generation	<p>The site will be marketed as Over 55 Independent living, and given the location of the development within the Port Macquarie Town Centre, close to shops and other local attractions, it can be seen that this will be an attractive site for this market. There may also be some units used for holiday use, which may reduce the overall traffic impacts accordingly.</p> <p>For the purposes of this assessment, it has been assumed that 75% of the future units will be used for Over 55 living. The RMS Guide provides updated trip generation rates for the housing of seniors:</p> <ul style="list-style-type: none"> • Daily vehicle trips - 2.1 per unit • Evening peak hour vehicle trips - 0.4 per unit

Item	Comment																				
	<p>Trips generated by housing for seniors do not typically coincide with the morning peak hour, however to ensure a robust assessment, it is assumed that retirees could generate a similar demand for trips during both the morning and afternoon. Traffic demands for these apartments would be low, reflective of the low traffic demands associated with retired people, who do not commute to work and typically avoid travel in the peak periods. There is also potential for walking and cycling to local attractions.</p> <p>For the balance of the units (25%) these could be apartments used for holiday accommodation over the holiday periods and weekends.</p> <p>Traffic demands for holiday accommodation are expected to be comparable to those generated by serviced apartments or a motel etc. The RMS Guide to Traffic Generating Developments provides the following traffic generation rates for a motel:</p> <ul style="list-style-type: none">Daily vehicle trips - 3 per unitEvening peak hour vehicle trips - 0.4 per unit <p>Overall the proposed residential apartments would therefore generate the following traffic demands:</p> <table><thead><tr><th>Parking For</th><th>Quantity</th><th>AM Trips</th><th>PM Trips</th><th>Daily Trips</th></tr></thead><tbody><tr><td>25% Holiday Accommodation</td><td>12</td><td>-</td><td>5</td><td>36</td></tr><tr><td>75% Over 55 Residents</td><td>36</td><td>15</td><td>15</td><td>76</td></tr><tr><td>Total</td><td></td><td>15</td><td>20</td><td>112</td></tr></tbody></table> <p>The above traffic flows are considered to be appropriate for the project and have been applied for this assessment.</p> <p>Consideration should also be given to the existing traffic generated by the subject site, which for the residential apartments could be in the order of 40-50 trips per day. This reduces the extend of <i>additional</i> trips accordingly.</p>	Parking For	Quantity	AM Trips	PM Trips	Daily Trips	25% Holiday Accommodation	12	-	5	36	75% Over 55 Residents	36	15	15	76	Total		15	20	112
Parking For	Quantity	AM Trips	PM Trips	Daily Trips																	
25% Holiday Accommodation	12	-	5	36																	
75% Over 55 Residents	36	15	15	76																	
Total		15	20	112																	
4.1.1 Daily and Seasonal Factors	<p>There would be a strong variation in traffic demands throughout the year with low demands occurring during the winter months and peak demands occurring on summer weekends and throughout the holiday periods when Port Macquarie provides a popular holiday destination.</p>																				
4.1.2 Pedestrian Movements	<p>Given the proximity of the site to shops and other attractions within the Port Macquarie Town Centre, the site shall generate a high demand for pedestrian movements. These movements can be catered for on the existing footpaths throughout the locality.</p>																				
4.2 Traffic Distribution and Assignments	<p>All vehicles will access the site off Munster Street.</p> <p>The majority of attractions in the greater Port Macquarie area are located to the south and west of the site and for drivers it is considered that the majority of the trips will travel along Munster Street to connect with William Street. This gives access to the major shopping centres, as well as local businesses and connections out to the Pacific Highway. It is considered that 75% of trips will be along Munster Street to connect with William Street, with the balance accessing via Clarence Street.</p>																				

Item	Comment
	Local trips to the nearby beaches and shops / cafes in town would predominantly be via walking and cycling transport modes.
4.2.1 Origin / destinations assignment	<p>It is assumed that 70% of trips would have an origin/destination to the south of the site along Munster Street and the balance being via Clarence Street.</p> <p>For each of these trips, there are several routes available which drivers could travel along, with no specific route expected to appeal to all drivers. The demands for traffic generated by the site would therefore be disbursed across several roads, with reduced impacts associated with the development traffic. The choice of route is expected to depend on driver behaviour and perception of travel times.</p>
4.3 Impact on Road Safety	<p>Over the last 5 years, there have been only two accidents recorded at the intersection of Munster Street and Clarence Street, which indicates that the local road network provides an acceptable level of road safety. The local roads and intersections are well laid out, with intersections providing a straight alignment on each approach, thus ensuring there is adequate visibility for drivers travelling in each direction.</p> <p>Access to the site has been appropriately located to ensure adequate sight distances for vehicles exiting the site.</p> <p>The proposed development will generate a low demand for additional traffic that is well within the capacity of the surrounding road network, and as such, will have an acceptable impact upon traffic safety.</p>
4.4 Impact of Generated Traffic	<p>The proposed development could generate up to 20 vehicle movements during the afternoon peak and in the order of 112 vehicle movements per day.</p> <p>Whilst there are no limits on daily traffic flows, the RMS Guide to Traffic Generating Development provides advice for assessing the capacity of a local street based upon the maximum hourly traffic volumes. For both Clarence and Munster Street, which operate as local collector road in this location, their capacity would be in the order of 900 vehicles per hour (per direction), which corresponds with an overall level of service D. The current peak hour flows along Munster Street during the morning peak hour are 125 two-way and together with the development traffic would be well below this limit and therefore the proposed development will have an acceptable impact on this road during the peak hours. It is considered that as the roads have adequate capacity in the peak hours then there will be adequate capacity through the day for the additional traffic movements generated by the subject site.</p> <p>The impact of the development on the surrounding roads would be even less as traffic disburses across several different routes.</p>
4.4.2 Peak Hour Impacts on Intersections	<p>The key intersection that will be impacted upon by the proposed development is the intersection of Clarence Street with Munster Street as well as Munster Street with William Street. Both of these intersections currently operate at a good level with minimal delays and congestion, based upon site observations completed as part of this project work.</p> <p>The proposed development will generate in the order of 20 vehicle trips during the afternoon peak (and 15 in the AM peak), with many of these vehicles expected to pass through these intersections. Averaged over an hour, this correspond with an additional vehicle every 2-3 minutes, which would have a negligible impact upon the operation of these intersections.</p>

Item	Comment
	It can also be seen that trips will potentially be dispersed over a number of different routes thereby reducing the impact at any one intersection.
4.4.3 Impact of Construction Traffic	<p>The site area is constrained, and as such a works zone will be required along the site frontage to allow for loading and unloading activities during construction. Details of the works zone shall be included as part of a construction traffic management plan (CTMP) to be prepared prior to the commencement of construction.</p> <p>A key consideration during construction will be the management of parking demands associated with construction staff to reduce the impacts on the Port Macquarie Town Centre and the streets adjacent to the subject site. Strategies to manage the parking for construction staff will be also be documented within the CTMP.</p> <p>During construction there will be a requirement for construction vehicles to access the site. These movements can be supported within the local road network. Heavy vehicle access routes will be identified and documented within the CTMP for the project during the detailed design stage of the project.</p>
4.4.4 Other Developments	No other significant developments are noted within the immediate locality of the subject site.
4.5 Public Transport	
4.5.1 Options for improving services	None required.
4.5.2 Pedestrian Access to Bus Stops	There are footpaths providing access to the nearest bus stops on Munster Street for travel in both directions.
4.6 Recommended Works	
4.6.1 Improvements to Access and Circulation	Ensure that the access driveways and internal site layout are consistent with AS2890. The plans for the DA submission show that the layout accords with these requirements.
4.6.2 Improvements to External Road Network	<p>None required.</p> <p>Any redundant kerb crossovers shall be removed and kerb and guttering reinstated along the site frontage.</p>
4.6.3 Improvements to Pedestrian Facilities	<p>None required.</p> <p>The roll out of upgraded pedestrian crossings along Clarence Street will allow for a crossing facility on Munster Street adjacent to the subject site that will benefit the subject site.</p>
4.6.4 Effect of Recommended Works on Adjacent Developments	No works proposed that will impact on adjacent developments.
4.6.5 Effect of Recommended Works on Public Transport Services	None.
4.6.6 Provision of LATM Measures	None Required
4.6.7 Funding	No external works to be funded.

Site Photos:



Photo 1 – View looking along Munster Street showing existing footpath connection to Clarence Street



Photo 2 – view to left for driver exiting site from proposed new driveway, noting parked cars requires drivers to cross over footpath to check visibility for exiting.



Photo 3 – view to right for driver exiting the driveway for the subject development



Photo 4 – View along Clarence Street showing crossing and pedestrian path. This will be upgraded in accordance with Council's on-going upgrade of pedestrian facilities in this location.



Photo 5 – View along Munster Street showing typical cross section. Subject site is to left hand side of the photo.

Conclusion:

From the site work undertaken and the review of the development proposal and associated plans against the requirements of the RMS Guide to Traffic Generating Developments and Austroads Guide to Traffic Management, it is considered that the proposed development application should have no objections raised on traffic and access grounds.

The additional traffic generated by the proposed development is minimal and will have an acceptable impact upon the local roads and intersections. Sight lines at the proposed access locations are consistent with the requirements of AS2890.1:2004.

The provision of car parking on site meets the requirements of the Council DCP and is designed in accordance with AS2890.

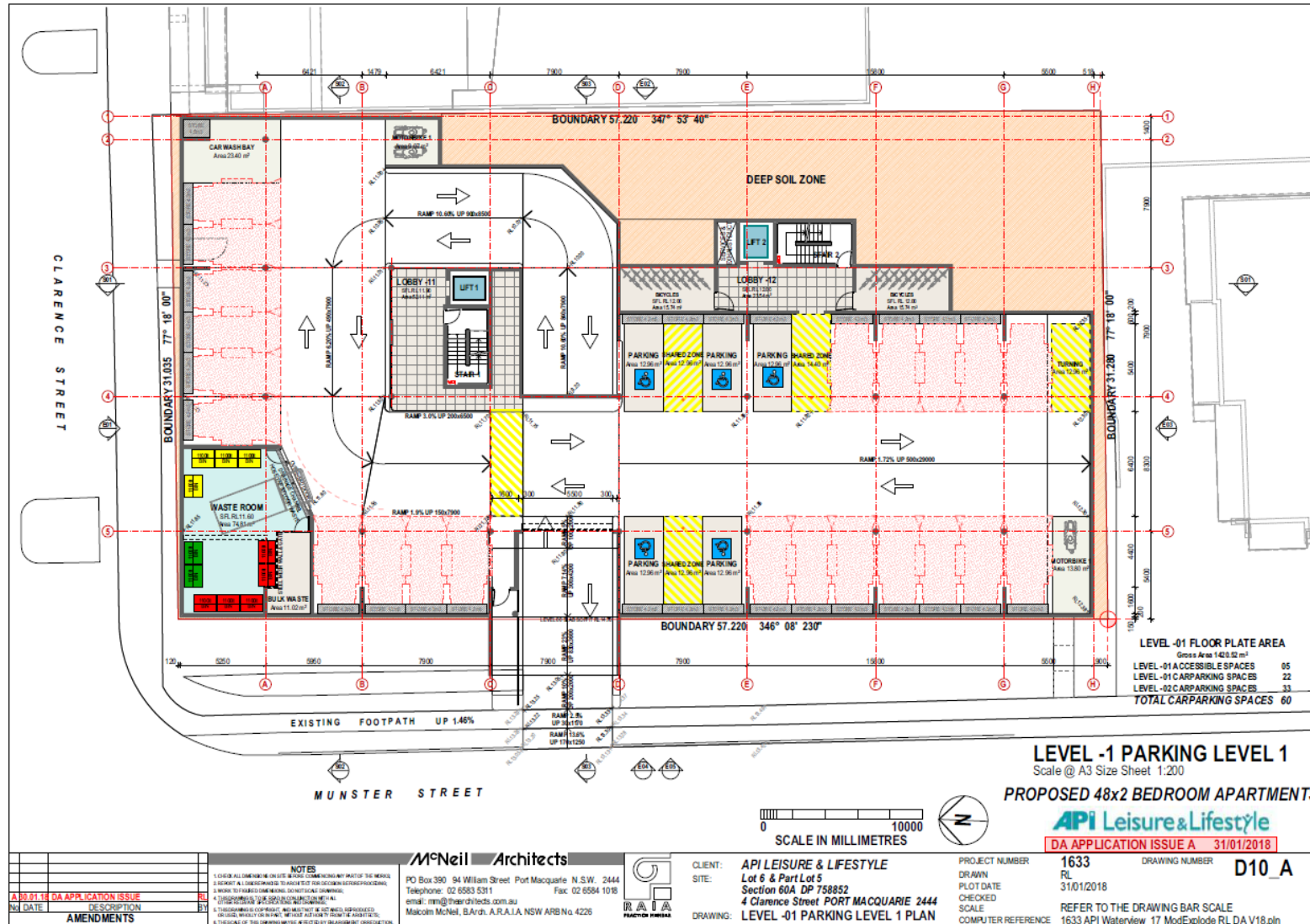
Overall it is concluded that the project should be approved on traffic and parking grounds.

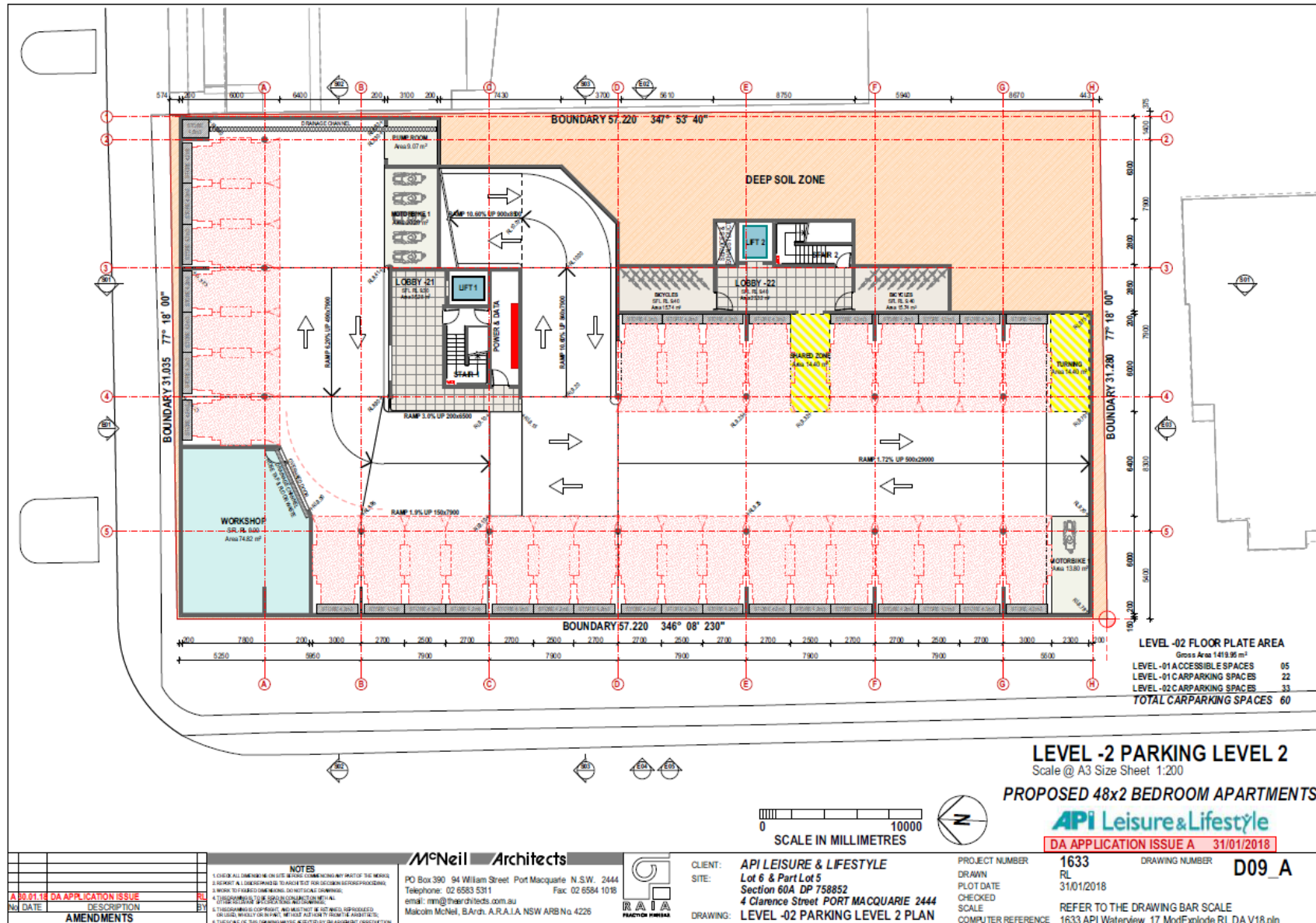
Please feel free to contact me on 4032 7979, should you have any queries.

Yours sincerely,

Sean Morgan
Director

Attachment A: Site Plan

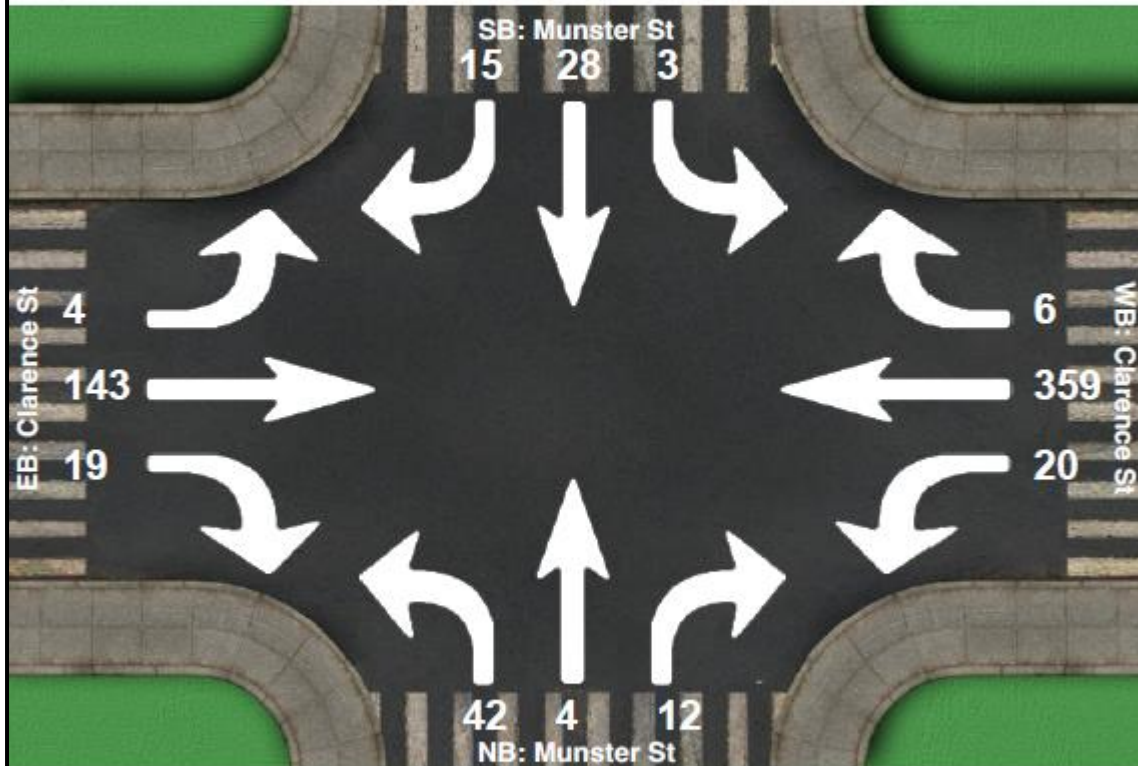






Intersection Peak Hour

Location: Munster St at Clarence St, Port Macquarie
GPS Coordinates:
Date: 2018-05-24
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

08:15 - 09:15