

17 August 2020

The Secretariat
Sydney North Planning Panel

691 PITTWATER ROAD, DEE WHY - PROPOSED MIXED USE BOARDING HOUSE, SUBMISSION TO THE PLANNING PANEL (REF: PPSSNH-91 & DA2020/0272)

The following submission responds to the issues raised and reasons of refusal within Council's assessment report relating to the subject matter. In our opinion the issues are not of a nature or significance to be given determinative weight and there are appropriate circumstances to approve the proposed development. We request the Panel's consideration of the following responses.

1 Car parking, accessibility, and traffic considerations

1.1 Car parking and traffic generation

1. The 956.5 m² of retail and commercial floor space that is developed for a bank on the site is calculated to generate a parking demand for 45 car spaces (source: traffic report). The proposed development's car parking demand is 31 spaces, inclusive of retail, office, and boarding house. The traffic generation for the existing development is likely to be significantly less than the bank in terms of car based trips because the approved bank use generates trips throughout the day whereas trip generation from boarding houses is likely to be mostly in the morning and afternoon commuter peak hours (source: 15b of the traffic report). Council's traffic engineer response confirms this view in stating *"The anticipated traffic generation from the site is considered negligible on the network with some 20 vehicles being generated in the peak hour"*.
2. Council's assessment report states on page 42 that *'the nature of the existing use and its parking requirements are that of short term and high turnover. The proposed development consists of boarding houses as well as commercial/office space, which significant intensification of the site, which cannot be accommodated in the local streets'*.
3. Council's position is that the existing car parking demand associated with the bank should not be used as a credit for the proposed boarding house because it is residential development rather than commercial development.
4. For the reasons outlined herein and within the accompanying traffic report, we submit that the impacts of on-street parking demand are improved given the reduction in demand for carparking, that the retention of the heritage building offsets any impact, and the residential component is much more likely to take advantage of the public transport that services the development equivalent to that of a train line.

1.2 Proposed car parking demand and supply

5. The proposal makes provision for a future right-of-way which involves use of the rear 6m of the site for vehicle access. In the meantime, until such access is created, the demand can be met by public transport, bicycles and street parking along Pittwater Road and the Council owned car park accessed via Civic Drive and bordered by Pittwater Road to the east, St David Ave to the south, and Civic Drive to the west. Car parking demand surveys were conducted to measure the availability of car parking spaces near the site. The surveys found that *'Ample parking opportunities exist during the typical residential peaks to cater*

for the likely additional parking demand by the proposed boarding house. Occasional short-term parking demand from residents during the business hours (for those residents leaving to work later or returning earlier) is also well catered for by car parking areas with time restrictions'. Paragraphs 34 to 42 of the accompanying traffic report address carparking demand and availability in relation to the proposed development.

6. It is recognised that some residents of the proposed development may still own a car and the potential impact of this is a relevant assessment issue. It is reasonable to assume that some of these residents would use a car to travel to their place of employment. In these circumstances they would require long term parking primarily outside of typical business hours (overnight) (source: 34 of the traffic report). On-street parking areas have time restrictions; however, these do not apply during the typical residential demand periods (source: 37 of the traffic report).
7. It is noted that the continued use of 956.5 m² of floor space within the existing bank development for retail and office, generating demand for 45 car parking spaces, may occur without any further land use planning approval aside from say a Complying Development Certificate for internal fit out.

1.3 Future right-of-way

8. The proposal makes provision for a future right-of-way which involves use of the rear 6m of the site for vehicle access. This provides an opportunity to create the legal mechanism for this much desired vehicle access between the rear of the site and St David Ave and positively advances securing this key planning goal. It also offers the potential for future access by other property owners to the south of the site.
9. The proposed right-of-way is consistent with the Dee Why town centre master plan and the redevelopment of land within Key Site E under the LEP; its principal feature being the creation of a new vehicle access corridor to the rear of properties fronting Pittwater Road. Despite this being the central objective for the redevelopment of land within Key Site E, the LEP contains no land reservation provision, but rather contains incentive development standards through increased height and FSR which only apply when all of the land (approximately 19 allotments) within Key Site E is combined in a proposal / DA. There is otherwise no statutory planning mechanism to establish this planning outcome when individual sites (or amalgamated sites), that don't include all of all of the land within Key Site E, are proposed for redevelopment.
10. Dee Why's significance as a major centre serving the subregion is recognised in the LEP. Clause 1.2(2)(b) of the LEP recognises Dee Why and Brookvale as the major centres and employment areas for the sub-region. Objective 7.3(c) of the LEP is 'to ensure that development is consistent with the role of Dee Why as a major centre for the sub-region. Furthermore, it is noted that Pittwater Road is a strategic bus corridor. Urban renewal within the Dee Why B4 zone for medium density, 7-8 storey development, has long been the centrepiece of the Council's (ex-Warringah Council area) housing growth strategy since approximately 1995 (when Council was exempted from the State's dual occupancy policy). Key planks upon which it is based are: increased use of public transport, reduced reliance on private vehicles, improved amenity of public spaces within the town centre, concentration of growth within a designated location, and preservation of established low-density areas outside of Dee Why.
11. Many areas within Dee Why's B4 zone have experienced redevelopment, however, there has been slower take-up of opportunities within the triangular shaped block that the subject site is within, bounded by Fisher Rd, St David Ave, and Pittwater Rd, with only one property being redeveloped to-date at 701 Pittwater Rd in 2016.

12. Retention of the bank building in its current form makes no advancement towards achieving the goal of creating access to the rear of the site from St David Ave. It does not facilitate the orderly development of land in the manner intended. It does not provide an opportunity for medium density housing development located close to high quality and frequency public transport that is adjacent to the land within the block. It is not consistent with Dee Why's role as a strategic centre for increased housing, having less reliance on private vehicles and increasing utilisation of public transport and other alternate transport means. The proposed development will help activate the western side of Pittwater Road and bring the Dee Why Town Centre masterplan vision one step closer to being realised.

1.4 Parking standards

13. The car parking standards for boarding houses under SEPP ARH are non-discretionary development standards meaning that they cannot be used to refuse a boarding house application on the basis of car parking if the proposed development meets the car parking standard. Also, car parking is not a development standard under the Warringah LEP 2011.
14. The car parking controls are therefore solely contained in the DCP for which a flexible approach is required particularly in this situation where the site contains a heritage item and is effectively land-locked (section 4.15(3A)). The planning strategy for Dee Why and Brookvale, as a major centre serving the subregion, encourages higher density living on a strategic public transport corridor. The proposed development is consistent with this strategy by decreasing dependency on individual car ownership and encouraging use of other transport means. In this regard:
 - a) Clause 7.13 (c) of the LEP is 'to encourage alternative forms of transport from private vehicle use'
 - b) the Warringah DCP establishes provisions to, inter-alia, encourage car share, reduce the reliance on private car ownership, and reduce traffic impacts which the proposal addresses (Section 8 "Car share" of Part G1 Dee Why Town Centre). Car share is further addressed below.

1.5 Bicycle parking

15. The proposal includes 127 bicycle parking spaces as an alternative means of transport which is encouraged by DCP. This provision achieves one bicycle space for each resident plus additional spaces for office and retail tenants and is significantly above the requirement of 1 space per 5 boarding rooms standard within the ARH SEPP and the rates within the DCP (12 to 14 of the traffic report). Furthermore, end-of-trip amenities for cyclists are also provided, including two unisex accessible bathrooms with sufficient space for showers, near the bicycle racks within the proposed within the ground floor level, to further support the use of bicycles.

1.6 Car share

16. The proposal makes provision within the design for three car share parking spaces at the rear of the site when rear access can be developed. The significance and value of car share spaces has been considered in a range of NSW Land and Environment Court judgments, for example:
 - a) *Arkibis Pty Ltd t/a Arkhaus v Randwick City Council* [2019] NSWLEC 1020
 - b) *Sheer Property Group Pty Ltd & anor v Randwick City Council* [2013] NSWLEC 1168
 - c) *Dimitri Dilles v Randwick Council* [2017] NSWLEC 1202

d) *Turner Architects v City of Botany Bay Council [2016] NSWLEC 1186 (Turner Architects)*

17. A single car share space has been recognised as having the equivalent value of 10 to 12 car parking spaces, noting that in *Turner Architects* the judgment states at 38, '*I accept the applicant's submission that a car share vehicle replaces up to 10 to 12 private cars*'. This is greater than the 1:5 Car Share replacement ratio nominated by Council's Traffic Engineer referral response.
18. Applying the accepted court ratios, 3 car share spaces is the equivalent of 30 to 36 regular car spaces which, would have the effect of satisfying the car parking demand generated by the proposed boarding house which the accompanying traffic report calculates to be 21 spaces.
19. Furthermore, in the case of *Williamson v Northern Beaches Council [2020] NSWLEC 1110* relating to 10 Naree Road Frenches Forest, Commissioner Horton stated in relation to the role of car share addressing an onsite parking shortfall, '*...in my view it is reasonable to expect potential occupants of the building will consider the availability of car parking in the context of their own needs when evaluating the suitability of this development as a place to reside. Those prospective occupants with a car, but without a guaranteed space in which to park it, may opt for accommodation elsewhere. Those without a car may be attracted by having access to a carshare vehicle for those times when one is needed.*'
20. Furthermore, the circumstances for car share are appropriate noting that the site is within 70 metres to the B-line bus stop on a strategic bus corridor, where there is high quality and frequency public transport provision equivalent, if not, greater to the frequency of a train line. There is also a concentration of shops, services, recreation, and employment opportunities within Dee Why and Brookvale which are connected by high frequency buses and each within walking and cycling distance of site. The location is appropriate for reduced car parking provision and substitution with car share spaces because the car share can complement the range of other transport options available to the future residents at the location.
21. In summary, the provision of car share spaces is in-line with the intent of LEP and DCP to deliver sustainable transport measures and is an adequate substitute for the shortfall of car parking spaces proposed.

1.7 Heritage character prevents vehicle access to the site

22. Council's assessment report states on page 42 that 'The proposal is for a complete redevelopment of the site, not for alterations and additions...'. We submit that this is incorrect, that whilst the proposal involves a substantial redevelopment of the site, the retention of the heritage facade at the street frontage is a key consideration because it defeats to ability to provide vehicle access from Pittwater Road and onsite car parking until provision for rear access to the property is created. The retention of the existing building street facade is relevant to the consideration of the merits of the proposed parking variation.

1.8 Loading facility

23. In relation to there being no loading facility proposed, it is noted that the existing bank does not have a loading facility. It generates a greater requirement for a loading facility than the proposed development given that banks involve the regular, collection (pick up and drop off) and transport of currency in secure vehicles. The circumstance of there being no loading facility applies to many properties on Pittwater Road, particularly other properties on the western side of Pittwater Road near the subject site. This existing circumstance is

able to be managed without significant environmental impact. It is therefore assessed that this is not a matter to be given determinative weight.

24. In summary, it is assessed that:

- a) there is sufficient off-site car parking provision to accommodate the future residents of the proposed development that may need a car until rear access can be provided to the property
- b) the site is appropriately located within a strategic centre serving the subregion, where increased development is planned to reduce car usage and increase use of public transport, walking, and cycling
- c) given the location of the site, there are appropriate circumstances for car share spaces to be effective in complementing the accessibility of the location and serving the boarding house in the future
- d) there are appropriate circumstances and public interest considerations relating to the retention of the heritage character of the existing building, orderly development of the land, and creation of future vehicle access to the rear of the site
- e) there are appropriate circumstances upon which to be flexible in the application of the parking control
- f) there are appropriate circumstances for credit to be apportioned from the existing development's car parking deficiency to all of the proposed development which is considered practical and warranted in the circumstances of the case.
- g) For the above reasons, there are sufficient merits to approve the proposed development and apportion determinative weight to the alternative arrangements proposed.

2 Other Matters

2.1 Submissions

25. The assessment report states that 68 submissions were received in response to the neighbour notification. This is incorrect. The number of submissions received from different persons or entities is four not 68 and two of those submissions were not from residents. One of the 4 submissions was from the Salvation Army which owns the land to the rear of the site, it confirmed that no permanent vehicle access through their land would be possible (copy of letter at Annexure 1) but offered qualified support for the proposal.

2.2 Potential precedent creation

26. There are no other heritage listed, private land holdings fronting Pittwater Road within the Dee Why B4 zone, and therefore, there are unique circumstance applicable to the property and the application such that it would not form a precedent or other properties. Nor have any development applications been lodged for the immediately adjacent sites.

2.3 Potential site isolation

27. Appropriate consideration has been given to the Land and Environment court's principle relating to the potential isolate isolation of land (*Karavellas v Sutherland Shire Council* [2004] NSWLEC 251 at 17-19). In response, it is our considered position that each adjoining allotment can be developed in their own right or by consolidating with other land parcels and achieve development outcomes that are anticipated by the planning controls.

28. The property at 687 Pittwater Road can be developed and its own right or consolidated with the adjoining land at 685 Pittwater Road. Information including the certificate of title has been reviewed (and is available upon request) with regards to 685 Pittwater Road. It confirms that 88% (8 out of 9 lots) within the strata plan are owned by a single company or related legal entities which, I'm advised, exceeds the 75% threshold for a collective sale and renewal procedure Plans by BKA Architects accompany the submission and demonstrate the nature, form, and scale of development that can be accommodated on the property at 687 Pittwater Road. Furthermore, amalgamation would distort the scale and proportion of the heritage item retained, reduce its legibility and urban design presence for the subject premises to amalgamate and be developed with 687 Pittwater Road.
29. In relation to 693a-695 Pittwater Road to the north-east, the property has a 24.99m frontage, depth of 42.67m, is 1,066m² in area, and benefits from access via right-of-way to the rear of the property from St David Avenue. BKA Architects advise that the proposed development does not impose further constraints on future residential development of the land. Sensitive design for this site would provide a building mass addressing Pittwater Rd (following 697 & 691 Pittwater Rd as precedents) and rear development orientated towards the north, away from the 691 southern boundary. Sensitive design would also take advantage of proposed 12m x 6m wide courtyard for natural light and ventilation of non-habitable rooms or corridors. Even a zero setback solution for 693-695 Pittwater Rd would not compromise solar access and amenity of Communal Living Room or Communal open Space, affecting only solar access for 6 units representing approximately 11% of development. 6m setback from habitable rooms to blind walls is considered an appropriate separation. This demonstrates there is sufficient flexibility available in citing and configuring a development on the property in a manner that that accords with the current planning controls.
30. As noted above at 26, the Salvation Army, which owns the land to the rear of the site, confirmed that no permanent vehicle access through their land would be provided in relation to the proposed development (copy of letter at Annexure 1)
31. Based on the above, it is apparent that, orderly and economic use and development of the each of the adjoining sites can be separately achieved.

3 Conclusion

We respectfully submit that the issues raised, and reasons of refusal are not of a nature or significance to be given determinative weight and there are appropriate circumstances to warrant approval of the application. It is therefore appropriate for the orderly development of the site and in the public interest for the Panel to approve the application.

Yours sincerely

Michael Haynes



Director - BBF Town Planners

Annexure 1 - copy of letter Salvation Army - no permanent vehicle access through their land



The Salvation Army Australia Territory

Territorial headquarters

95-99 Railway Road, Blackburn, Victoria, 3130
PO Box 479, Blackburn, Victoria, 3130

P 03 8878 4500

6th March 2020

Gannet Developments
PO Box 7005,
Warringah Mall, NSW 2100

To Whomever It May Concern,

Re: Gannet Developments Development Application on 691 Pittwater Road, Dee Why

This letter is provided in relation to the Development Application on 691 Pittwater Road, Dee Why and the associated access through the property owned by The Salvation Army at 1 Fisher Road, Dee Why.

The Salvation Army have met with representatives of Gannet Developments on several occasions to discuss their proposed development on 691 Pittwater Road, Dee Why. Plans and elevations were provided, and The Salvation Army provided initial comments for consideration as part of the design. The Salvation Army will review the final submitted documents during the exhibition period and comment if necessary.

Discussions with Gannet Developments in relation to the temporary use of our property for access to the rear of 691 Pittwater Road have been ongoing and are not yet resolved. The Salvation Army can confirm that we do not currently propose to grant a permanent Right of Way or Easement for vehicle access across our title favoring 691 Pittwater Rd. We have however had constructive discussions to provide Gannet Developments utilisation of part of our property to obtain access to the rear of 691 Pittwater Road, Dee Why for construction. In principle The Salvation Army may agree to provide construction access subject to agreement on the final terms.

Further, The Salvation Army support the provision of more diverse and affordable housing options into the Northern Beaches Council Area, with Dee Why being a key center with good amenity and access to services.

Should you have any questions regarding the above, please don't hesitate to contact the undersigned.

Kind Regards



Oliver McGeachie
Senior Development Manager
National Property Group
The Salvation Army Australia

Annexure 2 - Plans by BKA Architects for the property at 687 Pittwater Road

Under separate cover

B

K

BA
Architecture

Northern Beaches Council
725 Pittwater Road
Dee Why NSW 2099
Australia

Re: 691 PITTWATER RD, DEE WHY – DA2020/0272

August 2020

Dear Sir/ Madam,

Without Prejudice: The following schedule describes additional information for submitted Development Application for the aforementioned development to address issues described in Statement of Facts and Contentions.

To be read in conjunction with attached amended architecture drawings:

DA 730 687 Pittwater Rd Feasibility Study (Rev A)
DA 731 June 21 - Eye of the Sun 01 - 687 Pittwater Rd (Rev A)
DA 732 June 21 - Eye of the Sun 02 - 687 Pittwater Rd (Rev A)
DA 740 June 21 - Eye of the Sun 01 693-695 Pittwater Rd (Rev A)
DA 741 June 21 - Eye of the Sun 02 693-695 Pittwater Rd (Rev A)

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Comments:

DA 730 687 Pittwater Rd Feasibility Study

1. Feasibility study prepared for 687 Pittwater Rd to address site isolation concern:

- Feasibility Study demonstrates that an orderly and economic use and development of the separate sites can be achieved;
- Provides a building envelope for the adjacent isolated lot, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the adjacent isolated lot;
- Details the likely impacts of development on the adjacent isolated lot in terms of solar access, visual privacy, building separation, streetscape and vehicular access.

**2. Site Summary: Area: 297.75m² approx. 7m wide x 42.5m long approx.
Max FSR 4.0:1 Max GFA: 1191m²**

3. Proposed possible development:

- 8 Storeys + 1 Basement building. It fits within max. height limit (refer to height plane diagram). It matches proposed 691 Pittwater Rd development in bulk and scale.
- Front Setback 5m from kerb for the first three levels and then 9m from kerb as per DCP.
- Rear setback set at 6m as per ADG for the first 4 levels, however there is no need to further setback 3m on upper levels as adjacent development (Salvation Army site) is limited to 16m H by LEP.
- Ground Floor: 3.6m wide Publicly accessible Pedestrian Link provided + Small retail/shop to activate frontage and public domain.
- 2 Levels of Office/Commercial. 3.5m Floor to Ceiling height as per ADG achieved. Area equivalent to existing commercial space.

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A

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- Levels 3 to 7: 7 Apartments comprising: 5 x 1bed (55 m2 each) + 2 x 3bed (112m2 & 127m2 over two storeys each). Min areas compliant with ADG.
- Double storey 3 bedroom units enjoy good amenity towards Pittwater Rd, and addresses DCP concerns regarding Design and Architectural Diversity (Part G1 (5)).
- 3.1m Floor to Floor height in apartments provided as per ADG.
- 12m separation to habitable rooms' windows provided via internal void/courtyard compliant with ADG.
- This void also helps to achieve 100% cross ventilation via stacker effect.
- Rooftop Communal Open Space 74.5m2 (compliant 25% Site Area as per ADG). Solar Access achieved also Compliant with ADG.
- Automatic Car Stacker Parking in basement accessed from future rear lane. 6 car parking spaces achieved. DCP Ratio: 0.6 Car Spaces x 1 bed x 5 = 3; + 1.4 Car Spaces x 3 bed x 2 = 2.8. TOTAL Required= 5.8 car spaces for residential component. 6 provided.
- NOTE: 1 additional car parking possible (e.g. for visitors) if basement allowed to run under future laneway, considering it is still within the site.
- No Commercial Car parking provided similar to current condition. Existing car parking calculations estimated considering 100% of current Ground Floor as Retail (cash converters) and 100% of Level 1 as Offices.
- Total GFA Achieved: 1057m2. FSR 3.6:1
- NOTE Consideration should be given for this site to be allowed an extra storey considering the concessions of usable area for the future rear lane and pedestrian link. This could add +71m2 approx. or more.

DA 731 June 21 - Eye of the Sun 01 - 687 Pittwater Rd (Rev A)

DA 732 June 21 - Eye of the Sun 02 - 687 Pittwater Rd (Rev A)

- Eye of the Sun Diagrams demonstrate that proposed development at 691 Pittwater Rd achieves 72% min 2hrs of solar access to window of Boarding Rooms between 9am and 3pm on Winter solstice.
- Eye of the Sun Diagrams also demonstrate that proposed development at 691 Pittwater Rd achieves min 3hrs of Solar Access to Communal open Space and Communal Living.
- Eye of the Sun Diagrams demonstrate that 71% of apartments on possible development at 687 Pittwater Rd achieve min 2 Hrs of Solar Access to Living Areas and Private Open Spaces balconies (complaint ADG).
- Eye of the Sun Diagrams demonstrate that possible development at 687 Pittwater Rd achieves solar access to Communal Open Space rooftop terrace (complaint ADG).

DA 740 June 21 - Eye of the Sun 01 693-695 Pittwater Rd (Rev A)

DA 741 June 21 - Eye of the Sun 02 693-695 Pittwater Rd (Rev A)

- Eye of the Sun Diagrams demonstrates that even if future development for 693-695 Pittwater Rd constructs a blind wall towards its southern boundary, Solar Access to Communal Open Space and Communal Living is ensured for at least 3 Hrs between 9am and 3pm on Winter Solstice complying with AHSEPP Requirements.

**BKA
Architecture**

- Resultant courtyard provided has dimensions of 6m W x 12m L. If to be applied, Apartment Design Guidelines Figure 3F.2 considers appropriate a 6m separation between a habitable room and a blank wall. Refer also to Figure 3F.6 showing appropriate 6m for visual privacy to blank wall.
- Eye of the Sun Diagrams show it is unlikely that the future development at 693-695 Pittwater Rd will have habitable rooms oriented towards the southern boundary due to site width (25.5m approx. only), side setbacks and Solar Access requirements (more favourable northern orientation for balconies and habitable rooms). Non-habitable rooms if oriented towards southern boundary will require between 3m and 4.5m side setback, which in any case will improve amenity for 691 Pittwater Rd courtyard.
- Note that good design for 693-695 Pittwater Rd would likely take advantage of proposed 691 Pittwater Rd courtyard for its own better amenity and cross ventilation.
- Eye of the sun Diagrams demonstrate that proposed development at 691 Pittwater Rd, does not impose further constraints to future development on 693-695 Pittwater Rd.

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Sincerely,
BKA Architecture



John Kavanagh
Founding Director

DA Calculations
Project Number: 19049
Project Address: 687 Pittwater Rd, Dee Why
Date: July 2020

GFA and FSR Controls	Control LEP	Proposed	Compliance
Site Area (sqm):	297.75		
FSR:	4:1	3.6	✓
Max GFA (sqm):	1191	1057.46	✓

GFA (sqm)	
Level	m2
Ground Floor	35.89
Level 1	199.21
Level 2	199.21
Level 3	141.16
Level 4	141.16
Level 5	126.49
Level 6	141.16
Level 7	73.18
Total GFA:	1057.46

Parking Controls			
Control	Required DCP	Proposed	Compliance
Car Parking Apartments	0.6 x 1 bed x 5 = 3. 1.4 x 3bed x 2 = 2.8 = TOTAL 5.8 1 Visitor/5 = 2 Visit	6 Automatic Stacker in basement	✓ *
Car Parking Retail	1 / 16.4 sqm = 2.2 spaces	0	✗
Car Parking Offices	1 / 40sqm = 10 spaces	0	✗
TOTAL Car Parking Required		6	✗
Motorcycle Parking Provided:	-	0	N/A
Bicycle Parking Provided:	Apartments 1x8 = 8 Office Employees 1/200m2 + Visitors 1/750 m2 = 1 Retail 1/200m2 + Visitors 1/600m2 = 1	12	✓

Existing Car Parking Requirements.	Required DCP	Current	Compliance
Retail			
Existing car parking provided	26 approx (297.75m2 Retail + 297.75 m2 Office)	0	✗

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Shaft design. With walls or support between the parking spaces.

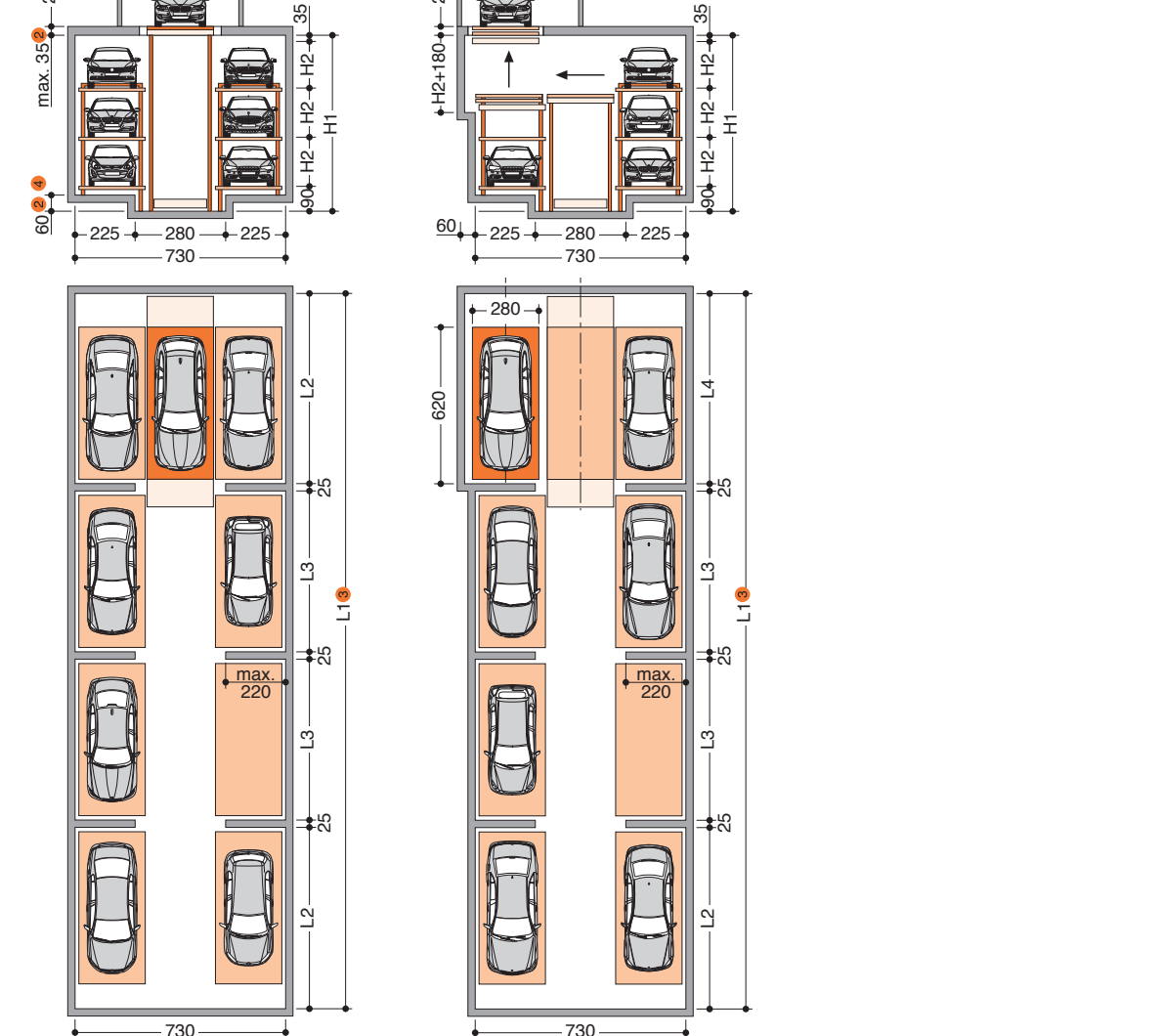
- For 1-8 levels
- Up to 80 metres length
- Transfer cabin located directly above storage and retrieval unit, or in the area of the parking spaces
- Parking levels with different heights for variable vehicle heights
- Multi-row arrangement possible
- Turning unit optional (in transfer cabin or in system)

Transfer cabin above storage and retrieval unit

Transfer cabin within the area of the parking spaces

Electrical cabinet

Close to the transfer cabin room for an electrical cabinet is to be provided. Minimum dimensions: l: 240 cm, w: 200 cm, h: 230 cm.



11 Automatic Car Lift & Stacker System Brochure Extract from Klaus Multiparking

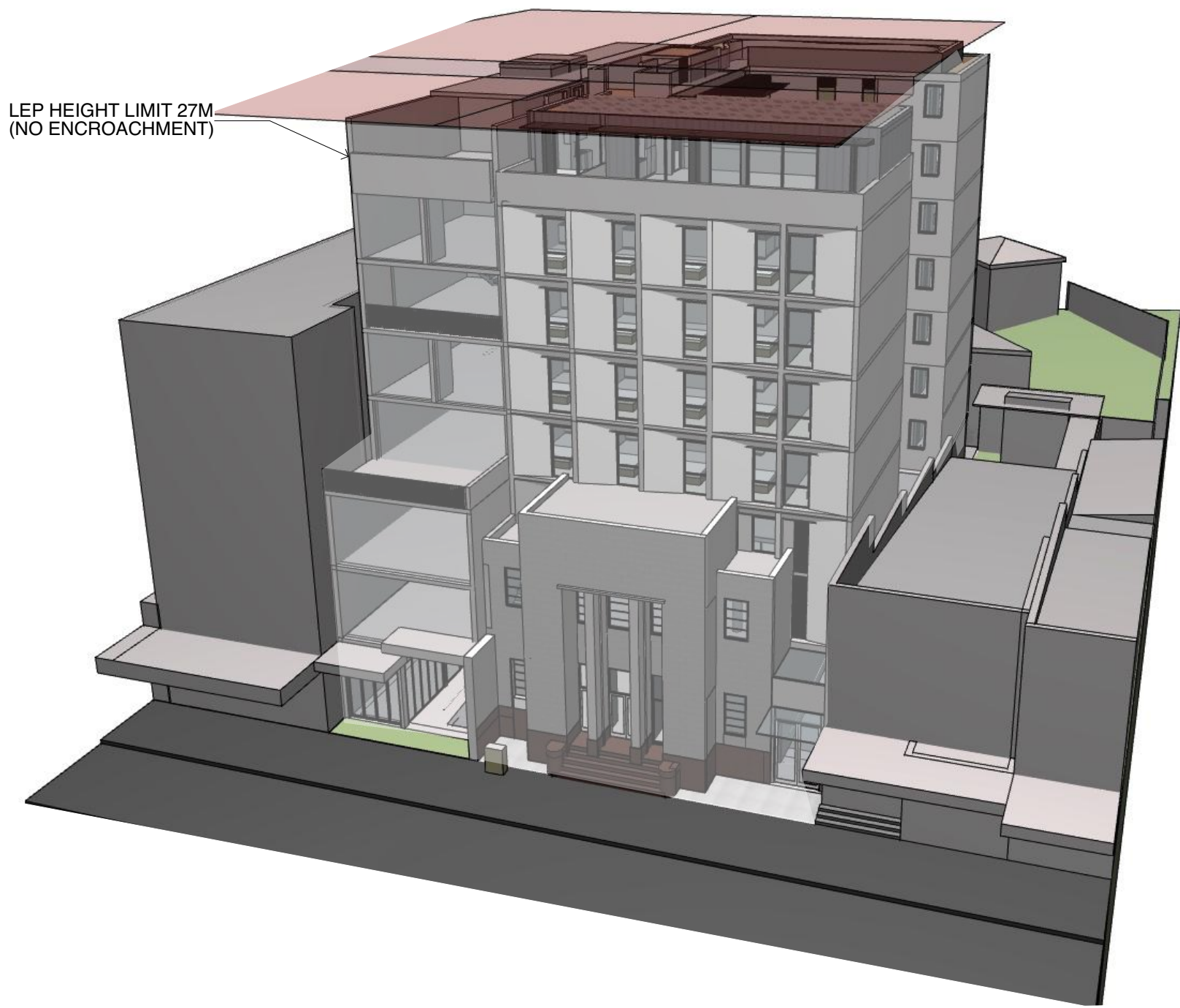
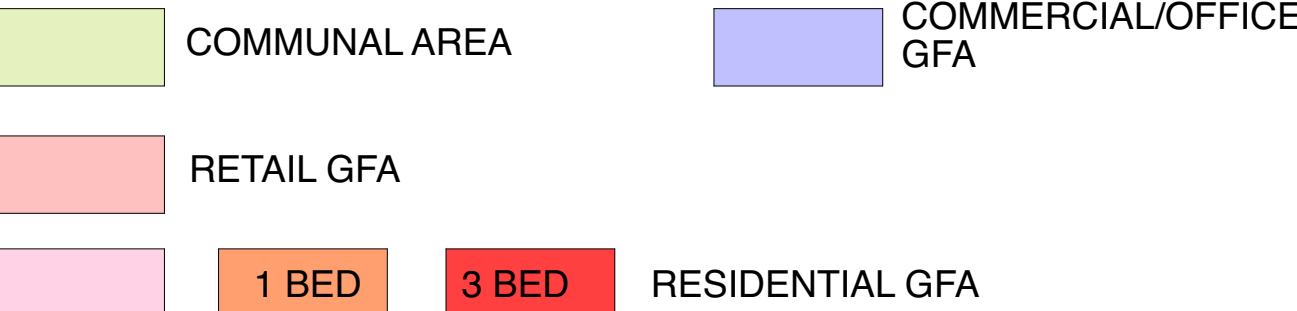
Setback Controls DCP	Compliance
Front Setback 5m from kerb first 3 Levels	✓
Front Setback 9m from kerb above 4th Level	✓
Height Controls LEP	
Current LEP Height Limit 27m	✓

Proposed Dwelling Mix		
Level	1 Bedroom / Area m2	3 Bedroom / Area m2
Ground Floor		
Level 1		
Level 2		
Level 3	1 / 55m2	1 / 127m2
Level 4	1 / 55m2	
Level 5	1 / 55m2	1 / 113m2
Level 6	1 / 55m2	
Level 7	1 / 55m2	
Total Per Type:	5	2
TOTAL APARTMENTS:	7	

Communal Open Space			
Level	Required	Proposed	Compliance
Communal Open Space	25% of Site ADG = 74.5m2	74.5m2	✓

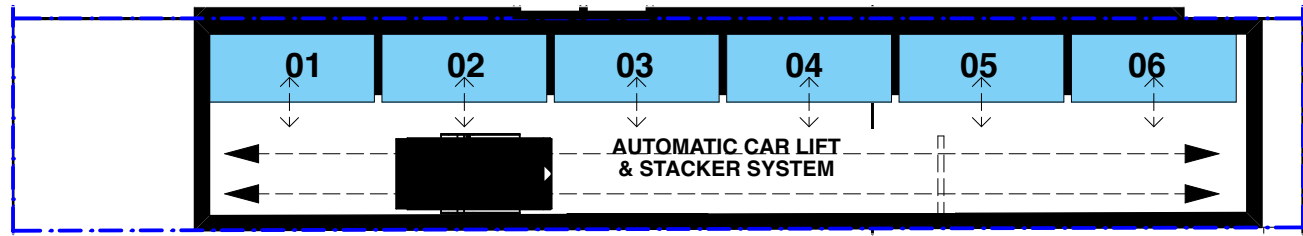
Proposed Solar Access & Cross Ventilation	Required ADG	Proposed	Compliance
Solar Access: Min 2Hrs from 9am to 3pm Winter Solstice (21st June)	70% = 4.9	5	✓
Cross Ventilation	60% = 4.2	7	✓
Solar Access: Min 2Hrs from 9am to 3pm Winter Solstice (21st June) POS	70% = 4.9	5	✓

LEGEND

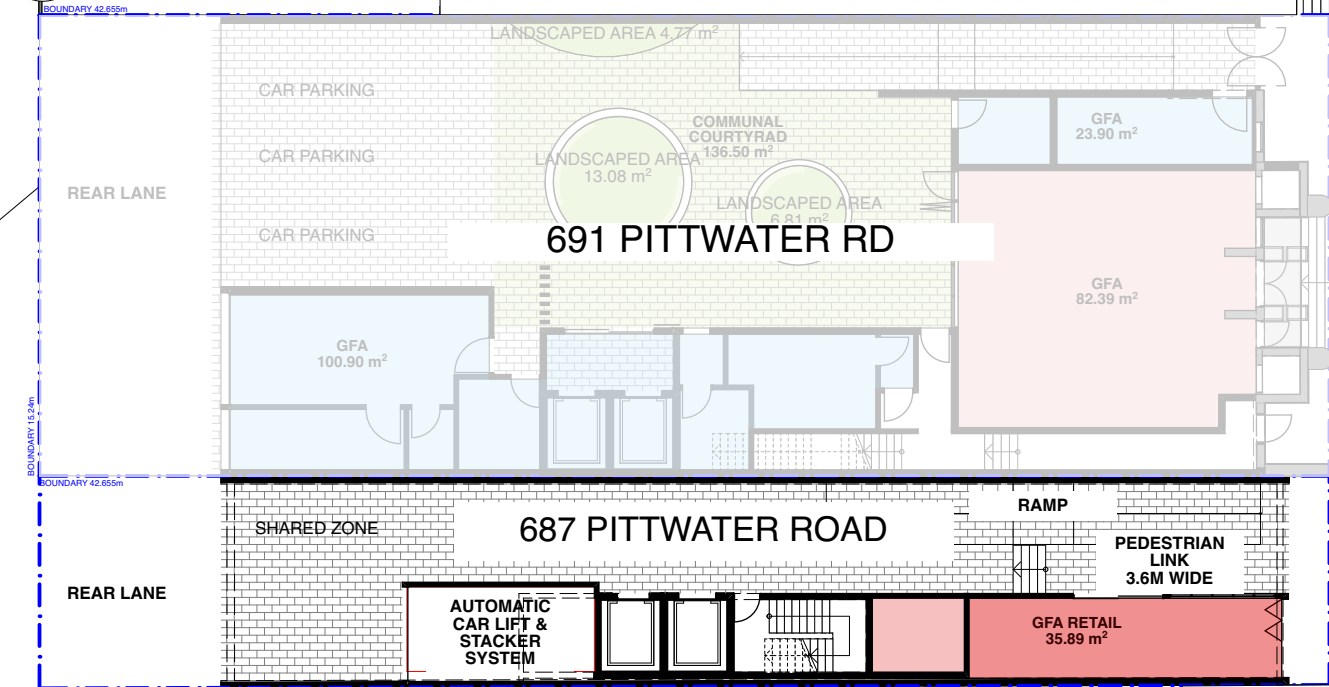


10 Height Plane

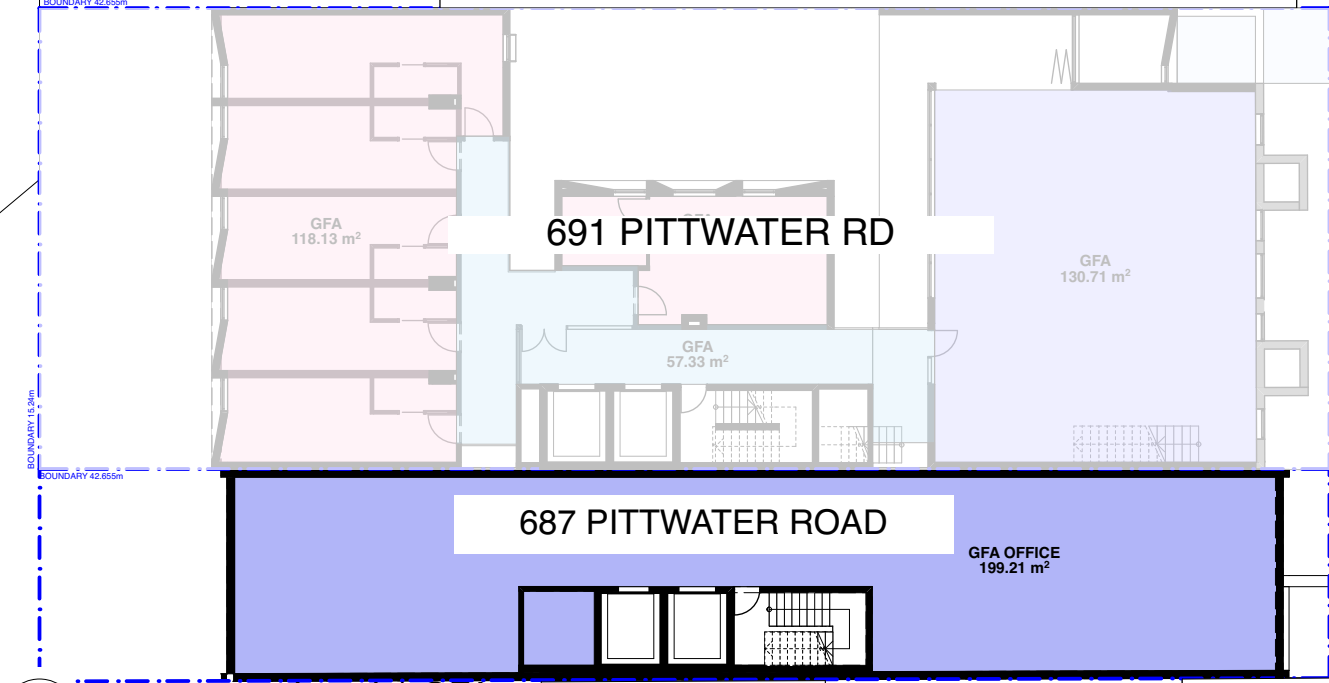
*Refer to Klaus Multiparking Brochure extract on this page



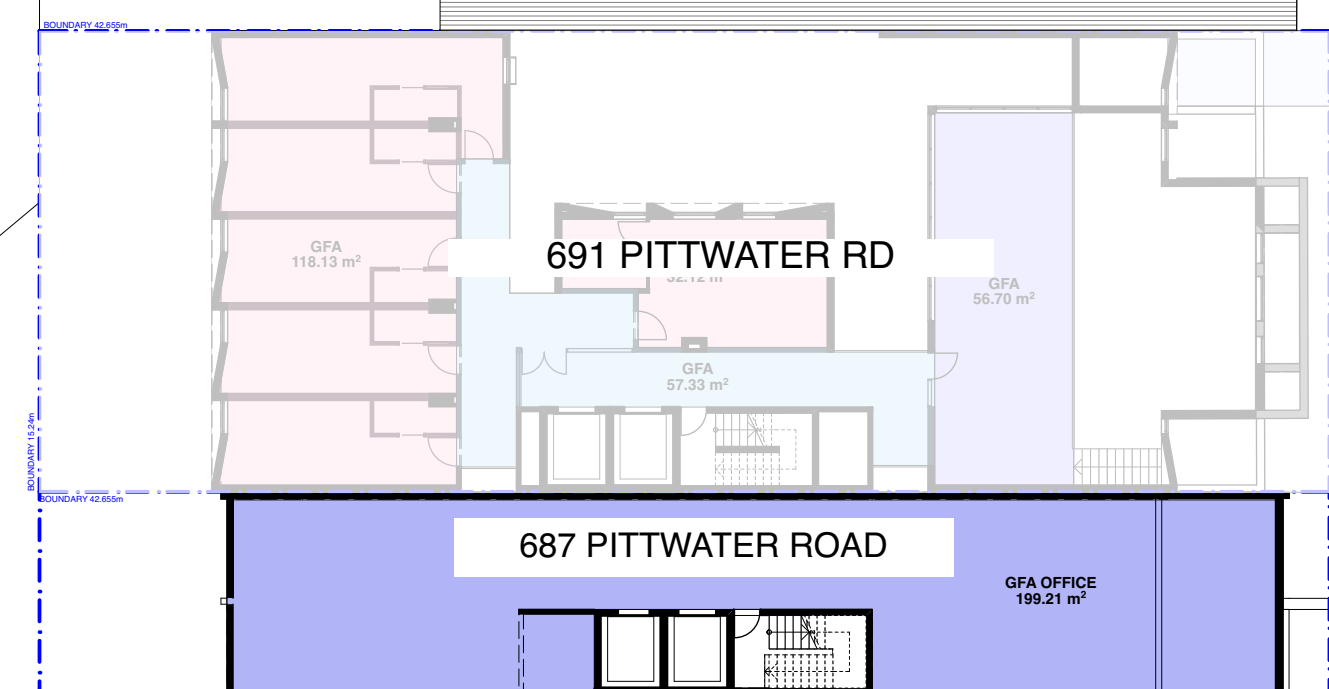
0 Basement - Automatic Car Stacker System 1:250



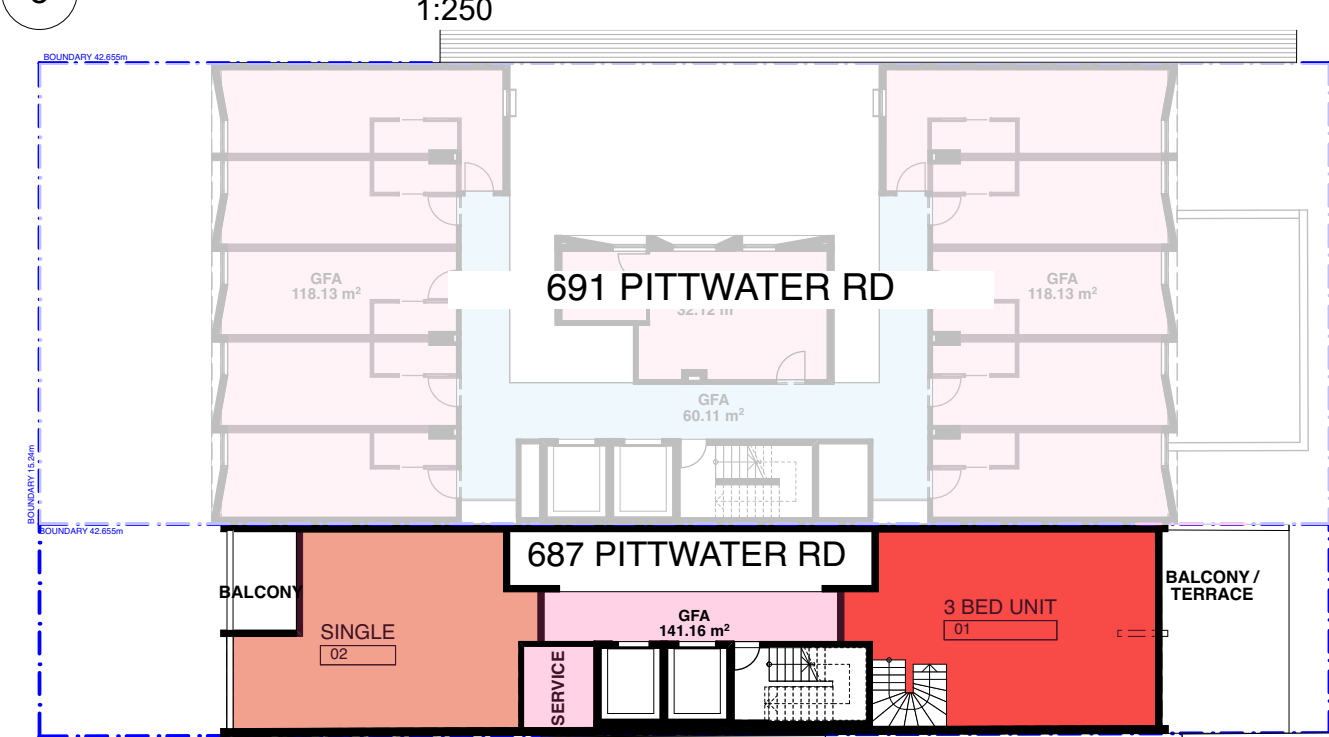
1 Ground Floor GFA 1:250



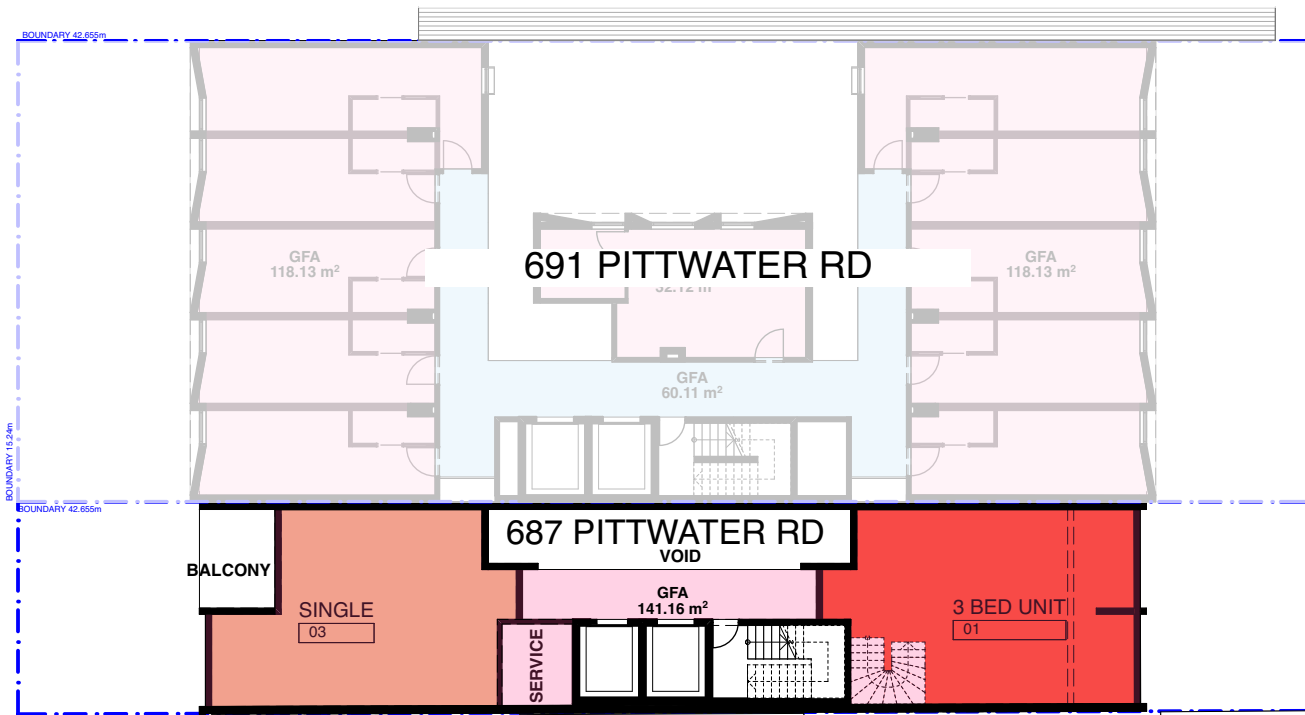
2 Level 1 GFA 1:250



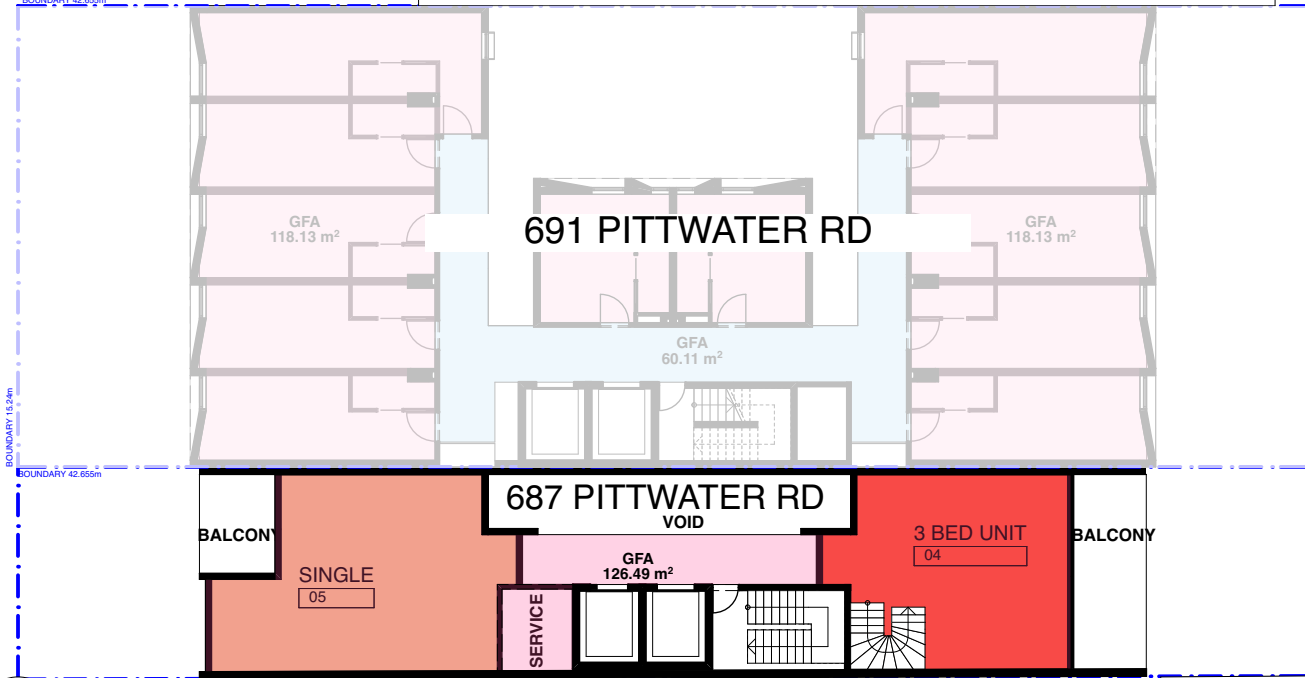
3 Level 2 GFA 1:250



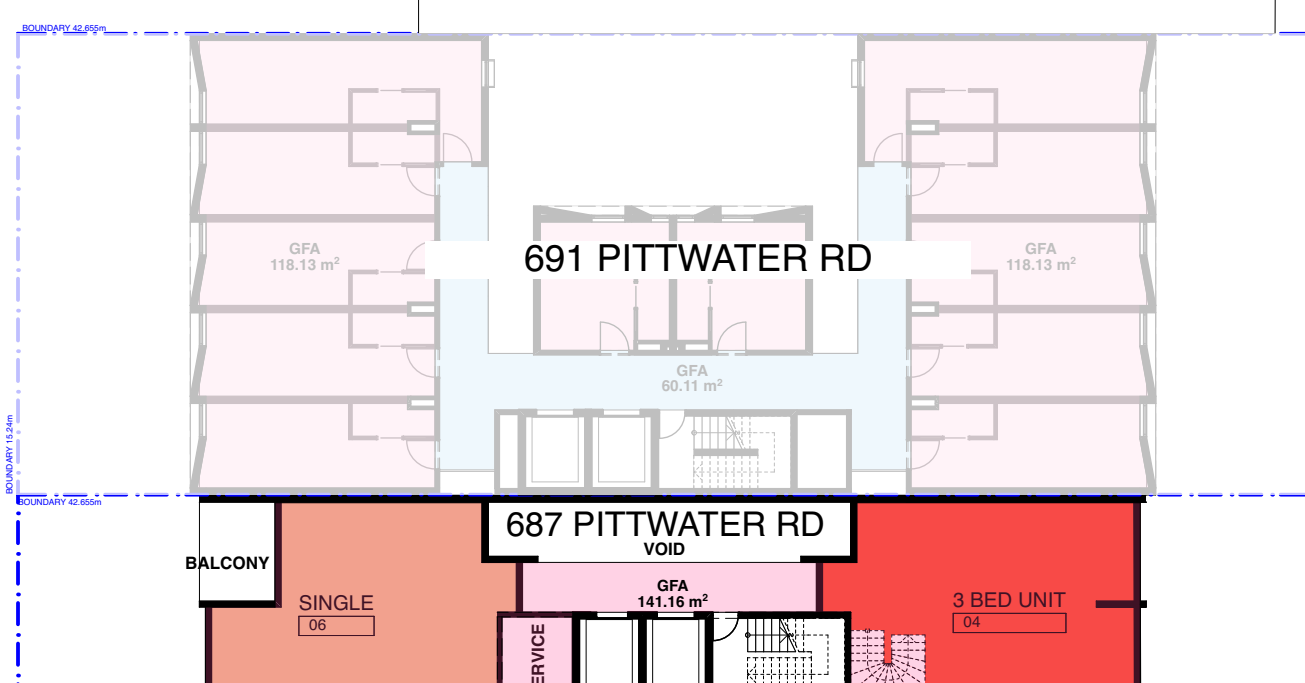
4 Level 3 GFA 1:250



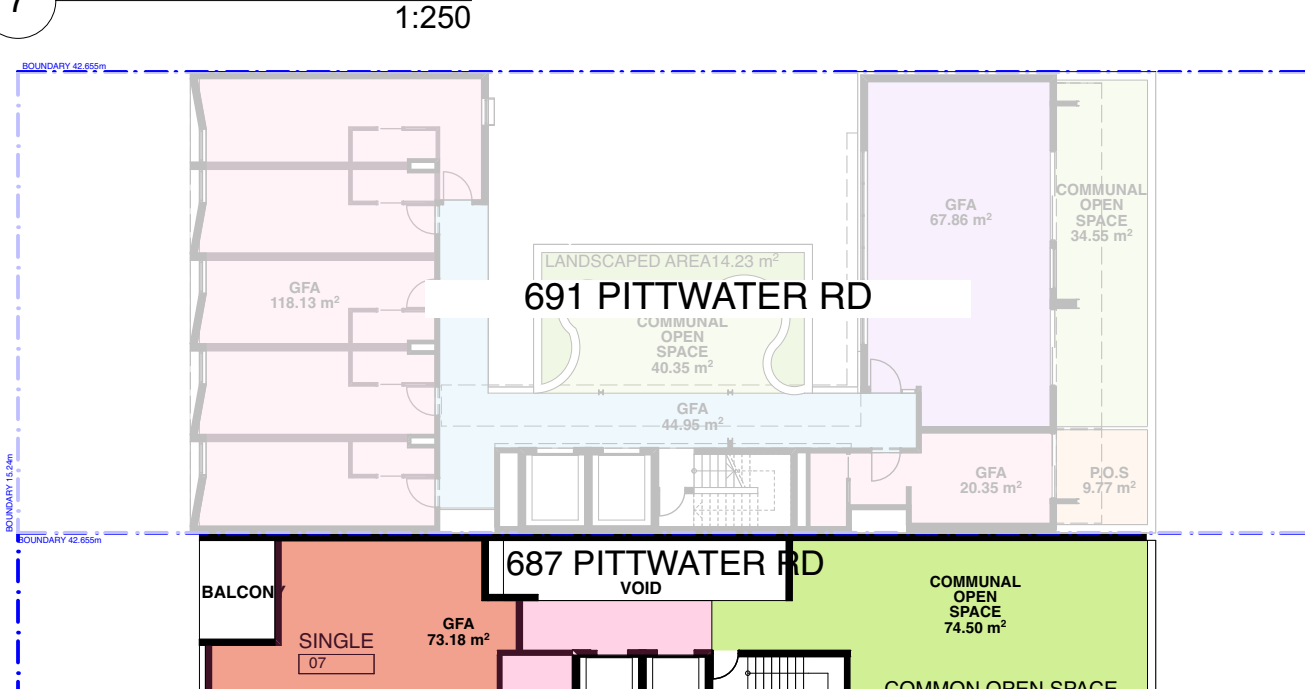
5 Level 4 GFA 1:250



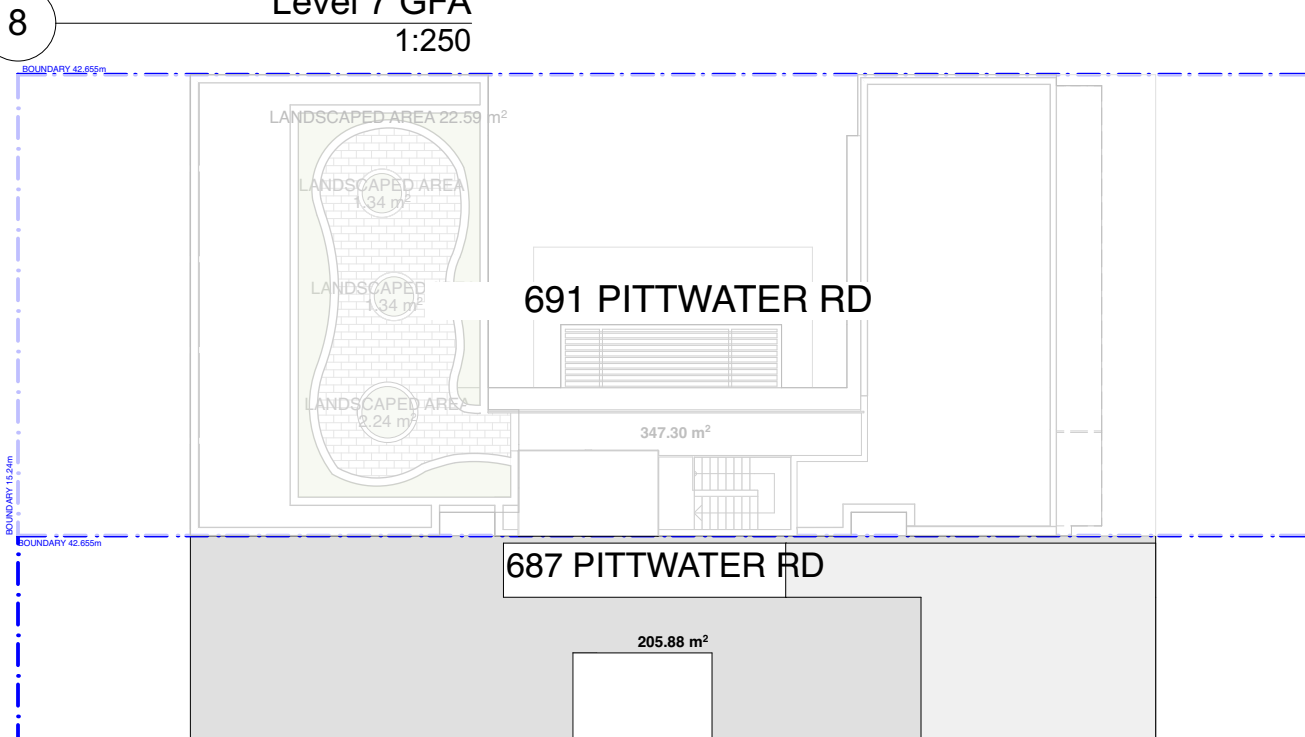
6 Level 5 GFA 1:250



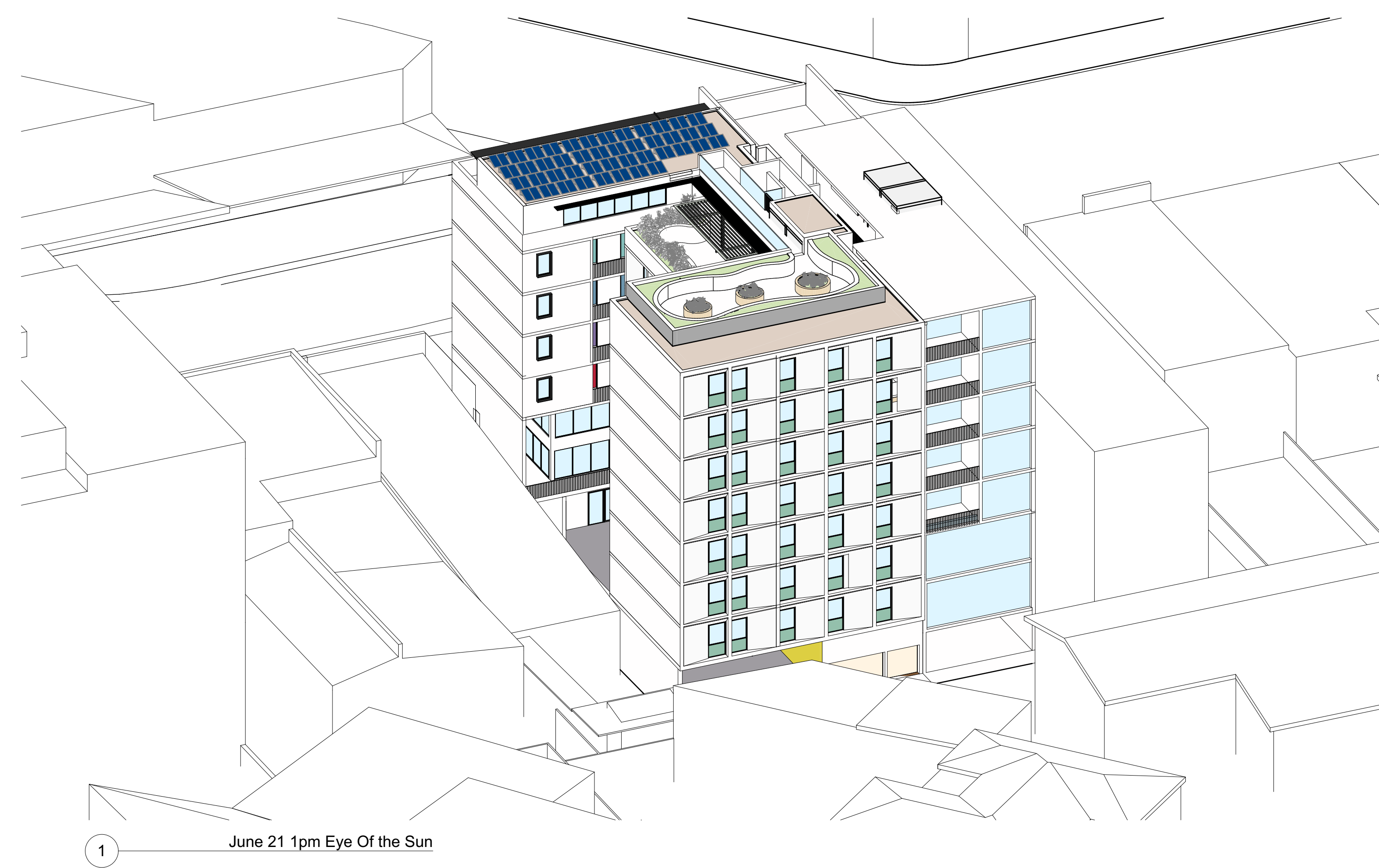
7 Level 6 GFA 1:250



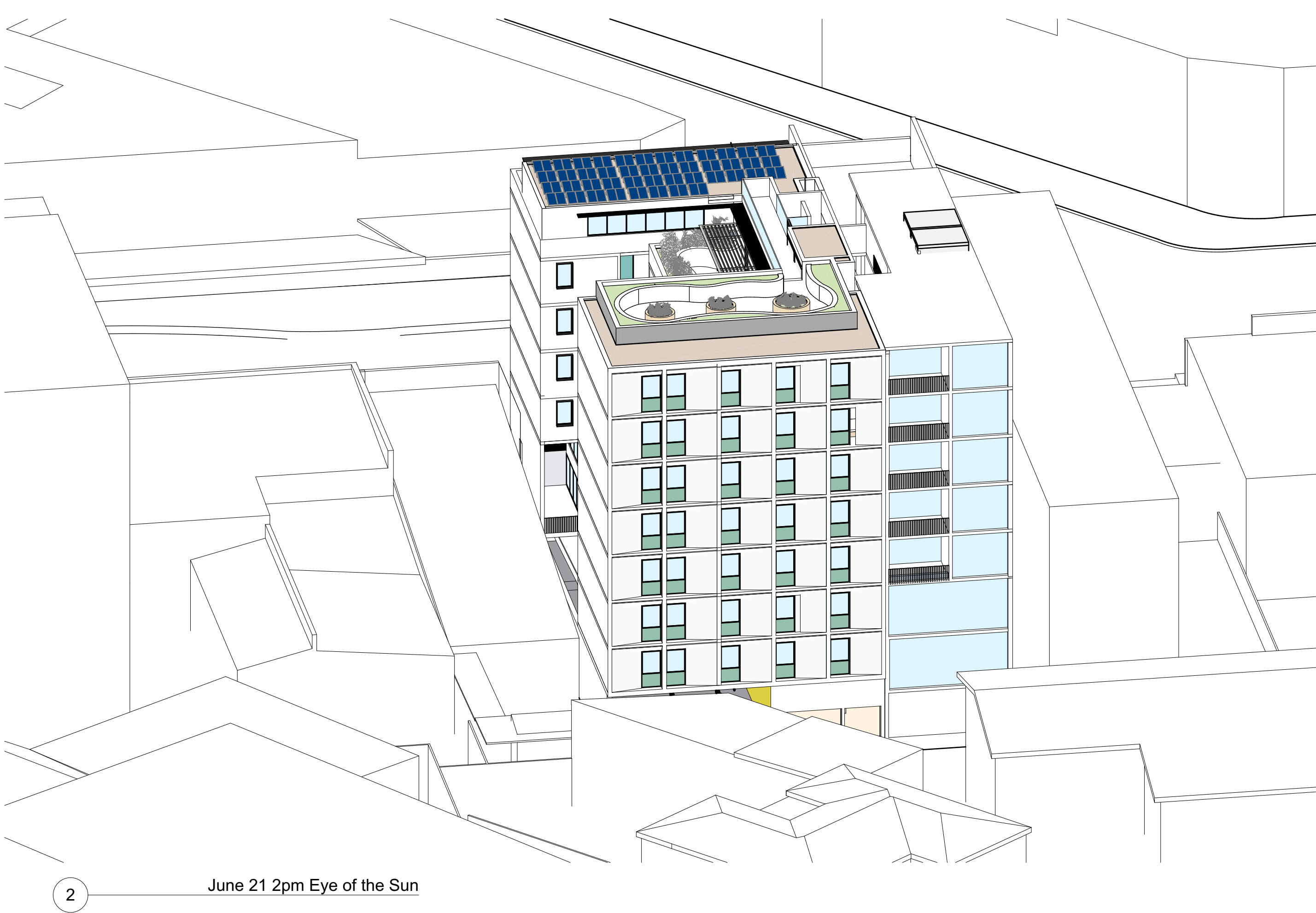
8 Level 7 GFA 1:250



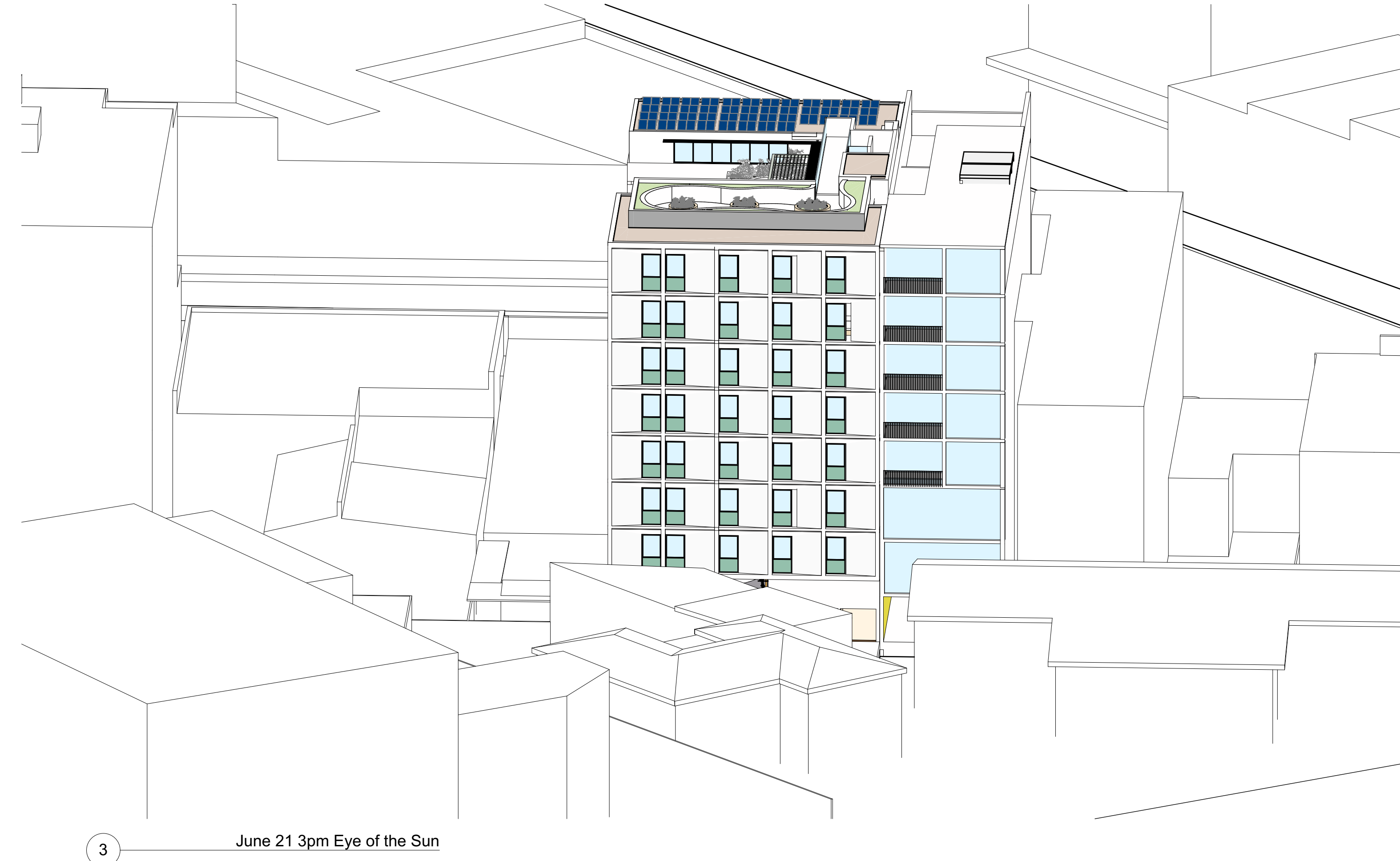
9 Roof 1:250



1 June 21 1pm Eye Of the Sun



2 June 21 2pm Eye of the Sun



3 June 21 3pm Eye of the Sun

Proposed Solar Access & Cross Ventilation	Units	Compliance
Solar Access: Min 2Hrs from 9am to 3pm Winter Solstice (21st June)	46 = 72%	✓
Cross Ventilation	64 = 100%	✓
Communal Room Min 3Hrs from 9am to 3pm Winter Solstice (21st June)		✓
Communal Open Space Min 3Hrs from 9am to 3pm Winter Solstice (21st June)		✓

4 691 Pittwater Rd - Solar Access Calculations

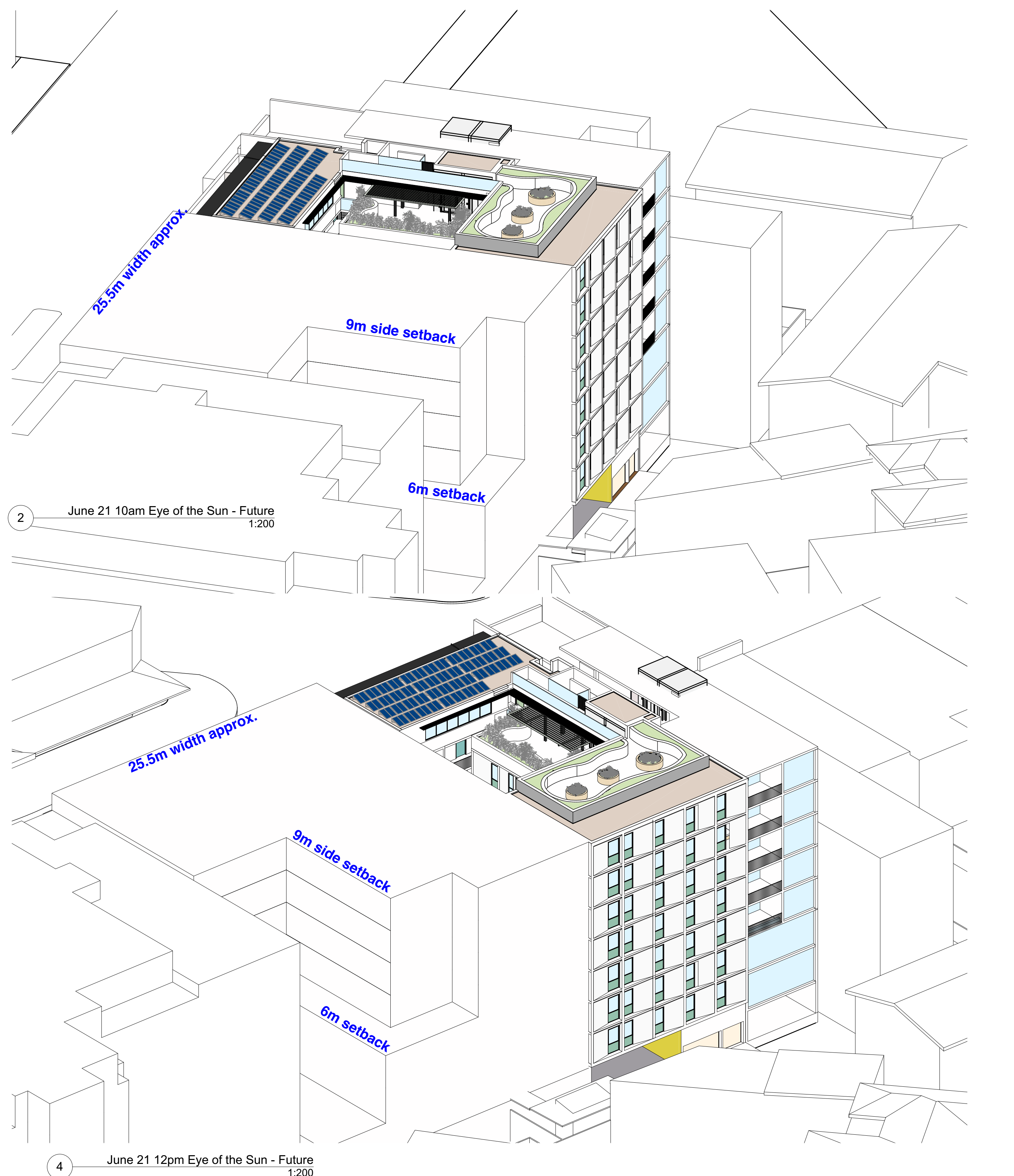
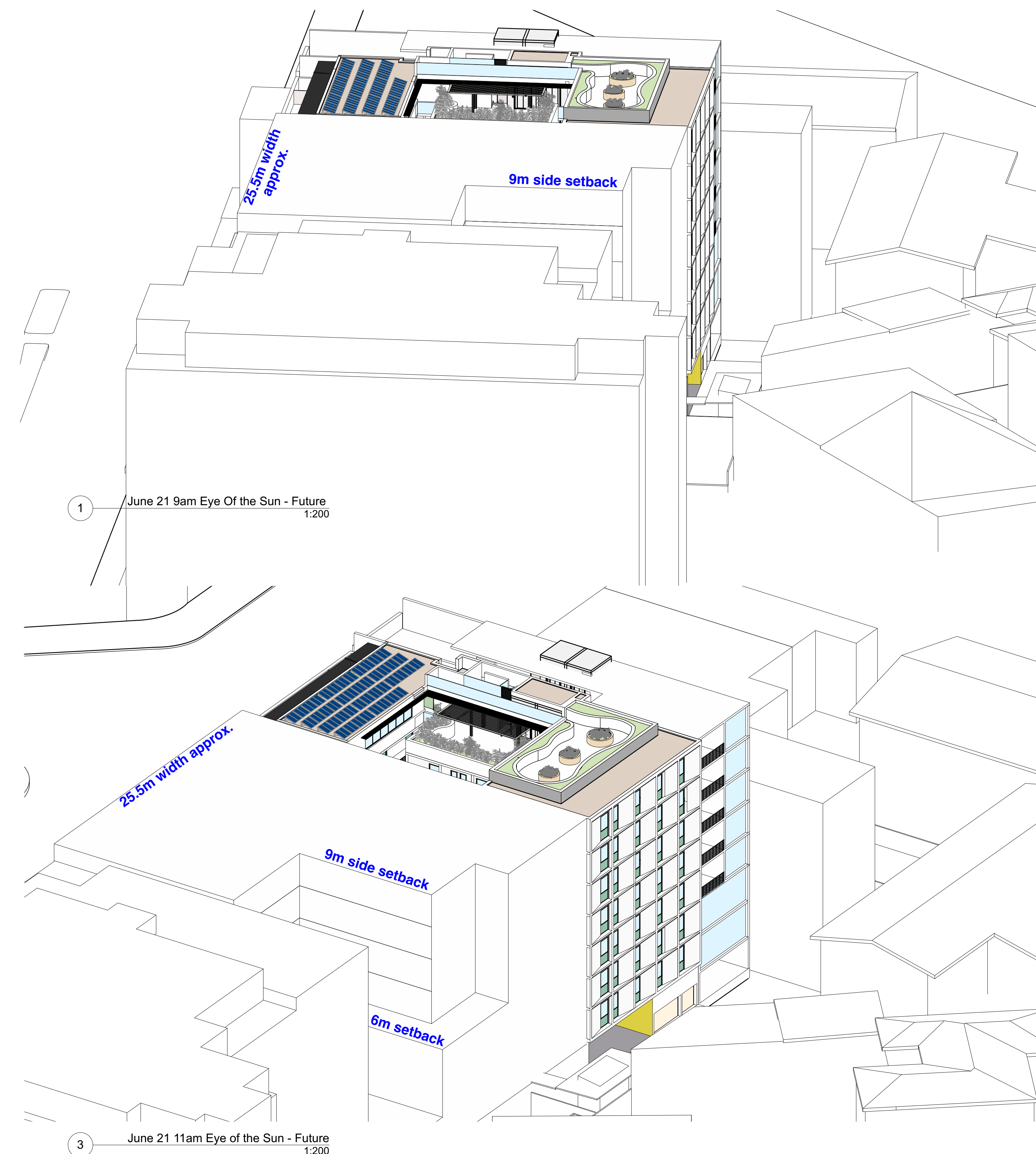
Proposed Solar Access & Cross Ventilation	Required ADG	Proposed	Compliance
Solar Access: Min 2Hrs from 9am to 3pm Winter Solstice (21st June)	70% = 4.9	5	✓
Cross Ventilation	60% = 4.2	7	✓
Solar Access: Min 2Hrs from 9am to 3pm Winter Solstice (21st June) POS	70% = 4.9	5	✓

5 687 Pittwater Rd - Solar Access Calculations

NOTE Proposed development shown for 687 Pittwater Rd is indicative ONLY to:

- a. Demonstrate that an orderly and economic use and development of the separate sites can be achieved;
- b. Provide a building envelope for the adjacent isolated lot, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the adjacent isolated lot;
- c. Detail the likely impacts of development on the adjacent isolated lot in terms of solar access, visual privacy, building separation, streetscape and vehicular access.

Not part of this DA



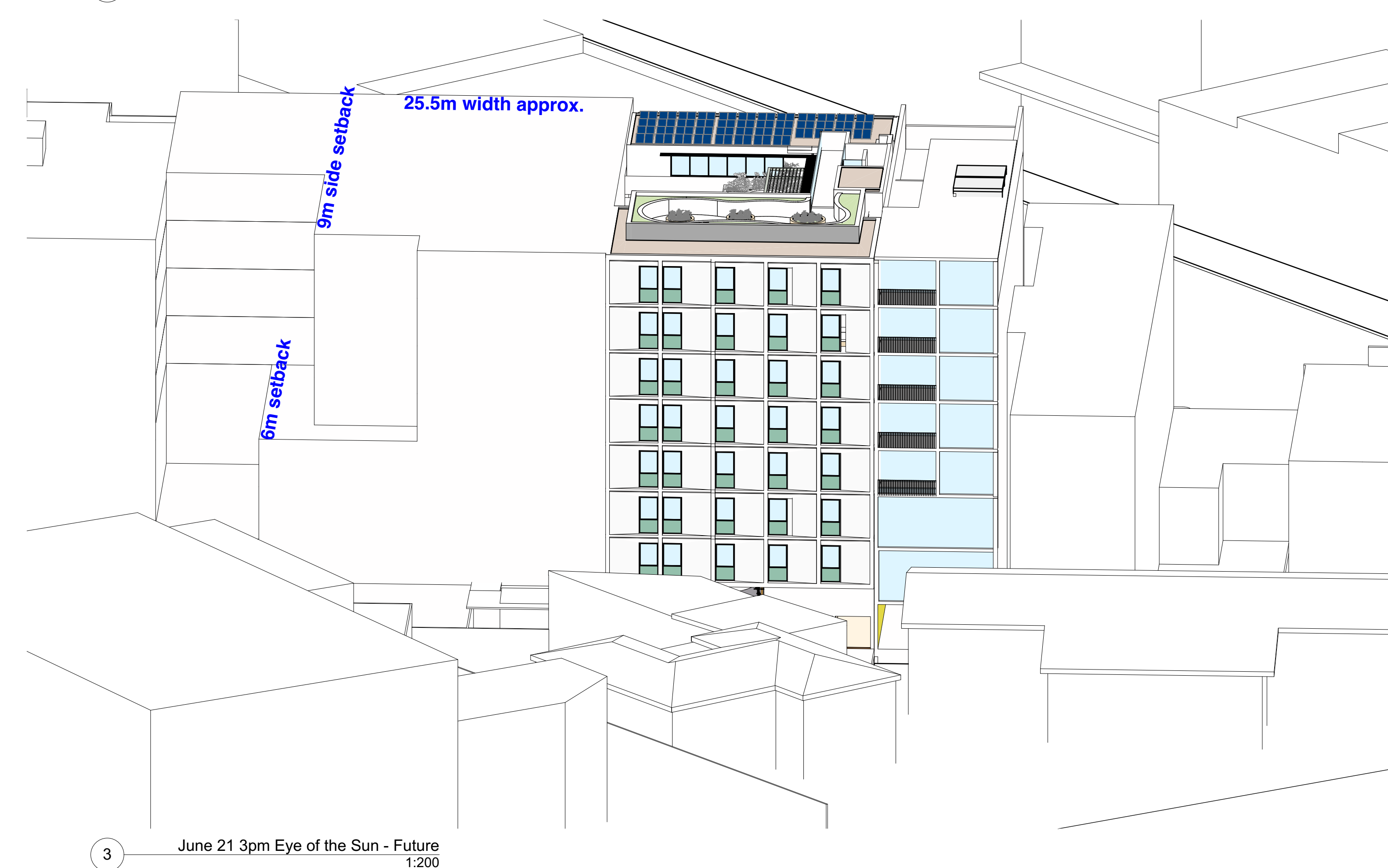
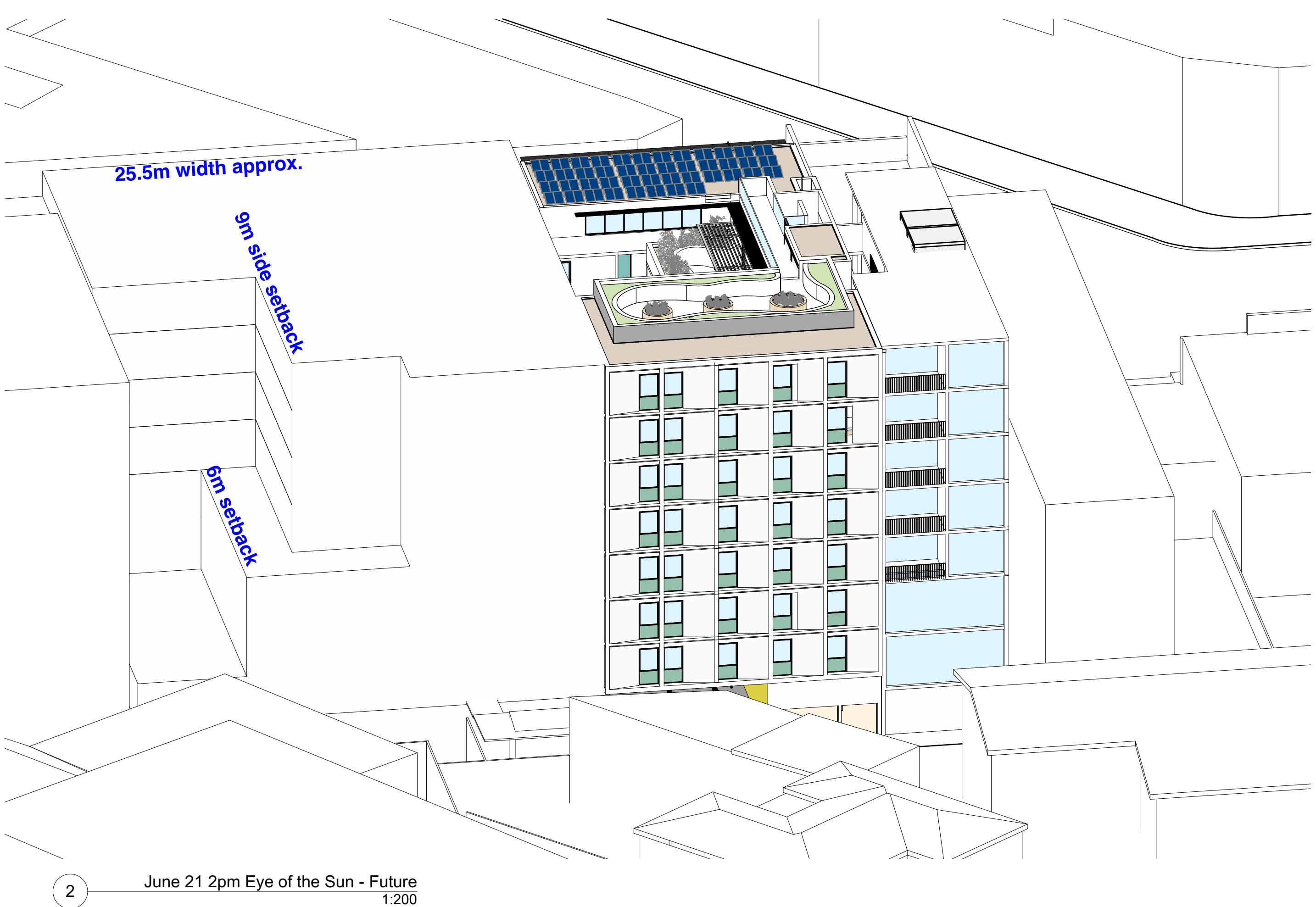
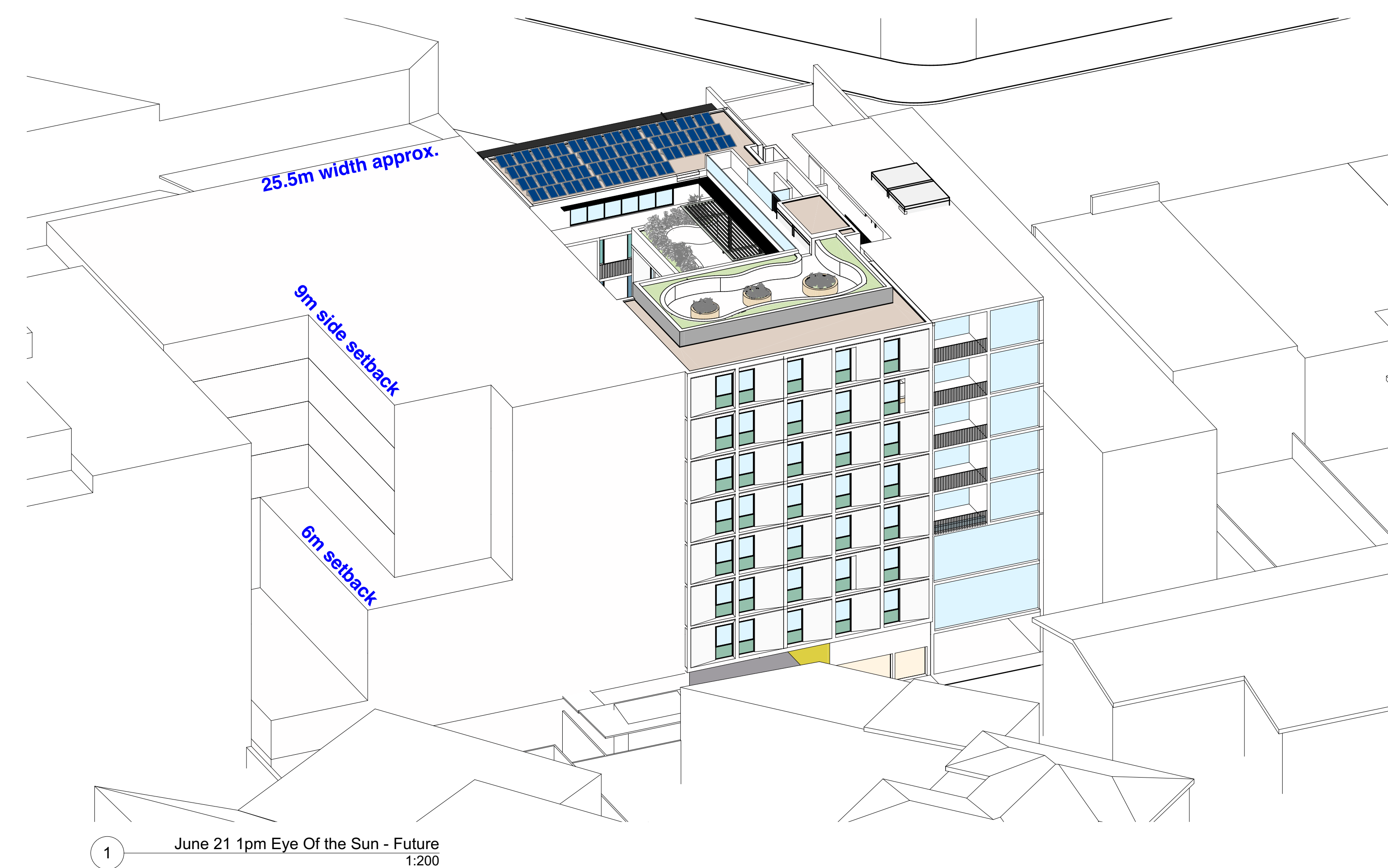
NOTE Proposed development shown for 693-695 Pittwater Rd and 687 Pittwater Rd are indicative ONLY to:

a. Demonstrate that even if future development for 693-695 Pittwater Rd constructs a blind wall towards the southern boundary, Solar Access to Communal Open Space and Communal Room is ensured for at least 3 hours between 9am and 3pm on Winter Solstice complying with AHSEPP Requirements;

b. If to be applied, Apartment Design Guidelines Figures 3F.2 and 3F.6 consider appropriate a 6m separation between a habitable room and a blank wall;

d. Eye of the Sun Diagrams show it is unlikely that future development at 693-695 Pittwater Rd will have habitable rooms towards the southern boundary due to site width (25.5m approx.), min. side setbacks and solar access requirements. Non-habitable rooms, if oriented towards southern boundary, will require between 3m and 4.5m side setbacks which would in any case improve amenity to 691 Pittwater Rd courtyard. Good design for 693-695 Pittwater Rd would take advantage of this courtyard for better amenity and cross ventilation.

NOTE development shown for 693-695 & 687 Pittwater Rd are not part of this DA



NOTE Proposed development shown for 693-695 Pittwater Rd and 687 Pittwater Rd are indicative ONLY to:

- a. Demonstrate that even if future development for 693-695 Pittwater Rd constructs a blind wall towards the southern boundary, Solar Access to Communal Open Space and Communal Room is ensured for at least 3 hours between 9am and 3pm on Winter Solstice complying with AHSEPP Requirements;
- b. If to be applied, Apartment Design Guidelines Figures 3F.2 and 3F.6 consider appropriate a 6m separation between a habitable room and a blank wall;
- d. Eye of the Sun Diagrams show it is unlikely that future development at 693-695 Pittwater Rd will have habitable rooms towards the southern boundary due to site width (25.5m approx.), min. side setbacks and solar access requirements. Non-habitable rooms, if oriented towards southern boundary, will require between 3m and 4.5m side setbacks which would in any case improve amenity to 691 Pittwater Rd courtyard. Good design for 693-695 Pittwater Rd would take advantage of this courtyard for better amenity and cross ventilation.

NOTE development shown for 693-695 & 687 Pittwater Rd are not part of this DA