



Traffic & Parking Assessment Report

SSD-91496958

159-167 Darley Street West, Mona Vale

Proposed In-Fill Affordable Housing Development

Ref 24205

11th November 2025



**CONSULTING
ENGINEERS**

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1. Introduction

1.1 Project Summary

This Traffic & Parking Assessment Report (TPAR), prepared by CJTP, is submitted to the Department of Planning, Housing and Infrastructure (DPHI) on behalf of The Trustee for DREP1 Mona Vale Sub Trust (the Applicant) in support of a State Significant Development Application (SSDA), identified as SSD-91496958, for in-fill affordable housing at 159-167 Darley Street West, Mona Vale (the site).

This SSDA seeks consent for the design and construction of a new residential flat development comprising.

- Site preparation works including demolition, excavation and tree removal;
- Construction of three (3) x 6-storey residential flat buildings, comprising:
 - 82 apartments, including:
 - o 72 market apartments;
 - o 10 affordable apartments (10.5% of GFA);
 - Separate residential lobbies;
 - Communal open space;
- Construction of 1-3 storeys of basement parking, comprising:
 - 164 car parking spaces, including:
 - o 156 residential spaces;
 - o 8 accessible residential spaces;
 - 27 bicycle parking spaces;
 - 82 private storage cages, each capable of accommodating a vertically hung bicycle;
 - Two (2) motorcycle parking spaces;
 - Waste and storage facilities;
- Associated landscaping, including transplanting of one (1) tree and planting of new trees and vegetation
- Vehicular access to the site is proposed to be provided via a new entry/exit driveway located off the Darley Street frontage.

Architectural plans of the proposed SSDA development have been prepared by PBD Architects and are reproduced in Appendix A.

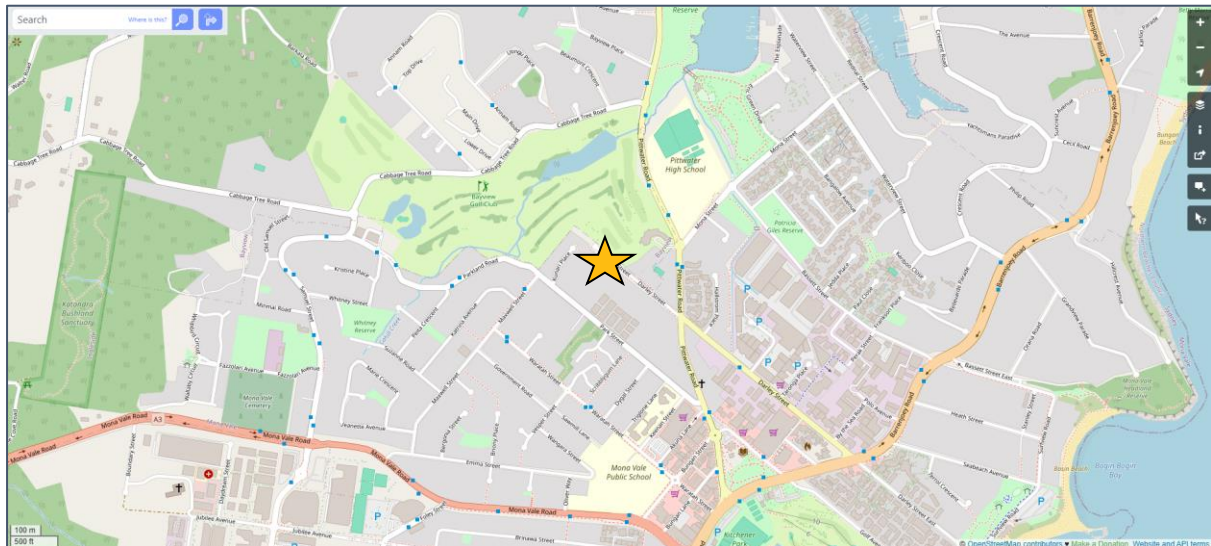


Figure 1.1 – Site Location (Source: OpenStreetMap)

Based on State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3, the proposed development is not classified as a *traffic generating development*, as the site does not meet any of the specified thresholds, therefore referral to Transport for NSW is not required.

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport, pedestrian, and servicing characteristics of the DA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic and parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the SSDA proposal and its impacts on the surrounding road network, compared to a hypothetical scheme under the current planning controls
- Off-street parking/loading/access requirements and provisions
- Design of access driveway and parking area layout
- Construction traffic management methodology

1.3 SEARs Items

This TPAR has been prepared in response to the industry-specific SEARs issued by the NSW Department of Planning, Housing & Infrastructure (DPHI), on 22 August 2025, which is reproduced in Table 1.1 on the following page.

Table 1.1 – DPHI SEARs Requirements – SSD-91496958		
SEARs Item	Description & Requirements	Section Addressed
9. Traffic, Transport & Accessibility	The EIS must include a transport and accessibility impact assessment, which includes:	
	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the <i>Guide to Transport Impact Assessment</i> (GITA) published by TfNSW.	Whole report
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Chapter 7

1.4 Relevant Planning Controls

The site lies within the Northern Beaches Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Pittwater Local Environmental Plan 2014
- Pittwater 21 Development Control Plan

1.5 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- State Environmental Planning Policy (Housing) 2021
- State Environmental Planning Policy 65: Design Quality of Residential Apartment Development (SEPP 65)
- Apartment Design Guide 2015 (ADG)
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicles Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Greater Sydney Region Plan: A Metropolis of Three Cities
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- National Construction Code (NCC)
- Building Code of Australia (BCA)

2. Existing Conditions

2.1 Site Location & Description

The site is located on the southern side of Darley Street, at its far western end, is legally described as Lots 1, 2, 3, 4, and 5 in DP11108, and comprises the following properties:

- 159 Darley Street, Mona Vale (Lot 5)
- 161 Darley Street, Mona Vale (Lot 4)
- 163 Darley Street, Mona Vale (Lots 2 & 3)
- 167 Darley Street, Mona Vale (Lot 1)

Furthermore, the site has a street frontage of approximately 76m in total length to Darley Street, and occupies a total area of approximately 6,122m². A copy of the survey plan, prepared by LTS Surveyors, is reproduced below.

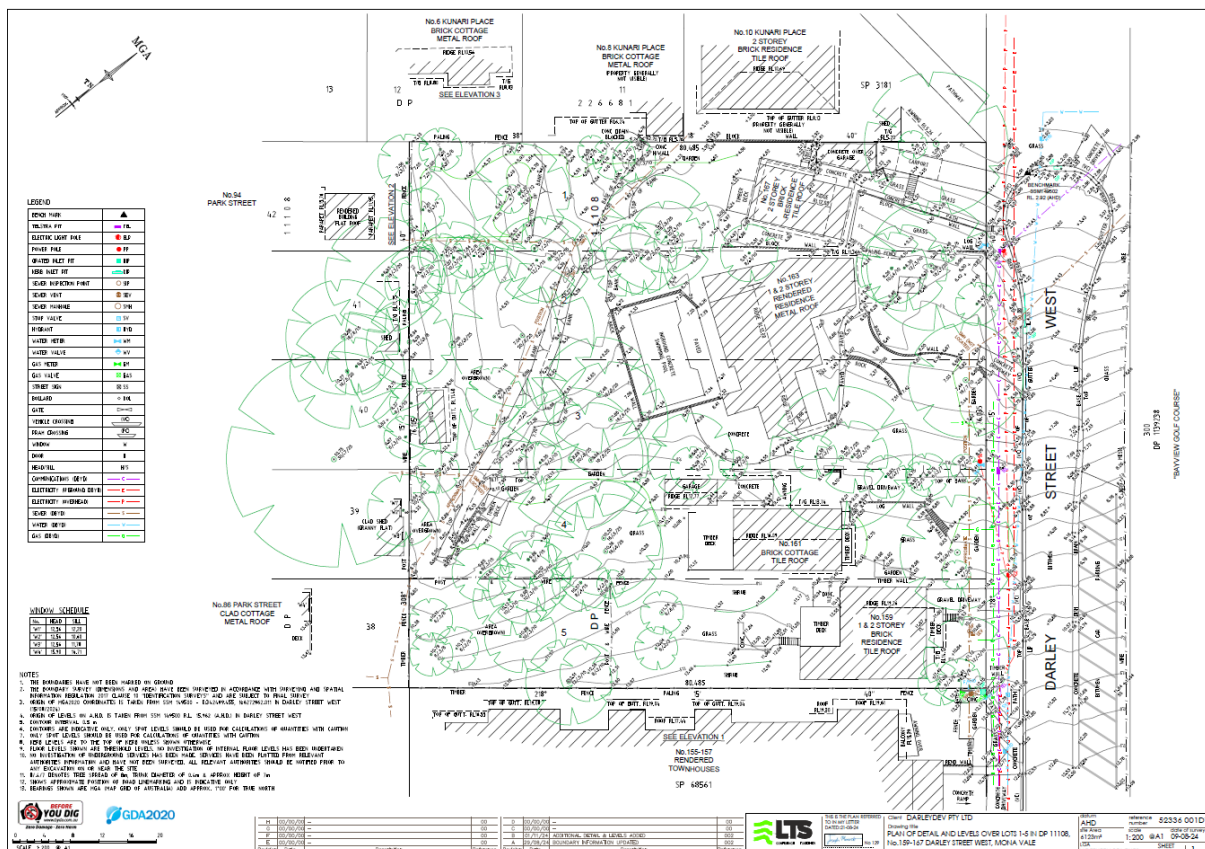


Figure 2.1 – Survey plan (Source: LTS Surveyors)

The site is currently occupied by four dwelling houses along with a number of ancillary detached structures such as sheds and garages.

Off-street parking is provided for all properties, with vehicular access provided via respective driveways located off Darley Street, with No.163 also having a second driveway off Darley Street.

A recent aerial image of the site and its surroundings is reproduced below, followed by a series of Streetview images.



Figure 2.2 – Aerial map (Source: Nearmap)

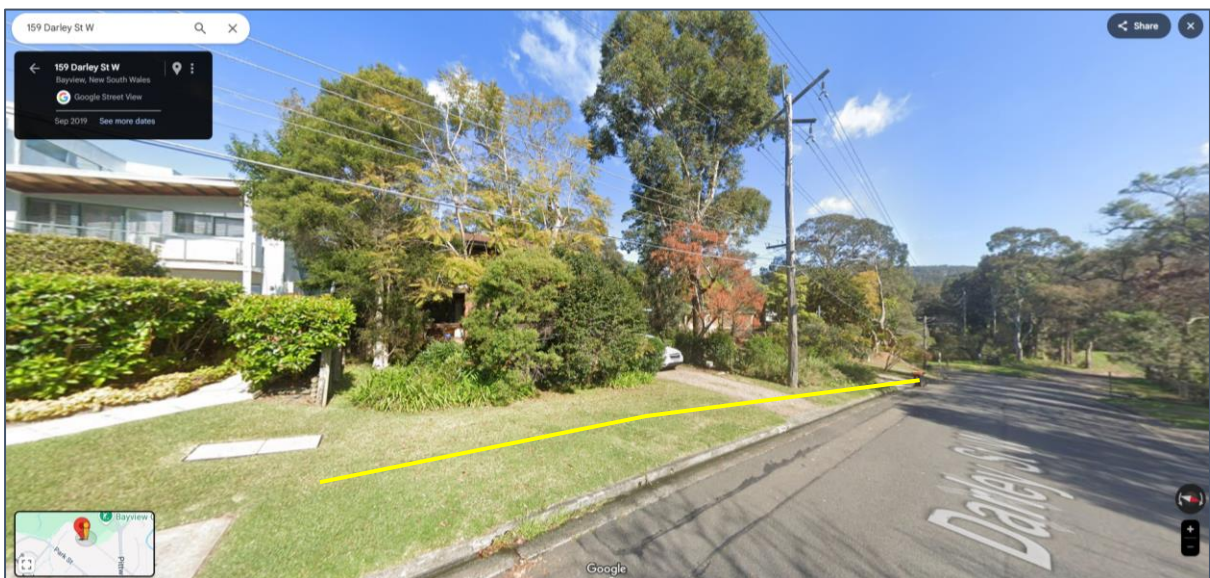


Figure 2.3 – Streetview image from Darley Street site frontage, looking north-west (Source: Google Maps)

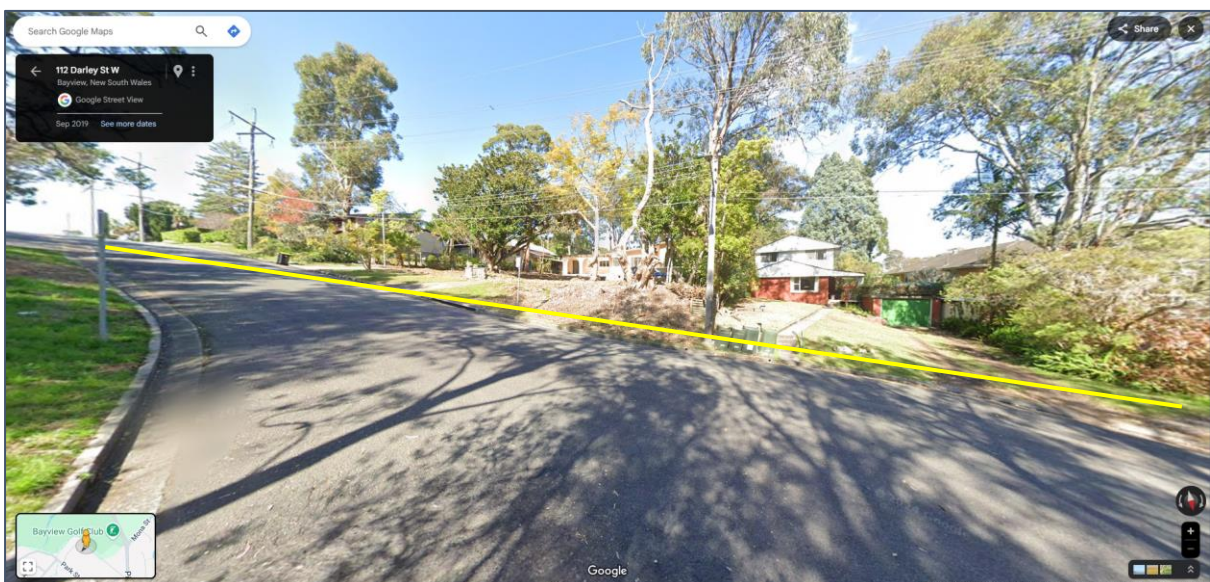


Figure 2.4 – Streetview image from Darley Street site frontage, looking south-east (Source: Google Maps)

2.2 Existing Planning Controls

The site is zoned R3 Medium Density Residential under Pittwater Local Environmental Plan 2014, as indicated in Figure 2.5. The maximum height of the building control is 8.5 metres and there is no floor space ratio control. Notwithstanding, with the introduction of the Low and Mid-Rise Housing Policy incorporated in Chapter 6 of the State Environmental Planning Policy (Housing) 2021, the site is now subject to increased height and FSR controls, as outlined below, being located in an “outer area” of the LMR zone. The proposed development is permissible in the zone, subject to development consent.

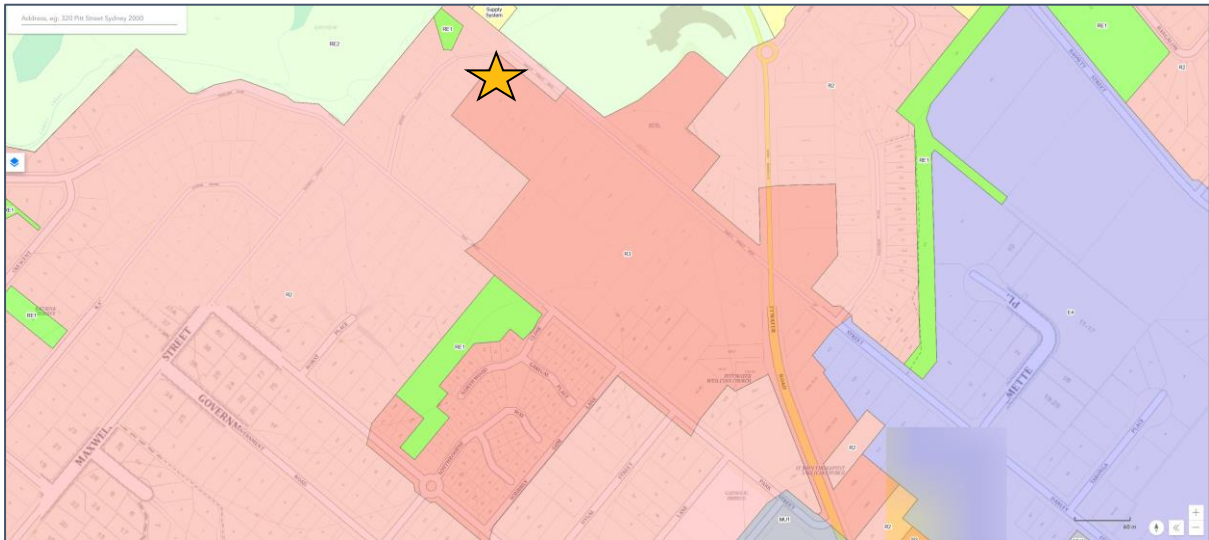


Figure 2.5 – Zoning Map (Source: ePlanning Spatial Viewer)

180 Non-discretionary development standards—residential flat buildings and shop top housing in Zone R3 or R4

- (1) This section applies to development for the purposes of residential flat buildings or shop top housing on land in a low and mid rise housing area in Zone R3 Medium Density Residential or R4 High Density Residential.
- (2) The following non-discretionary development standards apply in relation to development on land in a low and mid rise housing inner area—
 - (a) a maximum floor space ratio of 2.2:1,
 - (b) for residential flat buildings—a maximum building height of 22m,
 - (c) for a building containing shop top housing—a maximum building height of 24m.
- (3) The following non-discretionary development standards apply in relation to development on land in a low and mid rise housing outer area—
 - (a) a maximum floor space ratio of 1.5:1,
 - (b) a maximum building height of 17.5m.

(Source: Chapter 6 of SEPP (Housing) 2021)

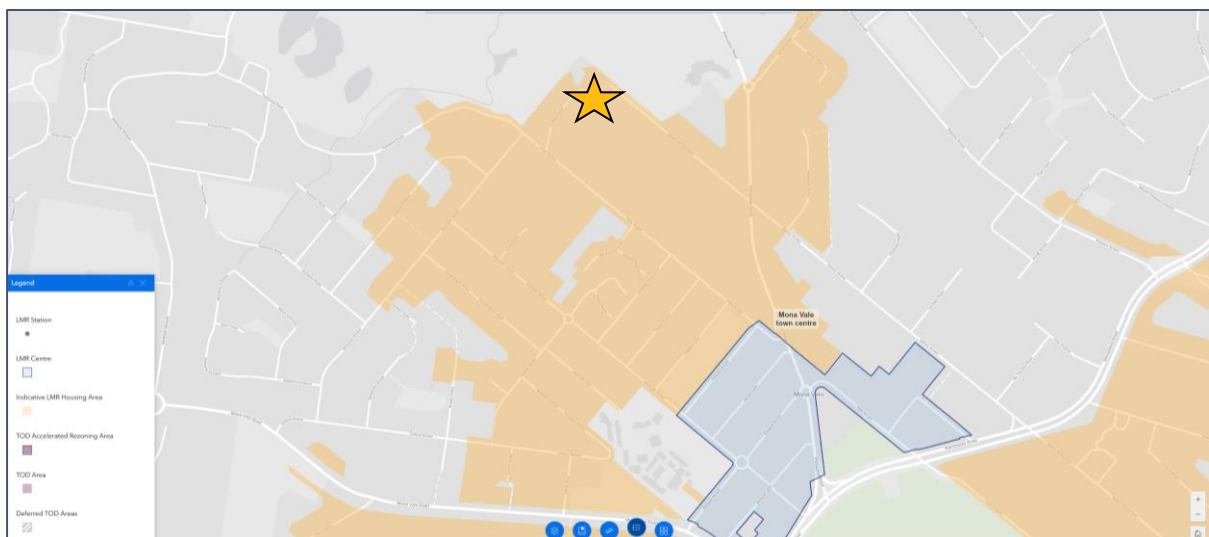


Figure 2.6 – Low & Mid-Rise Housing Map (Source: www.spatialportal.dpie.nsw.gov.au)

2.3 Greater Sydney Region Plan – A Metropolis of Three Cities

In 2018, the NSW Government released the Greater Sydney Region Plan: A Metropolis of Three Cities document.

As the population grows, the goal is to rebalance economic and social opportunities across Greater Sydney by dividing Sydney into three core cities to allow residents to live within 30 minutes of their jobs, education and health facilities, services and other key places of interest. The three cities are known as:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, rebalancing economic and social opportunities will leverage that growth and deliver the benefits more equally and equitably across Greater Sydney.

As indicated in the Structure Plan below, Mona Vale is classified as a Strategic Centre, which is a major, accessible urban location with a high concentration of jobs, services, and housing. These centres are identified in regional and metropolitan plans to concentrate development, maximising the benefits of infrastructure, promoting public transport, walking, and cycling, and stimulating economic growth.

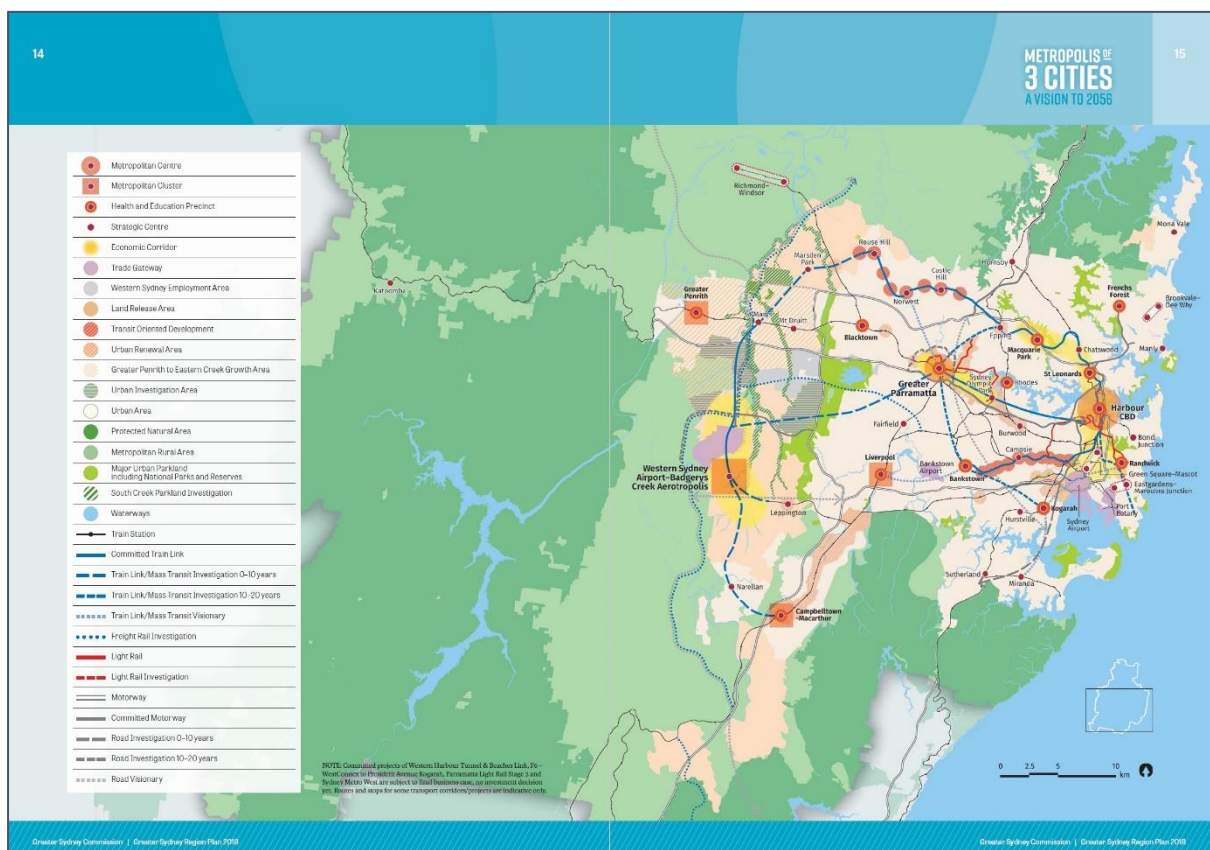


Figure 2.7 – Structure Plan (Source: Greater Sydney Region Plan: A Metropolis of Three Cities)

The proposed development on the site thereby satisfies the objectives of the Plan by providing a significant quantum of residential density within a 30-minute journey of the site, as indicated in the map below, including Mona Vale, Brookvale, Manly, Frenchs Forest, Dee Why & Chatswood.

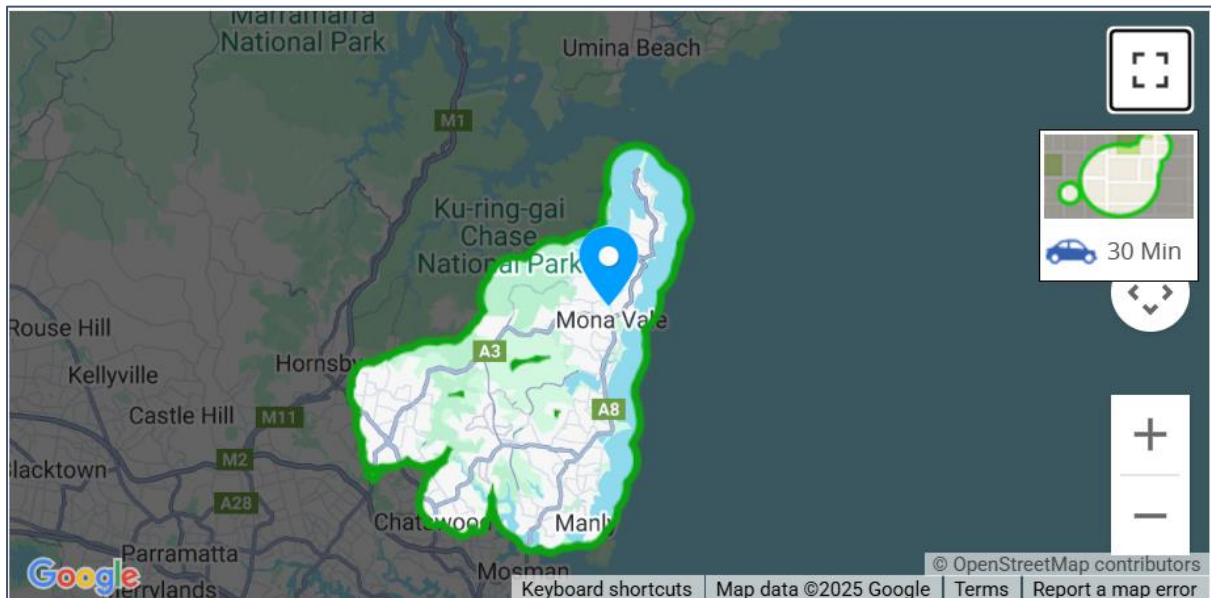


Figure 2.8 – 30-minute drive map (Source: www.walkscore.com)

2.4 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure on the following page, whilst the key roads are summarised as follows:

- Pittwater Road, south of Barrenjoey Road, is classified by TfNSW as a State Road which provides the key north-south road link in the area, Mona Vale to North Manly. It carries three traffic lanes in each direction, with the kerbside lanes restricted to Buses Only during weekday commuter peak periods, and turning lanes at selected locations. Kerbside parking is permitted at selected locations, outside of peak periods.
- Barrenjoey Road is also classified by TfNSW as a State Road which provides another key north-south road link in the area, extending northward from Pittwater Road at Mona Vale to Palm Beach. It also carries three traffic lanes in each direction with turning lanes provided at selected locations.
- Mona Vale Road is also classified by TfNSW as a State Road which provides a key east-west road link in the area, linking Pymble to Mona Vale. It typically carries two traffic lanes in each direction with additional lanes provided at selected locations.

- Pittwater Road, north of Barrenjoey Road, is classified by TfNSW as a Regional Road which performs the function of a north-south collector route through the local area, extending northward from Mona Vale to Church Point. It typically carries one traffic lane in each direction, with additional lanes provided in the vicinity of the Mona Vale town centre. Kerbside parking is generally permitted, subject to signposted restrictions.
- Darley Street, in between Pittwater Road and Barrenjoey Road, is also classified by TfNSW as a Regional Road which performs the function of an east-west collector route through the local area. It carries one traffic lane in each direction with kerbside parking generally permitted, subject to signposted restrictions.
- Darley Street West is an unclassified local road which extends westward from Pittwater Road, ending with a cul-de-sac turning head outside the subject site. Two-way traffic flow is permitted with kerbside parking generally permitted, subject to signposted restrictions.

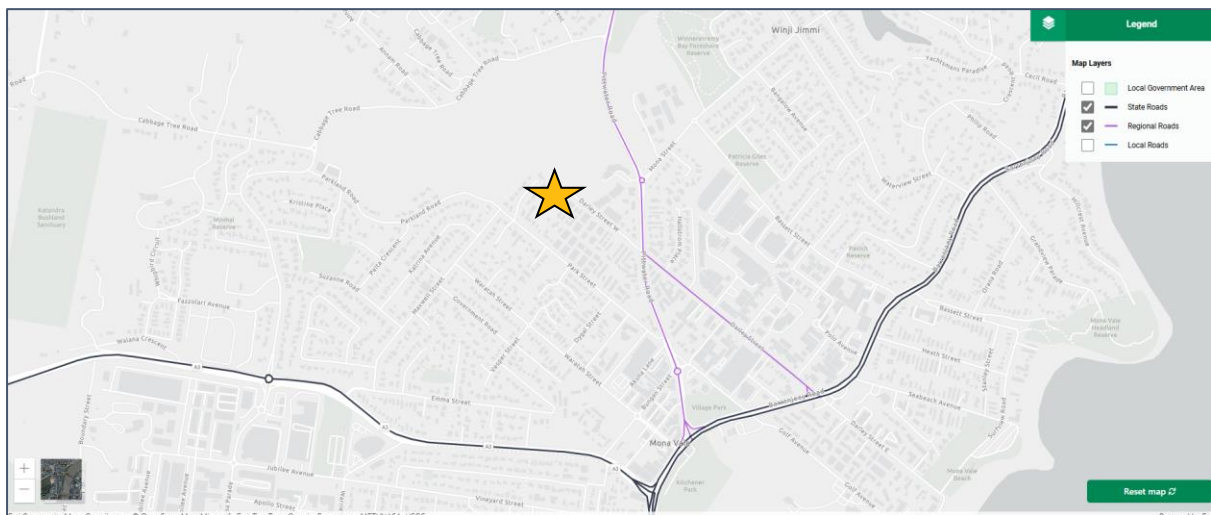


Figure 2.9 – Road Hierarchy (Source: Transport for NSW)

2.5 Public & Active Transport

The existing public transport services available in the vicinity of the site are illustrated in Figure 2.10.

The nearest bus stops are located 350m walking distance west of the site on Maxwell Street, just north of Katrina Avenue, which are serviced by bus routes 155 & 182, as indicated in Figure 2.11.

Bus route 155 operates 7 days per week between Frenchs Forest and Bayview Garden Village via Narrabeen and Mona Vale (to connect to the B-Line service). Services operate every 30 minutes during weekday peak periods and every 60 minutes during weekday off-peak periods and weekends.

Bus route 182 operates 7 days per week between Narrabeen and Mona Vale (to connect to the B-Line service) via Elanora Heights, North Narrabeen and Warriewood. Services also operate every 30 minutes during weekday peak periods and every 60 minutes during weekday off-peak periods and weekends.

The next nearest bus stops are located 450m walking distance east of the site on Pittwater Road, just south of Mona Street, which is serviced by bus route 156, as indicated in Figure 2.12.

Bus route 156 operates 7 days per week between McCarrs Creek and Mona Vale (to connect to the B-Line service) via Church Point. Services operate every 20 minutes during weekday peak periods and every 30 minutes during weekday off-peak periods and weekends.

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, the proposed development has good potential for future residents to utilise buses for key journeys.



Figure 2.10 – Existing Public Transport Network Map (Source: Transport for NSW)

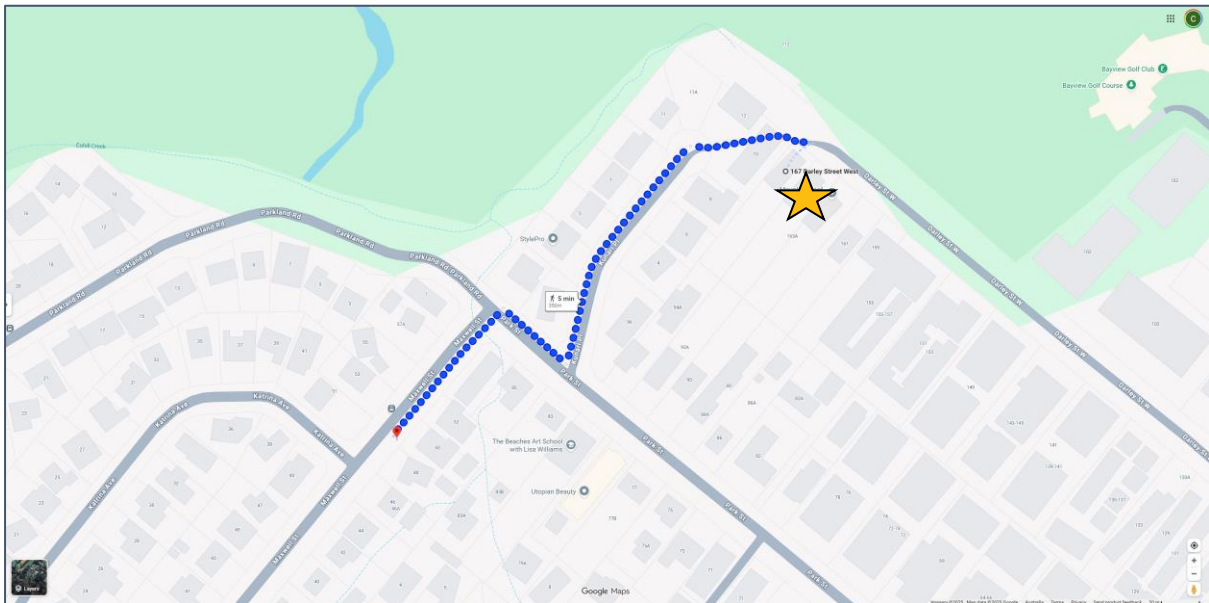


Figure 2.11 – Walking distance to/from the nearest bus stop on Raglan Street (Source: Google Maps)

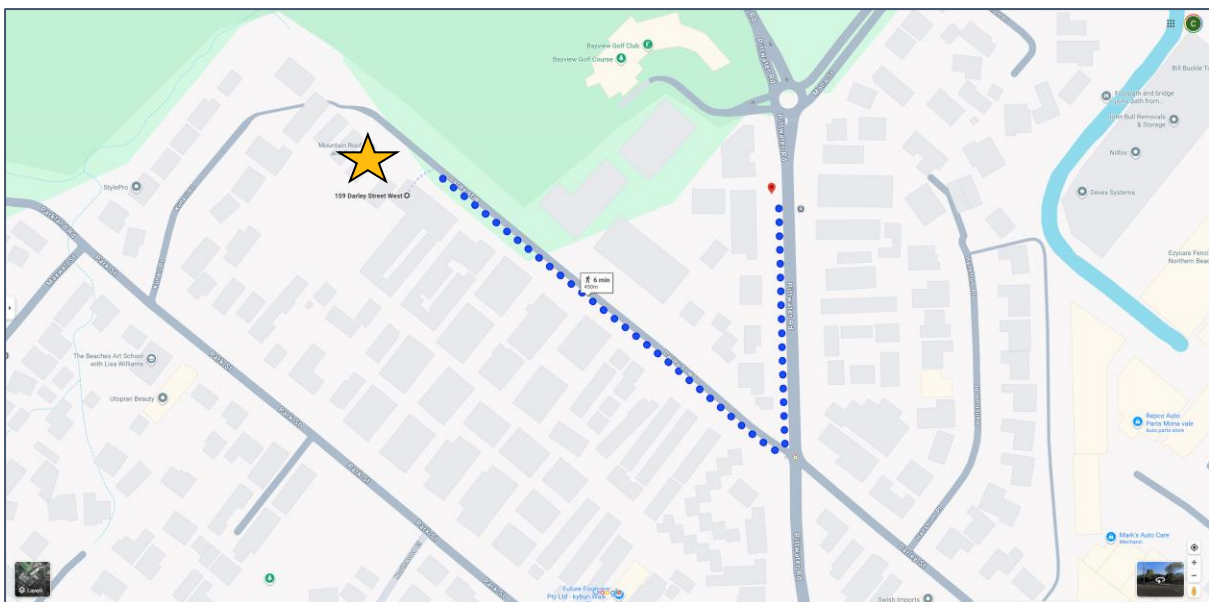


Figure 2.12 – Walking distance to/from the nearest bus stop on Raglan Street (Source: Google Maps)

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stop located on Pittwater Road, including the signalised crossing at Pittwater Road & Darley Street. All footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections. Notwithstanding, the footpath connection to the Maxwell Street bus stops is limited and does not start until Park Street. There are no existing footpaths located along the site frontage, Kunari Place or the pedestrian through link.

Furthermore, the bicycle network in the vicinity of the site is reproduced in Figure 2.13, which shows there are a number of existing and proposed bicycle routes within the surrounding area, including along Pittwater Road, Barrenjoey Road and Monavale Road.

The Planning Guidelines for Walking and Cycling identifies a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the Guidelines note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

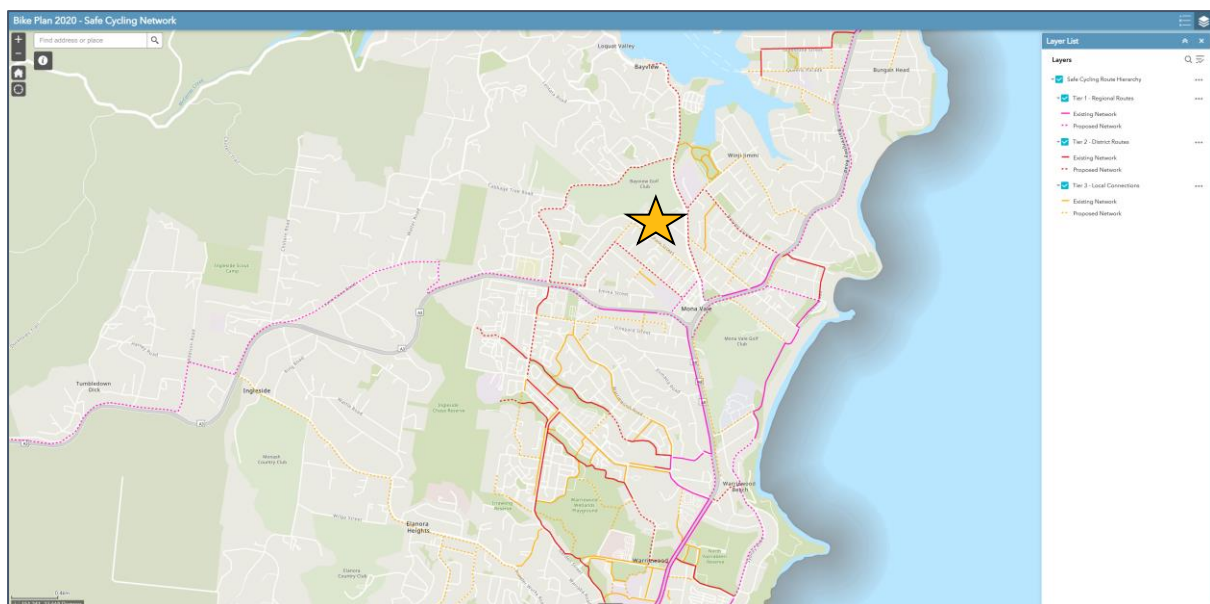


Figure 2.13 – Cycling and walking map (Source: Northern Beaches Council Bike Plan 2020)

2.6 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- a 60km/h speed limit which applies to Pittwater Road
- a 50km/h speed limit which applies to Darley Street & Darley Street West
- traffic signals at the intersection of Pittwater Road, Darley Street & Darley Street West
- a cul-de-sac turning head at the western end of Darley Street West

2.7 Existing Surrounding Parking Restrictions

The existing parking restrictions in the vicinity of the site comprise:

- generally unrestricted parallel kerbside parking along the southern side of Darley Street
- 8P 60° angled parking spaces along the northern side of Darley Street West, west of No.102
- generally unrestricted parallel parking spaces along the northern side of Darley Street West, east of No.102
- No Parking restrictions around the cul-de-sac turning head at the western end of Darley Street West

3. Proposed Development

3.1 Development Description

The proposed development involves the demolition of the four existing dwelling houses on the site and the construction of a new multi-storey residential apartment development in their place, comprising 72 standard units and 10 affordable units, as set out below.

Table 3.1 – Schedule of Affordable/Standard Units		
Type	Bedroom Type	Number of Units
Affordable	2 Bedroom	6
	3 Bedroom	4
Standard	2 Bedroom	20
	3 Bedroom	52
Total		82



Figure 3.1 – Photomontage of the proposed development (Source: PBD Architects)

3.2 Parking Arrangements

Off-street parking is proposed for a total of 164 cars within a new three-level basement parking area, comprising 156 standard residential spaces & 8 accessible residential spaces.

In addition, 27 bicycle spaces and 2 motorcycle spaces are also proposed, which encourage the use of alternate transport modes.

3.3 Vehicular Access

Vehicular access to the basement parking area is proposed via a new 6.1m wide entry/exit driveway located off the Darley Street site frontage, in between Building A and Building B. All existing vehicular crossings will be permanently removed and restored to kerb and gutter.

3.4 Waste Collection

Council will be engaged to collect the residential general waste, recycling streams, and FOGO in accordance with Council's collection schedule. This report assumes that general waste will be collected weekly, recycling streams weekly, and FOGO weekly.

Prior to collections, the building manager/caretaker will be responsible for transporting the bins from each communal bin room with the aid of a bin tug to the bin holding room (collection point) located on level 1. The building manager/caretaker is also responsible for ensuring that the bins are adequately arranged for an efficient collection. It is the responsibility of the caretaker to ensure that the loading area is clear of any vehicles or obstructions prior to waste collection.

On the day of collection, a Council collection vehicle will park on Darley Street directly outside the site. The building manager/caretaker will be responsible for ensuring that the collection staff have access to the bin holding room (collection point). The collection staff will exit the vehicle and collect the bins from the bin holding room (collection point) and return the empty bins once serviced.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

4.2 Proposed Development Traffic Generation

The proposed development on the site comprises 82 residential apartments, such that the development is classified as high density – i.e. a development containing 20 or more dwellings. The GTIA therefore specifies the following trip generation rates for *high density residential dwellings*:

Table 5.11. High density residential sample summary

	Sydney	Regional
Weekday rates	Average	Average
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.19	0.53
PM peak hour	0.15	0.32
Daily	1.52	4.57

Based on the above GTIA trip generation rates for high density residential dwellings, the proposed development is expected to generate approximately 16 vehicle trips per hour (vph) during the weekday morning peak and 12 vph during the weekday afternoon peak, as set out in the table below.

Table 4.1 – Proposed Peak Traffic Generation				
Land Use	Period	Vehicle Trip Rate	No. of Units	Proposed Peak Trips*
High density residential dwellings	AM Peak Hour	0.19 trips/unit	82	16 peak trips
	PM Peak Hour	0.15 trips/unit	82	12 peak trips

* entry/exit combined

4.3 Existing Development Traffic Generation

The existing land use on the site is defined by the GTIA as *low density residential*. In this regard, the GTIA specifies the following peak period trip rates for *low density residential dwellings*:

Table 5.3. Low density residential sample summary (weekday)

Weekday rates	Sydney	Regional
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.68	0.83
PM peak hour	0.77	0.84
Daily	8.12	7.53

Based on the GTIA trip generation rates, the four existing dwelling houses on the site have a traffic generation potential of 3 vph during both the weekday morning peak and weekday afternoon peak, as shown on the table below.

Table 4.2 – Existing Peak Traffic Generation				
Land Use	Period	Vehicle Trip Rate	No. of Dwellings	Existing Peak Trips*
Low density residential dwelling	AM Peak Hour	0.68 trips/dwelling	4	3 peak trips
	PM Peak Hour	0.77 trips/dwelling	4	3 peak trips

* entry/exit combined

4.4 Traffic Impact

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses.

Based on the GTIA trip generation rates and the aforementioned tables, the proposed development is expected to result in a *nett increase* of approximately 13 vph during the weekday morning peak, and approximately 9 vph during the weekday afternoon peak, as detailed below.

Table 4.3 – Nett Peak Traffic Generation			
Period	Proposed Peak Trips	Existing Peak Trips	Nett Peak Trips*
AM Peak Hour	16 vph	-3 vph	+13 vph
PM Peak Hour	12 vph	-3 vph	+9 vph

* entry/exit combined

The above *nett increases* in peak period traffic volumes are relatively modest and represent approximately 1 vehicle trip being generated every 5-7 minutes during the morning and afternoon peak periods.

For context, cycle times at traffic signals within the Sydney Metropolitan area are typically in the order of 120 seconds (2 minutes) during peak periods. As such, the proposed nett increase in traffic volumes at the Pittwater Road, Darley Street & Darley Street West signalised intersection is expected to result in 1 additional vehicle trip approximately every 3 cycles.

Furthermore, of the nett increase of say, 13 & 9 additional trips during peak periods, respectively, this will comprise approximately 3 trips IN/10 trips OUT during the morning peak and 7 trips IN/2 trips OUT during the afternoon peak. Based on the road network and surrounding points of interest, the majority of traffic will likely be turning left in and right out. The left-turn in traffic will also get the bulk of the green phase time along with the northbound and southbound flow along Pittwater Road.

In any event, this will have minimal impact to the operational capacity of the intersection and the surrounding road network. Accordingly, the road network operation is therefore supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The minimum off-street car parking requirements applicable to the SSDA development proposal are specified in the State Environmental Planning Policy (Housing) 2021, Division 1 In-fill affordable housing, Clause 19 Non-discretionary development standards—the Act, s. 4.15, as set out below. As noted, the SEPP (Housing) 2021 does not specify an off-street parking rate for visitor parking.

19 Non-discretionary development standards—the Act, s 4.15

- (2) The following are non-discretionary development standards in relation to the residential development to which this division applies—
- (e) the following number of parking spaces for dwellings used for affordable housing—
 - (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,
 - (iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,
 - (f) the following number of parking spaces for dwellings not used for affordable housing—
 - (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms—at least 1 parking space,
 - (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,

(Source: SEPP (Housing) 2021, Division 1, Clause 19)

By way of comparison, reference is also made to the off-street parking rates for residential flat buildings within the Pittwater 21 DCP, Part B6 Access and Parking, Section B6.3 Off-Street Vehicle Parking Requirements, Table 1: On-Site Car Parking Requirements, which are set out below.

TABLE 1: Onsite Car Parking requirements

Development Type	Minimum Number of. Car Spaces	
Multi Dwelling Housing, Residential Flat Buildings and Shop-Top Housing:	1 bedroom dwellings	1 space per dwelling
	2 or more bedroom dwellings	2 spaces per dwelling
	Adaptable Housing in accordance with control C1.9 of the Pittwater 21 Development Control Plan.	1 space per dwelling in accordance with AS 4299-1995: Adaptable Housing.
	The provision of parking for people with disabilities must be provided at a rate of 3% of the required parking spaces, excluding parking required for Adaptable Housing.	
	Separate visitor parking is to be provided at a rate of 1 space per 3 dwellings rounded up.	
	Provision must be made for garbage collection, removalist vans and emergency vehicles.	
	For developments with 10 or more dwellings, a vehicle wash bay is to be provided.	

(Source: Pittwater 21 DCP, Part B6, Section B6.3, Table 1)

5.2 Car Parking Requirements

Based on the proposal for a residential development, comprising 10 affordable units and 72 built-to-sell units, the proposed development requires a minimum parking provision of 105 car parking spaces (noting the SEPP does not require the provision of visitor parking), as set out in Table 5.1 below. By way of comparison, Pittwater 21 DCP requires the minimum provision of 192 spaces.

Table 5.1 – Off-Street Car Parking Requirements						
Use	Affordable/ Built-to-Sell*	Quantum	SEPP (Housing) 2021		Pittwater 21 DCP	
			Minimum Rate	Minimum Requirement	Minimum Rate	Minimum Requirement
2 Bedroom	Built-to-Sell	20	1 space / unit	20.0 spaces	2 spaces / unit	40.0 spaces
3 Bedroom	Built-to-Sell	52	1.5 spaces / unit	78.0 spaces	2 spaces / unit	104.0 spaces
2 Bedroom	Affordable	6	0.5 spaces / unit	3.0 spaces	2 spaces / unit	12.0 spaces
3 Bedroom	Affordable	4	1 space / unit	4.0 spaces	2 spaces / unit	8.0 spaces
Sub-total				105.0 spaces		164.0 spaces
Visitors	-	82	*	-	1 space / 3 units	27.3 spaces
Total				105.0 spaces		191.3 spaces

* No specified rate for visitor parking under SEPP (Housing) 2021

5.3 Accessible Car Parking

The State Government has recently announced the intention to require a minimum 10% of dwellings within LMR projects to be allocated as adaptable housing. Application of that rate to the proposed provision of 82 apartments requires 8 to be designed to adaptable standards.

In turn, each adaptable apartment requires an adaptable/accessible parking space. In response, 8 accessible parking spaces are provided throughout the three-level basement parking area.

5.4 Proposed Car Parking Provisions

The proposed SSDA scheme makes provision for a total of 164 off-street car parking spaces (including 8 accessible spaces) within a new three-level basement parking area, as set out in the table below.

Table 5.2 – Proposed Off-Street Car Parking Provision			
Land Use	SEPP 2021 minimum parking requirement	Pittwater 21 DCP minimum parking requirement	Proposed car parking provision
Residential	105.0 spaces	164.0 spaces	164 spaces
Visitors	0.0 spaces*	27.3 spaces	0 spaces
Total	105.0 spaces	191.3 spaces	164 spaces

* No specified rate for visitor parking under SEPP (Housing) 2021

The proposed provision of zero off-street visitor parking is considered acceptable in this instance, because:

- the SEPP (Housing) 2021 does not specify a requirement for visitor parking
- unrestricted kerbside parking is permitted along the majority of the Darley Street West site frontage

- 8P angled parking is permitted directly opposite the site frontage in Darley Street West, outside the golf course
- the proposal also makes provision for 2 parking spaces per apartment which also satisfies the Pittwater 21 DCP rates.

Accordingly, the proposed SSDA scheme is supportable on car parking provision grounds.

5.5 Bicycle and Motorcycle Parking

Pittwater 21 DCP, Section C7.2, Control R26 specifies a bicycle parking requirement of 1 space per dwelling for residential flat buildings in secure storage. Further, Control R27 specifies that a minimum of 1 electric bicycle charging point is to be provided for every 4 bicycles.

In response, the proposed development makes provision for 1 secure storage cage per apartment, which are all capable of accommodating 1 vertically hung bicycle each, in addition to 27 bike racks located throughout the three-level basement.

In addition to the bicycle parking, the proposed development also makes provision for 2 motorcycle parking spaces within the basement parking area.

It is also worth noting that the SEPP (Housing) 2021 does not specify parking rates for bicycles or motorcycles for in-fill affordable residential flat buildings, nor LMR projects.

The proposed provision of bicycle and motorcycle parking spaces is therefore considered acceptable and encourages the use of non-car modes of transportation.

Accordingly, the proposed bicycle and motorcycle parking provisions are supportable.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access, parking and loading areas have been designed in accordance with the above Australian Standards, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

6.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the vehicular access design and circulation system:

- a 6.1m wide entry/exit driveway located off the Darley Street West site frontage, in accordance with “Category 2” requirements
- driveway located outside of the 6m “prohibited” tangent point of an intersection
- first 6m within the property boundary @ maximum grade of 5% (1:20)
- a 2.5m x 2.0m pedestrian sight triangle on the exit side of the driveway at the property boundary
- 5.8m wide parking aisles within the basement levels
- minimum 1m “aisle extensions” at the dead-end aisles within the basement levels
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system

6.3 Parking Design

The following key compliances are noted with respect to the parking area design:

- 5.4m long x 2.4m wide car parking spaces, in accordance with User Class 1 requirements
- 5.4m long x 2.4m wide accessible car parking space *plus* 5.4m long x 2.4m wide “shared area”, in accordance with AS2890.6
- minimum 2.5m overhead clearance provided above accessible parking space and adjacent shared area
- minimum 2.2m overhead clearance provided above all other car parking spaces
- columns in parking areas generally located ~750mm back from the edge of the parking aisle
- additional 300mm width for parking spaces adjoining walls
- no obstructions within the “design envelope” of any car parking spaces
- motorcycle & bicycle parking areas designed in accordance with AS2890
- all vehicles are able to enter and exit the site in a forward direction at all times

Further, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to enter and exit the site in a forward direction at all times and to circulate through the basement car park without difficulty. Swept turn path diagrams are reproduced in Appendix B.

Additionally, the parking spaces have also been tested using the B85 design vehicle, as specified in AS2890.1, confirming that each car space is easily accessible. Swept turn path diagrams are also reproduced in Appendix B.

7. Preliminary Construction Traffic Management Considerations

7.1 Overview

This section provides an overview of the Construction Traffic Management Plan (CTMP) procedures and policies to be implemented as part of the construction works associated with the proposed development. Specifically, this overview CTMP considers the following:

- construction site access arrangements
- anticipated truck volumes during the various construction stages
- truck routes to / from the site
- requirements for works zones
- pedestrian and cyclist access
- site personnel parking
- traffic control measures
- overview of CTMP requirements.

7.2 Traffic Management Principles

The general principles of traffic management during construction activities are as follows:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of on-street parking
- minimise the impact on adjacent and surrounding buildings
- maintain access to / from adjacent buildings
- restrict construction vehicle movements to designated routes to / from the site
- manage and control construction vehicle activity near the site
- carry out construction activity in accordance with approved hours of works.

7.3 Work Hours

In accordance with Northern Beaches Council's standard requirements, unless authorised by Council, building construction and delivery of material hours will be restricted to:

- 7:00am to 5:00pm inclusive Monday to Friday
- 8:00am to 1:00pm inclusive on Saturday
- No work on Sundays and Public Holidays

Furthermore, excavation works will be restricted to:

- 8:00am to 5:00pm Monday to Friday only.

The consent conditions are expected to include further detail on the permitted work hours and other restrictions in relation to use of excavators, jack hammers and pile drivers.

Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

7.4 Site Access and Loading

During the majority of the demolition stage, trucks will stand within the site to be loaded with material. These trucks will range from bogeys up to and including truck and dog trailers which are approximately 18.5m in length.

During the majority of the excavation stage, spoil trucks will be able to enter the site in a forward direction via one of the existing driveway crossovers located off Darley Street West, where they will be loaded with material. Once loaded, the trucks will be able to exit the site in a forward direction.

During the final stages of excavation when on-site loading area becomes restricted, small bogey trucks will reverse trucks will stand within the proposed Works Zone directly outside the site frontage in Darley Street West. During these periods, the footpath area along the nature strip will be closed and pedestrians diverted to the opposite side of the road in order to protect the public.

Similarly, during the construction stage, concrete pumping and material deliveries will also occur from within the proposed Works Zone directly outside the site. A tower crane will be installed on site which will transfer material from the truck onto site.

During loading/unloading activities from the Works Zones, including concrete pumping, the footpath/nature strip shall be closed by way of signage and pedestrians directed to Use Other Footpath. Traffic controllers will be in place outside the Works Zone to assist pedestrians cross the road, as required.

As part of a detailed CTMP which will be prepared and approved at CC stage, traffic control plans (TCP) will be prepared in accordance with the principles of TfNSW's Traffic Control at Work Sites Technical Manual (Issue 6.1 – 28 February 2022). The TCPs primarily show where construction signs will be located at specific locations (such as uncontrolled intersections) along the truck route to warn other road users of the increase in construction vehicle movements.

Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages would be unaffected. Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street. All truck movements to the site and/ or incident point would be suspended and cleared.

7.5 Construction Staff Parking

At this stage of the project, the number of construction workers for the project is still unknown, however, could range between 30-60, depending on the stage of works. During demolition and excavation, there will unlikely be any opportunity for on-site contractor parking. Notwithstanding, once the superstructure is complete, parking will be provided within the basement.

Furthermore, workers will be encouraged to use public transport to access the site. During site induction, workers will be informed of the existing bus network servicing the site. Appropriate arrangements will be made for any equipment / tool storage and drop-off requirements. This will be confirmed and detailed further in a future Construction Traffic Management Plan to be prepared by the appointed contractor.

7.6 Heavy Vehicle Traffic Generation

At this stage of the project, a schedule of estimated truck movements is not yet known. This will be confirmed and detailed further in a future Construction Traffic Management Plan to be prepared by the appointed contractor. In any event, the daily projected future traffic generation potential of the completed and occupied development is expected to be *greater* than the daily quantum of construction vehicle trips, such that there are not expected to be any unacceptable implications in terms of road network capacity during the construction process. Construction vehicle movements will also be minimised during peak hours, where possible.

7.7 Heavy Vehicle Access Route

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. In this regard, all heavy vehicles involved in the demolition, excavation, and construction works will access the site via Mona Vale Road or Pittwater Road – left onto Pittwater Road – left onto Darley Street West, then either into the site access driveway/gates or the Works Zone.

7.8 Hoarding, Pedestrian & Cyclist Access

In order to protect public space and the general public, A-Class Hoarding and/or secure mesh fencing with breathable mesh cover will be installed along the Darley Street West site frontage prior to demolition works commencing on site and remain in place until project completion.

Given the proposed building will be setback a minimum 6m inside the front site boundary, B-Class hoarding is not considered necessary.

The site is to be secured prior to the commencement of demolition and throughout construction and must comply with WorkCover and Safework NSW requirements.

Truck movements will be avoided during peak hours where possible to minimise the impact on pedestrians and cyclists.

7.9 Summary of CTMP Requirements

This section provides an overview of the CTMP procedures that will be implemented for the demolition, excavation and construction of the proposed development. A detailed CTMP will be prepared at the Construction Certificate stage and will cover the following additional information:

- description of the existing site and its location
- existing road network and traffic conditions
- construction programme
- heavy vehicle access route
- works zone details
- public and active transport infrastructure
- construction traffic generation estimates and its impacts on the surrounding road network
- hoarding
- site amenities
- sediment control
- neighbour notification

- contractor parking
- site inductions
- approved construction work hours
- swept path analysis of heavy vehicle access to the site
- assessment of on-street parking impacts
- emergency vehicle access
- traffic control plan(s)
- contact details of key project personnel

In preparing any future detailed CTMP, reference will be made to the following policies and guidelines:

- TfNSW Traffic Control at Work Sites Technical Manual (Issue 6.1 – 28 February 2022)
- Australian Standards AS1742.3: Traffic Control Devices for Works Sites on Road
- Notice of Determination for the proposed SSDA and any relevant consent conditions

8. Conclusion

In summary, the proposed development involves the demolition of the four existing dwelling houses on the site and the construction of a new in-fill affordable housing development in their place, set across 3 buildings with a total of 82 apartments, including 10 affordable rental apartments.

Off-street parking is proposed to be provided for 164 residential cars (including 8 accessible spaces), 2 motorcycles, 82 private storage cages each capable of accommodating a bicycle, and 27 bicycle racks, within a new three-level basement parking area.

Vehicular access to the basement parking area is proposed via a new entry/exit driveway located off Darley Street West.

Based on the findings contained within this report, the following conclusions are made:

- the site is located within easy walking distance to three bus services which operate 7 days per week
- the proposed high-density SSDA scheme is expected to result in a theoretical *nett increase* of 9-13 additional vehicle trips during the weekday AM & PM peak periods when compared to the existing low density residential uses on the site
- the proposed *nett change* in traffic activity is minimal and not expected to result in any unacceptable traffic implications to the surrounding road network, nor are any road upgrades required
- the proposed development makes provision for 164 residential car parking spaces (including 8 accessible spaces) in accordance with Pittwater 21 DCP's residential rates for flat buildings
- the proposed development does not make provision for any off-street visitor parking as the SEPP (Housing) 2021 does not require any, noting the availability of on-street parking in the vicinity of the site and the provision of 2 parking spaces per unit
- the proposed development also makes provision for 2 motorcycle spaces and one private storage cage per apartment which is capable of accommodating a vertically hung bicycle, along with 27 bicycle racks
- waste collection is to be undertaken from the kerbside area directly outside the site in Darley Street West, noting the proposed temporary bin storage room located just inside the front boundary and adjacent to the access driveway
- the proposed vehicular access and parking area design complies with the relevant requirements of the AS2890 series, or otherwise satisfies the intent
- a future emphasis will be placed on alternate forms of transport to/from the site, for residents and visitors
- a detailed Construction Traffic Management Plan will be developed at the Construction Certificate stage in order to minimise impacts to the public and surrounding residents and businesses and ensure a high level of safety in the vicinity of the works area.

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Appendix A

Proposed Architectural Plans



GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
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LEGEND:

AW AWNING
AH ACCESS HATCH
AC A/C CONDENSER UNITS
FH FIRE HYDRANT
FHR FIRE HOSE REEL
FS FIRE STAIRS
GC GARBAGE CHUTE
HWV HIGHLIGHT WINDOW
MV MECHANICAL RISER TO FUTURE DETAIL
MB MAILBOX TO FUTURE DETAIL
R 240L RECYCLING BIN
SK SKYLIGHT
ST STORAGE
HWU HOT WATER UNITS

MATERIALS LEGEND:

AFG ALUMINIUM FRAMED GLAZING
LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
AW AWNING (TO FUTURE DETAIL)
CONC CONCRETE
FB FACE BRICK
GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
MB METAL BALUSTRADE
MC METAL CLADDING
FCE METAL FENCING (TO FUTURE SELECTION)
PC COMPOSITE PANEL CLADDING
PSX PRIVACY SCREEN (TO FUTURE SELECTION)
PTX PAINT FINISH TYPEX
RD ROLLER DOOR
RP RIVER PEBBLES
RW RENDERED FINISH/SELECTED PAINT FINISH
TC TIMBER CLADDING
VB EXTERNAL VENETIAN BLINDS

LEGEND:

BUILDING A CAR BAY
BUILDING B CAR BAY
BUILDING C CAR BAY
ACCESSIBLE CAR BAY

Issue	Date	Description
A	5/11/2025	ISSUE FOR DA SUBMISSION

Scale Bar 1 : 200 @ A1

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CLIENT:
IPM

pbd architects

P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2010
ABN 36 147 035 550
Nominated Architect:
Paul Buljevic NSW 7768

PROJECT:
Residential Flat Building
159-167 DARLEY STREET WEST MONA
VALE NSW

DRAWING TITLE:
Lower Ground Floor

DRAWING BY: CAD Technician AK	CHECKED BY: Checked by GR	DATE: 5/11/2025
SCALE: 1:200@A1	DRAWING NO: DA100	ISSUE: A
PROJECT NO: 2435		



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AC A/C CONDENSER UNITS
FH FIRE HYDRANT
FHR FIRE HOSE REEL
FS FIRE STAIRS
GC GARBAGE CHUTE
HW HIGHLIGHT WINDOW
MV MECHANICAL RISER TO FUTURE DETAIL
MB MAIL BOX TO FUTURE DETAIL
R 240L RECYCLING BIN
SK SKYLIGHT
ST STORAGE
HWU HOT WATER UNITS

MATERIALS LEGEND:

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LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
AW AWNING (TO FUTURE DETAIL)
CONC CONCRETE
FB FACE BRICK
GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
MB METAL BALUSTRADE
MC METAL CLADDING
FCE METAL FENCING (TO FUTURE SELECTION)
PC COMPOSITE PANEL CLADDING
PSX PRIVACY SCREEN (TO FUTURE SELECTION)
PTX PAINT FINISH TYPE X
RD ROLLER DOOR
RP RIVER PEBBLES
RW RENDERED FINISH/SELECTED PAINT FINISH
TC TIMBER CLADDING
VB EXTERNAL VENETIAN BLINDS

LEGEND:

BUILDING A CAR BAY
BUILDING B CAR BAY
BUILDING C CAR BAY
ACCESSIBLE CAR BAY

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IPM

pbd architects

P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2010
ABN 36 147 035 550
Nominated Architect:
Paul Buljevic NSW 7768

PROJECT:
Residential Flat Building
159-167 DARLEY STREET WEST MONA
VALE NSW

DRAWING TITLE:
Ground Floor

DRAWING BY: CAD Technician AK	CHECKED BY: Checked by GR	DATE: 5/11/2025
SCALE: 1:200@A1	DRAWING NO: DA101	ISSUE: A
PROJECT NO: 2435		



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AH ACCESS HATCH
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FHR FIRE HOSE REEL
FS FIRE STAIRS
GC GARBAGE CHUTE
HW HIGHLIGHT WINDOW
MV MECHANICAL RISER TO FUTURE DETAIL
MB MAIL BOX TO FUTURE DETAIL
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SK SKYLIGHT
ST STORAGE
HWU HOT WATER UNITS

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BUILDING B CAR BAY
BUILDING C CAR BAY
ACCESSIBLE CAR BAY

Issue	Date	Description
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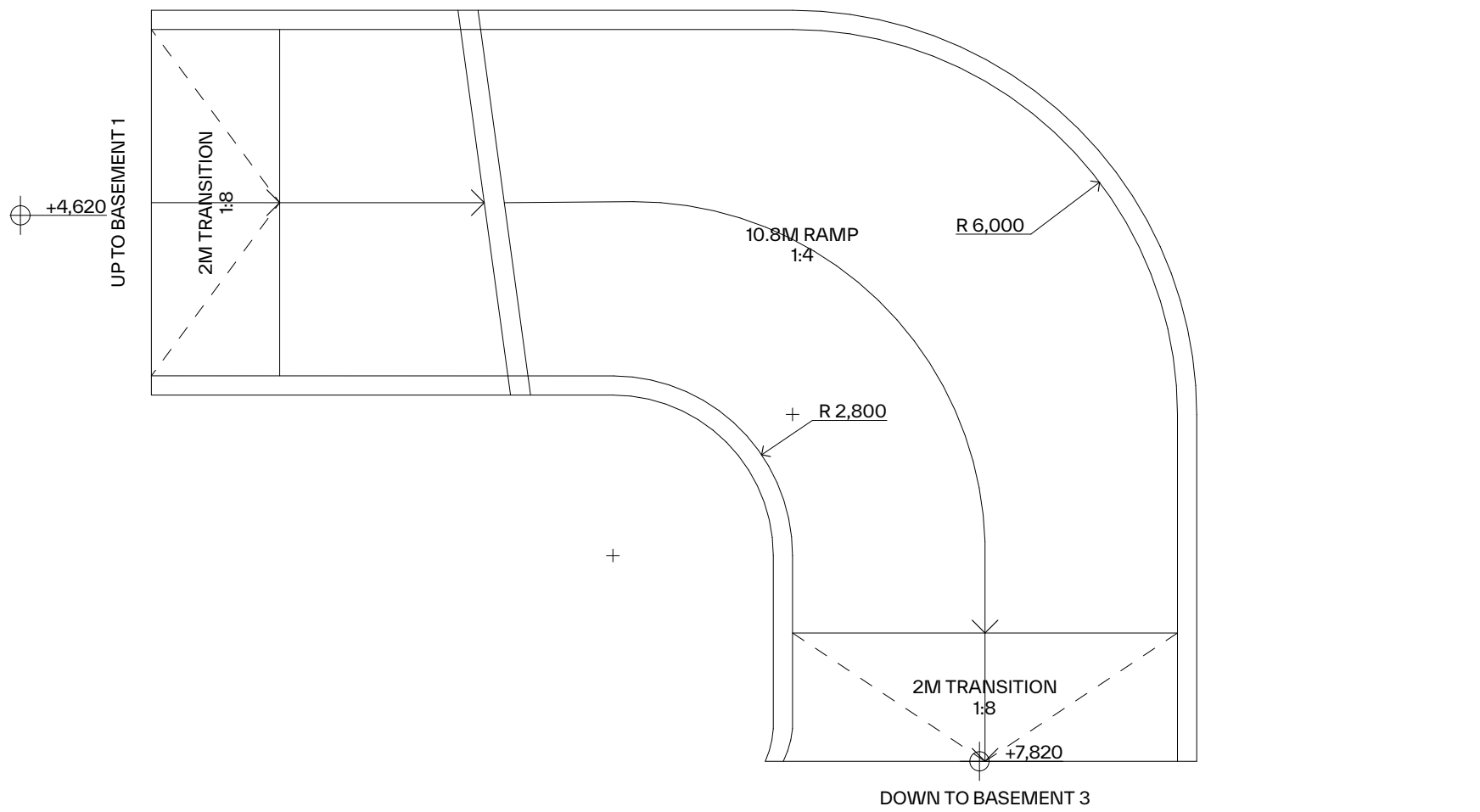
pbd
architects

P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2010
ABN 36 147 035 550
Nominated Architect:
Paul Buljevic NSW 7768

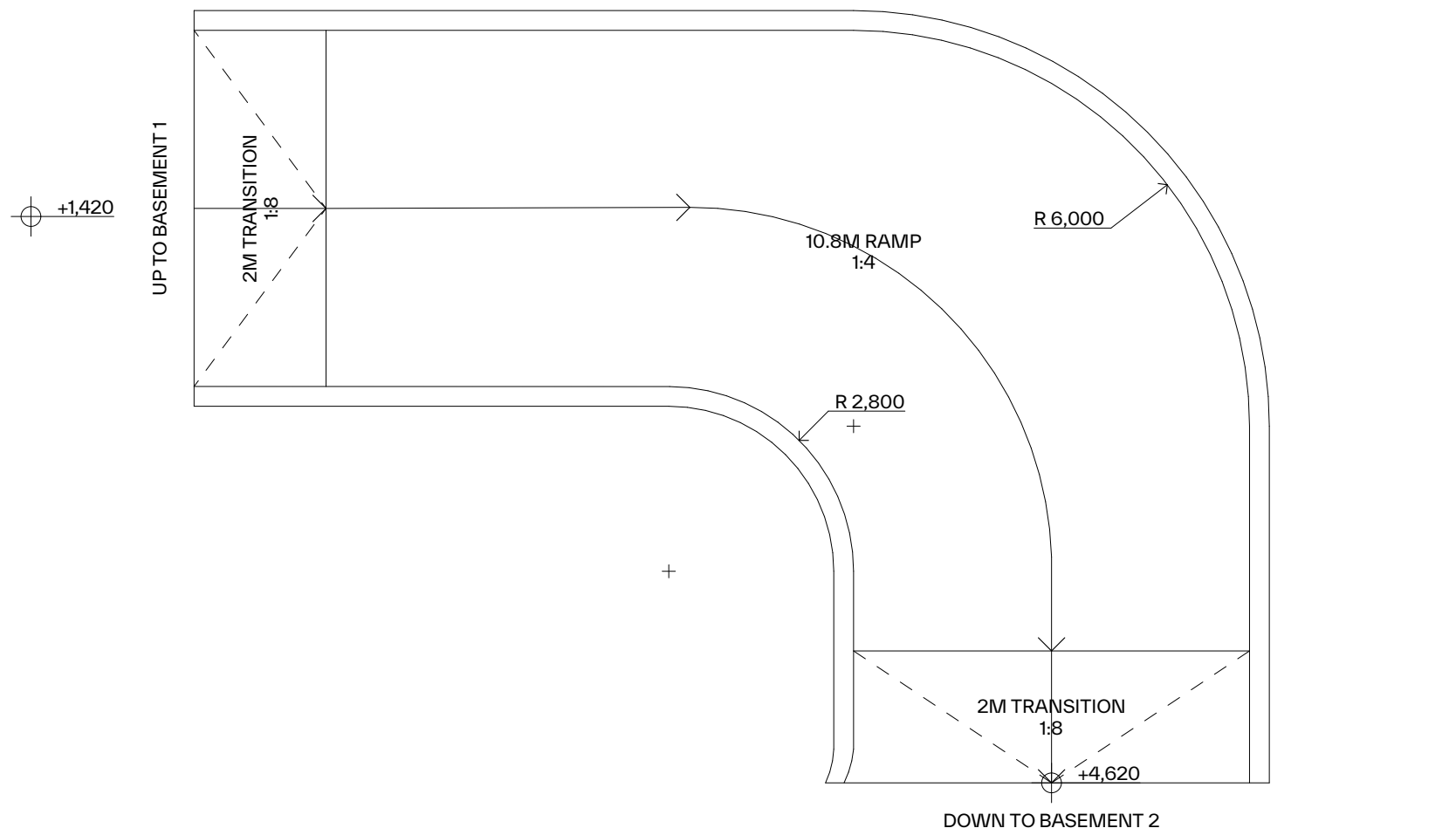
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159-167 DARLEY STREET WEST MONA
VALE NSW

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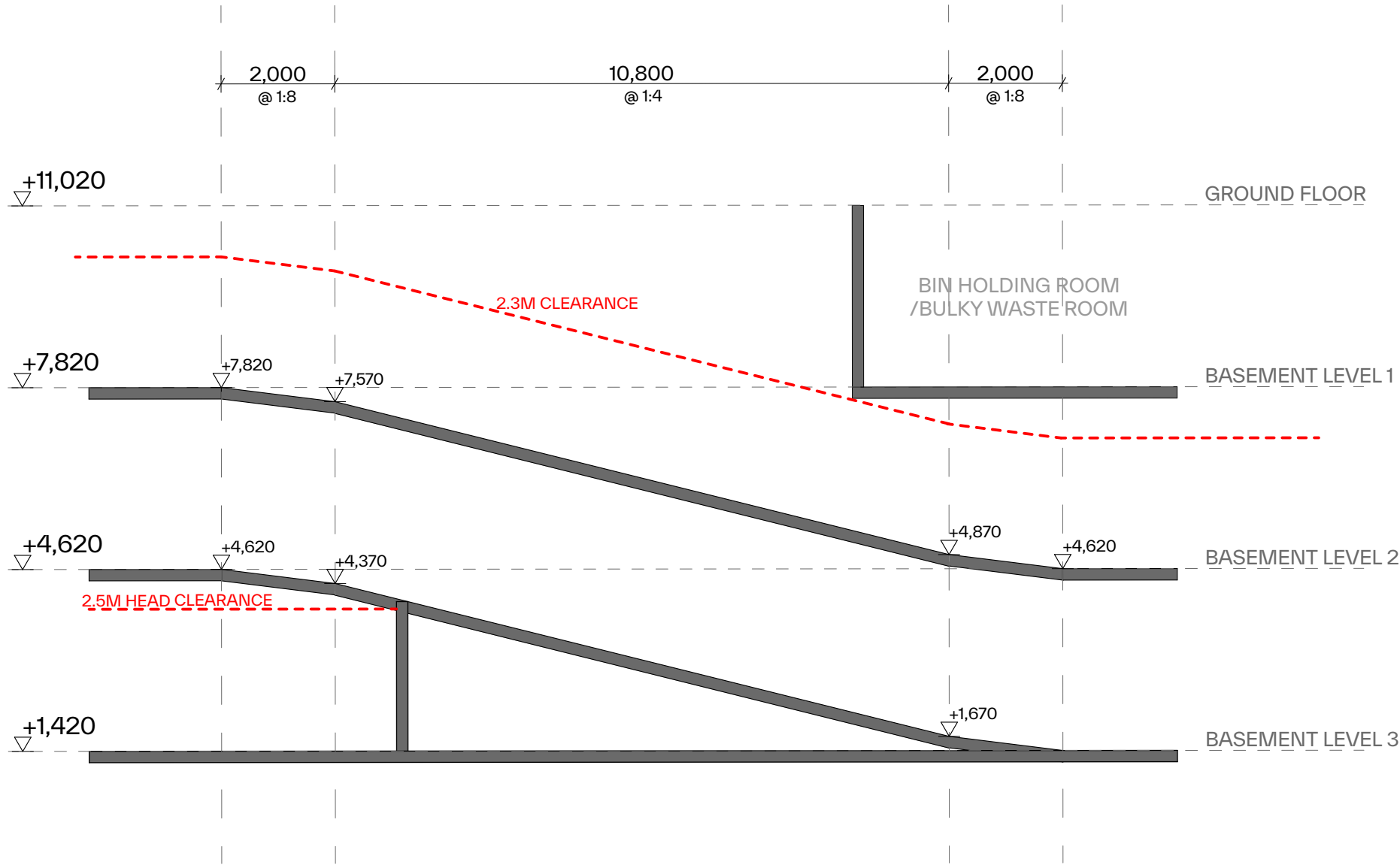
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SCALE: 1:200@A1	DRAWING NO: DA102	ISSUE: A
PROJECT NO: 2435		



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2 RAMP TO BASEMENT 2 1:100



3 RAMP SECTION 1:100

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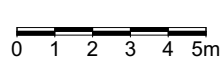
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- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HWV HIGHLIGHT WINDOW
- MV MECHANICAL RISER TO FUTURE DETAIL
- MB MAILBOX TO FUTURE DETAIL
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- ST STORAGE
- HWU HOT WATER UNITS

MATERIALS LEGEND:

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- AW AWNING (TO FUTURE DETAIL)
- CONC CONCRETE
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- GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
- MB METAL BALUSTRADE
- MC METAL CLADDING
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- PSx PRIVACY SCREEN (TO FUTURE SELECTION)
- PTx PAINT FINISH TYPEx
- RD ROLLER DOOR
- RP RIVER PEBBLES
- RW RENDERED FINISH/SELECTED PAINT FINISH
- TC TIMBER CLADDING
- VB EXTERNAL VENETIAN BLINDS

Issue	Date	Description
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Scale Bar 1 : 200 @ A1



CLIENT:

IPM



P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2010
ABN 36 147 035 550
Nominated Architect:
Paul Bujevic NSW 7768

PROJECT:

Residential Flat Building
159-167 DARLEY STREET WEST MONA
VALE NSW

DRAWING TITLE:

Ramp Section

DRAWING BY: CAD Technician AK	CHECKED BY: Checked by GR	DATE: 5/11/2025
SCALE: 1:100@A1	DRAWING NO: DA302	ISSUE: A
PROJECT NO: 2435		

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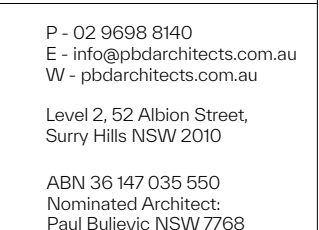
- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- DRAWINGS FOR THE PURPOSES OF DA ONLY (NOT FOR CONSTRUCTION) - FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANTS DRAWINGS, SPECIFICATIONS & REPORTS
- FURTHER LEVEL OF DESIGN KNOWLEDGE IS RETAINED BY PBD ARCHITECTS AND ARCHITECTS IS REQUIRED FOR ANY REPRODUCTION
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

AW	AWNING
AH	ACCESS HATCH
AC	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
GC	GARBAGE CHUTE
HW	HIGHLIGHT WINDOW
MV	MECHANICAL RISER TO FUTURE DETAIL
MB	MAILBOX TO FUTURE DETAIL
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
HWU	HOT WATER UNITS

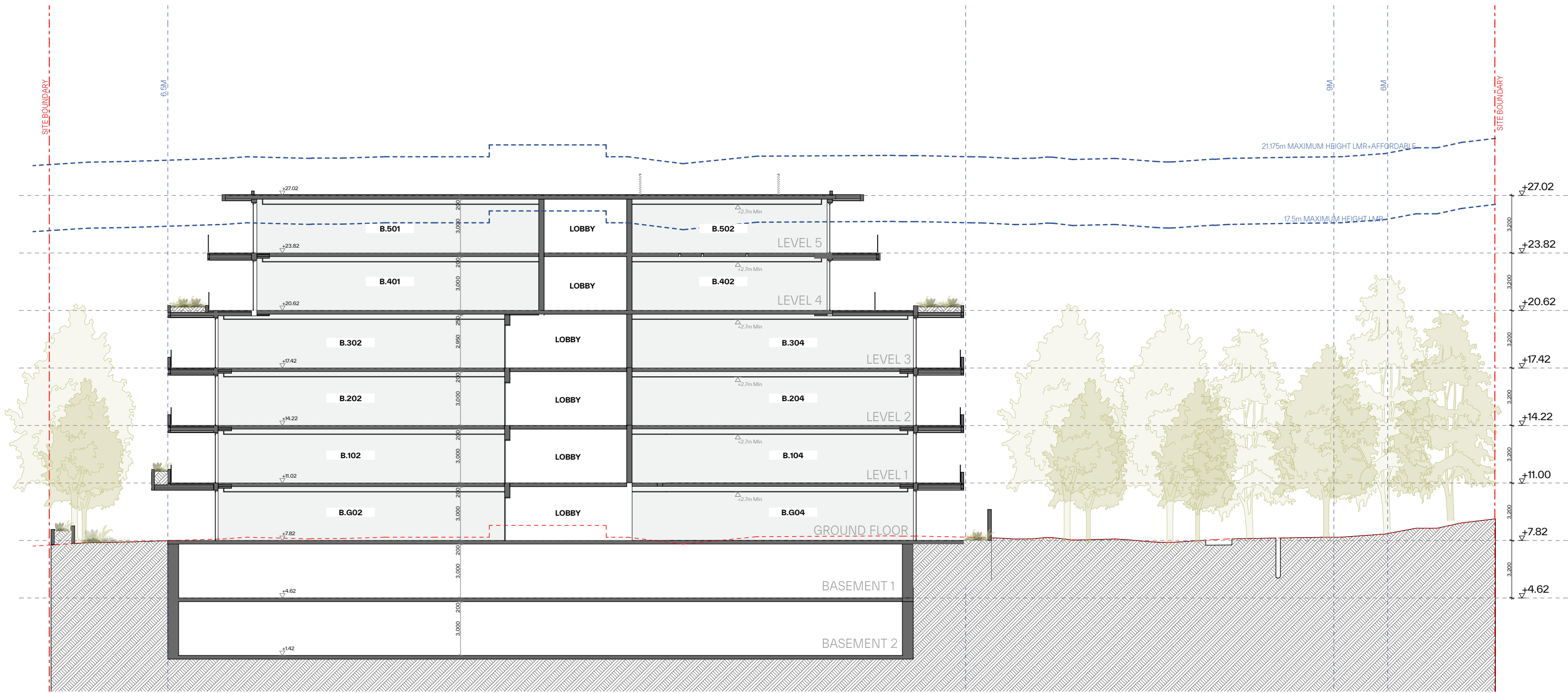
AV	ALUMINUM FRAMED GLAZING
LF	ALUMINUM ELLIPTICAL FOLD LOUVERS
AW	AWNING (TO FUTURE DETAIL)
CONC	CONCRETE
FB	FACE BRICK
GB	FRAMELESS TOUCHED-IN GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
MB	METAL BALUSTRADE
MC	METAL GLAZING
FCE	METAL FENCING (TO FUTURE SELECTION)
PC	COMPOSITE PANEL CLADDING
PSx	PRIVATE SCREEN (TO FUTURE SELECTION)
PTX	PAINT FINISH TYPE
RD	ROLLER DOOR
RP	RIVER PEBBLES
RW	RENDERED FINISH/SELECTED PAINT FINISH
VB	TIMBER CLADDING
	EXTERNAL VENTILATION BLINDS

[illegible]

IPM



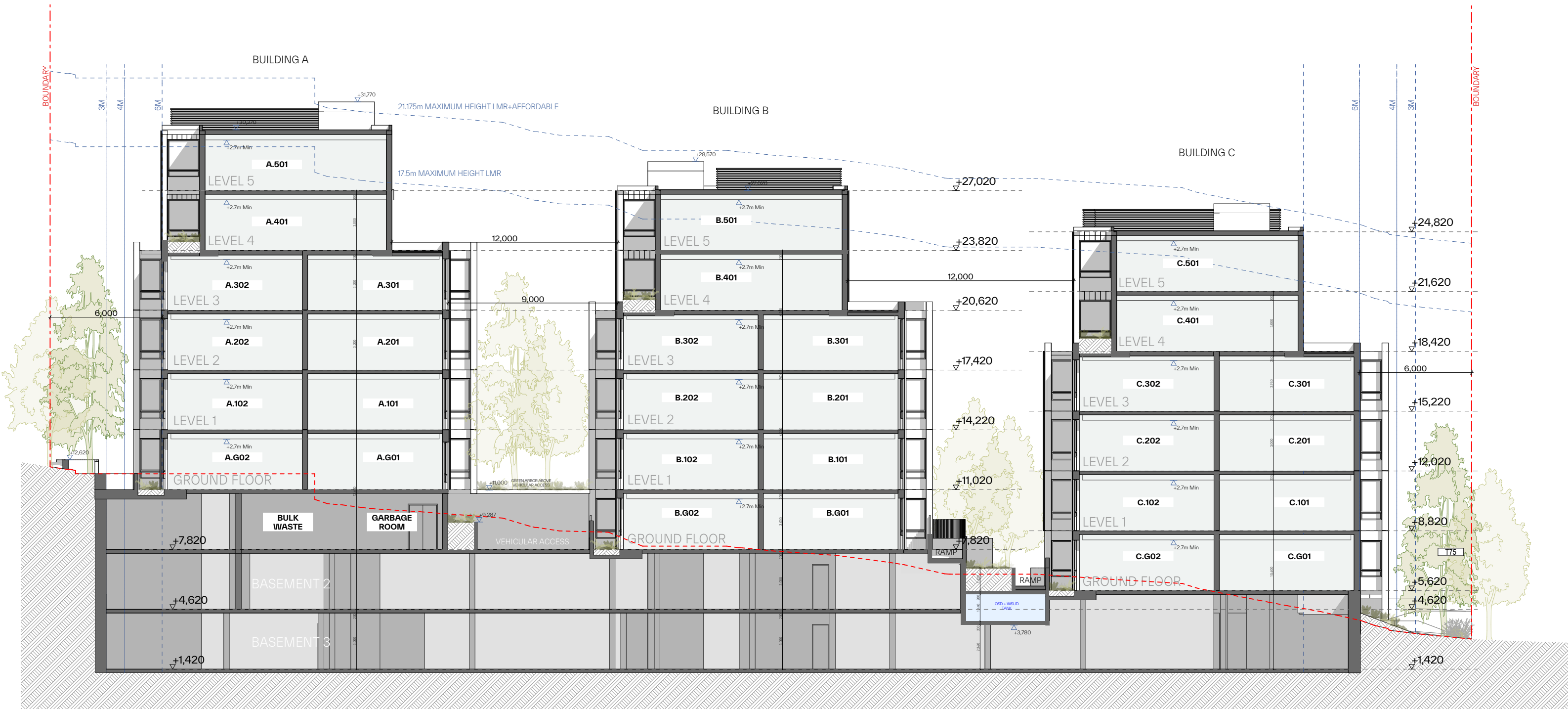
DRAWING BY: CAD Technician AK	CHECKED BY: Checked by GR	DATE: 5/11/2025
SCALE: 1:200@A1	DRAWING NO:	ISSUE:
PROJECT NO: 2435	DA103	A



1

Section

1:200



2

Section

1:200

GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- DRAWINGS FOR THE PURPOSES OF DA ONLY (NOT FOR CONSTRUCTION) - FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANTS DRAWINGS, SPECIFICATIONS & REPORTS
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

- AW AWNING
- AH ACCESS HATCH
- AC A/C CONDENSER UNITS
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HW HIGHLIGHT WINDOW
- MV MECHANICAL RISER TO FUTURE DETAIL
- MB MAIL BOX TO FUTURE DETAIL
- R 240L RECYCLING BIN
- SK SKYLIGHT
- ST STORAGE
- HWU HOT WATER UNITS

MATERIALS LEGEND:

- AFG ALUMINIUM FRAMED GLAZING
- LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
- AW AWNING (TO FUTURE DETAIL)
- CONC CONCRETE
- FB FACE BRICK
- GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
- MB METAL BALUSTRADE
- MC METAL CLADDING
- FCE METAL FENCING (TO FUTURE SELECTION)
- PC COMPOSITE PANEL CLADDING
- PSX PRIVACY SCREEN (TO FUTURE SELECTION)
- PTX PAINT FINISH TYPEX
- RD ROLLER DOOR
- RP RIVER PEBBLES
- RW RENDERED FINISH/SELECTED PAINT FINISH
- TC TIMBER CLADDING
- VB EXTERNAL VENETIAN BLINDS

Issue	Date	Description
A	5/11/2025	ISSUE FOR DA SUBMISSION

Scale Bar 1 : 200 @ A1

0 1 2 3 4 5m

CLIENT:

IPM



P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2010
ABN 36 147 035 550
Nominated Architect:
Paul Bujovic NSW 7768

PROJECT:
Residential Flat Building
159-167 DARLEY STREET WEST MONA
VALE NSW

DRAWING TITLE:

Section B

DRAWING BY: CAD Technician AK	CHECKED BY: Checked by GR	DATE: 5/11/2025
SCALE: 1:200@A1	DRAWING NO: DA301	ISSUE: A
PROJECT NO: 2435		

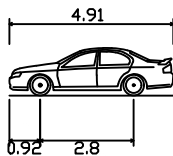
Appendix B

Swept Turn Paths



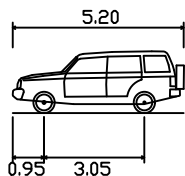
SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

159-167 DARLEY STREET, MONA VALE
CAR PARK COMPLIANCE REVIEW - LEVEL 1
B85 & B99 ENTRY AND EXIT PATHS

DRAWING NO. 24205-D01-V2

SHEET NO. 01 OF 03

ISSUE DATE 11 November 2025

DRAWN BY D. ALOC
REVIEWED BY C. PALMER

SCALE 0 3.0 6.0 1:300 @ A3



CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

