

27-29 North Avalon Road, Avalon Beach

Statement of Environmental Effects

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27-29 NORTH AVALON ROAD, AVALON BEACH

Demolition works and construction of 10 self-contained dwellings pursuant to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004

October 2019

Prepared under instructions from
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1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared in support of a Development Application made under Part 4 of the Environmental Planning and Assessment Act 1979 for demolition works, tree removal, site consolidation and the construction of ten self-contained dwellings for seniors or people with a disability with 15 at-grade car parking spaces at 27 and 29 North Avalon Road, Avalon Beach. The development relies on the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

The proposed development is detailed on architectural plans prepared by Environa Studio. The application is also accompanied by the following:

- Survey Plan - Hammond and Smeallie & Co Pty Ltd
- Access Report - Vista Access Architects
- Assessment Distance and Path of Travel to Bus Stops – AE&D
- Landscape Plan - John Lock & Associates
- BASIX Certificate - Efficient Living
- Stormwater Management Plans & Erosion and Sediment Control Plan - NB Consulting
- Flood Risk Management Plan - NB Consulting
- Engineering Design for Footpath - NB Consulting
- Traffic Impact Assessment - PDC Consultants
- Arboricultural Assessment and Development Impact Report - Raintree Consulting
- BCA Indicative Compliance Report - Building Innovations Australia
- Operational Waste Management Plan - Elephants Foot
- Photomontage - Base 3D
- Cost Summary Report - QPC&C

This Statement has been prepared pursuant to section 4.12 of the Environmental Planning and Assessment Act 1979 and clause 50 of the Environmental Planning and Assessment Regulation 2000. The Statement provides an assessment of the development proposal having regard to the relevant legislative context, the social, economic and environmental impacts of the development, the potential amenity impacts of the development on the surrounding locality and the measures proposed within the application to mitigate such impacts.

The Statement details the proposed development's compliance against applicable environmental planning instruments and development control plans including:

- State Environmental Planning Policy (Housing for Seniors or People with a disability) 2004
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy No.55 – Remediation of Land
- Pittwater Local Environmental Plan 2014
- Pittwater 21 Development Control Plan

The Statement demonstrates the proposed development is consistent with the aims and objectives of the relevant environmental planning instruments and development control plan. The Statement also demonstrates the proposal is compatible with the character of the locality and minimises any potential impacts on the amenity of the adjoining properties.

2.0 SITE DESCRIPTION AND LOCATION

2.1 Site Description

The site is located in the suburb of Avalon Beach which is located within the Northern Beaches Local Government Area. The site is located to the east of Barrenjoey Road and is south-west of Bangalley Head. The location of the site is shown in Figure 1.

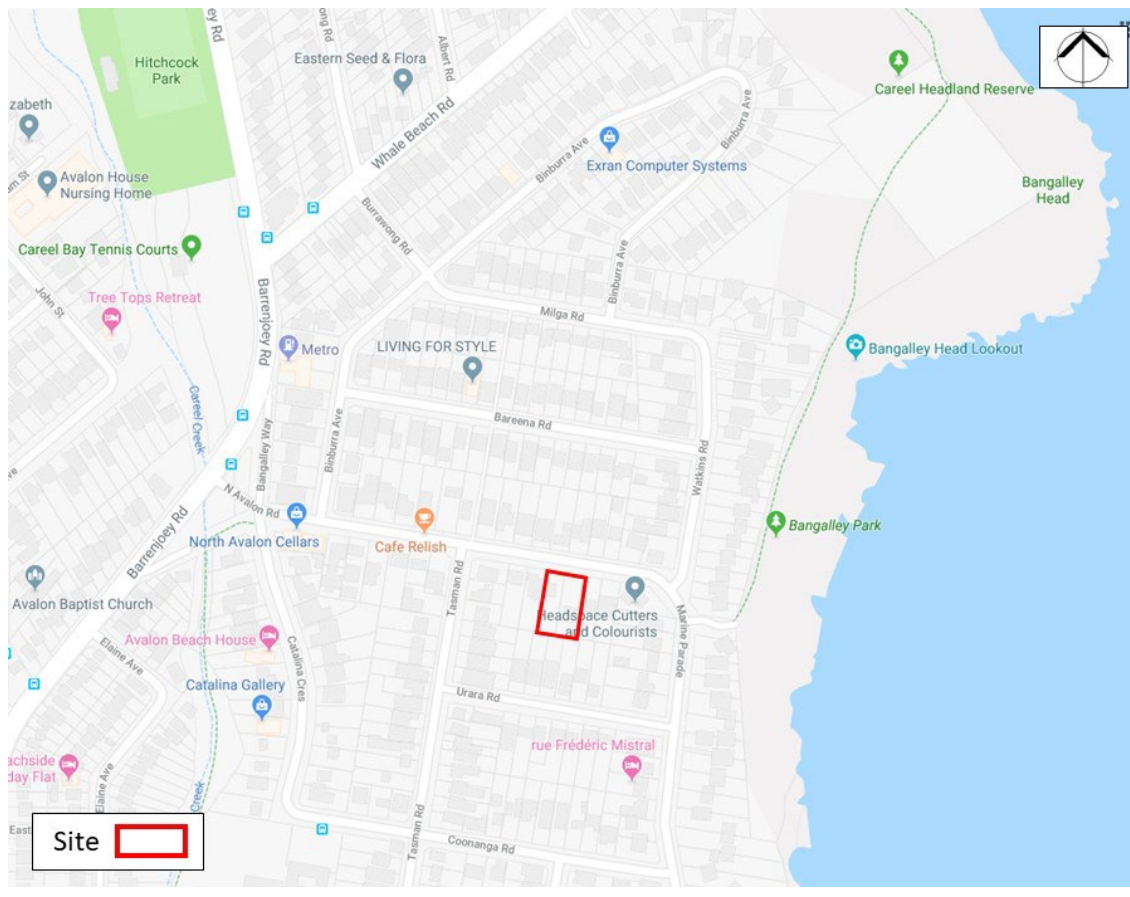


Figure 1:

Location of the Site (Source: Google Maps 2019)

The site is legally described as Lot 32 DP 8394 and Lot 33 DP 8394 and is known as 27 North Avalon Road and 29 North Avalon Road. The site is located on the southern side of North Avalon Road between Tasman Road and Marine Parade. An aerial view of the site and surrounds is provided at Figure 1.

The site is rectangular in shape and has a total area of 2,226 square metres. The site has a 36.58 metre frontage to North Avalon Road and a side boundary length of 60.96 metres.

27 North Avalon Road is improved by a single storey brick dwelling with a tiled roof and an attached single garage. Two outbuildings are located to the rear of the site. Vehicular access is provided via a driveway crossing on the western side of the site's frontage to North Avalon Road.

29 North Avalon Road is improved by a single storey brick and tiled dwelling with an attached carport. A brick outbuilding is located to the rear of the dwelling, adjacent to the eastern boundary. Vehicular access to the site is provided via a driveway crossing on the western side of the site's frontage to North Avalon Road. A brick fence along the site's frontage to North Avalon Road.

The structures on both allotments are in poor condition and do not make a positive contribution to the streetscape.

A proposed drainage easement runs across the site from the north-east to the south-west. The existing dwelling at 27 North Avalon Road is located north of the proposed easement while the existing dwelling at 29 North Avalon Road is south of the proposed easement.

The topography of the site is characterised by a gradual fall from the east to the west and is otherwise generally level.

The site is vegetated with largely unmaintained, exotic and native mature trees and smaller shrubs. The 59 trees on the site (and within the road reserve) are identified in the accompanying Arboricultural Impact Assessment Report prepared by Raintree Consultancy.

Bus stops are located approximately 400 metres walking distance of the site on Barrenjoey Road as shown in Figure 1. Buses servicing routes 199, E88 and L90 stop at the bus stops on the eastern and western sides of Barrenjoey Road. Footpath access to the bus stops is provided along the northern side of North Avalon Road. A pedestrian island has been constructed on Barrenjoey Road to allow pedestrians to safely cross Barrenjoey Road.



Figure 2:

Aerial View of the site (Source: Six Maps, Department of Lands 2019)

The surrounding development consists of one and two storey detached dwellings. The majority of houses have a pitched roof and are either face brick, painted brick/render or weatherboard. The streetscape is characterised by landscaped front setbacks and landscaping within the road reserve. Front fences of varying heights and styles are a notable feature of the streetscape of North Avalon Road.

A small pocket of local shops is located to the west of the site, on the southern side of North Avalon Road. A Seniors Living Development known as 'Drift' was recently constructed north of the western end of North Avalon Road at 4-6 Bangalley Way, Avalon Beach.

Photograph 1:

27 North Avalon Road



Photograph 2:

27 North Avalon Road

Photograph 3:

Rear of 27 North Avalon Road





Photograph 4:

View towards the rear
boundary of 27 North Avalon
Road

Photograph 5:

29 North Avalon Road



Photograph 6:

Rear of 25 North Avalon
Road

Photograph 7:

Rear boundary of 29 North Avalon Road



Photograph 8:

25 North Avalon Road

Photograph 9:

View of the side (eastern) elevation of 25 North Avalon Road from 27 North Avalon Road





Photograph 10:

31 North Avalon Road

Photograph 11:

28 North Avalon Road opposite
27 North Avalon Road



Photograph 12:

30 North Avalon Road
opposite 29 North Avalon
Road

Photograph 13:

Bus stop on the eastern side of Barrenjoey Road (looking south)



Photograph 14:

Bus stop on the western side of Barrenjoey Road (looking north-west)

3.0 DEVELOPMENT PROPOSAL

The development application seeks consent for demolition works, tree removal, site consolidation, the construction of 10 self-contained dwellings for seniors or people with a disability, landscaping works and the provision of parking for 15 vehicles. The development relies on the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. The proposal is detailed on the architectural plans prepared by Environa Studio.

Demolition and Site Consolidation

The development includes the demolition of the existing dwellings and structures on the site as detailed on the Demolition Plan prepared by Environa Studio (Drawing 040).

The site currently consists of two allotments which are to be amalgamated for the proposed development.

Built Form

The form of the development has been designed to reflect the existing character of the area which is predominately characterised by one and two storey detached dwellings with pitched roofs within a landscaped setting.

The development has been divided into four buildings with a central carparking area. Two buildings have frontage to North Avalon Road and two buildings are located to the south of the central car park area. The buildings with frontage to North Avalon Road have a height of two storeys whilst the buildings to the rear are one to two storeys in height, providing a transition in height to the rear. The distribution of the dwellings into four buildings allows for the apparent bulk and scale of the development to be reduced by limiting wall lengths, breaking up the roof form and providing a modulated and articulated built form.

The bulk and scale of the buildings with frontage to North Avalon Road has been minimised by designing the buildings to appear as three, two storey dwellings (similar to one detached dwelling and two semi-detached dwellings), each with a pitched, Colorbond roof with a street facing gable rather than a single large roof form. The proportions for each building are consistent with the bulk and scale of development in the street.

The rhythm and pattern of development in the street is replicated by the development through the provision of generous landscaped setbacks and the provision of a central driveway. The proposed development provides a 6.5 metre front setback to the ground floor decks and first floor balconies of the development. The proposed setbacks are compatible with the setbacks of structures on the adjoining properties and shown on Drawings 101 and 102 prepared by Environa Studio. The development generally maintains 3 metre side setbacks which exceeds the minimum required for single dwellings and dual occupancies in the locality.

The proposed external colours and finishes and detailing of the development reflect the seaside location of the development and are consistent with the colours and materials of recent high-quality renovations and developments in the locality.

Internal Layout

A total of 10 dwellings are located within the four buildings. 5 x 2-bedroom dwellings and 5 x three bedrooms are proposed.

Five x 2 bedrooms dwellings, and 1 x 3-bedroom dwelling, are in the front two buildings. The dwellings face north and have an outlook to North Avalon Road. Three of these dwellings are located on the ground floor and three are located on the first floor (Level 2).

A 3-bedroom dwelling is located on the ground floor of each of the two buildings to the rear of the site. These dwellings have windows facing north, south, east and west providing natural ventilation and natural light to each dwelling. The ground floor dwellings have access to large areas of private open space located to the rear of the site. Solar access to the rear private open space has been maximised through the single storey height of the rear of the buildings.

A 3-bedroom dwelling is located on the first floor of each of the two buildings to the rear of the site. The two dwellings on the first-floor face north and overlook the central car park area of the development. Adequate separation is provided between the front and rear buildings.

An elevated, open walkway connects the dwellings on the first floor (Level 2). The walkway between the northern and southern buildings is located at the centre of the site to minimise the potential for overlooking of the adjoining properties.

Access and Parking

The two existing vehicular crossings are to be removed and the kerb and gutter reinstated. A new vehicular crossing is proposed approximately 1-2 metres further west than the existing vehicular crossing to 29 North Avalon Road. The driveway will provide access to 15 car parking spaces that are centrally located on the site, between the front and rear buildings. Landscaping is proposed along the driveway and in pockets within the car park area to minimise the visual impact of the driveway and car park on the streetscape and provide a high level of amenity for residents. Importantly, the view from the street is terminated by a covered, planter rather than a car parking space and tree planting is proposed down the western side of the driveway.

Footpath Construction

A new footpath is proposed to be constructed on the southern side of North Avalon Parade from the site to Tasman Road. Detailed plans of the footpath have been prepared by NB Consulting. The footpath design and location seeks to minimise the removal of trees within the road reserve.

An Assessment of the Distance and Path of Travel to the Bus Stops on Barrenjoey Road has been undertaken by AE&D. The assessment indicates that two kerb ramps on the pathway to the bus stop will need to be reconstructed to achieve the required gradient. This is a matter that can be addressed by a condition of consent.

Landscaping and Tree Removal

The Arboricultural Assessment and Development Impact Report prepared by Raintree Consulting details the impact of the proposed development on the trees on the site. The report identifies the trees that are required to be removed for the proposed development and provides recommendations for the protection of trees that are to be retained.

59 trees have been assessed by Raintree Consulting on the site and within the road reserve. Of the 59 trees assessed, 11 trees are located within the road reserve. 26 trees are non-prescribed exempt trees that can be pruned, removed or relocated without the consent of Council. The proposal requires the removal of 25 prescribed trees. Of these trees, one is a Palm that is capable of relocation.

A Landscape Plan prepared by John Lock and Associates accompanies the application. The landscape design incorporates a range of trees, shrubs and groundcovers to create a layered and visually interesting landscaped setting for the development and to provide adequate screening along the boundaries to soften views of the development from both the public domain and from the adjoining properties.

4.0 STATUTORY PLANNING FRAMEWORK

4.1 Environmental Planning and Assessment Act 1979

In accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in determining a development application a consent authority is to take into consideration the relevant matters listed in Section 4.15. Section 4.2 of this report addresses the relevant provisions of the applicable environmental planning instruments as required by section 4.15(1)(a)(i). Section 4.3 of this report addresses the relevant provisions of the applicable development control plan as required by section 4.15(1)(a)(iii). The remaining provisions of section 4.15(1) are addressed further in section 5 of this Statement.

4.2 Environmental Planning Instruments

4.2.1 State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Land applies to all land and aims to provide for a State-wide planning approach to the remediation of contaminated land.

Clause 7 of SEPP 55 requires the consent authority to consider whether land is contaminated prior to granting consent to carrying out of any development on that land and if the land is contaminated, it is satisfied that the land is suitable in its current state or will be suitable after remediation for the purpose for which the development is proposed to be carried out.

The site does not have any history of contaminating uses. Accordingly, the consent authority can be satisfied that the site is suitable in its current state for the proposed development.

4.2.2 State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP HSPD) aims to encourage the provision of housing that will; increase the supply and diversity of residences that meet the needs of seniors or people with a disability, make efficient use of existing infrastructure and services and be of good design. The proposed development is consistent with the aims of the SEPP in that the development provides 10 self-contained dwellings for seniors or people with a disability in an accessible location within a development that is compatible with the character of the local area.

Land to which the Policy Applies

Pursuant to clause 4 of SEPP HSPD the Policy applies to land within New South Wales that is zoned primarily for urban purposes, but only if:

(a) development for the purpose of any of the following is permitted on the land:

- (i) dwelling-houses,
- (ii) residential flat buildings,
- (iii) hospitals,

(iv) development of a kind identified in respect of land zoned as special uses, including (but not limited to) churches, convents, educational establishments, schools and seminaries, or

(b) the land is being used for the purposes of an existing registered club.

As the subject site is zoned R2 Low Density Residential pursuant to Pittwater Local Environmental Plan 2014 and dwelling houses are permitted in the zone, the Policy applies.

Clause 4(6) identifies land to which the Policy does not apply. The site is not located within any of the areas nominated in clause 4(6).

Pursuant to clause 5 the SEPP prevails over any other environmental planning instrument (whether made before or after the commencement of the Policy) to the extent of the inconsistency.

Key Concepts

In accordance with clause 10, seniors housing is residential accommodation that is, or is intended to be used permanently for seniors or people with a disability consisting of: a residential care facility, or, a hostel, or a group of self-contained dwellings, or a combination of these.

Clause 13 defines 'self-contained dwelling' as:

A self-contained dwelling is a dwelling or part of a building (other than a hostel), whether attached to another dwelling or not, housing seniors or people with a disability, where private facilities for significant cooking, sleeping and washing are included in the dwelling or part of the building, but where clothes washing facilities or other facilities for use in connection with the dwelling or part of the building may be provided on a shared basis.

In-fill self-care housing is seniors housing on land zoned primarily for urban purposes that consists of 2 or more self-contained dwellings where none of the following services are provided on site as part of the development: meals, cleaning services, personal care, nursing care.

The proposed development is for a seniors housing development consisting of 10 in-fill self-care housing dwellings.

Development for Seniors Housing

Chapter 3 of SEPP HSPD provides general provisions related to the provision of housing for seniors housing.

Clause 15 permits development on land zoned primarily for urban purposes for the purpose of any form of seniors housing despite the provisions of any other environmental planning instrument if the development is carried out in accordance with the Policy.

Site-related requirements

Clause 26(1) provides that residents of the proposed development are to have access that complies with the requirements of clause 26(2) to:

1. shops, bank service providers and other retail and commercial services that residents may reasonably require, and
2. community services and recreation facilities, and
3. the practice of a general medical practitioner

Pursuant to clause 26(2)(b) if the site is located within the Greater Sydney (Greater Capital City Statistical Area) access complies with this clause if there is a public transport service available to the residents who occupy the proposed development that is:

(i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and

(ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and

(iii) that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive),

and the gradient along the pathway from the site to the public transport services (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3).

An Assessment of the Distance and Path of Travel to the bus stops has been undertaken by AE&D. The bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and 384 metres from the primary pedestrian entrance to site which complies with the distance requirement. The bus stop on the western side of Barrenjoey Road is 412 metres from the site and 435 metres from the primary pedestrian entrance to the site. When measured to *the site* the walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard. As the distance from the site to the bus stop on the western side of Barrenjoey Road marginally exceeds 400 metres a clause 4.6 request is required.

In *Principal Healthcare Finance Pty Ltd v Council of the City of Ryde* [2016] NSWLEC 153 Robson J established that clause 26 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (NSW) is a development standard not a prohibition. A request to vary the distance development standard in clause 26(2)(b)(i) of SEPP HSPD is included as Appendix C.

The 199 Palm Beach to Manly, E88 North Avalon Beach to Wynyard the L90 Palm Beach to Wynyard services stop at the bus stop on the eastern side of Barrenjoey Road, north of North Avalon Road. The 199 Manly to Palm Beach, E88 Wynyard to North Avalon Beach and L90 Wynyard to Palm Beach services stop at the bus stop on the western side of Barrenjoey Road. The bus services take passengers to a range of location where the shops and services referred to in clause 26(1) are available.

The timetable for these services is included as Appendix A. The L90, E88 and 199 bus routes operate from both stops at least once per hour between 8am and 12pm per day and at least once between 12noon and 6pm on Monday to Friday as required by clause 26(2)(b)(iii)

The accompanying letter prepared by AE&D addresses the proposal's compliance with the pathway gradient requirements of the SEPP.

Bushfire Prone Land

Clause 27 of SEPP HSPD relates to bushfire prone land. The site is not identified as bushfire prone land.

Water and Sewer

In accordance with clause 28 a consent authority must not grant consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that the housing will be connected to a reticulated water system and have adequate facilities for the removal or disposal of sewage. The site is connected to a reticulated water and sewage system. The proposed development will connect to the existing system.

Relevant considerations

Clause 29 applies to a development application made pursuant to this Chapter in respect of development for the purposes of seniors housing to which clause 24 does not apply. Clause 24 relates to development requiring a site compatibility certificate and does not apply to the proposed development.

Clause 29(2) requires a consent authority to take into consideration the criteria referred to in clause 25(5)(b)(i), (iii) and (v). The following table addresses the criteria referred to in Clause 29(2).

Clause 25(5)(b)	Comment
(i) the natural environment (including known significant environmental values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development,	<p>The development has been designed to maximise the retention of existing trees within the road reserve. The majority of the trees on the site that are to be removed are non-prescribed exempt trees that can be pruned, removed or relocated without Council consent. The large Spotted Gum and Swamp Mahogany trees within the front setback of 29 North Avalon Road are structurally defective or wounded and consequently have a low retention value.</p> <p>The potential flooding from the catchment area has been investigated by NB Consultants. The findings of this assessment are recorded in the Flood Risk Management Report. The report includes recommendations to ensure the development flood volume does not decrease as a result of the development.</p> <p>The proposed residential use is compatible with the residential zoning of the site and surrounding properties.</p>
(iii) the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and	<p>The site meets the location and access requirements set out in clause 26 as set out in the Site Related Requirements section above.</p>

Clause 25(5)(b)	Comment
access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision,	
(v) without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development.	The height, setbacks, layout and landscaping proposed minimise the potential visual, privacy and solar access impacts on the adjoining properties as detailed in this Statement.

Site analysis

In accordance with clause 30 of the SEPP a Site Analysis Plan has been prepared by Enviro Studio (Drawing 020) and the matters detailed in subclauses (2) and (3) are addressed below.

This Statement of Environmental Effects explains how the design of the development has regard to the site analysis.

Feature	Comment
Site Features	
(a) Site Dimensions	The site dimensions are clearly shown on the Survey which accompanies the development application.
(b) Topography	The Survey shows spot levels for the site, the location of the proposed drainage easement and the north point.
(c) Services	The Survey shows a proposed drainage easement extends from the eastern boundary of No. 29 North Avalon Road (adjacent to the carport of 31 North Avalon Road) to the western boundary of 27 North Avalon Road (in the rear third of the site). The Survey shows the location of power poles and the location of water meters.
(d) Existing Vegetation	Significant trees on the site are shown on the Survey and are identified in the Arboricultural Assessment and Development Impact Report prepared by Raintree Consultancy.
(e) Microclimates	The Survey shows the orientation of the site and the Site Analysis identifies the direction of prevailing winds.
(f) Location of Buildings and Development Features	The location of the surrounding buildings and private open spaces is shown on the architectural plans and the site survey.
(g) Views	No scenic or ocean views are available from the site.

Feature	Comment
(h) Overshadowing	There are no structures on the neighbouring sites that cause an excessive amount of overshadowing over the subject site.
Surrounds of the Site	
(a) Neighbouring buildings	The location of the surrounding buildings and private open spaces is shown on the architectural plans and the Survey.
(b) Privacy	<p>The private open space of the adjoining property at 25 North Avalon Road is located to the rear of the dwelling on this allotment. The dwelling at 25 North Avalon Road has three, east facing windows on the first-floor level, one of which appears to be bathroom window.</p> <p>The dwelling at 31 North Avalon Road has a 1 metre setback to the western boundary for the majority of the length of the boundary. The main private open space for the dwelling is located on the eastern side of the dwelling. A review of the approved plans for this building has found that the windows facing the boundary of the subject site are windows to a corridor with the rooms off this corridor facing east over the private open space of the dwelling.</p>
(c) Walls built to the site's boundary	No walls are built to the site's boundaries.
(d) Difference in levels	The topography is relatively level so there is minimal change in level between the site and the adjoining properties.
(e) views and solar access	<p>No scenic or ocean views are obtained over the site from the adjoining properties due to the relatively level topography of the site and surrounds.</p> <p>There is potential for development on the site to overshadow the rear private open space of the surrounding properties, particularly 25 North Avalon Road and the properties to the rear.</p>
(f) Major trees on adjacent properties	The Survey and Arboricultural Assessment does not identify any trees on adjacent properties that are in close proximity to the boundaries of the subject site.
(g) street frontage features	The Survey identifies the location of street frontage features such as poles, trees and kerb cross overs. There is currently no footpath in the road reserve of the subject site.
(h) built form and character of adjacent development	The surrounding development consists of one and two storey detached dwellings. The majority of houses have a pitched roof and are either face brick, painted brick/render or weatherboard. The streetscape is characterised by landscaped front setbacks and landscaping within the road reserve. Front fences of varying heights and styles are a notable feature of the streetscape of North Avalon Road.
(i) Heritage features	The site is not in the vicinity of any heritage items. The site is not located within a heritage conservation area.
(j) Direction and distance to local	The site is approximately 220 metres from the local shops located on the southern side of North Avalon Road between Catalina Crescent/Bangalley

Feature	Comment
facilities.	Way and Binburra Avenue which include a local supermarket (open 7 days), newsagent, café, takeaway food shop, bottle shop and clothing shop. The site is also within approximately 400 metres of bus stops on Barrenjoey Road.
(k) Public open space	The site is in walking distance to the Bangally Headland and Avalon Beach and is also close to Hitchcock Park and the Careel Bay Tennis Courts.
(l) Adjoining bushland or environmentally sensitive land	The site does not adjoin any bushland or environmentally sensitive land.
(m) sources of nuisance	There are no notable sources of nuisance such as flight paths, noisy roads or polluting operations in the vicinity of the site.
(n) Adjoining land uses and activities	The surrounding land uses are residential uses.

Design of in-fill self-care housing

Pursuant to clause 31 of the SEPP the consent authority is to have regard to the Urban Design Guidelines for Infill Development prepared by the Urban Design Advisory Service (UDAS) in its consideration of the application. An assessment pursuant to this guide is set out in the table below.

Issue	Comment
1. Responding to Context	
Analysis of neighbourhood character	
Street layout and hierarchy	The proposed development does not alter the pattern and hierarchy of streets in the local area.
Block and lots	The proposed development involves the amalgamation of two allotments which are both relatively large allotments within a suburban context. The consolidated allotment will have a generous site frontage of approximately 36.58 metres and a site area of 2,226 square metres. The site frontage and site area are both considerably greater than the minimum required by the SEPP. The size and shape of the allotment make it suitable for an intensification of use as appropriate side and rear setbacks can be provided for landscaping and separation whilst maintaining a high level of amenity for occupants.
Built environment	The proposal responds to the one and two storey scale of housing on the neighbouring properties and in the locality generally. The scale, massing and setbacks of the development and vehicular access and circulation arrangements result in a built form that is compatible with the rhythm of dwellings, driveways and landscaping in the street. In this regard two buildings have been provided facing North Avalon Road separated by a central driveway and landscaped areas. A 6.5 metre front setback is proposed, consistent with the front setbacks in

Issue	Comment
	the locality.
Trees	The Arboricultural Assessment and Development Impact Report prepared by Raintree Consulting identifies the existing trees on the site and identifies the trees that require protection or removal for the development. 26 non-prescribed trees are to be removed (these are trees that can be pruned, removed or relocated without the consent of Council). 25 trees are prescribed trees that are required or recommended for removal with the consent of Council.
Policy environment	The proposal's consistency with the desired future character of the locality and the relevant controls of P21DCP has been addressed in section 4.3 of this statement.
Site Analysis	
Site Analysis	<p>A detailed site analysis has been undertaken. The development responds to the key features of the character of the neighbourhood in that:</p> <ul style="list-style-type: none"> • Whilst the amalgamation of lots is proposed the massing of the buildings seeks to maintain the general pattern of detached dwellings and driveways in the street by providing two buildings facing the street separated by landscaping and a driveway. • The development seeks to retain as many of the existing trees within the front setback and road reserve as possible to maintain the landscaped character of North Avalon Road. • The development maintains a 6.5 metre rear setback which is consistent with the development at 31 North Avalon Road and 33 North Avalon Road. • The one and two storey height of the development is consistent with the one and two storey height of the surrounding development in the R2 zone. • The development provides landscaped setbacks to the side and rear boundaries to allow for the provision of trees and shrubs that will be capable of screening the development. • A central driveway has been proposed to minimise the acoustic impact of the driveway on the adjoining properties. • The raised walkway has been located at the centre of the site to minimise potential visual and acoustic impacts on the adjoining properties. • The majority dwellings have been oriented to face north to maximise internal amenity for occupants. The orientation of the dwellings reduces the potential privacy impacts on the surrounding properties as the balconies on the first-floor level face north (in the direction of the front property boundary) rather than towards the side and rear boundaries.

Issue	Comment
2. Site Planning and Design	
Built Form	<p>The majority of dwellings are located at the front of the site to maximise the number of dwellings with frontage to the street.</p> <p>Development in the rear 25% of the site is predominately single storey to reduce the solar access, privacy and visual impacts on the surrounding developments.</p> <p>80% of dwellings within the development face north to maximise solar access to living areas and private open space.</p> <p>The low scale of the development and generous setbacks proposed minimises the visual, privacy and solar access impacts of the proposal on the adjoining properties. The development generally provides 3 metre side setbacks in an area where one and two storey development is permitted to have a 1 metre setback to one boundary and 2.5 metre setback to the other boundary. The development is also permitted to have a 3-metre rear setback for the ground floor however a 8.987 metre rear setback is proposed to the building to maintain the landscaped character of the locality.</p> <p>The development has the general appearance of three, two storey dwellings when viewed from North Avalon Road. In this regard the development references the pattern and appearance of the existing development on the site and the detached dwellings on the properties in the surrounding area.</p> <p>The visual bulk of the building has been reduced by breaking the roof form and providing a suitably modulated and articulated facade.</p>
Trees, landscaping and deep soil zones	<p>The front setback is almost entirely a deep soil zone (with the exception of access pathways and the bin storage area and FHB). The footpath design seeks to minimise the removal of street trees. The plantings proposed in the front setback will soften views of the development from North Avalon Road.</p> <p>Landscaping is provided around the perimeter of the site to provide a buffer between the proposed development and the adjoining properties.</p> <p>Landscaping is also proposed along the driveway and within the car park area to reduce the visual impact of the driveway and to provide a high level of amenity for occupants.</p> <p>The guidelines suggest that at least 10% of the site area is proposed as a single area to the rear of the site. The development proposes in excess of 10% of the site as a deep soil zone to the rear of the site.</p>
Parking, garaging and vehicular circulation	<p>The proposed vehicular crossing is approximately 1-2 metres further west than the existing crossing to 29 North Avalon Road. The existing vehicular crossings to 27 and 29 North Avalon Road will be removed and the kerb reinstated.</p> <p>A single driveway and central car park area is proposed to reduce the amount of space occupied by driveways and circulation space. The central carparking area will not generally be visible from the street with the</p>

Issue	Comment
	spaces located behind the two proposed buildings at the front of the site.
3. Impacts on Streetscape	
Impacts on Streetscape	<p>The proposed development includes the demolition of the existing brick fence along the front boundary of 29 North Avalon Road which is a detracting feature of the streetscape.</p> <p>The existing landscaping along the front boundary and within the road reserve contributes to the green and leafy character of the street and screens the development on the site from the street. Where possible the existing trees along the front property boundary and within the road reserve are to be retained and as such the development will be well screened. Additional trees and shrubs will be provided within the front setback area as detailed on the Landscape Plan.</p> <p>The development provides a 6.5 metre front setback which is consistent with the setback of the double carports at both 31 and 33 North Avalon Road. The setback is also consistent with the setback of the dwelling at 25 North Avalon Road.</p>
Built Form	<p>The one to two storey scale of the development is compatible with the one to two storey scale of the existing development on the site and in the locality.</p> <p>The buildings with frontage to North Avalon Road maintain the general form, scale and pattern of the existing development on the site and along North Avalon Road.</p> <p>The pitched roof form is sympathetic to the roof forms of the buildings in the area.</p>
Trees, landscaping and deep soil zones.	<p>An Arboricultural Assessment and Development Impact Report has been prepared by Raintree Consultancy. Where possible existing trees within the front setback and road reserve have been retained.</p> <p>Deep soil zones are proposed around the perimeter of the site providing the opportunity for planting large trees and shrubs that are capable of screening views to and from the development. The proposed landscaping along the boundaries will assist in minimising potential visual and privacy impacts.</p>
Residential amenity	<p>The private open space areas in the front setback will clearly be delineated with front fencing and landscaping.</p> <p>The six dwellings at the front of the site (3 on the ground floor and 3 on the first floor) address the street. The living rooms and private open spaces of all six dwellings face the street.</p> <p>The three northern facing ground floor dwellings will be directly accessible from the street. A pathway is proposed to provide access from the street to the rear dwellings and the dwellings located on Level 1.</p> <p>The garbage storage area and mailboxes are located obliquely to the street to reduce the visual impact of these structures.</p>

Issue	Comment
Parking, garaging and vehicular circulation	Landscaping is proposed along the driveway and adjoining the car park to soften the driveway edges and minimise the visual impact of the driveway. The view along the driveway is terminated by landscaping. The car parking spaces are located behind the two buildings at the front of the site and will not therefore be easily viewed from the street.
4. Impacts on Neighbours	
Built form	<p>The development maintains the existing orientation of dwelling 'fronts' and 'backs'. This minimises the impacts of the development on the adjoining properties as the primary outlook from the apartments is to the front and rear boundaries rather than over the side boundaries. The privacy impacts of the development on the adjoining properties have also been minimised by locating the raised, open walkway on Level 2 at the centre of the site and by providing deep soil areas for the majority of the side setbacks for the provision of landscaping that is capable of screening the building.</p> <p>The amenity of the neighbouring properties has been protected by providing an 8.987 metre rear setback to the building (and 6.5 metre setback to the covered decks) instead of a 3-metre setback as is permitted for multi-dwelling housing and residential flat buildings by the P21DCP.</p> <p>The two-storey component of the development is located towards the front of the site and the development sits within the required building envelope. This limits the shadow cast by the development over the adjoining properties. The shadow diagrams prepared by Environa Studio show that the overshadowing impact on the adjoining properties is minimal and that all properties maintain the required solar access in mid-winter.</p>
Trees, landscaping and deep soil zones	A detailed Landscape Plan has been prepared by John Lock and Associates. The landscape design incorporates a range of trees and shrubs within the deep soil, setback areas that will provide a dense landscaped buffer capable of softening views of the development from the surrounding properties.
Residential amenity	The impact of the proposal on the solar access available to the neighbouring dwellings has been minimised by the low scale of the development.
Parking, garaging and vehicular circulation	The Landscape Plan provides details of the planting and trees along the driveway and side setbacks and the fences.
5. Internal Site Amenity	
Built form	The siting of the private open space areas and living areas maximises the opportunities for solar access and natural light and ventilation.
Parking, garaging and vehicular circulation	<p>At least one bedroom in each dwelling is located away from the driveway to minimise the acoustic impact of the carpark on the dwellings.</p> <p>The proposed landscaping softens the appearance of the driveways and</p>

Issue	Comment
	carpark and provides a pleasant outlook from each dwelling.
Residential amenity	<p>Distinct and separate pedestrian and vehicular circulation spaces are proposed.</p> <p>The safety and security of each dwelling has been maximised as detailed elsewhere in this statement.</p> <p>The private open space provided to each dwelling is directly accessible from the living area of each dwelling and includes both paved and planted areas.</p>

Neighbourhood amenity and streetscape

Pursuant to clause 33 the proposed development should:

(a) recognise the desirable elements of the location's current character so that new buildings contribute to the quality and identity of the area, and

The general area in which the site is located is an established residential area which is not undergoing a character transition. The proposed development is consistent with the desired future character statement for the Avalon locality as detailed in section 4.3.1 of this statement.

The site analysis and assessment pursuant to the Seniors Living Policy - Urban Design Guidelines for Infill Development has adequately demonstrated that the proposed development preserves the desirable elements of the location's current character.

(b) retain, compliment and sensitively harmonise with any heritage conservation areas in the vicinity and any relevant heritage items that are identified in the local environmental plan, and

The proposed development is not in a heritage conservation area nor is it located in the vicinity of any heritage items.

(c) maintain reasonable neighbourhood amenity and appropriate residential character by:

(i) providing building setbacks to reduce bulk and overshadowing, and

(ii) using building form

and siting that relates to the site's landform, and

(iii) adopting building heights at the street frontage that are compatible in scale with adjacent development, and

(iv) considering, where buildings are located on the boundary, the impact of the boundary walls on neighbours, and

The proposed front setbacks accord with the built form standards of P21DCP and are consistent with the front setbacks of the adjoining development. The side and rear setbacks proposed will also comply with the stated objectives of the standard in P21DCP, exceeding the minimum required rear setback.

The setbacks proposed, combined with the landscaping provided in the setback area, assist in minimising the visual bulk of the development as viewed from the adjoining properties.

The proposal conforms to the building height standard of the SEPP and is consistent with the scale of the surrounding residential development.

No buildings are to be located on the boundary.

(d) be designed so that the front building of the development is set back in sympathy with, but not necessarily the same as, the existing building line, and

The proposed development will be setback 6.5 metres from the front property boundary. The setback of the development is consistent with the front setbacks of the adjoining development.

(e) embody planting that is in sympathy with, but not necessarily the same as, other planting in the streetscape, and

The landscape plan prepared by John Lock and Associates details the proposed landscaping works. The landscape design incorporates existing trees and complements the large trees within the road reserve that are to be retained. The landscape plan shows that the front setback will be open and landscaped, consistent with the other landscaped front setbacks in the adjoining residential area.

(f) retain, wherever reasonable, major existing trees, and

An Arboricultural Assessment and Development Impact Report prepared by Raintree Consulting forms part of the application documentation. The Assessment addresses the impact of the proposed development on the existing trees on the site and within the road reserve.

26 trees on the site are non-prescribed exempt trees that can be removed or relocated without Council consent. 25 trees are prescribed trees that are required to be removed as they are located within the footprint of the buildings, footpath or driveway/carpark.

The 20-metre-high Spotted Gum located in the front setback of 29 North Avalon Road (Tree 17) is required to be removed to allow for the central driveway into the site. The Arborist Report indicates this tree is structurally defective and has a low retention value.

Tree 25 is a 17-metre-high Swamp Mahogany that is also located in the front setback of 29 North Avalon Road. Whilst this tree has a significance rating of 2 the tree has a large wound on the trunk and has been assessed as having a low retention value. This tree is required to be removed as it is located within the footprint of Dwellings 03 and 08.

(g) be designed so that no building is constructed in a riparian zone.

The proposed development is not within a riparian zone.

Visual and acoustic privacy

Pursuant to clause 34 the proposed development should consider the visual and acoustic privacy of neighbours in the vicinity and residents by:

(a) appropriate site planning, the location and design of windows and balconies, the use of screening devices and landscaping, and

The design and orientation of the dwellings has been developed following a detailed site analysis to ensure that the development anticipates and appropriately addresses any potential amenity impacts to adjoining development. In this regard the dwellings face north-south and there are minimal windows on the side elevations. The internal circulation spaces are located at the centre of the site to minimise visual and acoustic impacts. A detailed landscaped plan accompanies the application that proposes a layered landscaped design incorporating trees and shrubs to provide further screening of views.

(b) ensuring acceptable noise levels in bedrooms of new dwellings by locating them away from driveways, parking areas and paths.

This design principle has been considered and incorporated into the design of the development. Where possible bedrooms have been located away from the car parking area.

Solar access and design for climate

Pursuant to clause 35 the proposed development should:

(a) ensure adequate daylight to the main living areas of neighbours in the vicinity and residents and adequate sunlight to substantial areas of private open space, and

Shadow diagrams prepared by Environa Studio accompany the Development Application. The shadow diagrams show that the development will have a limited impact on the solar access available to the adjoining properties. The adjoining properties will maintain 3 hours of solar access to the main living areas and substantial areas of private open space.

Stormwater

Pursuant to clause 36 the proposed development should:

(a) control and minimise the disturbance and impacts of stormwater runoff on adjoining properties and receiving waters by finishing driveways surfaces with semi impervious material, minimising the width of paths and minimising paved areas, and

A hydraulic and stormwater services design prepared by NB Consulting accompanies the application. The development provides double the required deep soil area on the site which indicates the extent of paved and built upon areas have been minimised.

(b) include, where practicable, on-site stormwater detention or re-use for second quality water uses.

The Stormwater Drainage Plan prepared by NB Consulting provides details of the OSD system and details how stormwater will be reused in the development.

Crime prevention

Pursuant to clause 37 the proposed development should provide personal property security for residents and visitors and encourage crime prevention by:

(a) site planning that allows, from inside each dwelling, general observation of the street, the site and approaches to the dwellings entry, and

The design enables casual observation of the vehicle and pedestrian entry to the site from the six dwellings facing North Avalon Road and to individual dwellings within the development from the central car park and circulation spaces. In this regard the opportunity for concealment within the approaches to the site is minimised.

(b) where shared entries are required, providing shared entries that serve a small number of dwellings and that are able to be locked, and

Not applicable.

(c) Providing dwellings designed to allow residents to see who approaches their dwelling without the need to open the front door.

A door eye hole or camera can be installed to allow residents to see who is at the front door without the needs to open the front door. This matter can be conditioned.

Accessibility

Pursuant to clause 38 the proposed development should:

(a) have obvious and safe pedestrian links from the site that provide access to public transport services or local facilities, and

The footpath on the northern side of North Avalon Parade provides a safe pedestrian link from the site to the bus stops on Barrenjoey Road. A pedestrian island is also provided on Barrenjoey Road to allow for pedestrians to safely cross Barrenjoey Road.

(b) provide attractive, yet safe, environments for pedestrians and motorist with convenient access and parking for residents and visitors.

Distinct and separate pedestrian and vehicular access is proposed. Landscaping is proposed along the driveway and pedestrian pathway. The central location of the car park provides convenient access to the development for residents and visitors.

Waste Management

Pursuant to clause 39 the proposed development should be provided with waste facilities that maximise recycling by the provision of appropriate facilities. Waste and recycling facilities have been provided with the front setback to the building, adjacent to the pedestrian pathway.

Development standards

A consent authority must not consent to a development application made pursuant to the Chapter unless the proposed development complies with the standards specified in clause 40. The following table summarises the proposal's compliance with the requirements of clause 40.

Clause	Requirement	Proposal
Clause 40(2) Site Size	Min 1,000 m ²	The site has a total area of 2,226 square metres.
Clause 40(3) Site frontage	Min 20 metres at the building line	The site has a frontage of 36.58 metres.
Clause 40(4)(a) Height	8 metres or less (measured from natural ground level to the ceiling on the topmost floor)	The development has a height of less than 8 metres to the ceiling on the topmost floor as shown on the elevations.
Clause 40(4)(b)	A building adjacent to a boundary of the site must not be more than 2 storeys in height	The buildings have a maximum height of 2 storeys.
Clause 40(4)(c)	A building located in the rear 25% area of the site must not exceed 1 storey in height	<p>The proposal complies with the development standard of clause 40(4)(c) with the exception of Bedroom 2 of Dwellings 9 and 10 which both extend 1.4 metres into the required 15.24 metre setback for a width of 4.2 metres (as shown on Drawing 102 and included as Figure 3 below). The non-complying element of the development is located at the centre of the site.</p> <p>A clause 4.6 request is included as Appendix B to demonstrate that compliance with the development standard is unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify contravening the development standard.</p>

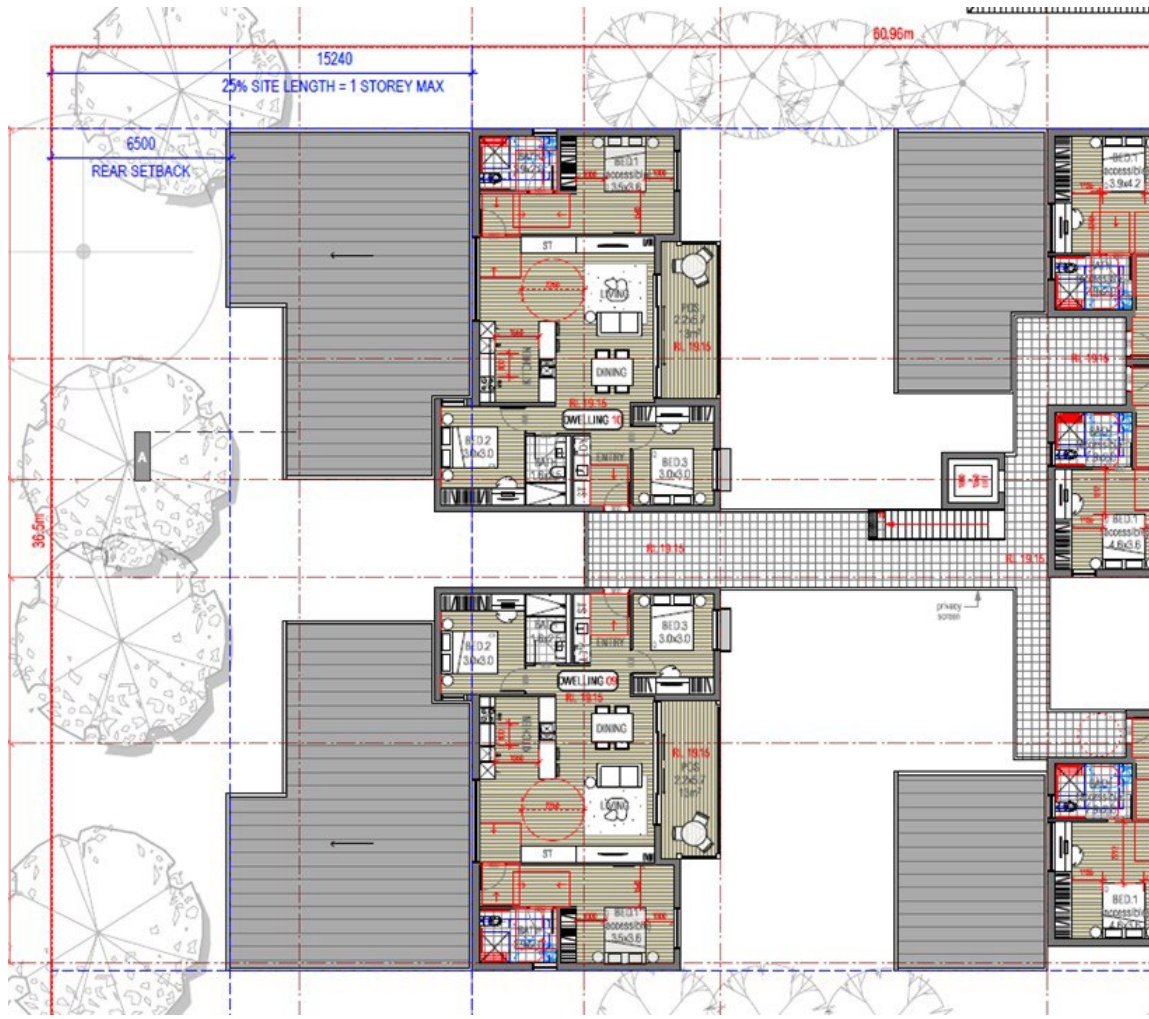


Figure 3:

Extract from Drawing 102 prepared by Environa Studio showing the extent of variation required to the development standard at clause 40(4)(c)

Self-Contained dwellings

Clause 41 provides that a consent authority must not consent to a development application made pursuant to Chapter 3 of the SEPP to carry out development for the purpose of a hostel or self-contained dwelling unless the proposed development complies with the standards specified in Schedule 3 for such development.

The Access Report prepared by Vista Architects addresses the proposed development's compliance with the standards in Schedule 3 for self-contained dwellings. The self-contained dwellings will be able to comply with the relevant provisions. It is usual for the Council to condition that certification be provided to the Certifier that the finished dwellings conform with these standards.

Standards that cannot be used to refuse development consent for self-contained dwellings

Pursuant to clause 50 a consent authority must not refuse consent to a development application made pursuant to the SEPP on any of the grounds listed in the clause if the associated requirement is met.

The following table identifies each of the grounds listed in clause 50 and details the proposal's compliance with the SEPP requirements.

Clause	Requirement	Proposal
Clause 50(2) Building Height	Maximum 8 metres (measured from ground level to the ceiling on the topmost floor)	The development has a height of less than 8 metres to the ceiling on the topmost floor as shown on the elevations.
Clause 50(b) Density and Scale	Maximum of 0.5:1	Based on a site area of 2,226 square metres, the maximum GFA is 1,113 square metres. The development has a complying FSR of 0.495:1 (1,101 square metres).
Clause 50(c) Landscaped area	Minimum of 30% of the site area (667.8m ²)	A landscaped area of 879 square metres (39.47%) is proposed
Clause 50(d) Deep soil zones	15% of the site area (333.9m ²). 2/3 of the deep soil area (222.6m ²) should preferably be located at the rear of the site and each area forming part of the zone should have a minimum dimension of 3 metres.	30.3% of the site area is a deep soil zone (674 square metres). The majority of the deep soil zone is located within the front and rear setback areas.
Clause 50(e) Solar access	Living rooms and private open spaces for a minimum of 70% of the dwellings of the development receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter.	Drawings 913-919 demonstrate that the private open space of all dwellings receive over 3 hours of solar access. Nine out of the ten dwellings proposed will receive over three hours of solar access to the living room.
Clause 50(f) Private open space for in-fill self-care housing	Ground level dwellings – not less than 15m ² per dwelling - one area is not be less than 3m x 3m and accessible from a living area. Dwellings above ground floor – 10 square metres that is not less than 2 metres in either length of depth and that is accessible from a living area.	All ground floor dwellings comply with this required. All dwellings on Level 1 comply as shown on the Level 2 floor plan.
Clause 50(g) repealed	N/A	
Clause 50(h) Parking	0.5 spaces for each bedroom	6 x 2-bedroom dwellings and 4 x 3-bedroom dwellings are proposed. Accordingly, 12 car parking spaces are required. 15 car parking spaces are proposed.

4.2.3 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies to the development and aims to encourage sustainable residential development.

A BASIX certificate prepared by Efficient Living accompanies the development application and demonstrates that the proposal achieves compliance with the BASIX water, energy and thermal efficiency targets.

4.2.4 Pittwater Local Environmental Plan 2014

Zoning and Permissibility

The site is located within the R2 Low Density Residential zone pursuant to the Pittwater Local Environmental Plan 2014 (PLEP). An extract of the Land Zoning Map is included as Figure 4.

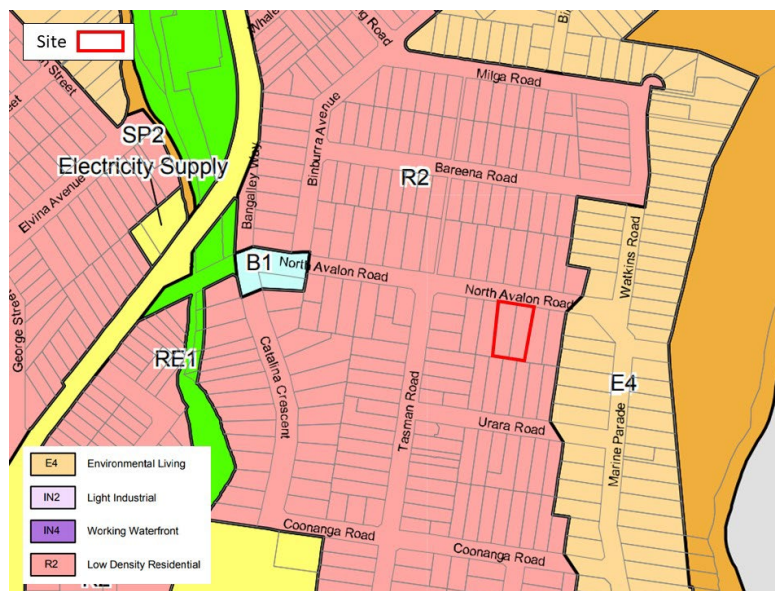


Figure 4:

Extract from the
PLEP
Land Zoning Map

Pursuant to clause 2.7 of PLEP the demolition of a building or work may be carried out only with development consent.

Dwelling houses are permitted with consent in the R2 Low Density Residential zone. The proposed development of 10 self-contained dwellings for seniors or people with a disability is permitted with consent in accordance with clauses 15 and 16 of SEPP HSPD.

Clause 2.3(2) of the PLEP provides that the consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

The objectives of the R2 Low Density Residential zone are:

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a limited range of other land uses of a low intensity and scale, compatible with surrounding land uses.

The proposed development increases the supply and diversity of housing for seniors and people with a disability in an accessible location.

The design of the development has been based on a thorough analysis of the site and surrounding area. The scale, setbacks, quantum of landscaping, internal layout and materials and finishes of the development are compatible with or responsive to the particular features of the adjoining sites and surrounding development.

In this regard the development is appropriate within the low-density residential environment in which it is located and is consistent with the objectives of the R2 zone.

Height

In accordance with clause 4.3 'Height of Buildings' of the PLEP the height of a building on any land is not to exceed the maximum height shown for the land on the 'Height of Buildings Map'. The maximum height shown for the site is 8.5 metres as shown in Figure 6.

Pursuant to clause 50 of SEPP HSPD a consent authority must not refuse consent to a development application made pursuant to Chapter 3 of the SEPP if all proposed buildings are 8 metres or less in height (measured to the ceiling on the topmost floor of the building). SEPP HSPD prevails in the event of an inconsistency with any other planning instrument. The development complies with the 8-metre height limit applicable under the SEPP.

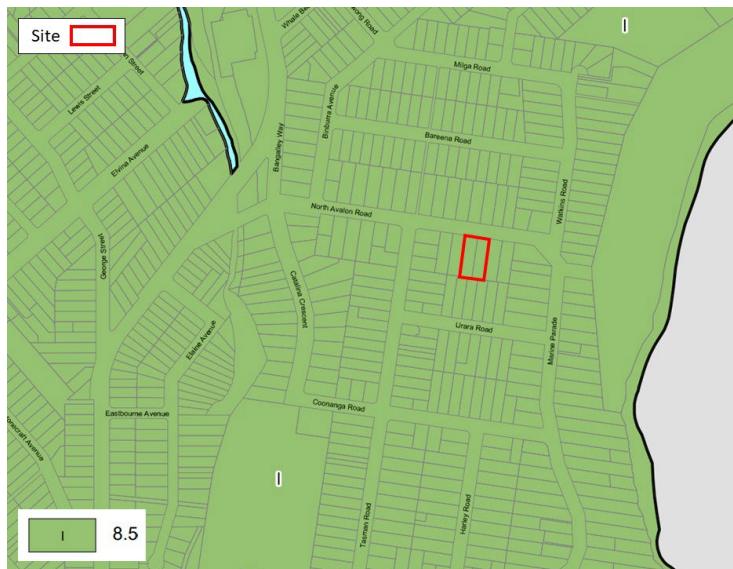


Figure 5:

Extract from the PLEP
Height of Buildings Map

Floor Space Ratio

In accordance with clause 4.4(2) of the PLEP the maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. No floor space ratio is shown for the land on the Floor Space Ratio Map.

Pursuant to clause 50 of SEPP HSPD a consent authority must not refuse consent to a development application made pursuant to Chapter 3 of the SEPP on the grounds of density and scale if the density and scale of the buildings when expressed as a floor space ratio is 0.5:1 or less. SEPP HSPD prevails in the event of an inconsistency with any other planning instrument. The development complies with the maximum FSR permitted by the SEPP.

The most important desired future character is that Avalon Beach will continue to provide an informal relaxed casual seaside environment. The locality will remain primarily a low-density residential area with dwelling houses a maximum of two storeys in any one place in a landscaped setting, integrated with the landform and landscape. Secondary dwellings can be established in conjunction with another dwelling to encourage additional opportunities for more compact and affordable housing with minimal environmental impact in appropriate locations. Any dual occupancies will be located on the valley floor and lower slopes that have less tree canopy coverage, species and habitat diversity, fewer hazards and other constraints to development. Any medium density housing will be located within and around commercial centres, public transport and community facilities. Retail, commercial, community and recreational facilities will serve the community.

Future development is to be located so as to be supported by adequate infrastructure, including roads, water and sewerage facilities, and public transport. Vehicular and pedestrian access into and through the locality is good. Pedestrian links, joining the major areas of open space (Angophora Reserve, Stapleton Park and Hitchcock Park) and along the foreshores, should be enhanced and upgraded. Similarly, cycle routes need to be provided through the locality. Carparking should be provided on site and where possible integrally designed into the building.

Future development will maintain a building height limit below the tree canopy, and minimise bulk and scale. Existing and new native vegetation, including canopy trees, will be integrated with development. The objective is that there will be houses amongst the trees and not trees amongst the houses.

Contemporary buildings will utilise facade modulation and/or incorporate shade elements, such as pergolas, verandahs and the like. Building colours and materials will harmonise with the natural environment. Development on slopes will be stepped down or along the slope to integrate with the landform and landscape, and minimise site disturbance. Development will be designed to be safe from hazards.

Most houses are set back from the street with low or no fencing and vegetation is used extensively to delineate boundary lines. Special front building line setbacks have been implemented along Avalon Parade to maintain the unique character of this street. This, coupled with the extensive street planting of canopy trees, gives the locality a leafy character that should be maintained and enhanced.

The design, scale and treatment of future development within the Avalon Beach Village will reflect the 'seaside-village' character of older buildings within the centre, and reflect principles of good

urban design. External materials and finishes shall be natural with smooth shiny surfaces avoided. Landscaping will be incorporated into building design. Outdoor cafe seating will be encouraged.

A balance will be achieved between maintaining the landforms, landscapes and other features of the natural environment, and the development of land. As far as possible, the locally native tree canopy and vegetation will be retained and enhanced to assist development blending into the natural environment, to provide feed trees and undergrowth for koalas and other animals, and to enhance wildlife corridors. The natural landscape of Careel Bay, including seagrasses and mangroves, will be conserved. Heritage items and conservation areas indicative of early settlement in the locality will be conserved, including the early subdivision pattern of Ruskin Rowe.

Vehicular, pedestrian and cycle access within and through the locality will be maintained and upgraded. The design and construction of roads will manage local traffic needs, minimise harm to people and fauna, and facilitate co-location of services and utilities.

The design of the development is compatible with the casual, seaside character of development in the locality. The pitched, Colorbond roof and use of materials such as stone and weatherboard is consistent with recent developments in the locality, including the development on the adjoining site at 31 North Avalon Road.

The one to two storey height of the development is consistent with the scale of surrounding residential development and will ensure the development sits below the tree canopy.

The front setback complies with the 6.5 metre DCP requirement and is consistent with the setback of the adjoining development. The side setbacks exceed the minimum required for single dwellings and detached dwellings in the locality and the rear setback exceeds the minimum rear setbacks required for both single dwellings and residential flat buildings under P21DCP. The setbacks proposed allow for a landscape design to be implemented that provides a dense and layered landscaped buffer around the development which contributes to the landscaped character of the area.

Existing trees have been retained where possible to maintain the sense of houses amongst trees rather than trees amongst houses.

4.3.2 General Controls

Acid Sulphate Soils

The site is identified as Class 5 land on the Acid Sulfate Soils Map. Minimal excavation is required as there is no basement car park. The proposed works are unlikely to lower the water table on adjacent Class 1, 2, 3 or 4 land by 1 metre. Accordingly, an Acid Sulfate Soils Management Plan is not required.

Contaminated Land and Potentially Contaminated Land

The site has historically been used for residential purposes. There is no record of contaminating uses being undertaken on the site. Accordingly, no further investigations are warranted, and Council can be satisfied that the site is suitable in its current state, or can be made suitable, for the proposed use.

Landscaping

As required by clause B4.5 existing significant trees are to be retained where possible and the proposed landscape regime depicted in the Landscape Plan prepared by John Lock and Associates provides a quality landscaped setting for the proposed development.

Water Management

A Water Management Plan prepared by NB Consulting accompanies the application as required by clause B5.1 of P21 DCP. The Water Management Plan addresses the relevant requirements of B5.

Access and Parking

The Traffic and Parking Report prepared by PDC Consultants addresses the proposal's consistency with the requirements of B6.

Site Works Management

Minimal excavation and fill is proposed. The extent of cut and fill proposed is reasonable and appropriate. The cut proposed for Dwelling 4 and the private open space of Dwelling 4 assists in reducing the overall height of this building and the visual and solar access impacts on the surrounding development.

An Erosion and Sediment Control Plan has been prepared by NB Consulting which details the measures that will be implemented on the site to prevent the migration of sediment off the site and into any waterway, drainage systems and public reserves.

A Recycling and Waste Management Plan (Drawing 220) accompanies the application which details how demolition and construction waste will be managed. An Operational Waste Management Plan prepared by Elephant's Foot addresses the ongoing waste management requirements of the development.

Site fencing will be provided during construction and demolition works to ensure public safety.

4.3.3 Development Type Controls

The following table summarises the proposed development's compliance with the general controls for residential development found in Section C1 of P21DCP.

Control	Comment
C1.1 Landscaping	<p>Where possible existing mature trees have been retained, including the trees in the road reserve.</p> <p>The application is accompanied by a landscape plan prepared by John Lock and Associates. The Landscape Plan shows that deep soil landscaped opportunities exist around the perimeter of the site and between the buildings (where possible). The landscape design incorporates a range of low, medium</p>

Control	Comment
	<p>and high shrubs and canopy trees within these areas. The landscaping will soften the visual appearance of the development and provide a high level of amenity for the occupants of the development. In this regard the proposal satisfies the landscaping provisions of C1.1.</p>
C1.2 Safety and Security	<p>In accordance with clause C1.2 a building design should allow visitors who approach the front door to be seen without the need to open the door. Buildings and the public domain are to be designed to allow occupants to overlook public places and communal areas to maximise casual surveillance. Building entrances are to be clearly visible from the street, easily identifiable and appropriately lit.</p> <p>Six dwellings address and overlook North Avalon Road providing natural surveillance of the street and the pedestrian and vehicular entry to the site. The two dwellings on the first floor of the buildings at the rear overlook the central carpark area and circulation spaces, providing casual surveillance of these spaces.</p> <p>The common areas and pedestrian walkways are open and direct, minimising the opportunity for concealment and increasing the ability of residents to passively monitor common areas within the development.</p> <p>Each dwelling entry will be clearly identifiable for visitors to the site and will be appropriately lit to maximise safety for occupants of the dwelling.</p>
C1.3 View Sharing	<p>Pursuant to clause C1.3 all new development is to be designed to achieve a reasonable sharing of views available from surrounding and nearby properties.</p> <p>The site and surrounds are generally level and the buildings sit comfortably below the maximum height permitted on the subject site. Accordingly, the development will not result in any unreasonable impacts on the views or outlook of the surrounding properties.</p>
C1.4 Solar Access	<p>In accordance with clause C1.4 the main private open space of each dwelling and the main private open space of any adjoining dwellings are to receive a minimum of 3 hours of sunlight between 9am and 3pm on 21st June. Windows to the principal living areas of the proposal and windows to the principal living area of adjoining dwellings are to receive a minimum of 3 hours of sunlight between 9am and 3pm on 21st June to at least 50% of the glazed area.</p> <p>Pursuant to clause 50(e) of SEPP HSPD a consent authority must not refuse consent to a development application made pursuant to Chapter 3 if living rooms and private open spaces for a minimum of 70% of the dwellings of the development receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter. The proposal complies with the requirements of the SEPP with 90% of all dwellings receiving over 3 hours of solar access to living room glazing and all dwellings receiving over 3 hours of solar access (refer to drawings 913-919).</p> <p>The shadow diagrams prepared by Environa Studio (Drawing 910) demonstrate the proposal will result in minimal overshadowing of the adjoining properties on 21st June and that the adjoining properties will</p>

Control	Comment
	maintain 3 hours of solar access to the main living area and private open space on 21 June.
C1.5 Visual Privacy	<p>Pursuant to clause C1.5 private open space, recreation areas and living rooms of proposed and any existing adjoining dwellings are to be protected from direct overlooking within 9m by building layout, landscaping, screening devices or greater spatial separation. Elevated decks, verandas and balconies should incorporate privacy screens where necessary and should, where possible, be located at the front or rear of the building.</p> <p>Of the five elevated balconies proposed, three will overlook North Avalon Road. The remaining two face north and overlook the central circulation space within the development. These two balconies are setback over 6.5 metres from the side boundaries. Landscaping within the deep soil zone along the boundaries will assist in screening views from the balconies to the adjoining properties.</p> <p>The first-floor circulation spaces are located at the centre of the site to minimise potential visual privacy impacts on the adjoining properties. In addition, the landscaping of the deep soil zones along the side boundaries will allow for the provision of landscaping that will further reduce the potential for privacy impacts on the neighbouring properties.</p> <p>The number of windows facing the side boundaries has been minimised to further reduce the potential overlooking of the adjoining properties.</p>
C1.6 Acoustic Privacy	The proposed development has been designed to comply with clause C1.6 of P21DCP. The central location of the driveway, limited windows on the side elevations, setbacks to the building (particularly the elevated private open spaces and walkways) and orientation of the primary living areas will afford reasonable levels of acoustic privacy to the existing adjoining residential development consistent with that reasonably expected in an established urban environment.
C1.7 Private Open Space	Pursuant to clause 50(f) of SEPP HSPD a consent authority must not refuse consent to a development application made pursuant to Chapter 3 on the grounds of private open space if the development complies with the standard set in the SEPP. The proposed development complies with the private open space requirements of the SEPP.
C1.9 Adaptable Housing and Accessibility	The proposal has been designed to comply with the accessibility requirements of the SEPP as detailed in the Access Report prepared by Vista Architects.
C1.10 Building Facades	<p>The DCP requires building facades to not contain any stormwater, sewer, gas, electrical or communication service pipe or conduit that is visible from a public place. This matter can be conditioned to ensure compliance.</p> <p>The DCP requires mailboxes to be oriented obliquely to the street to reduce visual clutter and the perception of multiple dwellings. The mailboxes are located oriented obliquely from the street.</p>
C1.12 Waste and Recycling Facilities	A bin storage area has been provided within the front setback of the development. The bin storage area is oriented obliquely to the street to

Control	Comment
	minimise the visual impact of the structure.
C1.13 Pollution Control	The development will comply in all respects with the Protection of the Environment Operations Act 1997.
C1.15 Storage Facilities	The DCP requires a lockable storage area of a minimum of 8m ³ to be provided per dwelling. A complying storage area is proposed for each dwelling. Drawing 981 summaries the storage provided for each dwelling.
C1.18 Car/Vehicle/Boat Wash Bays	The DCP provides that a designated wash bay is to be incorporated on the site where developments have more than ten units. As the development is for ten dwellings a car wash bay is not required.
C1.20 Undergrounding of Utility Services	All proposed utility services within the site will be placed underground.
C1.21 Seniors Housing	The proposed development will be in keeping with the development of the surrounding area in regard to bulk, height, scale and character as detailed elsewhere in this report.
C1.23 Eaves	The building complies with the BASIX requirements for thermal efficiency. Eaves have been included to some parts of the building.
C1.24 Public Road Reserve – Landscaping and Infrastructure	A footpath is proposed in the road reserve that extends from the site to Tasman Road. The footpath design seeks to minimise the loss of trees in the road reserve. The kerb and gutter will be restored following the removal of the existing vehicular crossings.
C1.25 Plant, Equipment Boxes and Lift Over Run	No air conditioning units are proposed on the roof of the building.

4.3.4 Locality Specific Controls

The subject site is located in the Avalon Beach Locality. The development's performance against the relevant locality specific controls is discussed below.

Control	Comment
D1.1 Character as View from a Public Place	<p>In accordance with clause D1.1, the bulk and scale of buildings must be minimised and landscaping is to be integrated with the building design to screen the visual impact of the built form. Buildings are to give the appearance of being secondary to landscaping and vegetation.</p> <p>The proposed development appears as two, 2 storey buildings from the street separated by landscaping and a driveway in order to maintain the general pattern and massing of development in the locality.</p> <p>The 6.5 metres front setback provides a consistent setback in the street and allows for the retention of existing mature trees (where possible) and the provision of additional plantings. The proposed front setback and landscape design will maintain the landscaped character of the street.</p>

Control	Comment
	The variety of complementary external colours and materials proposed provide a high-quality finish to the development.
D1.4 Scenic Protection General	The one to two storey height of the development combined with the retention of significant trees and landscaping around the perimeter of the development will ensure that the proposal will not result in any adverse visual impact on the natural environment. The development will not be visible from any waterway.
D1.5 Building Colours and Materials	The application is accompanied by a schedule of finishes (Drawing 210). The development incorporates a variety of high-quality external colours, materials and finishes which are appropriate given the coastal setting of the site. The colours and materials proposed will harmonise with the natural environment and are compatible with the colours selected for other recent developments in the zone.
D1.8 Front Building Line	<p>Pursuant to clause D1.8 of the PDCP the minimum front building line is 6.5 metres or the established building line, whichever the greater.</p> <p>A complying front building setback of 6.5 metres is proposed. The front setback is sympathetic to the setbacks of the adjoining residential development.</p>
D1.9 Side and Rear Building Line	<p>Pursuant to clause D1.9 for multi-unit housing where the wall height is 3 metres or less, the minimum side and rear boundary setback shall be 3 metres. Where the wall height is more than 3 metres above natural ground level, the minimum distances from any point on the external wall of the building and a side or rear boundary is calculated in accordance with the formula specified in the clause. The side and rear setbacks may be varied for multi-unit housing under the following circumstances provided Council is satisfied that the adjoining properties will not be adversely affected and that the outcomes of this clause are achieved:</p> <ul style="list-style-type: none"> • Where it can be demonstrated that the objectives of the controls can be achieved without strict adherence to the standards. • Where the site constraints make strict adherence to the setback impractical and the applicant can demonstrate that development complies with the objectives of this DCP. • Where strict compliance with these requirements will adversely impact on the views of adjoining residential properties. • Unroofed balconies, verandahs, covered entranceways, porches and light or open structures (including carports). • Minor encroachments into setback areas are permissible, including roof eaves, sunhoods, gutters, downpipes, chimneys, light fittings, electricity and gas meters, TV aerials and satellite dishes. <p>The proposed development generally maintains a side setback of 3 metres or more at the ground and first floor levels.</p> <p>Minor variations to the side setback control occur mainly on the first-floor level (Level 2) as shown on the plans prepared by Enviro Studio. The</p>

Control	Comment
	<p>variations can be generally described as follows:</p> <ul style="list-style-type: none"> The ground floor complies with the setback control except for a 4.9 metre length of the ground floor wall for Bedroom 1 of Dwelling 3 which is setback 2.4 metres from the side boundary as is a 2.7 metre length of wall for the study of Dwelling 3. A variation to the setback control is required for the dwellings on Level 2. Dwelling 8 generally complies with the setback control. <p>The proposed development is consistent with the objectives of the standard despite the variation in that:</p> <ul style="list-style-type: none"> The setbacks of the development are greater than required for detached dwellings and dual occupancies in the locality (where a side setback of 2.5 metres to one side and 1 metre to the other side is permitted). The massing of the development results in four building forms that are of a similar size and scale to detached dwellings and dual occupancies in the area. As such the minor variation to the control does not result in setbacks that are inconsistent with the desired future character of the locality. The distribution of the floor space of the development into four distinct buildings results in relatively short lengths of walls. This results in a reduced visual impact than a development that complies with the setback control yet is a single mass. The variation proposed in the setbacks and the transition in the height of the building to the rear provides visual interest and reduces the apparent bulk and scale of the side elevations of the development. The development complies with the height of buildings standard that applies to the site and sits within the building envelope required by the DCP, indicating the general scale and massing of the building is appropriate. The proposed setbacks do not impact on any views available to the surrounding properties. The setbacks allow for a reasonable level of privacy, amenity and solar access to be maintained to surrounding properties. Minimal windows are proposed on the side elevations of the first floor (Level 2) to minimise the privacy impacts on the surrounding properties. The development does not result in any non-complying solar access impacts. The shadow impact on the surrounding properties is minimal. The Landscape Plan prepared by John Lock sets out a detailed planting scheme for the setback areas. The planting plan includes trees and shrubs in the side and rear setbacks that are capable of growing to a height that will soften views of the building from the surrounding properties and will create a landscaped setting for the development that is consistent with the landscaped character of the area. The variation on the ground floor of Dwelling 3 is in part offset by the greater than required setback from the Dwelling 1 which has a setback

Control	Comment
	<p>of between 3 and 3.6 metres on the ground floor.</p> <p>For these reasons the side setbacks of the development are reasonable and appropriate despite the minor variations proposed.</p>
D1.11 Building Envelope	<p>In accordance with D1.11 a multi-unit housing development must be sited within an envelope determined by projecting planes at 45 degrees from a height of 4.2 metres above natural ground level at the side boundaries to the maximum height. Where subject to flood hazard the building envelope shall be measured from a height above the minimum floor level requirements under the flood hazard controls.</p> <p>The proposed development complies with the building envelope requirements having regard to the flood hazard that affects the site and the FPL of RL16.09.</p>
D1.13 Landscaped Area	<p>Pursuant to Part D1.13 the total landscaped area on land zoned R2 Low Density Residential shall be 50% of the site area.</p> <p>The landscaping and deep soil zone provisions within clause 50 of SEPP HSPD prevail. The proposed development greatly exceeds the minimum landscaping and deep soil requirements of the SEPP, providing double the required deep soil area and almost 40% of the site area as landscaped area (only 30% is required). The proposal also complies with the maximum floor space ratio permitted. The quantum of landscaping proposed and the distribution of the landscaped areas provide a quality landscaped setting for the development and result in a development that is compatible with the landscaped character of the locality.</p>
D1.15 Fences – General	<p>The existing high, masonry fence along the front property boundary of 29 North Avalon Road is to be demolished. No front fence is proposed along the front property boundary.</p> <p>Fences are proposed around the private open space areas of Dwellings 1, 2 and 3 as shown on the floor plans and elevations prepared by Environa Studio. The fences are setback approximately 2.2 metres from the front property boundary and have a variable height of between 1.2 and 2 metres. The fences provide visual privacy to the ground level, north facing private open space of these dwellings. The fences also assist in providing a clear delineation between the public and private domain and offer a sense of security for the ground level dwellings facing the street.</p> <p>The fences are to be screened by a row of Lilly Pillys and False Sarsaparilla and Fan Flowers are proposed between the front boundary and the Lilly Pillys to provide an added layer of colour and visual interest.</p>
D1.17 Construction, Retaining walls, terracing and undercroft areas	<p>The floor plans and elevations and landscape plan show the location of the proposed retaining walls. The retaining walls are setback from the side and rear boundaries.</p>

5.0 SECTION 4.15 CONSIDERATIONS

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979. Guidelines to help identify the issues to be considered have been prepared by the Department of Urban Affairs and Planning (now the Department of Planning and Environment) and are included below.

5.1 The provisions of any planning instrument, draft environmental planning instrument, development control plan or regulations

The proposal is permissible pursuant to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 and is generally in conformity with the general and specific development type controls contained within the Pittwater 21 Development Control Plan as detailed in section 4 of this Statement.

A clause 4.6 request has been prepared in support of a minor variation to the SEPP HSPD development standard that requires buildings in the rear 25% of the site area to be single storey in height. The clause 4.6 request demonstrates that in this instance it would be unnecessary in the circumstances to require compliance with the standard and that there are sufficient environmental planning grounds to justify contravening the standard.

A clause 4.6 request accompanies the application in support of the minor variation to the requirement for the return bus stop to be 400 metres from the subject site.

5.2 The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Context and Setting

What is the relationship to the region and local context in terms of:

the scenic qualities and features of the landscape?

the character and amenity of the locality and streetscape?

the scale, bulk, height, mass, form, character, density and design of development in the locality?

the previous and existing land uses and activities in the locality?

A detailed site analysis was undertaken to inform the massing, scale, footprint and design of the proposed development. The built form, setbacks and setting of the development are consistent with the character and amenity of the locality. This Statement details the proposal's consistency with the character and amenity of the locality and streetscape.

What are the potential impacts on adjacent properties in terms of:

relationship and compatibility of adjacent land uses?

sunlight access (overshadowing)?

visual and acoustic privacy?

views and vistas?

edge conditions such as boundary treatments and fencing?

The proposal will not result in view loss, unreasonable solar access impacts or unreasonable privacy impacts as detailed in this Statement.

The massing of the building, setbacks proposed and transition in height to the rear results in minimum shadowing of the adjoining properties as shown in the shadow diagrams prepared by Environa Studio (Drawing 910).

The topography of the surrounding land does not afford surrounding properties views over the subject site. As such the development will not impact on any significant views or vistas.

Access, transport and traffic

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

travel demand?

dependency on motor vehicles?

traffic generation and the capacity of the local and arterial road network?

public transport availability and use (including freight rail where relevant)?

conflicts within and between transport modes?

traffic management schemes?

vehicular parking spaces?

The proposed development provides appropriately for car parking and will not result in any adverse impact on the capacity of the local road network as detailed in the Traffic Impact Assessment prepared by PDC. The site is well served by public transport with bus stops located within 400 metres of the subject site.

Public domain

The proposed development will not result in any impacts on the public domain.

Utilities

All required utilities and services can be provided to the development.

Flora and fauna

An Arboricultural Assessment and Development Impact Report prepared by Raintree Consulting forms part of the application documentation. The Assessment addresses the impact of the proposed development on the existing trees on the site and within the road reserve.

26 trees on the site are non-prescribed exempt trees that can be removed or relocated without Council consent. 25 trees are prescribed trees that require approval to be removed.

The 20-metre-high Spotted Gum located in the front setback of 29 North Avalon Road (Tree 17) is required to be removed to allow for the central driveway into the site. The Arborist Report indicates this tree is structurally defective and has a low retention value.

Tree 25 is a 17-metre-high Swamp Mahogany that is also located in the front setback of 29 North Avalon Road. Whilst this tree has a significance rating of 2 the tree has a large wound on the trunk and has been assessed as having a low retention value. This tree is required to be removed as it is located within the footprint of Dwellings 03 and 08.

Waste collection

Normal domestic waste collection applies to this development. A Recycling and Waste Management Plan prepared by Environa Studio accompanies the application which details how demolition and construction waste will be managed. An Operational Waste Management Plan prepared by Elephant's Foot also accompanies the application.

Natural hazards

A Flood Risk Management Plan has been prepared by NB Consulting to address the flood hazard that affects the site.

Economic impact in the locality

The proposed development will provide temporary employment through the construction of the development. The development

Site design and internal design

Is the development design sensitive to environmental conditions and site attributes including:

size, shape and design of allotments?

the proportion of site covered by buildings?

the position of buildings?

the size (bulk, height, mass), form, appearance and design of buildings?

the amount, location, design, use and management of private and communal open space?

landscaping?

The proposal has been carefully designed to minimise the impact of the development on the natural landform and vegetation. Whilst the development does require the removal of a number of trees within the building and footpath footprint the landscape plan allows for the provision of an appropriate number of compensatory trees and shrubs so that the landscaped character of the development is maintained.

The proposal greatly exceeds the minimum required landscaped open space on the site with 879 square metres of landscaped area provided where only 668 square metres is required by SEPP HSPD. The deep soil area provided is also double the minimum amount required by the SEPP. The quantum of landscaping provided on the site allows for the retention of some existing trees and the provision of a

high quality, layered landscape design with dense screen planting provided along the boundaries of the site.

The position of the buildings on the site not only minimises impacts on the natural environment but also minimises the privacy, visual impact and solar access impacts on the surrounding properties.

How would the development affect the health and safety of the occupants in terms of:

lighting, ventilation and insulation?

building fire risk - prevention and suppression/

building materials and finishes?

a common wall structure and design?

access and facilities for the disabled?

likely compliance with the Building Code of Australia?

The Indicative BCA Compliance Report prepared by Building Innovations Australia details the proposal's compliance with the provisions of the Building Code of Australia as required by clause 98 of the Environmental Planning and Assessment Regulation 2000.

There will be no detrimental effects on the occupants through the building design which will achieve the relevant standards pertaining to health and safety.

Construction

What would be the impacts of construction activities in terms of:

the environmental planning issues listed above?

site safety?

The development will be carried out in accordance with the provisions of the Protection of the Environment Operations Act 1997. Normal site safety measures and procedures will ensure that no site safety or environmental impacts will arise during construction.

5.3 The suitability of the site for the development

Does the proposal fit in the locality?

- are the constraints posed by adjacent developments prohibitive?
- would development lead to unmanageable transport demands and are there adequate transport facilities in the area?
- are utilities and services available to the site adequate for the development?

The adjacent development does not impose any insurmountable development constraints. There will be no excessive levels of transport demand created.

Are the site attributes conducive to development?

The site does not have any physical or engineering constraints which would prevent the proposed development from occurring.

5.4 Any submissions received in accordance with this Act or the regulations

It is envisaged that any submissions made in relation to the proposed development will be appropriately assessed by Council.

5.5 The public interest

The development is in the public interest as it will increase the supply and diversity of housing in the locality that meets the needs of seniors or people with a disability and the development makes efficient use of existing infrastructure and services, consistent with the aims of SEPP (HSPD).

The built form has been informed by a thorough site analysis and as such the development responds to the characteristics of the site and the local area. The one to two storey scale of the development, setbacks of the building and the distribution of the built form maintain the general scale, form and pattern of development in the zone.

The setbacks of the building, landscaping proposed within the setbacks and the careful internal layout of the development minimise privacy impacts on the surrounding development. The development also results in minimal additional shadowing with all surrounding properties continuing to receive more than 3 hours solar access in mid-winter.

The development maximises internal amenity for future occupants with all dwellings receiving at least 3 hours of solar access to the private open space and nine of the ten dwellings receiving 3 hours of solar access to the living room (only 70% of dwellings are required to receive 3 hours of solar access). The development provides generous dwelling sizes that meet the access and usability requirements of the SEPP.

For these reasons the approval of the development is considered to be in the public interest.

6.0 CONCLUSION

The relevant matters for consideration under section 4.15 of the Environmental Planning and Assessment Act 1979 have been addressed in this report and the proposed development has been found to be consistent with the objectives of all relevant planning provisions.

The proposed development relies on the provisions of SEPP HSPD to deliver housing that meets the needs of seniors or people with a disability in an accessible location. The development of 10 self-contained dwellings is permitted with consent pursuant to SEPP HSPD. The development maximises internal amenity for occupants and complies with the objectives of all relevant requirements and development standards of the SEPP as detailed in this Statement.

A clause 4.6 request has been prepared in support of a minor variation to the SEPP HSPD development standard that requires buildings in the rear 25% of the site area to be single storey in height. A variation is required to allow Bedroom 2 of Dwellings 9 and 10 to extend 1.4 metres into the 15.24 metre setback for a width of 4.2 metres. The extent of the required variation is extremely minor and the non-complying elements of the building are located at the centre of the site, setback approximately 12.8 metres from the side boundaries. The generous setback to the rear boundary on the ground floor and deep soil zone along the rear boundary allow for a layered landscaped design to be provided that includes trees and shrubs of a variety of sizes that will be capable of softening views of the development from the surrounding properties. As such, the variation does not result in any privacy, solar access or visual impacts on the neighbouring properties.

A clause 4.6 request has also been prepared in relation to the minor variation to the distance to the bus stop on the western side of Barrenjoey Road. The bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and 384 metres from the primary pedestrian entrance to site which complies with the distance requirement. The bus stop on the western side of Barrenjoey Road is 412 metres from the site and 435 metres from the primary pedestrian entrance to the site. When measured to *the site* the walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.

Whilst the development relies on the provisions of the SEPP, the proposal is generally consistent with the general, development specific and locality specific outcomes and controls of the P21DCP.

The built form has been informed by a thorough site analysis and as such the development responds to the characteristics of the site and the local area. The one to two storey scale of the development, setbacks of the building and the massing of the built form maintain the general scale, form and pattern of development in the zone.

The scale of the development, setbacks of the building, landscaping proposed within the setbacks and the careful internal layout of the development minimises visual, privacy and solar access impacts on the surrounding development.

For reasons outlined in this Statement of Environmental Effects the proposed development at 27-29 North Avalon Road, North Avalon should be granted development consent.

APPENDIX A

SYDNEY BUSES TIMETABLE

A

Transport NSW

How to use this timetable

This timetable provides a snap shot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures on transportnsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures on transportnsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information

Find the latest apps at transportnsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by State Transit.

Fares

To travel on public transport in Sydney and surrounding regions, an Opal card is the cheapest and easiest ticket option.

An Opal card is a smartcard you keep and reuse. Add value before you travel and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, Central Coast, the Hunter and the Illawarra.

Fares are based on:

- the type of Opal card you use
- the distance you travel from tap on to tap off
- the mode of transport you choose
- any Opal benefits such as discounts and capped fares that apply

Find out more about Opal fares and benefits at transportnsw.info/opal

Which Opal card is right for you?


Adult - Customers 16 years and over who are not entitled to any concessions and normally pay full fare.

Child/Youth - For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession - For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportnsw.info/opal.

If you are eligible to travel with concession fares you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportnsw.info/opal for more information.

Explanation of definitions and symbols



Wheelchair Accessible

R A restriction regarding the carriage of Schoolchildren applies to part or all of this trip

◀ Drops off passengers only

199

PrePay-Only - Manly to Palm Beach

B

Valid from: 28 April 2019

Creation date: 12 June 2019

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	-	-	05:05	05:35	-	05:50	06:05	06:20	06:35
Warringah Mall, Pittwater Rd, Brookvale	-	-	05:15	05:46	-	06:01	06:16	06:31	06:46
Pittwater Rd at Old Pittwater Rd, Brookvale	-	04:47	05:17	05:48	-	06:03	06:18	06:33	06:48
Dee Why B-Line, Dee Why	-	04:51	05:21	05:52	-	06:08	06:23	06:38	06:53
Collaroy B-Line, Collaroy	-	04:57	05:27	05:58	-	06:14	06:29	06:44	06:59
Narrabeen B-Line, Narrabeen	-	05:01	05:31	06:02	-	06:18	06:33	06:49	07:04
Warriewood B-Line, Warriewood	-	05:04	05:34	06:05	-	06:21	06:36	06:53	07:08
Mona Vale B-Line, Mona Vale	04:58	05:08	05:38	06:09	06:17	06:25	06:40	06:59	07:14
Barrenjoey Rd after Darley St, Mona Vale	05:00	05:10	05:40	06:12	06:20	06:28	06:43	07:02	07:17
Newport Anchorage Marina, Beaconsfield St, Newport	05:04	05:14	05:44	06:16	06:24	06:32	06:48	07:07	07:22
Barrenjoey Rd before Robertson Rd, Newport	05:07	05:17	05:47	06:20	06:28	06:36	06:52	07:11	07:26
Barrenjoey Rd near Avalon Pde, Avalon	05:13	05:23	05:53	06:26	06:34	06:42	06:58	07:17	07:32
Barrenjoey Rd near Careel Head Rd, Avalon	05:16	05:26	05:56	06:29	06:37	-	07:01	-	07:35
Ocean Pl at Ocean Rd, Palm Beach	05:24	05:34	06:04	06:37	06:45	-	07:09	-	07:44

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Service Information								R	
Manly Wharf, Belgrave St, Manly	06:48	07:01	07:14	07:28	07:39	07:53	08:05	08:20	08:35
Warringah Mall, Pittwater Rd, Brookvale	06:59	07:13	07:28	07:42	07:53	08:07	08:19	08:34	08:49
Pittwater Rd at Old Pittwater Rd, Brookvale	07:01	07:16	07:31	07:45	07:56	08:10	08:22	08:37	08:52
Dee Why B-Line, Dee Why	07:06	07:21	07:36	07:50	08:02	08:16	08:28	08:43	08:58
Collaroy B-Line, Collaroy	07:14	07:29	07:44	07:58	08:11	08:25	08:37	08:50	09:05
Narrabeen B-Line, Narrabeen	07:19	07:34	07:49	08:03	08:17	08:33	08:45	08:58	09:10
Warriewood B-Line, Warriewood	07:23	07:38	07:53	08:08	08:22	08:38	08:50	09:03	09:15
Mona Vale B-Line, Mona Vale	07:29	07:44	07:59	08:14	08:29	08:45	08:57	09:10	09:22
Barrenjoey Rd after Darley St, Mona Vale	07:32	07:47	08:02	08:17	08:32	08:48	09:00	09:13	09:25
Newport Anchorage Marina, Beaconsfield St, Newport	07:37	07:52	08:07	08:22	08:37	08:53	09:05	09:18	09:30
Barrenjoey Rd before Robertson Rd, Newport	07:41	07:56	08:11	08:26	08:41	08:57	09:09	09:22	09:34
Barrenjoey Rd near Avalon Pde, Avalon	07:47	08:02	08:17	08:32	08:47	09:03	09:15	09:28	09:40
Barrenjoey Rd near Careel Head Rd, Avalon	-	08:05	-	08:35	-	09:06	-	09:32	09:44
Ocean Pl at Ocean Rd, Palm Beach	-	08:14	-	08:44	-	09:15	-	09:41	09:53

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	08:50	09:05	09:20	09:35	09:50	10:05	10:20	10:35	10:50
Warringah Mall, Pittwater Rd, Brookvale	09:02	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02
Pittwater Rd at Old Pittwater Rd, Brookvale	09:05	09:20	09:36	09:51	10:07	10:22	10:37	10:52	11:07
Dee Why B-Line, Dee Why	09:11	09:26	09:42	09:57	10:13	10:28	10:43	10:58	11:13
Collaroy B-Line, Collaroy	09:18	09:33	09:49	10:05	10:21	10:36	10:51	11:06	11:21
Narrabeen B-Line, Narrabeen	09:23	09:38	09:54	10:10	10:26	10:41	10:56	11:11	11:26
Warriewood B-Line, Warriewood	09:28	09:43	09:59	10:15	10:31	10:46	11:01	11:16	11:31
Mona Vale B-Line, Mona Vale	09:35	09:50	10:06	10:22	10:38	10:53	11:08	11:23	11:38
Barrenjoey Rd after Darley St, Mona Vale	09:38	09:53	10:09	10:25	10:41	10:56	11:11	11:26	11:41
Newport Anchorage Marina, Beaconsfield St, Newport	09:43	09:58	10:14	10:30	10:46	11:01	11:16	11:31	11:46
Barrenjoey Rd before Robertson Rd, Newport	09:47	10:02	10:18	10:34	10:50	11:05	11:20	11:35	11:50
Barrenjoey Rd near Avalon Pde, Avalon	09:53	10:08	10:24	10:40	10:56	11:11	11:26	11:41	11:56
Barrenjoey Rd near Careel Head Rd, Avalon	-	10:12	-	10:44	-	11:15	-	11:45	-
Ocean Pl at Ocean Rd, Palm Beach	-	10:22	-	10:54	-	11:25	-	11:55	-

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PrePay-Only - Manly to Palm Beach

B

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	11:05	11:20	11:35	11:50	12:05	12:20	-	12:35	-
Warringah Mall, Pittwater Rd, Brookvale	11:17	11:32	11:47	12:02	12:17	12:32	-	12:47	-
Pittwater Rd at Old Pittwater Rd, Brookvale	11:22	11:37	11:52	12:07	12:22	12:36	-	12:51	-
Dee Why B-Line, Dee Why	11:28	11:43	11:58	12:13	12:28	12:42	-	12:57	-
Collaroy B-Line, Collaroy	11:36	11:51	12:06	12:21	12:36	12:50	-	13:05	-
Narrabeen B-Line, Narrabeen	11:41	11:56	12:11	12:26	12:41	12:55	-	13:10	-
Warriewood B-Line, Warriewood	11:46	12:01	12:16	12:31	12:46	13:00	-	13:15	-
Mona Vale B-Line, Mona Vale	11:53	12:08	12:23	12:38	12:53	13:07	13:14	13:22	13:29
Barrenjoey Rd after Darley St, Mona Vale	11:56	12:11	12:26	12:41	12:56	13:10	13:17	13:25	13:32
Newport Anchorage Marina, Beaconsfield St, Newport	12:01	12:16	12:31	12:48	13:03	13:17	13:24	13:32	13:39
Barrenjoey Rd before Robertson Rd, Newport	12:05	12:20	12:35	12:52	13:07	13:21	13:28	13:36	13:43
Barrenjoey Rd near Avalon Pde, Avalon	12:11	12:26	12:41	12:58	13:13	13:27	13:34	13:42	13:49
Barrenjoey Rd near Careel Head Rd, Avalon	12:15	-	12:45	-	13:17	-	13:38	13:46	13:53
Ocean Pl at Ocean Rd, Palm Beach	12:25	-	12:55	-	13:27	-	13:48	13:56	14:03

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50
Warringah Mall, Pittwater Rd, Brookvale	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:03
Pittwater Rd at Old Pittwater Rd, Brookvale	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:07
Dee Why B-Line, Dee Why	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:13
Collaroy B-Line, Collaroy	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:21
Narrabeen B-Line, Narrabeen	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:26
Warriewood B-Line, Warriewood	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:31
Mona Vale B-Line, Mona Vale	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:38
Barrenjoey Rd after Darley St, Mona Vale	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:41
Newport Anchorage Marina, Beaconsfield St, Newport	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:48
Barrenjoey Rd before Robertson Rd, Newport	13:51	14:06	14:21	14:36	14:51	15:07	15:22	15:37	15:53
Barrenjoey Rd near Avalon Pde, Avalon	13:57	14:12	14:27	14:42	14:57	15:14	15:29	15:44	16:00
Barrenjoey Rd near Careel Head Rd, Avalon	-	14:16	-	14:46	-	15:18	-	15:48	-
Ocean Pl at Ocean Rd, Palm Beach	-	14:26	-	14:56	-	15:28	-	15:58	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
St Pauls College, Darley Rd, Manly	-	-	15:31	-	-	-	-	-	-
Manly Wharf, Belgrave St, Manly	15:05	15:20	15:35	15:50	16:05	16:20	16:35	16:50	17:05
Warringah Mall, Pittwater Rd, Brookvale	15:19	15:36	15:52	16:06	16:20	16:35	16:49	17:04	17:19
Pittwater Rd at Old Pittwater Rd, Brookvale	15:23	15:39	15:55	16:09	16:23	16:38	16:52	17:07	17:22
Dee Why B-Line, Dee Why	15:29	15:45	16:01	16:15	16:29	16:45	16:59	17:14	17:29
Collaroy B-Line, Collaroy	15:37	15:53	16:09	16:23	16:37	16:53	17:07	17:22	17:37
Narrabeen B-Line, Narrabeen	15:42	15:58	16:14	16:28	16:42	16:58	17:12	17:27	17:42
Warriewood B-Line, Warriewood	15:47	16:03	16:19	16:33	16:46	17:02	17:16	17:31	17:46
Mona Vale B-Line, Mona Vale	15:54	16:10	16:26	16:40	16:52	17:08	17:22	17:37	17:52
Barrenjoey Rd after Darley St, Mona Vale	15:57	16:13	16:29	16:43	16:55	17:11	17:25	17:40	17:55
Newport Anchorage Marina, Beaconsfield St, Newport	16:04	16:20	16:36	16:50	17:02	17:18	17:32	17:47	18:02
Barrenjoey Rd before Robertson Rd, Newport	16:09	16:25	16:41	16:55	17:07	17:23	17:37	17:51	18:06
Barrenjoey Rd near Avalon Pde, Avalon	16:16	16:32	16:48	17:02	17:14	17:30	17:44	17:57	18:12
Barrenjoey Rd near Careel Head Rd, Avalon	16:20	-	16:52	17:06	17:18	17:34	17:48	18:01	18:16
Ocean Pl at Ocean Rd, Palm Beach	16:30	-	17:02	17:16	17:28	17:44	17:58	18:11	18:25

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PrePay-Only - Manly to Palm Beach



Monday to Friday									
Manly Wharf, Belgrave St, Manly	17:20	17:35	17:50	18:05	18:20	18:35	18:50	19:05	19:20
Warringah Mall, Pittwater Rd, Brookvale	17:34	17:49	18:04	18:19	18:32	18:47	19:02	19:17	19:32
Pittwater Rd at Old Pittwater Rd, Brookvale	17:37	17:51	18:06	18:21	18:34	18:49	19:04	19:19	19:34
Dee Why B-Line, Dee Why	17:44	17:57	18:12	18:27	18:40	18:54	19:09	19:24	19:39
Collaroy B-Line, Collaroy	17:52	18:05	18:20	18:34	18:47	19:01	19:16	19:31	19:46
Narrabeen B-Line, Narrabeen	17:56	18:09	18:24	18:38	18:51	19:05	19:20	19:35	19:50
Warriewood B-Line, Warriewood	18:00	18:13	18:28	18:42	18:55	19:09	19:24	19:39	19:54
Mona Vale B-Line, Mona Vale	18:06	18:19	18:34	18:48	19:01	19:15	19:30	19:45	20:00
Barrenjoey Rd after Darley St, Mona Vale	18:09	18:22	18:37	18:51	19:04	19:18	19:33	19:48	20:03
Newport Anchorage Marina, Beaconsfield St, Newport	18:16	18:29	18:44	18:56	19:09	19:23	19:38	19:53	20:08
Barrenjoey Rd before Robertson Rd, Newport	18:20	18:33	18:48	18:59	19:12	19:26	19:41	19:56	20:11
Barrenjoey Rd near Avalon Pde, Avalon	18:26	18:39	18:53	19:04	19:17	19:31	19:46	20:01	20:16
Barrenjoey Rd near Careel Head Rd, Avalon	18:30	18:43	18:56	19:07	19:20	19:34	19:49	20:04	-
Ocean Pl at Ocean Rd, Palm Beach	18:39	18:52	19:04	19:15	19:28	19:42	19:57	20:12	-

Monday to Friday									
Manly Wharf, Belgrave St, Manly	19:35	19:50	20:05	20:20	20:35	-	20:50	21:05	21:20
Warringah Mall, Pittwater Rd, Brookvale	19:47	20:02	20:17	20:32	20:46	-	21:01	21:16	21:31
Pittwater Rd at Old Pittwater Rd, Brookvale	19:49	20:04	20:19	20:34	20:48	-	21:03	21:18	21:33
Dee Why B-Line, Dee Why	19:54	20:09	20:24	20:39	20:53	-	21:08	21:23	21:38
Collaroy B-Line, Collaroy	20:01	20:16	20:31	20:46	21:00	-	21:15	21:30	21:45
Narrabeen B-Line, Narrabeen	20:05	20:20	20:35	20:50	21:04	-	21:19	21:34	21:49
Warriewood B-Line, Warriewood	20:09	20:24	20:39	20:54	21:08	-	21:23	21:38	21:53
Mona Vale B-Line, Mona Vale	20:15	20:30	20:43	20:58	21:12	21:20	21:27	21:42	21:57
Barrenjoey Rd after Darley St, Mona Vale	20:18	20:33	20:45	21:00	21:14	21:22	21:29	21:44	21:59
Newport Anchorage Marina, Beaconsfield St, Newport	20:23	20:38	20:50	21:05	21:19	21:27	21:34	21:49	22:04
Barrenjoey Rd before Robertson Rd, Newport	20:26	20:41	20:53	21:08	21:22	21:30	21:37	21:52	22:07
Barrenjoey Rd near Avalon Pde, Avalon	20:31	20:46	20:58	21:13	21:27	21:35	21:42	21:57	22:12
Barrenjoey Rd near Careel Head Rd, Avalon	20:34	-	21:01	-	21:30	21:38	-	22:00	-
Ocean Pl at Ocean Rd, Palm Beach	20:42	-	21:09	-	21:38	21:46	-	22:08	-



Monday to Friday									
Manly Wharf, Belgrave St, Manly	21:35	21:50	22:10	22:20	22:35	22:50	23:05	23:20	23:40
Warringah Mall, Pittwater Rd, Brookvale	21:46	22:01	22:21	22:31	22:46	23:01	23:16	23:31	23:50
Pittwater Rd at Old Pittwater Rd, Brookvale	21:48	22:03	22:23	22:33	22:48	23:03	23:18	23:33	23:52
Dee Why B-Line, Dee Why	21:53	22:08	22:28	22:38	22:53	23:08	23:23	23:38	23:57
Collaroy B-Line, Collaroy	22:00	22:15	22:35	22:44	22:59	23:14	23:29	23:44	00:03
Narrabeen B-Line, Narrabeen	22:04	22:19	22:39	22:48	23:03	23:18	23:33	23:48	00:07
Warriewood B-Line, Warriewood	22:08	22:23	22:43	22:52	23:07	23:22	23:36	23:51	00:10
Mona Vale B-Line, Mona Vale	22:12	22:27	22:47	22:56	23:11	23:26	23:40	23:55	00:14
Barrenjoey Rd after Darley St, Mona Vale	22:14	22:29	22:49	22:58	23:13	23:28	23:42	23:57	00:16
Newport Anchorage Marina, Beaconsfield St, Newport	22:19	22:34	22:54	23:03	23:18	23:33	23:47	00:02	00:20
Barrenjoey Rd before Robertson Rd, Newport	22:22	22:37	22:57	23:06	23:21	23:36	23:50	00:05	00:23
Barrenjoey Rd near Avalon Pde, Avalon	22:27	22:42	23:02	23:11	23:26	23:41	23:55	00:10	00:28
Barrenjoey Rd near Careel Head Rd, Avalon	22:30	-	23:05	-	23:29	-	23:58	-	00:31
Ocean Pl at Ocean Rd, Palm Beach	22:38	-	23:13	-	23:37	-	00:06	-	00:39

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





PrePay-Only - Manly to Palm Beach












Monday to Friday

		
Manly Wharf, Belgrave St, Manly	00:10	01:00
Warringah Mall, Pittwater Rd, Brookvale	00:20	01:10
Pittwater Rd at Old Pittwater Rd, Brookvale	00:22	01:12
Dee Why B-Line, Dee Why	00:27	01:17
Collaroy B-Line, Collaroy	00:32	01:22
Narrabeen B-Line, Narrabeen	00:36	01:26
Warriewood B-Line, Warriewood	00:39	01:29
Mona Vale B-Line, Mona Vale	00:43	01:33
Barrenjoey Rd after Darley St, Mona Vale	00:45	01:35
Newport Anchorage Marina, Beaconsfield St, Newport	00:49	01:39
Barrenjoey Rd before Robertson Rd, Newport	00:52	01:42
Barrenjoey Rd near Avalon Pde, Avalon	00:57	01:47
Barrenjoey Rd near Careel Head Rd, Avalon	01:00	01:50
Ocean Pl at Ocean Rd, Palm Beach	01:08	01:58

Saturday

									
Manly Wharf, Belgrave St, Manly	05:30	06:00	06:30	07:00	07:30	08:00	08:23	08:50	09:05
Warringah Mall, Pittwater Rd, Brookvale	05:41	06:11	06:41	07:11	07:43	08:13	08:36	09:03	09:18
Pittwater Rd at Old Pittwater Rd, Brookvale	05:43	06:13	06:43	07:13	07:45	08:15	08:38	09:05	09:20
Dee Why B-Line, Dee Why	05:47	06:17	06:47	07:17	07:50	08:20	08:43	09:11	09:26
Collaroy B-Line, Collaroy	05:52	06:22	06:52	07:22	07:57	08:27	08:50	09:19	09:34
Narrabeen B-Line, Narrabeen	05:56	06:26	06:56	07:26	08:01	08:31	08:55	09:24	09:39
Warriewood B-Line, Warriewood	05:59	06:29	06:59	07:29	08:05	08:35	08:59	09:28	09:43
Mona Vale B-Line, Mona Vale	06:03	06:33	07:03	07:34	08:10	08:40	09:04	09:33	09:48
Barrenjoey Rd after Darley St, Mona Vale	06:05	06:35	07:05	07:37	08:13	08:43	09:08	09:37	09:51
Newport Anchorage Marina, Beaconsfield St, Newport	06:09	06:39	07:09	07:42	08:18	08:48	09:15	09:44	09:58
Barrenjoey Rd before Robertson Rd, Newport	06:12	06:42	07:12	07:46	08:22	08:52	09:19	09:49	10:03
Barrenjoey Rd near Avalon Pde, Avalon	06:17	06:47	07:17	07:52	08:28	08:58	09:25	09:55	10:09
Barrenjoey Rd near Careel Head Rd, Avalon	06:20	06:50	07:20	07:55	08:31	09:01	09:28	09:59	10:13
Ocean Pl at Ocean Rd, Palm Beach	06:28	06:58	07:28	08:04	08:41	09:11	09:38	10:10	10:24

Saturday

									
Manly Wharf, Belgrave St, Manly	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20
Warringah Mall, Pittwater Rd, Brookvale	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:19	11:34
Pittwater Rd at Old Pittwater Rd, Brookvale	09:35	09:50	10:06	10:21	10:36	10:51	11:06	11:23	11:38
Dee Why B-Line, Dee Why	09:41	09:56	10:12	10:27	10:42	10:57	11:12	11:30	11:45
Collaroy B-Line, Collaroy	09:49	10:04	10:20	10:35	10:50	11:05	11:21	11:39	11:54
Narrabeen B-Line, Narrabeen	09:54	10:09	10:25	10:40	10:55	11:10	11:27	11:45	12:00
Warriewood B-Line, Warriewood	09:58	10:13	10:29	10:44	10:59	11:15	11:32	11:50	12:05
Mona Vale B-Line, Mona Vale	10:03	10:18	10:35	10:50	11:05	11:21	11:38	11:56	12:11
Barrenjoey Rd after Darley St, Mona Vale	10:06	10:21	10:38	10:53	11:08	11:24	11:41	11:59	12:14
Newport Anchorage Marina, Beaconsfield St, Newport	10:13	10:28	10:45	11:00	11:15	11:31	11:48	12:06	12:19
Barrenjoey Rd before Robertson Rd, Newport	10:18	10:33	10:50	11:05	11:20	11:36	11:53	12:11	12:24
Barrenjoey Rd near Avalon Pde, Avalon	10:24	10:39	10:56	11:11	11:26	11:43	12:00	12:18	12:31
Barrenjoey Rd near Careel Head Rd, Avalon	10:28	10:43	11:00	11:15	11:30	11:47	12:04	12:22	12:35
Ocean Pl at Ocean Rd, Palm Beach	10:39	10:54	11:11	11:26	11:41	11:58	12:15	12:32	12:45

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PrePay-Only - Manly to Palm Beach

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Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35
Warringah Mall, Pittwater Rd, Brookvale	11:49	12:04	12:19	12:34	12:49	13:04	13:17	13:32	13:47
Pittwater Rd at Old Pittwater Rd, Brookvale	11:53	12:08	12:23	12:38	12:53	13:07	13:20	13:35	13:50
Dee Why B-Line, Dee Why	12:00	12:15	12:30	12:45	13:00	13:14	13:27	13:42	13:57
Collaroy B-Line, Collaroy	12:09	12:24	12:39	12:54	13:09	13:22	13:35	13:50	14:05
Narrabeen B-Line, Narrabeen	12:15	12:30	12:45	13:00	13:14	13:27	13:40	13:55	14:10
Warriewood B-Line, Warriewood	12:20	12:35	12:50	13:05	13:19	13:32	13:45	14:00	14:15
Mona Vale B-Line, Mona Vale	12:26	12:41	12:56	13:11	13:25	13:38	13:51	14:06	14:21
Barrenjoey Rd after Darley St, Mona Vale	12:29	12:44	12:59	13:14	13:28	13:41	13:54	14:09	14:24
Newport Anchorage Marina, Beaconsfield St, Newport	12:34	12:49	13:05	13:20	13:34	13:47	14:00	14:15	14:30
Barrenjoey Rd before Robertson Rd, Newport	12:39	12:54	13:09	13:24	13:38	13:51	14:04	14:19	14:34
Barrenjoey Rd near Avalon Pde, Avalon	12:46	13:01	13:15	13:30	13:44	13:57	14:10	14:25	14:40
Barrenjoey Rd near Careel Head Rd, Avalon	12:50	13:05	13:19	13:34	13:48	14:01	14:14	14:29	14:44
Ocean Pl at Ocean Rd, Palm Beach	13:00	13:15	13:29	13:44	13:58	14:11	14:24	14:39	14:54

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50
Warringah Mall, Pittwater Rd, Brookvale	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02
Pittwater Rd at Old Pittwater Rd, Brookvale	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05
Dee Why B-Line, Dee Why	14:12	14:27	14:43	14:58	15:13	15:28	15:43	15:58	16:13
Collaroy B-Line, Collaroy	14:20	14:35	14:51	15:06	15:21	15:36	15:51	16:06	16:21
Narrabeen B-Line, Narrabeen	14:25	14:40	14:56	15:11	15:26	15:41	15:56	16:11	16:26
Warriewood B-Line, Warriewood	14:30	14:45	15:01	15:16	15:31	15:46	16:01	16:16	16:31
Mona Vale B-Line, Mona Vale	14:36	14:51	15:07	15:22	15:37	15:52	16:07	16:22	16:37
Barrenjoey Rd after Darley St, Mona Vale	14:39	14:54	15:10	15:25	15:40	15:55	16:10	16:25	16:40
Newport Anchorage Marina, Beaconsfield St, Newport	14:45	14:59	15:15	15:30	15:45	16:00	16:15	16:30	16:46
Barrenjoey Rd before Robertson Rd, Newport	14:49	15:03	15:19	15:34	15:49	16:04	16:19	16:34	16:50
Barrenjoey Rd near Avalon Pde, Avalon	14:55	15:09	15:25	15:40	15:55	16:10	16:25	16:40	16:56
Barrenjoey Rd near Careel Head Rd, Avalon	14:59	15:13	15:29	15:44	15:59	16:14	16:29	16:44	17:00
Ocean Pl at Ocean Rd, Palm Beach	15:08	15:22	15:38	15:53	16:08	16:23	16:38	16:53	17:09

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	16:05	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05
Warringah Mall, Pittwater Rd, Brookvale	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:02	18:17
Pittwater Rd at Old Pittwater Rd, Brookvale	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05	18:20
Dee Why B-Line, Dee Why	16:28	16:43	16:56	17:11	17:26	17:41	17:56	18:11	18:26
Collaroy B-Line, Collaroy	16:36	16:51	17:04	17:19	17:34	17:49	18:04	18:19	18:34
Narrabeen B-Line, Narrabeen	16:41	16:56	17:09	17:24	17:39	17:54	18:09	18:24	18:38
Warriewood B-Line, Warriewood	16:46	17:01	17:14	17:29	17:44	17:59	18:13	18:28	18:42
Mona Vale B-Line, Mona Vale	16:52	17:07	17:20	17:35	17:50	18:04	18:18	18:33	18:47
Barrenjoey Rd after Darley St, Mona Vale	16:55	17:10	17:23	17:38	17:53	18:07	18:21	18:36	18:50
Newport Anchorage Marina, Beaconsfield St, Newport	17:01	17:16	17:29	17:44	17:59	18:13	18:27	18:42	18:56
Barrenjoey Rd before Robertson Rd, Newport	17:05	17:20	17:33	17:48	18:03	18:17	18:31	18:46	19:00
Barrenjoey Rd near Avalon Pde, Avalon	17:11	17:26	17:39	17:54	18:09	18:23	18:37	18:52	19:06
Barrenjoey Rd near Careel Head Rd, Avalon	17:15	17:30	17:43	17:58	18:13	18:27	18:41	18:56	19:10
Ocean Pl at Ocean Rd, Palm Beach	17:24	17:39	17:52	18:07	18:22	18:36	18:50	19:05	19:19

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PrePay-Only - Manly to Palm Beach

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Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	18:20	18:35	18:50	19:05	19:20	19:35	19:50	20:05	20:20
Warringah Mall, Pittwater Rd, Brookvale	18:32	18:46	19:01	19:16	19:31	19:46	20:01	20:16	20:31
Pittwater Rd at Old Pittwater Rd, Brookvale	18:35	18:48	19:03	19:18	19:33	19:48	20:03	20:18	20:33
Dee Why B-Line, Dee Why	18:40	18:53	19:08	19:23	19:38	19:53	20:07	20:22	20:37
Collaroy B-Line, Collaroy	18:48	19:01	19:16	19:31	19:46	20:01	20:14	20:29	20:44
Narrabeen B-Line, Narrabeen	18:52	19:05	19:20	19:35	19:50	20:05	20:18	20:33	20:48
Warriewood B-Line, Warriewood	18:56	19:09	19:24	19:39	19:54	20:09	20:22	20:37	20:52
Mona Vale B-Line, Mona Vale	19:01	19:14	19:29	19:44	19:59	20:14	20:27	20:42	20:57
Barrenjoey Rd after Darley St, Mona Vale	19:04	19:17	19:32	19:47	20:02	20:17	20:30	20:45	21:00
Newport Anchorage Marina, Beaconsfield St, Newport	19:09	19:22	19:37	19:52	20:07	20:22	20:35	20:50	21:05
Barrenjoey Rd before Robertson Rd, Newport	19:13	19:26	19:41	19:56	20:11	20:26	20:39	20:54	21:09
Barrenjoey Rd near Avalon Pde, Avalon	19:19	19:32	19:47	20:02	20:17	20:32	20:44	20:59	21:14
Barrenjoey Rd near Careel Head Rd, Avalon	19:23	19:36	19:51	20:06	20:21	20:36	20:48	21:03	21:18
Ocean Pl at Ocean Rd, Palm Beach	19:32	19:45	20:00	20:15	20:30	20:44	20:56	21:11	21:26

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	20:35	20:50	21:12	21:42	22:12	22:42	23:12	23:42	00:12
Warringah Mall, Pittwater Rd, Brookvale	20:46	21:01	21:23	21:53	22:23	22:53	23:23	23:53	00:22
Pittwater Rd at Old Pittwater Rd, Brookvale	20:48	21:03	21:25	21:55	22:25	22:55	23:25	23:55	00:24
Dee Why B-Line, Dee Why	20:52	21:07	21:29	22:00	22:30	23:00	23:30	00:00	00:30
Collaroy B-Line, Collaroy	20:59	21:14	21:37	22:08	22:38	23:08	23:38	00:07	00:37
Narrabeen B-Line, Narrabeen	21:03	21:18	21:41	22:12	22:42	23:12	23:42	00:10	00:40
Warriewood B-Line, Warriewood	21:07	21:22	21:45	22:16	22:45	23:15	23:45	00:13	00:43
Mona Vale B-Line, Mona Vale	21:12	21:27	21:50	22:20	22:49	23:19	23:49	00:17	00:47
Barrenjoey Rd after Darley St, Mona Vale	21:15	21:30	21:53	22:23	22:51	23:21	23:51	00:19	00:49
Newport Anchorage Marina, Beaconsfield St, Newport	21:20	21:35	21:58	22:28	22:55	23:25	23:55	00:23	00:53
Barrenjoey Rd before Robertson Rd, Newport	21:24	21:39	22:02	22:32	22:58	23:28	23:58	00:26	00:56
Barrenjoey Rd near Avalon Pde, Avalon	21:29	21:44	22:07	22:37	23:03	23:33	00:03	00:31	01:01
Barrenjoey Rd near Careel Head Rd, Avalon	21:33	21:48	22:11	22:40	23:06	23:36	00:06	00:34	01:04
Ocean Pl at Ocean Rd, Palm Beach	21:41	21:56	22:19	22:48	23:14	23:44	00:14	00:42	01:12

Saturday	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	00:31	00:55	01:25	01:55	02:25	02:55	03:25
Warringah Mall, Pittwater Rd, Brookvale	00:41	01:05	01:35	02:05	02:35	03:05	03:35
Pittwater Rd at Old Pittwater Rd, Brookvale	00:43	01:07	01:37	02:07	02:37	03:07	-
Dee Why B-Line, Dee Why	00:49	01:13	01:43	02:13	02:43	03:13	-
Collaroy B-Line, Collaroy	00:56	01:20	-	-	-	-	-
Narrabeen B-Line, Narrabeen	00:59	01:23	-	-	-	-	-
Warriewood B-Line, Warriewood	01:02	01:26	-	-	-	-	-
Mona Vale B-Line, Mona Vale	01:06	01:30	-	-	-	-	-

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	05:30	06:00	06:30	07:00	07:30	08:00	08:23	08:50	09:05
Warringah Mall, Pittwater Rd, Brookvale	05:38	06:08	06:38	07:08	07:38	08:08	08:35	09:02	09:17
Pittwater Rd at Old Pittwater Rd, Brookvale	05:40	06:10	06:40	07:10	07:41	08:11	08:38	09:05	09:20
Dee Why B-Line, Dee Why	05:45	06:15	06:45	07:15	07:46	08:16	08:43	09:10	09:25
Collaroy B-Line, Collaroy	05:51	06:21	06:51	07:21	07:53	08:23	08:50	09:17	09:32
Narrabeen B-Line, Narrabeen	05:55	06:25	06:55	07:25	07:57	08:27	08:54	09:21	09:36
Warriewood B-Line, Warriewood	05:59	06:29	06:59	07:29	08:01	08:31	08:58	09:25	09:40
Mona Vale B-Line, Mona Vale	06:04	06:34	07:04	07:34	08:06	08:36	09:04	09:31	09:46
Barrenjoey Rd after Darley St, Mona Vale	06:06	06:36	07:06	07:36	08:08	08:38	09:06	09:33	09:49
Newport Anchorage Marina, Beaconsfield St, Newport	06:10	06:40	07:10	07:40	08:12	08:42	09:11	09:38	09:54
Barrenjoey Rd before Robertson Rd, Newport	06:13	06:43	07:13	07:43	08:15	08:45	09:15	09:42	09:58
Barrenjoey Rd near Avalon Pde, Avalon	06:18	06:48	07:18	07:48	08:20	08:50	09:21	09:49	10:05
Barrenjoey Rd near Careel Head Rd, Avalon	06:21	06:51	07:21	07:51	08:23	08:53	09:24	09:53	10:09
Ocean Pl at Ocean Rd, Palm Beach	06:30	07:00	07:30	08:00	08:32	09:02	09:35	10:04	10:20

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PrePay-Only - Manly to Palm Beach

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Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20
Warringah Mall, Pittwater Rd, Brookvale	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17	11:32
Pittwater Rd at Old Pittwater Rd, Brookvale	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35
Dee Why B-Line, Dee Why	09:40	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:41
Collaroy B-Line, Collaroy	09:47	10:02	10:17	10:32	10:47	11:02	11:17	11:33	11:50
Narrabeen B-Line, Narrabeen	09:51	10:06	10:21	10:36	10:51	11:06	11:21	11:38	11:55
Warriewood B-Line, Warriewood	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:42	11:59
Mona Vale B-Line, Mona Vale	10:01	10:16	10:31	10:46	11:01	11:16	11:31	11:48	12:05
Barrenjoey Rd after Darley St, Mona Vale	10:04	10:19	10:34	10:49	11:04	11:19	11:34	11:51	12:08
Newport Anchorage Marina, Beaconsfield St, Newport	10:09	10:24	10:39	10:54	11:09	11:24	11:39	11:56	12:13
Barrenjoey Rd before Robertson Rd, Newport	10:13	10:28	10:43	10:58	11:13	11:28	11:43	12:00	12:17
Barrenjoey Rd near Avalon Pde, Avalon	10:20	10:35	10:50	11:05	11:20	11:36	11:51	12:08	12:25
Barrenjoey Rd near Careel Head Rd, Avalon	10:24	10:39	10:54	11:09	11:24	11:40	11:55	12:12	12:29
Ocean Pl at Ocean Rd, Palm Beach	10:35	10:50	11:05	11:20	11:35	11:51	12:06	12:23	12:40

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35
Warringah Mall, Pittwater Rd, Brookvale	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47
Pittwater Rd at Old Pittwater Rd, Brookvale	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50
Dee Why B-Line, Dee Why	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56
Collaroy B-Line, Collaroy	12:05	12:20	12:35	12:50	13:04	13:19	13:34	13:49	14:04
Narrabeen B-Line, Narrabeen	12:10	12:25	12:40	12:55	13:09	13:24	13:39	13:54	14:09
Warriewood B-Line, Warriewood	12:14	12:29	12:44	12:59	13:13	13:28	13:43	13:58	14:13
Mona Vale B-Line, Mona Vale	12:20	12:35	12:50	13:05	13:19	13:34	13:49	14:04	14:19
Barrenjoey Rd after Darley St, Mona Vale	12:23	12:38	12:53	13:08	13:22	13:37	13:52	14:07	14:22
Newport Anchorage Marina, Beaconsfield St, Newport	12:28	12:43	12:58	13:13	13:27	13:42	13:57	14:12	14:28
Barrenjoey Rd before Robertson Rd, Newport	12:32	12:47	13:02	13:17	13:31	13:46	14:01	14:16	14:32
Barrenjoey Rd near Avalon Pde, Avalon	12:40	12:55	13:10	13:25	13:39	13:54	14:09	14:24	14:39
Barrenjoey Rd near Careel Head Rd, Avalon	12:44	12:59	13:14	13:29	13:43	13:58	14:13	14:28	14:43
Ocean Pl at Ocean Rd, Palm Beach	12:55	13:10	13:25	13:40	13:54	14:09	14:24	14:39	14:54

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50
Warringah Mall, Pittwater Rd, Brookvale	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02
Pittwater Rd at Old Pittwater Rd, Brookvale	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05
Dee Why B-Line, Dee Why	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:56	16:11
Collaroy B-Line, Collaroy	14:19	14:34	14:49	15:04	15:19	15:34	15:49	16:04	16:19
Narrabeen B-Line, Narrabeen	14:24	14:39	14:54	15:09	15:24	15:39	15:54	16:09	16:24
Warriewood B-Line, Warriewood	14:28	14:43	14:58	15:13	15:28	15:43	15:58	16:13	16:28
Mona Vale B-Line, Mona Vale	14:33	14:48	15:03	15:18	15:33	15:48	16:03	16:18	16:33
Barrenjoey Rd after Darley St, Mona Vale	14:36	14:51	15:06	15:21	15:36	15:51	16:06	16:21	16:36
Newport Anchorage Marina, Beaconsfield St, Newport	14:42	14:57	15:12	15:27	15:42	15:57	16:12	16:27	16:42
Barrenjoey Rd before Robertson Rd, Newport	14:46	15:01	15:16	15:31	15:46	16:01	16:16	16:31	16:46
Barrenjoey Rd near Avalon Pde, Avalon	14:53	15:08	15:23	15:37	15:52	16:07	16:22	16:37	16:52
Barrenjoey Rd near Careel Head Rd, Avalon	14:57	15:12	15:27	15:41	15:56	16:11	16:26	16:41	16:56
Ocean Pl at Ocean Rd, Palm Beach	15:07	15:22	15:36	15:50	16:05	16:20	16:35	16:50	17:05

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PrePay-Only - Manly to Palm Beach

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Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	16:05	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05
Warringah Mall, Pittwater Rd, Brookvale	16:17	16:32	16:46	17:01	17:16	17:31	17:46	18:01	18:16
Pittwater Rd at Old Pittwater Rd, Brookvale	16:20	16:35	16:48	17:03	17:18	17:33	17:48	18:03	18:18
Dee Why B-Line, Dee Why	16:26	16:41	16:54	17:09	17:24	17:39	17:54	18:09	18:23
Collaroy B-Line, Collaroy	16:34	16:49	17:02	17:17	17:32	17:47	18:02	18:17	18:29
Narrabeen B-Line, Narrabeen	16:39	16:54	17:07	17:22	17:37	17:52	18:07	18:22	18:34
Warriewood B-Line, Warriewood	16:43	16:58	17:11	17:26	17:41	17:56	18:11	18:26	18:38
Mona Vale B-Line, Mona Vale	16:48	17:03	17:16	17:31	17:46	18:01	18:16	18:31	18:43
Barrenjoey Rd after Darley St, Mona Vale	16:51	17:06	17:19	17:34	17:49	18:03	18:18	18:33	18:45
Newport Anchorage Marina, Beaconsfield St, Newport	16:57	17:12	17:25	17:40	17:54	18:08	18:23	18:38	18:50
Barrenjoey Rd before Robertson Rd, Newport	17:01	17:16	17:29	17:44	17:58	18:12	18:27	18:42	18:54
Barrenjoey Rd near Avalon Pde, Avalon	17:07	17:22	17:35	17:50	18:04	18:18	18:33	18:48	19:00
Barrenjoey Rd near Careel Head Rd, Avalon	17:11	17:26	17:39	17:54	18:08	18:22	18:37	18:52	19:04
Ocean Pl at Ocean Rd, Palm Beach	17:20	17:35	17:48	18:03	18:17	18:31	18:46	19:01	19:13

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	18:20	18:35	18:50	19:05	19:20	19:35	19:50	20:05	20:20
Warringah Mall, Pittwater Rd, Brookvale	18:31	18:46	19:01	19:16	19:31	19:46	20:01	20:14	20:29
Pittwater Rd at Old Pittwater Rd, Brookvale	18:33	18:48	19:03	19:18	19:33	19:48	20:03	20:16	20:31
Dee Why B-Line, Dee Why	18:38	18:53	19:08	19:23	19:38	19:53	20:08	20:21	20:36
Collaroy B-Line, Collaroy	18:44	18:59	19:14	19:29	19:44	19:59	20:13	20:26	20:41
Narrabeen B-Line, Narrabeen	18:49	19:04	19:19	19:34	19:49	20:03	20:17	20:30	20:45
Warriewood B-Line, Warriewood	18:53	19:08	19:23	19:38	19:53	20:07	20:21	20:34	20:49
Mona Vale B-Line, Mona Vale	18:58	19:13	19:28	19:43	19:58	20:12	20:26	20:39	20:54
Barrenjoey Rd after Darley St, Mona Vale	19:00	19:15	19:30	19:45	20:00	20:14	20:28	20:41	20:56
Newport Anchorage Marina, Beaconsfield St, Newport	19:05	19:20	19:35	19:50	20:05	20:19	20:33	20:46	21:01
Barrenjoey Rd before Robertson Rd, Newport	19:09	19:23	19:38	19:53	20:08	20:22	20:36	20:49	21:04
Barrenjoey Rd near Avalon Pde, Avalon	19:15	19:29	19:44	19:59	20:14	20:28	20:42	20:55	21:10
Barrenjoey Rd near Careel Head Rd, Avalon	19:19	19:33	19:48	20:03	20:17	20:31	20:45	20:58	21:13
Ocean Pl at Ocean Rd, Palm Beach	19:28	19:42	19:57	20:12	20:26	20:40	20:54	21:07	21:22

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	20:35	20:50	21:12	21:42	22:12	22:42	23:12	23:42	00:12
Warringah Mall, Pittwater Rd, Brookvale	20:44	20:59	21:21	21:51	22:21	22:51	23:21	23:51	00:20
Pittwater Rd at Old Pittwater Rd, Brookvale	20:46	21:01	21:23	21:53	22:23	22:53	23:23	23:53	00:22
Dee Why B-Line, Dee Why	20:51	21:06	21:28	21:58	22:28	22:58	23:28	23:58	00:26
Collaroy B-Line, Collaroy	20:56	21:11	21:33	22:03	22:33	23:03	23:33	00:02	00:30
Narrabeen B-Line, Narrabeen	21:00	21:15	21:37	22:07	22:37	23:07	23:37	00:06	00:34
Warriewood B-Line, Warriewood	21:04	21:19	21:41	22:11	22:41	23:11	23:41	00:10	00:38
Mona Vale B-Line, Mona Vale	21:09	21:24	21:46	22:15	22:45	23:15	23:45	00:14	00:42
Barrenjoey Rd after Darley St, Mona Vale	21:11	21:26	21:48	22:17	22:47	23:17	23:47	00:16	00:44
Newport Anchorage Marina, Beaconsfield St, Newport	21:16	21:31	21:53	22:22	22:52	23:22	23:52	00:21	00:49
Barrenjoey Rd before Robertson Rd, Newport	21:19	21:34	21:56	22:25	22:55	23:25	23:55	00:24	00:52
Barrenjoey Rd near Avalon Pde, Avalon	21:24	21:39	22:01	22:30	23:00	23:30	00:00	00:29	00:57
Barrenjoey Rd near Careel Head Rd, Avalon	21:27	21:42	22:04	22:33	23:03	23:33	00:03	00:32	01:00
Ocean Pl at Ocean Rd, Palm Beach	21:35	21:50	22:12	22:41	23:11	23:41	00:11	00:40	01:08

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PrePay-Only - Palm Beach to Manly

B

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	05:02	-	05:36	-	06:03	-	06:30	-
Barrenjoey Rd near Careel Head Rd, Avalon	-	05:08	-	05:42	-	06:09	-	06:39	-
Barrenjoey Rd near Avalon Pde, Avalon	-	05:10	05:30	05:44	05:56	06:11	06:25	06:43	06:50
Barrenjoey Rd after Bramley Ave, Newport	-	05:15	05:35	05:49	06:01	06:16	06:32	06:50	06:57
Beaconsfield St opp Queens Pde, Newport	-	05:18	05:38	05:52	06:04	06:19	06:37	06:55	07:02
Barrenjoey Rd before Darley St, Mona Vale	-	05:22	05:42	05:56	06:08	06:23	06:43	07:01	07:08
Barrenjoey Rd opp Village Park, Mona Vale	-	05:23	05:43	05:57	06:09	06:24	06:45	07:03	07:10
Warriewood B-Line, Warriewood	-	05:28	05:48	06:02	06:14	06:29	06:50	07:08	07:15
Narrabeen Shops, Pittwater Rd, Narrabeen	-	05:32	05:52	06:06	06:18	06:33	06:54	07:12	07:19
Collaroy B-Line, Collaroy	-	05:38	05:58	06:12	06:24	06:39	07:00	07:18	07:25
Dee Why Shops, Pittwater Rd, Dee Why	-	05:44	06:04	06:18	06:31	06:46	07:07	07:25	07:33
Pittwater Rd after Chard Rd, Brookvale	-	05:48	06:08	06:22	06:37	06:52	07:13	07:33	07:41
Warringah Mall, Pittwater Rd, Brookvale	05:11	05:50	06:10	06:24	06:39	06:54	07:15	07:36	07:44
Manly Wharf Stand J, Manly	05:21	06:00	06:20	06:35	06:50	07:05	07:26	07:49	07:57

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	06:50	07:00	-	07:30	-	08:00	-	08:30	-
Barrenjoey Rd near Careel Head Rd, Avalon	06:59	07:09	-	07:39	-	08:09	-	08:39	-
Barrenjoey Rd near Avalon Pde, Avalon	07:03	07:13	07:28	07:45	08:01	08:15	08:30	08:46	09:01
Barrenjoey Rd after Bramley Ave, Newport	07:10	07:20	07:35	07:52	08:08	08:22	08:38	08:54	09:08
Beaconsfield St opp Queens Pde, Newport	07:15	07:25	07:40	07:57	08:13	08:27	08:43	08:59	09:13
Barrenjoey Rd before Darley St, Mona Vale	07:21	07:33	07:48	08:05	08:21	08:35	08:51	09:07	09:21
Barrenjoey Rd opp Village Park, Mona Vale	07:23	07:36	07:51	08:08	08:24	08:38	08:54	09:10	09:24
Warriewood B-Line, Warriewood	07:28	07:41	07:56	08:13	08:29	08:43	08:59	09:15	09:29
Narrabeen Shops, Pittwater Rd, Narrabeen	07:32	07:45	08:00	08:17	08:33	08:47	09:03	09:19	09:33
Collaroy B-Line, Collaroy	07:38	07:51	08:06	08:23	08:38	08:52	09:08	09:24	09:38
Dee Why Shops, Pittwater Rd, Dee Why	07:46	07:59	08:14	08:32	08:47	09:01	09:17	09:33	09:47
Pittwater Rd after Chard Rd, Brookvale	07:54	08:07	08:22	08:40	08:55	09:09	09:25	09:41	09:55
Warringah Mall, Pittwater Rd, Brookvale	07:57	08:10	08:25	08:43	08:58	09:12	09:28	09:44	09:58
Manly Wharf Stand J, Manly	08:10	08:23	08:38	08:56	09:10	09:24	09:40	09:56	10:10
St Pauls College, Darley Rd, Manly	-	08:27	-	-	-	-	-	-	-
Victoria Pde near Manly School, Manly	-	-	-	08:58	-	-	-	-	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	09:01	-	09:33	-	10:05	10:20	-	10:50	-
Barrenjoey Rd near Careel Head Rd, Avalon	09:10	-	09:42	-	10:14	10:29	-	10:59	-
Barrenjoey Rd near Avalon Pde, Avalon	09:17	09:32	09:49	10:04	10:19	10:34	10:49	11:04	11:19
Barrenjoey Rd after Bramley Ave, Newport	09:24	09:39	09:56	10:11	10:26	10:41	10:56	11:11	11:26
Beaconsfield St opp Queens Pde, Newport	09:29	09:44	10:00	10:15	10:30	10:45	11:00	11:15	11:30
Barrenjoey Rd before Darley St, Mona Vale	09:37	09:52	10:07	10:22	10:37	10:52	11:07	11:22	11:37
Barrenjoey Rd opp Village Park, Mona Vale	09:40	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40
Warriewood B-Line, Warriewood	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
Narrabeen Shops, Pittwater Rd, Narrabeen	09:49	10:04	10:19	10:34	10:49	11:04	11:19	11:34	11:49
Collaroy B-Line, Collaroy	09:54	10:09	10:24	10:39	10:54	11:09	11:24	11:39	11:54
Dee Why Shops, Pittwater Rd, Dee Why	10:03	10:18	10:33	10:48	11:03	11:18	11:33	11:48	12:03
Pittwater Rd after Chard Rd, Brookvale	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10
Warringah Mall, Pittwater Rd, Brookvale	10:13	10:28	10:43	10:58	11:13	11:28	11:43	11:58	12:13
Manly Wharf Stand J, Manly	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25

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PrePay-Only - Palm Beach to Manly

B

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	11:20	-	11:50	-	12:20	-	12:50	-	13:20
Barrenjoey Rd near Careel Head Rd, Avalon	11:29	-	11:59	-	12:29	-	12:59	-	13:29
Barrenjoey Rd near Avalon Pde, Avalon	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34
Barrenjoey Rd after Bramley Ave, Newport	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41
Beaconsfield St opp Queens Pde, Newport	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
Barrenjoey Rd before Darley St, Mona Vale	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52
Barrenjoey Rd opp Village Park, Mona Vale	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55
Warriewood B-Line, Warriewood	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00
Narrabeen Shops, Pittwater Rd, Narrabeen	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04
Collaroy B-Line, Collaroy	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09
Dee Why Shops, Pittwater Rd, Dee Why	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18
Pittwater Rd after Chard Rd, Brookvale	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25
Warringah Mall, Pittwater Rd, Brookvale	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28
Manly Wharf Stand J, Manly	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	13:50	-	14:16	-	14:47	-	15:20	-
Barrenjoey Rd near Careel Head Rd, Avalon	-	13:59	-	14:25	-	14:56	-	15:29	-
Barrenjoey Rd near Avalon Pde, Avalon	13:49	14:04	14:17	14:30	14:45	15:01	15:18	15:33	15:48
Barrenjoey Rd after Bramley Ave, Newport	13:56	14:11	14:24	14:38	14:53	15:09	15:25	15:40	15:55
Beaconsfield St opp Queens Pde, Newport	14:00	14:15	14:28	14:42	14:57	15:13	15:29	15:44	15:59
Barrenjoey Rd before Darley St, Mona Vale	14:07	14:22	14:35	14:49	15:04	15:20	15:35	15:50	16:05
Barrenjoey Rd opp Village Park, Mona Vale	14:10	14:25	14:38	14:52	15:07	15:22	15:37	15:52	16:07
Warriewood B-Line, Warriewood	14:15	14:30	14:43	14:57	15:12	15:27	15:42	15:57	16:12
Narrabeen Shops, Pittwater Rd, Narrabeen	14:19	14:35	14:48	15:02	15:17	15:32	15:47	16:02	16:17
Collaroy B-Line, Collaroy	14:24	14:40	14:53	15:07	15:22	15:37	15:52	16:07	16:22
Dee Why Shops, Pittwater Rd, Dee Why	14:33	14:49	15:02	15:16	15:31	15:46	16:01	16:16	16:31
Pittwater Rd after Chard Rd, Brookvale	14:40	14:56	15:09	15:23	15:38	15:53	16:08	16:23	16:38
Warringah Mall, Pittwater Rd, Brookvale	14:43	14:59	15:12	15:26	15:41	15:56	16:11	16:26	16:41
Manly Wharf Stand J, Manly	14:55	15:11	15:25	15:40	15:55	16:10	16:25	16:40	16:55

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	15:50	-	-	16:20	-	16:50	-	17:22	17:37
Barrenjoey Rd near Careel Head Rd, Avalon	15:59	-	-	16:29	-	16:59	-	17:31	17:46
Barrenjoey Rd near Avalon Pde, Avalon	16:03	16:10	16:18	16:33	16:48	17:03	17:19	17:35	17:50
Barrenjoey Rd after Bramley Ave, Newport	16:10	16:17	16:25	16:40	16:55	17:10	17:26	17:42	17:57
Beaconsfield St opp Queens Pde, Newport	16:14	16:21	16:29	16:44	16:59	17:14	17:30	17:46	18:01
Barrenjoey Rd before Darley St, Mona Vale	16:20	16:27	16:35	16:50	17:05	17:20	17:36	17:52	18:07
Barrenjoey Rd opp Village Park, Mona Vale	16:22	16:29	16:37	16:52	17:07	17:22	17:38	17:54	18:09
Warriewood B-Line, Warriewood	16:27	16:34	16:42	16:57	17:12	17:27	17:43	17:59	18:14
Narrabeen Shops, Pittwater Rd, Narrabeen	16:32	16:39	16:47	17:02	17:17	17:32	17:48	18:04	18:19
Collaroy B-Line, Collaroy	16:37	16:44	16:52	17:07	17:22	17:37	17:53	18:09	18:24
Dee Why Shops, Pittwater Rd, Dee Why	16:46	16:53	17:01	17:16	17:31	17:46	18:02	18:17	18:32
Pittwater Rd after Chard Rd, Brookvale	16:53	17:00	17:08	17:23	17:38	17:53	18:08	18:23	18:38
Warringah Mall, Pittwater Rd, Brookvale	16:56	-	17:11	17:26	17:41	17:56	18:11	18:26	18:41
Manly Wharf Stand J, Manly	17:10	-	17:25	17:40	17:55	18:10	18:22	18:37	18:52

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	17:55	18:13	18:28	18:44	18:59	19:14	19:29	19:44	19:59
Barrenjoey Rd near Careel Head Rd, Avalon	18:04	18:21	18:36	18:52	19:07	19:22	19:37	19:52	20:07
Barrenjoey Rd near Avalon Pde, Avalon	18:08	18:25	18:40	18:56	19:11	19:26	19:41	19:56	20:11
Barrenjoey Rd after Bramley Ave, Newport	18:14	18:30	18:45	19:01	19:16	19:31	19:46	20:01	20:16
Beaconsfield St opp Queens Pde, Newport	18:17	18:33	18:48	19:04	19:19	19:34	19:49	20:04	20:19
Barrenjoey Rd before Darley St, Mona Vale	18:22	18:38	18:53	19:09	19:24	19:39	19:54	20:09	20:24
Barrenjoey Rd opp Village Park, Mona Vale	18:24	18:40	18:55	19:11	19:26	19:41	19:56	20:11	20:26
Warriewood B-Line, Warriewood	18:29	18:45	19:00	19:16	19:31	19:46	20:01	20:16	20:31
Narrabeen Shops, Pittwater Rd, Narrabeen	18:34	18:50	19:05	19:21	19:36	19:51	20:06	20:21	20:36
Collaroy B-Line, Collaroy	18:39	18:55	19:10	19:26	19:41	19:56	20:10	20:25	20:40
Dee Why Shops, Pittwater Rd, Dee Why	18:47	19:03	19:18	19:33	19:48	20:03	20:17	20:32	20:47
Pittwater Rd after Chard Rd, Brookvale	18:53	19:09	19:24	19:39	19:54	20:08	20:21	20:36	20:51
Warringah Mall, Pittwater Rd, Brookvale	18:56	19:11	19:26	19:41	19:56	20:10	20:23	20:38	20:53
Manly Wharf Stand J, Manly	19:07	19:22	19:37	19:52	20:07	20:20	20:33	20:48	21:03

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PrePay-Only - Palm Beach to Manly

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Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	20:29	-	20:59	-	21:29	-	21:59	-
Barrenjoey Rd near Careel Head Rd, Avalon	-	20:37	-	21:07	-	21:37	-	22:07	-
Barrenjoey Rd near Avalon Pde, Avalon	20:26	20:41	20:56	21:11	21:26	21:41	21:55	22:10	22:25
Barrenjoey Rd after Bramley Ave, Newport	20:31	20:46	21:01	21:16	21:31	21:46	22:00	22:15	22:30
Beaconsfield St opp Queens Pde, Newport	20:34	20:49	21:04	21:19	21:34	21:49	22:03	22:18	22:33
Barrenjoey Rd before Darley St, Mona Vale	20:39	20:54	21:09	21:24	21:39	21:54	22:07	22:22	22:37
Barrenjoey Rd opp Village Park, Mona Vale	20:41	20:56	21:11	21:26	21:41	21:56	22:09	22:24	22:39
Warriewood B-Line, Warriewood	20:46	21:01	21:16	21:31	21:46	22:01	22:14	22:29	22:44
Narrabeen Shops, Pittwater Rd, Narrabeen	20:51	21:06	21:21	21:36	21:51	22:06	22:19	22:34	22:49
Collaroy B-Line, Collaroy	20:55	21:10	21:25	21:40	21:55	22:10	22:23	22:38	22:53
Dee Why Shops, Pittwater Rd, Dee Why	21:02	21:17	21:32	21:47	22:02	22:17	22:30	22:44	22:59
Pittwater Rd after Chard Rd, Brookvale	21:06	21:21	21:36	21:51	22:06	22:21	22:34	22:48	23:03
Warringah Mall, Pittwater Rd, Brookvale	21:08	21:23	21:38	21:53	22:08	22:23	22:36	22:50	23:05
Manly Wharf Stand J, Manly	♿21:18	♿21:33	♿21:48	♿22:02	♿22:16	♿22:31	♿22:44	♿22:58	♿23:13

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	22:29	23:04	-	23:45	00:15	00:45	02:05		
Barrenjoey Rd near Careel Head Rd, Avalon	22:37	23:12	-	23:51	00:21	00:51	02:11		
Barrenjoey Rd near Avalon Pde, Avalon	22:40	23:15	23:50	23:53	00:23	00:53	02:13		
Barrenjoey Rd after Bramley Ave, Newport	22:45	23:20	23:55	23:58	00:28	00:58	02:18		
Beaconsfield St opp Queens Pde, Newport	22:48	23:23	23:58	00:01	00:31	01:01	02:21		
Barrenjoey Rd before Darley St, Mona Vale	22:52	23:27	00:02	00:05	00:35	01:05	02:25		
Barrenjoey Rd opp Village Park, Mona Vale	22:54	23:29	00:03	00:06	00:36	01:06	02:26		
Warriewood B-Line, Warriewood	22:59	23:34	00:08	00:11	-	-	-		
Narrabeen Shops, Pittwater Rd, Narrabeen	23:04	23:38	00:12	00:15	-	-	-		
Collaroy B-Line, Collaroy	23:08	23:41	00:15	00:18	-	-	-		
Dee Why Shops, Pittwater Rd, Dee Why	23:14	23:47	00:21	00:24	-	-	-		
Pittwater Rd after Chard Rd, Brookvale	23:18	23:51	00:25	00:28	-	-	-		
Warringah Mall, Pittwater Rd, Brookvale	23:20	23:53	-	00:30	-	-	-		
Manly Wharf Stand J, Manly	♿23:28	♿00:01	-	♿00:38	-	-	-		

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	04:51	05:21	05:46	06:16	06:46	07:05	07:20	07:35	07:50
Barrenjoey Rd near Careel Head Rd, Avalon	04:59	05:29	05:54	06:24	06:54	07:13	07:29	07:44	07:59
Barrenjoey Rd near Avalon Pde, Avalon	05:02	05:32	05:57	06:28	06:58	07:17	07:33	07:48	08:03
Barrenjoey Rd after Bramley Ave, Newport	05:08	05:38	06:03	06:34	07:04	07:24	07:40	07:55	08:10
Beaconsfield St opp Queens Pde, Newport	05:11	05:41	06:06	06:37	07:07	07:27	07:43	07:58	08:13
Barrenjoey Rd before Darley St, Mona Vale	05:16	05:46	06:11	06:42	07:12	07:33	07:49	08:04	08:19
Barrenjoey Rd opp Village Park, Mona Vale	05:18	05:48	06:13	06:44	07:14	07:35	07:51	08:06	08:21
Warriewood B-Line, Warriewood	05:22	05:52	06:17	06:48	07:18	07:39	07:55	08:11	08:26
Narrabeen Shops, Pittwater Rd, Narrabeen	05:26	05:56	06:21	06:52	07:22	07:43	07:59	08:16	08:31
Collaroy B-Line, Collaroy	05:30	06:00	06:26	06:59	07:29	07:50	08:06	08:23	08:38
Dee Why Shops, Pittwater Rd, Dee Why	05:35	06:05	06:31	07:04	07:34	07:55	08:12	08:29	08:44
Pittwater Rd after Chard Rd, Brookvale	05:40	06:10	06:36	07:09	07:39	08:00	08:18	08:35	08:50
Warringah Mall, Pittwater Rd, Brookvale	05:42	06:12	06:38	07:11	07:41	08:02	08:20	08:37	08:52
Manly Wharf Stand J, Manly	♿05:50	♿06:21	♿06:47	♿07:21	♿07:51	♿08:13	♿08:31	♿08:48	♿09:04

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	08:05	08:20	08:35	08:50	09:05	09:20	09:35	09:50	10:05
Barrenjoey Rd near Careel Head Rd, Avalon	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15
Barrenjoey Rd near Avalon Pde, Avalon	08:19	08:34	08:49	09:04	09:19	09:34	09:49	10:04	10:19
Barrenjoey Rd after Bramley Ave, Newport	08:26	08:41	08:56	09:11	09:26	09:41	09:56	10:11	10:26
Beaconsfield St opp Queens Pde, Newport	08:29	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30
Barrenjoey Rd before Darley St, Mona Vale	08:35	08:51	09:06	09:22	09:37	09:52	10:07	10:22	10:37
Barrenjoey Rd opp Village Park, Mona Vale	08:38	08:54	09:09	09:25	09:40	09:55	10:10	10:25	10:40
Warriewood B-Line, Warriewood	08:43	08:59	09:15	09:31	09:46	10:01	10:16	10:31	10:46
Narrabeen Shops, Pittwater Rd, Narrabeen	08:48	09:04	09:20	09:36	09:51	10:06	10:21	10:36	10:51
Collaroy B-Line, Collaroy	08:55	09:11	09:27	09:43	09:58	10:13	10:28	10:43	10:58
Dee Why Shops, Pittwater Rd, Dee Why	09:03	09:19	09:35	09:51	10:06	10:21	10:38	10:54	11:09
Pittwater Rd after Chard Rd, Brookvale	09:09	09:25	09:41	09:57	10:12	10:27	10:46	11:02	11:17
Warringah Mall, Pittwater Rd, Brookvale	09:11	09:27	09:43	09:59	10:14	10:29	10:48	11:04	11:19
Manly Wharf Stand J, Manly	♿09:23	♿09:39	♿09:55	♿10:11	♿10:26	♿10:42	♿11:01	♿11:17	♿11:32

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20
Barrenjoey Rd near Careel Head Rd, Avalon	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
Barrenjoey Rd near Avalon Pde, Avalon	10:34	10:49	11:04	11:19	11:34	11:49	12:04	12:19	12:34
Barrenjoey Rd after Bramley Ave, Newport	10:41	10:56	11:11	11:26	11:41	11:56	12:11	12:26	12:41
Beaconsfield St opp Queens Pde, Newport	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
Barrenjoey Rd before Darley St, Mona Vale	10:51	11:06	11:21	11:36	11:51	12:06	12:21	12:36	12:51
Barrenjoey Rd opp Village Park, Mona Vale	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54
Warriewood B-Line, Warriewood	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
Narrabeen Shops, Pittwater Rd, Narrabeen	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05
Collaroy B-Line, Collaroy	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:11
Dee Why Shops, Pittwater Rd, Dee Why	11:23	11:38	11:53	12:08	12:22	12:37	12:52	13:05	13:19
Pittwater Rd after Chard Rd, Brookvale	11:31	11:46	12:01	12:16	12:28	12:43	12:58	13:11	13:25
Warringah Mall, Pittwater Rd, Brookvale	11:33	11:48	12:03	12:18	12:30	12:45	13:00	13:13	13:27
Manly Wharf Stand J, Manly	11:46	12:01	12:16	12:31	12:43	12:58	13:13	13:26	13:40

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	12:37	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35
Barrenjoey Rd near Careel Head Rd, Avalon	12:47	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
Barrenjoey Rd near Avalon Pde, Avalon	12:51	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49
Barrenjoey Rd after Bramley Ave, Newport	12:58	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56
Beaconsfield St opp Queens Pde, Newport	13:02	13:15	13:29	13:44	13:59	14:14	14:29	14:44	14:59
Barrenjoey Rd before Darley St, Mona Vale	13:08	13:21	13:35	13:50	14:05	14:20	14:35	14:50	15:05
Barrenjoey Rd opp Village Park, Mona Vale	13:11	13:24	13:38	13:53	14:08	14:23	14:38	14:53	15:08
Warriewood B-Line, Warriewood	13:17	13:30	13:44	13:59	14:14	14:29	14:44	14:59	15:14
Narrabeen Shops, Pittwater Rd, Narrabeen	13:22	13:35	13:49	14:04	14:19	14:34	14:49	15:04	15:19
Collaroy B-Line, Collaroy	13:28	13:41	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Dee Why Shops, Pittwater Rd, Dee Why	13:36	13:49	14:03	14:18	14:33	14:48	15:03	15:18	15:33
Pittwater Rd after Chard Rd, Brookvale	13:42	13:55	14:09	14:24	14:39	14:54	15:09	15:24	15:39
Warringah Mall, Pittwater Rd, Brookvale	13:44	13:57	14:11	14:26	14:41	14:56	15:11	15:26	15:41
Manly Wharf Stand J, Manly	13:57	14:10	14:24	14:39	14:54	15:09	15:24	15:39	15:54

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	14:50	15:05	15:20	15:35	15:50	16:05	16:20	16:35	16:50
Barrenjoey Rd near Careel Head Rd, Avalon	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00
Barrenjoey Rd near Avalon Pde, Avalon	15:04	15:19	15:34	15:49	16:04	16:19	16:34	16:49	17:04
Barrenjoey Rd after Bramley Ave, Newport	15:11	15:26	15:41	15:56	16:11	16:26	16:41	16:56	17:11
Beaconsfield St opp Queens Pde, Newport	15:14	15:29	15:44	15:59	16:14	16:29	16:44	16:59	17:14
Barrenjoey Rd before Darley St, Mona Vale	15:20	15:35	15:50	16:05	16:20	16:35	16:50	17:05	17:20
Barrenjoey Rd opp Village Park, Mona Vale	15:23	15:38	15:53	16:08	16:23	16:38	16:53	17:08	17:23
Warriewood B-Line, Warriewood	15:29	15:44	15:59	16:14	16:29	16:44	16:59	17:14	17:29
Narrabeen Shops, Pittwater Rd, Narrabeen	15:34	15:49	16:04	16:19	16:34	16:49	17:04	17:19	17:34
Collaroy B-Line, Collaroy	15:40	15:55	16:10	16:25	16:40	16:55	17:10	17:25	17:40
Dee Why Shops, Pittwater Rd, Dee Why	15:48	16:03	16:18	16:33	16:48	17:03	17:18	17:33	17:48
Pittwater Rd after Chard Rd, Brookvale	15:54	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:54
Warringah Mall, Pittwater Rd, Brookvale	15:56	16:11	16:26	16:41	16:56	17:11	17:26	17:41	17:56
Manly Wharf Stand J, Manly	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:54	18:09

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	17:05	17:20	17:35	17:50	18:05	18:20	18:35	18:50	19:05
Barrenjoey Rd near Careel Head Rd, Avalon	17:15	17:30	17:45	17:59	18:14	18:29	18:44	18:59	19:14
Barrenjoey Rd near Avalon Pde, Avalon	17:19	17:34	17:49	18:03	18:18	18:33	18:48	19:03	19:18
Barrenjoey Rd after Bramley Ave, Newport	17:26	17:41	17:56	18:10	18:25	18:40	18:54	19:09	19:24
Beaconsfield St opp Queens Pde, Newport	17:29	17:44	17:59	18:13	18:28	18:43	18:57	19:12	19:27
Barrenjoey Rd before Darley St, Mona Vale	17:35	17:50	18:05	18:19	18:34	18:48	19:02	19:17	19:32
Barrenjoey Rd opp Village Park, Mona Vale	17:38	17:52	18:07	18:21	18:36	18:50	19:04	19:19	19:34
Warriewood B-Line, Warriewood	17:44	17:58	18:13	18:27	18:42	18:55	19:09	19:24	19:39
Narrabeen Shops, Pittwater Rd, Narrabeen	17:49	18:03	18:18	18:32	18:46	18:59	19:13	19:28	19:43
Collaroy B-Line, Collaroy	17:55	18:09	18:24	18:38	18:53	19:06	19:20	19:35	19:50
Dee Why Shops, Pittwater Rd, Dee Why	18:03	18:17	18:32	18:45	19:00	19:13	19:27	19:42	19:57
Pittwater Rd after Chard Rd, Brookvale	18:09	18:23	18:38	18:50	19:05	19:18	19:32	19:47	20:02
Warringah Mall, Pittwater Rd, Brookvale	18:11	18:25	18:40	18:52	19:07	19:20	19:34	19:49	20:04
Manly Wharf Stand J, Manly	18:24	18:38	18:51	19:03	19:18	19:31	19:45	20:00	20:15

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PrePay-Only - Palm Beach to Manly

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Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	19:20	19:35	19:50	20:05	20:35	21:05	21:35	22:05	22:37
Barrenjoey Rd near Careel Head Rd, Avalon	19:29	19:44	19:58	20:13	20:43	21:13	21:43	22:13	22:45
Barrenjoey Rd near Avalon Pde, Avalon	19:33	19:48	20:02	20:17	20:47	21:17	21:47	22:17	22:48
Barrenjoey Rd after Bramley Ave, Newport	19:39	19:54	20:08	20:23	20:53	21:23	21:53	22:23	22:54
Beaconsfield St opp Queens Pde, Newport	19:42	19:57	20:11	20:26	20:56	21:26	21:56	22:26	22:57
Barrenjoey Rd before Darley St, Mona Vale	19:47	20:02	20:16	20:31	21:01	21:31	22:01	22:31	23:01
Barrenjoey Rd opp Village Park, Mona Vale	19:49	20:04	20:18	20:33	21:03	21:33	22:03	22:33	23:03
Warriewood B-Line, Warriewood	19:53	20:08	20:22	20:37	21:07	21:37	22:07	22:37	23:07
Narrabeen Shops, Pittwater Rd, Narrabeen	19:57	20:12	20:26	20:41	21:11	21:41	22:11	22:41	23:11
Collaroy B-Line, Collaroy	20:04	20:18	20:32	20:47	21:17	21:47	22:17	22:47	23:17
Dee Why Shops, Pittwater Rd, Dee Why	20:11	20:25	20:39	20:54	21:24	21:54	22:24	22:54	23:24
Pittwater Rd after Chard Rd, Brookvale	20:16	20:30	20:44	20:59	21:29	21:59	22:29	22:59	23:29
Warringah Mall, Pittwater Rd, Brookvale	20:18	20:32	20:46	21:01	21:31	22:01	22:31	23:01	23:31
Manly Wharf Stand J, Manly	20:28	20:42	20:56	21:11	21:41	22:11	22:41	23:11	23:41

Saturday	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	23:07	23:37	23:52	00:22	00:52	01:22
Barrenjoey Rd near Careel Head Rd, Avalon	23:15	23:45	00:00	00:30	01:00	01:30
Barrenjoey Rd near Avalon Pde, Avalon	23:18	23:48	00:03	00:33	01:03	01:33
Barrenjoey Rd after Bramley Ave, Newport	23:24	23:54	00:09	00:39	01:09	01:39
Beaconsfield St opp Queens Pde, Newport	23:27	23:57	00:12	00:42	01:12	01:42
Barrenjoey Rd before Darley St, Mona Vale	23:31	00:01	00:16	00:46	01:16	01:46
Barrenjoey Rd opp Village Park, Mona Vale	23:33	00:03	00:18	00:48	01:18	01:48
Warriewood B-Line, Warriewood	23:37	00:07	-	-	-	-
Narrabeen Shops, Pittwater Rd, Narrabeen	23:41	00:11	-	-	-	-
Collaroy B-Line, Collaroy	23:46	00:16	-	-	-	-
Dee Why Shops, Pittwater Rd, Dee Why	23:53	00:23	-	-	-	-
Pittwater Rd after Chard Rd, Brookvale	23:58	00:28	-	-	-	-
Warringah Mall, Pittwater Rd, Brookvale	00:00	00:30	-	-	-	-
Manly Wharf Stand J, Manly	00:10	00:40	-	-	-	-

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	04:51	05:21	05:46	06:16	06:46	07:05	07:20	07:35	07:50
Barrenjoey Rd near Careel Head Rd, Avalon	05:00	05:30	05:55	06:25	06:55	07:14	07:29	07:44	07:59
Barrenjoey Rd near Avalon Pde, Avalon	05:03	05:33	05:58	06:29	06:59	07:18	07:33	07:48	08:03
Barrenjoey Rd after Bramley Ave, Newport	05:09	05:39	06:04	06:35	07:05	07:25	07:40	07:55	08:10
Beaconsfield St opp Queens Pde, Newport	05:12	05:42	06:07	06:38	07:08	07:28	07:43	07:58	08:13
Barrenjoey Rd before Darley St, Mona Vale	05:18	05:48	06:13	06:44	07:14	07:34	07:49	08:04	08:19
Barrenjoey Rd opp Village Park, Mona Vale	05:20	05:50	06:15	06:46	07:16	07:36	07:51	08:06	08:21
Warriewood B-Line, Warriewood	05:25	05:55	06:20	06:51	07:21	07:41	07:56	08:11	08:26
Narrabeen Shops, Pittwater Rd, Narrabeen	05:29	05:59	06:24	06:55	07:25	07:45	08:00	08:16	08:31
Collaroy B-Line, Collaroy	05:33	06:03	06:29	07:00	07:30	07:50	08:06	08:22	08:37
Dee Why Shops, Pittwater Rd, Dee Why	05:39	06:09	06:36	07:07	07:37	07:57	08:14	08:30	08:45
Pittwater Rd after Chard Rd, Brookvale	05:42	06:12	06:40	07:11	07:41	08:01	08:18	08:34	08:49
Warringah Mall, Pittwater Rd, Brookvale	05:44	06:14	06:42	07:13	07:43	08:03	08:20	08:36	08:51
Manly Wharf Stand J, Manly	05:52	06:23	06:51	07:22	07:52	08:14	08:31	08:47	09:02

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	08:05	08:20	08:35	08:50	09:05	09:20	09:35	09:50	10:05
Barrenjoey Rd near Careel Head Rd, Avalon	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15
Barrenjoey Rd near Avalon Pde, Avalon	08:19	08:34	08:49	09:04	09:19	09:34	09:49	10:04	10:19
Barrenjoey Rd after Bramley Ave, Newport	08:26	08:41	08:56	09:11	09:26	09:41	09:56	10:11	10:26
Beaconsfield St opp Queens Pde, Newport	08:29	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30
Barrenjoey Rd before Darley St, Mona Vale	08:35	08:51	09:06	09:22	09:37	09:52	10:07	10:22	10:37
Barrenjoey Rd opp Village Park, Mona Vale	08:38	08:54	09:09	09:25	09:40	09:55	10:10	10:25	10:40
Warriewood B-Line, Warriewood	08:43	08:59	09:15	09:31	09:46	10:01	10:16	10:31	10:46
Narrabeen Shops, Pittwater Rd, Narrabeen	08:48	09:04	09:20	09:36	09:51	10:06	10:21	10:36	10:51
Collaroy B-Line, Collaroy	08:54	09:10	09:27	09:43	09:58	10:13	10:28	10:43	10:58
Dee Why Shops, Pittwater Rd, Dee Why	09:02	09:18	09:35	09:51	10:06	10:21	10:36	10:51	11:06
Pittwater Rd after Chard Rd, Brookvale	09:06	09:24	09:41	09:57	10:12	10:27	10:42	10:57	11:12
Warringah Mall, Pittwater Rd, Brookvale	09:08	09:26	09:43	09:59	10:14	10:29	10:44	10:59	11:14
Manly Wharf Stand J, Manly	09:19	09:38	09:55	10:11	10:26	10:41	10:56	11:11	11:26

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20
Barrenjoey Rd near Careel Head Rd, Avalon	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
Barrenjoey Rd near Avalon Pde, Avalon	10:34	10:49	11:04	11:19	11:34	11:49	12:04	12:19	12:34
Barrenjoey Rd after Bramley Ave, Newport	10:41	10:56	11:11	11:26	11:41	11:56	12:11	12:26	12:41
Beaconsfield St opp Queens Pde, Newport	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
Barrenjoey Rd before Darley St, Mona Vale	10:51	11:06	11:21	11:36	11:51	12:06	12:21	12:36	12:51
Barrenjoey Rd opp Village Park, Mona Vale	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54
Warriewood B-Line, Warriewood	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
Narrabeen Shops, Pittwater Rd, Narrabeen	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05
Collaroy B-Line, Collaroy	11:12	11:27	11:42	11:56	12:11	12:26	12:41	12:56	13:11
Dee Why Shops, Pittwater Rd, Dee Why	11:20	11:35	11:50	12:04	12:19	12:34	12:49	13:04	13:19
Pittwater Rd after Chard Rd, Brookvale	11:26	11:41	11:56	12:10	12:25	12:40	12:55	13:10	13:25
Warringah Mall, Pittwater Rd, Brookvale	11:28	11:44	11:59	12:13	12:28	12:43	12:58	13:13	13:28
Manly Wharf Stand J, Manly	11:40	11:55	12:10	12:24	12:39	12:54	13:09	13:24	13:39

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35
Barrenjoey Rd near Careel Head Rd, Avalon	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
Barrenjoey Rd near Avalon Pde, Avalon	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49
Barrenjoey Rd after Bramley Ave, Newport	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56
Beaconsfield St opp Queens Pde, Newport	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00
Barrenjoey Rd before Darley St, Mona Vale	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06
Barrenjoey Rd opp Village Park, Mona Vale	13:09	13:24	13:39	13:54	14:09	14:24	14:39	14:54	15:09
Warriewood B-Line, Warriewood	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15
Narrabeen Shops, Pittwater Rd, Narrabeen	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20
Collaroy B-Line, Collaroy	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26
Dee Why Shops, Pittwater Rd, Dee Why	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34
Pittwater Rd after Chard Rd, Brookvale	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40
Warringah Mall, Pittwater Rd, Brookvale	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:42
Manly Wharf Stand J, Manly	13:54	14:09	14:24	14:39	14:54	15:09	15:24	15:39	15:54

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	14:50	15:05	15:20	15:35	15:50	16:05	16:20	16:35	16:50
Barrenjoey Rd near Careel Head Rd, Avalon	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00
Barrenjoey Rd near Avalon Pde, Avalon	15:04	15:19	15:34	15:49	16:04	16:19	16:34	16:49	17:04
Barrenjoey Rd after Bramley Ave, Newport	15:11	15:26	15:41	15:56	16:11	16:26	16:41	16:56	17:11
Beaconsfield St opp Queens Pde, Newport	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15
Barrenjoey Rd before Darley St, Mona Vale	15:21	15:36	15:51	16:06	16:21	16:36	16:51	17:06	17:21
Barrenjoey Rd opp Village Park, Mona Vale	15:24	15:39	15:54	16:09	16:24	16:39	16:54	17:09	17:24
Warriewood B-Line, Warriewood	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30
Narrabeen Shops, Pittwater Rd, Narrabeen	15:35	15:50	16:05	16:20	16:35	16:50	17:05	17:20	17:35
Collaroy B-Line, Collaroy	15:41	15:56	16:11	16:26	16:41	16:56	17:11	17:26	17:41
Dee Why Shops, Pittwater Rd, Dee Why	15:49	16:04	16:19	16:34	16:49	17:04	17:19	17:34	17:49
Pittwater Rd after Chard Rd, Brookvale	15:54	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:54
Warringah Mall, Pittwater Rd, Brookvale	15:56	16:11	16:26	16:41	16:56	17:11	17:26	17:41	17:56
Manly Wharf Stand J, Manly	16:08	16:23	16:38	16:53	17:08	17:23	17:38	17:53	18:08

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	17:05	17:20	17:35	17:50	18:05	18:20	18:35	18:50	19:05
Barrenjoey Rd near Careel Head Rd, Avalon	17:15	17:30	17:45	17:59	18:14	18:29	18:44	18:59	19:14
Barrenjoey Rd near Avalon Pde, Avalon	17:19	17:34	17:48	18:02	18:17	18:32	18:47	19:02	19:17
Barrenjoey Rd after Bramley Ave, Newport	17:26	17:41	17:55	18:09	18:24	18:39	18:53	19:08	19:23
Beaconsfield St opp Queens Pde, Newport	17:30	17:44	17:58	18:12	18:27	18:42	18:56	19:11	19:26
Barrenjoey Rd before Darley St, Mona Vale	17:36	17:50	18:04	18:18	18:33	18:47	19:01	19:16	19:31
Barrenjoey Rd opp Village Park, Mona Vale	17:39	17:52	18:06	18:20	18:35	18:49	19:03	19:18	19:33
Warriewood B-Line, Warriewood	17:45	17:58	18:12	18:26	18:41	18:54	19:08	19:23	19:38
Narrabeen Shops, Pittwater Rd, Narrabeen	17:50	18:03	18:17	18:31	18:45	18:58	19:12	19:27	19:42
Collaroy B-Line, Collaroy	17:56	18:09	18:23	18:36	18:50	19:03	19:17	19:32	19:47
Dee Why Shops, Pittwater Rd, Dee Why	18:04	18:17	18:31	18:43	18:57	19:10	19:24	19:39	19:54
Pittwater Rd after Chard Rd, Brookvale	18:09	18:22	18:35	18:47	19:01	19:14	19:28	19:43	19:58
Warringah Mall, Pittwater Rd, Brookvale	18:11	18:24	18:37	18:49	19:03	19:16	19:30	19:45	20:00
Manly Wharf Stand J, Manly	18:23	18:35	18:47	18:59	19:13	19:26	19:40	19:55	20:10

199

PrePay-Only - Palm Beach to Manly



Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	19:20	19:35	19:50	20:05	20:35	21:05	21:35	22:05	22:37
Barrenjoey Rd near Careel Head Rd, Avalon	19:29	19:44	19:58	20:13	20:43	21:13	21:43	22:13	22:45
Barrenjoey Rd near Avalon Pde, Avalon	19:32	19:47	20:01	20:16	20:46	21:16	21:46	22:16	22:48
Barrenjoey Rd after Bramley Ave, Newport	19:38	19:53	20:07	20:22	20:52	21:22	21:52	22:22	22:54
Beaconsfield St opp Queens Pde, Newport	19:41	19:56	20:10	20:25	20:55	21:25	21:55	22:25	22:57
Barrenjoey Rd before Darley St, Mona Vale	19:46	20:01	20:15	20:30	21:00	21:30	22:00	22:30	23:02
Barrenjoey Rd opp Village Park, Mona Vale	19:48	20:03	20:17	20:32	21:02	21:32	22:02	22:32	23:04
Warriewood B-Line, Warriewood	19:52	20:07	20:21	20:36	21:06	21:36	22:06	22:36	23:08
Narrabeen Shops, Pittwater Rd, Narrabeen	19:55	20:10	20:24	20:39	21:09	21:39	22:09	22:39	23:11
Collaroy B-Line, Collaroy	20:00	20:15	20:29	20:44	21:14	21:44	22:14	22:44	23:14
Dee Why Shops, Pittwater Rd, Dee Why	20:07	20:22	20:36	20:50	21:20	21:50	22:20	22:50	23:20
Pittwater Rd after Chard Rd, Brookvale	20:11	20:26	20:40	20:53	21:23	21:53	22:23	22:53	23:23
Warringah Mall, Pittwater Rd, Brookvale	20:13	20:28	20:42	20:55	21:25	21:55	22:25	22:55	23:25
Manly Wharf Stand J, Manly	20:23	20:38	20:51	21:04	21:34	22:04	22:34	23:02	23:32

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	23:07	23:37	23:52	00:22	00:52	01:22
Barrenjoey Rd near Careel Head Rd, Avalon	23:15	23:45	00:00	00:30	01:00	01:30
Barrenjoey Rd near Avalon Pde, Avalon	23:18	23:48	00:03	00:33	01:03	01:33
Barrenjoey Rd after Bramley Ave, Newport	23:24	23:54	00:09	00:39	01:09	01:39
Beaconsfield St opp Queens Pde, Newport	23:27	23:57	00:12	00:42	01:12	01:42
Barrenjoey Rd before Darley St, Mona Vale	23:32	00:02	00:17	00:47	01:17	01:47
Barrenjoey Rd opp Village Park, Mona Vale	23:34	00:04	00:19	00:49	01:19	01:49
Warriewood B-Line, Warriewood	23:38	00:08	-	-	-	-
Narrabeen Shops, Pittwater Rd, Narrabeen	23:41	00:11	-	-	-	-
Collaroy B-Line, Collaroy	23:44	00:14	-	-	-	-
Dee Why Shops, Pittwater Rd, Dee Why	23:50	00:20	-	-	-	-
Pittwater Rd after Chard Rd, Brookvale	23:53	00:23	-	-	-	-
Warringah Mall, Pittwater Rd, Brookvale	23:55	00:25	-	-	-	-
Manly Wharf Stand J, Manly	00:02	00:33	-	-	-	-

Routes 151, E54, 188, E88, E89, L90, 199



Route E54 to Milsons Point

Picks up and sets down as requested at Mona Vale, Pittwater Park, Narrabeen, Collaroy, Dee Why, Warringah Mall, Kenneth Rd Manly Vale, Spit Jn and Neutral Bay Jn, then all stops.

Route E54 to Mona Vale

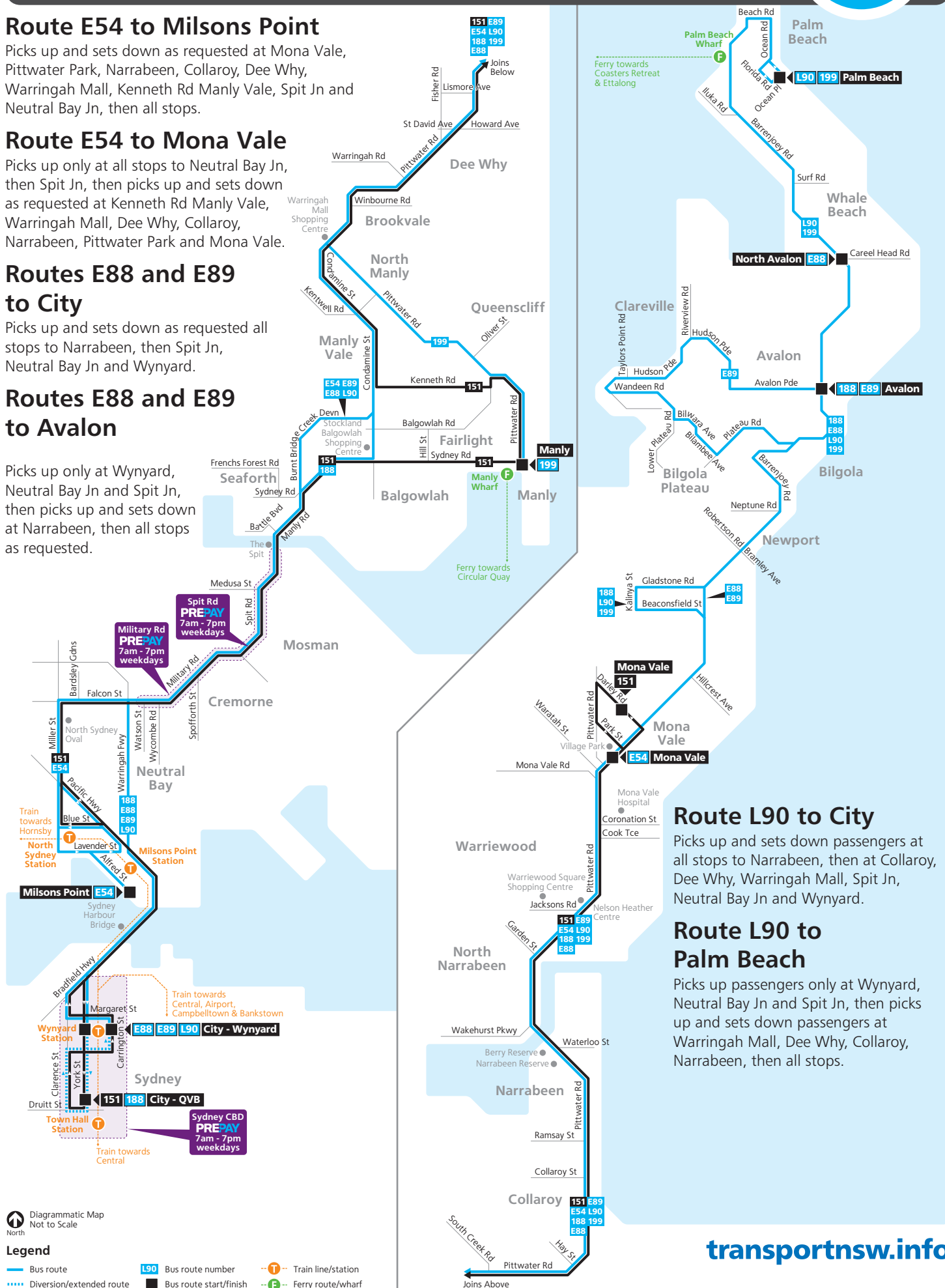
Picks up only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down as requested at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

Routes E88 and E89 to City

Picks up and sets down as requested all stops to Narrabeen, then Spit Jn, Neutral Bay Jn and Wynyard.

Routes E88 and E89 to Avalon

Picks up only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down at Narrabeen, then all stops as requested.



Route L90 to City
Picks up and sets down passengers at all stops to Narrabeen, then at Collaroy, Dee Why, Warringah Mall, Spit Jn, Neutral Bay Jn and Wynyard.

Route L90 to Palm Beach
Picks up passengers only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down passengers at Warringah Mall, Dee Why, Collaroy, Narrabeen, then all stops.

Diagrammatic Map
Not to Scale

- Legend**
- Bus route
 - Bus route number
 - T Train line/station
 - Diversion/extended route
 - Bus route start/finish
 - F Ferry route/wharf

How to use this timetable

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- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information

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Fares

To travel on public transport in Sydney and surrounding regions, an Opal card is the cheapest and easiest ticket option.

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Fares are based on:

- the type of Opal card you use
- the distance you travel from tap on to tap off
- the mode of transport you choose
- any Opal benefits such as discounts and capped fares that apply

Find out more about Opal fares and benefits at transportsw.info/opal

Which Opal card is right for you?


Adult - Customers 16 years and over who are not entitled to any concessions and normally pay full fare.

Child/Youth - For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.




Concession - For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportsw.info/opal.

If you are eligible to travel with concession fares you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportsw.info/opal for more information.

Explanation of definitions and symbols

	Picks up passengers only
	A restriction regarding the carriage of Schoolchildren applies to part or all of this trip
	Wheelchair Accessible

E88**PrePay-Only - City Wynyard to
North Avalon Beach (Express
Service)****B**

Valid from: 28 April 2019

Creation date: 12 June 2019

NOTE: Information is correct on date of download.

Monday to Friday

Wynyard Station, Carrington St, Sydney	▶16:07	▶16:32	▶16:47	▶17:01	▶17:11	▶17:21	▶17:31	▶17:41	▶17:56
Neutral Bay Junction, Military Rd, Neutral Bay	▶16:17	▶16:42	▶16:59	▶17:14	▶17:25	▶17:36	▶17:46	▶17:55	▶18:08
Spit Junction B-Line, Mosman	▶16:21	▶16:46	▶17:04	▶17:19	▶17:30	▶17:41	▶17:51	▶18:00	▶18:13
Narrabeen B-Line, Narrabeen	16:47	17:13	17:31	17:46	17:57	18:08	18:18	18:27	18:39
Warriewood B-Line, Warriewood	16:52	17:17	17:35	17:50	18:01	18:12	18:22	18:31	18:43
Mona Vale B-Line, Mona Vale	16:58	17:23	17:41	17:56	18:07	18:18	18:28	18:37	18:49
Barrenjoey Rd after Darley St, Mona Vale	17:00	17:25	17:43	17:58	18:09	18:20	18:30	18:39	18:51
Barrenjoey Rd before Robertson Rd, Newport	17:06	17:31	17:49	18:04	18:15	18:26	18:35	18:44	18:56
Barrenjoey Rd near Avalon Pde, Avalon	17:13	17:38	17:56	18:10	18:21	18:32	18:41	18:50	19:02
Carreel Head Rd at Burrawong Rd, Avalon	17:17	17:42	18:00	18:14	18:25	18:36	18:45	18:54	19:06

Monday to Friday

Wynyard Station, Carrington St, Sydney	▶18:11	▶18:26	▶18:41	▶19:06	▶19:37	▶20:07			
Neutral Bay Junction, Military Rd, Neutral Bay	▶18:23	▶18:37	▶18:51	▶19:16	▶19:46	▶20:16			
Spit Junction B-Line, Mosman	▶18:28	▶18:41	▶18:55	▶19:20	▶19:50	▶20:20			
Narrabeen B-Line, Narrabeen	18:52	19:05	19:19	19:44	20:14	20:44			
Warriewood B-Line, Warriewood	18:56	19:09	19:23	19:48	20:18	20:48			
Mona Vale B-Line, Mona Vale	19:02	19:15	19:29	19:53	20:23	20:53			
Barrenjoey Rd after Darley St, Mona Vale	19:04	19:17	19:31	19:55	20:24	20:54			
Barrenjoey Rd before Robertson Rd, Newport	19:09	19:22	19:36	20:00	20:29	20:59			
Barrenjoey Rd near Avalon Pde, Avalon	19:14	19:27	19:41	20:05	20:34	21:04			
Carreel Head Rd at Burrawong Rd, Avalon	19:17	19:30	19:44	20:08	20:37	21:07			

E88**PrePay-Only - North Avalon Beach
to City Wynyard (Express Service)****B****Monday to Friday**

Service Information	R	R	R	R	R	R	R	R	R
Carreel Head Rd at Burrawong Rd, Avalon	05:03	05:33	05:48	06:00	06:12	06:24	06:34	06:44	06:54
Barrenjoey Rd near Avalon Pde, Avalon	05:05	05:35	05:50	06:04	06:16	06:28	06:38	06:48	06:58
Barrenjoey Rd after Bramley Ave, Newport	05:10	05:40	05:56	06:10	06:22	06:34	06:44	06:54	07:04
Barrenjoey Rd before Darley St, Mona Vale	05:15	05:45	06:03	06:17	06:29	06:41	06:51	07:01	07:11
Mona Vale B-Line, Mona Vale	05:16	05:46	06:05	06:19	06:31	06:43	06:53	07:03	07:13
Warriewood B-Line, Warriewood	05:20	05:50	06:11	06:25	06:37	06:49	06:59	07:09	07:19
Narrabeen B-Line, Narrabeen	05:23	05:54	06:15	06:29	06:41	06:53	07:03	07:13	07:23
Spit Junction B-Line, Mosman	05:44	06:15	06:36	06:51	07:05	07:17	07:29	07:41	07:53
Neutral Bay Junction, Military Rd, Neutral Bay	05:50	06:21	06:42	06:57	07:11	07:24	07:37	07:49	08:01
Wynyard Station	05:57	06:28	06:49	07:04	07:18	07:31	07:44	07:57	08:13

Monday to Friday

Service Information	R	R	R	R	R	R	R		
Carreel Head Rd at Burrawong Rd, Avalon	07:05	07:16	07:26	07:36	07:56	08:16	08:36		
Barrenjoey Rd near Avalon Pde, Avalon	07:09	07:20	07:31	07:41	08:01	08:21	08:41		
Barrenjoey Rd after Bramley Ave, Newport	07:15	07:26	07:37	07:47	08:07	08:27	08:47		
Barrenjoey Rd before Darley St, Mona Vale	07:22	07:33	07:44	07:54	08:14	08:34	08:54		
Mona Vale B-Line, Mona Vale	07:25	07:36	07:47	07:57	08:17	08:37	08:57		
Warriewood B-Line, Warriewood	07:32	07:43	07:54	08:04	08:24	08:44	09:03		
Narrabeen B-Line, Narrabeen	07:36	07:48	07:59	08:09	08:29	08:49	09:08		
Spit Junction B-Line, Mosman	08:06	08:18	08:29	08:39	08:59	09:15	09:32		
Neutral Bay Junction, Military Rd, Neutral Bay	08:14	08:26	08:37	08:47	09:05	09:21	09:38		
Wynyard Station	08:26	08:38	08:49	08:59	09:17	09:32	09:45		

Routes 151, E54, 188, E88, E89, L90, 199



Route E54 to Milsons Point

Picks up and sets down as requested at Mona Vale, Pittwater Park, Narrabeen, Collaroy, Dee Why, Warringah Mall, Kenneth Rd Manly Vale, Spit Jn and Neutral Bay Jn, then all stops.

Route E54 to Mona Vale

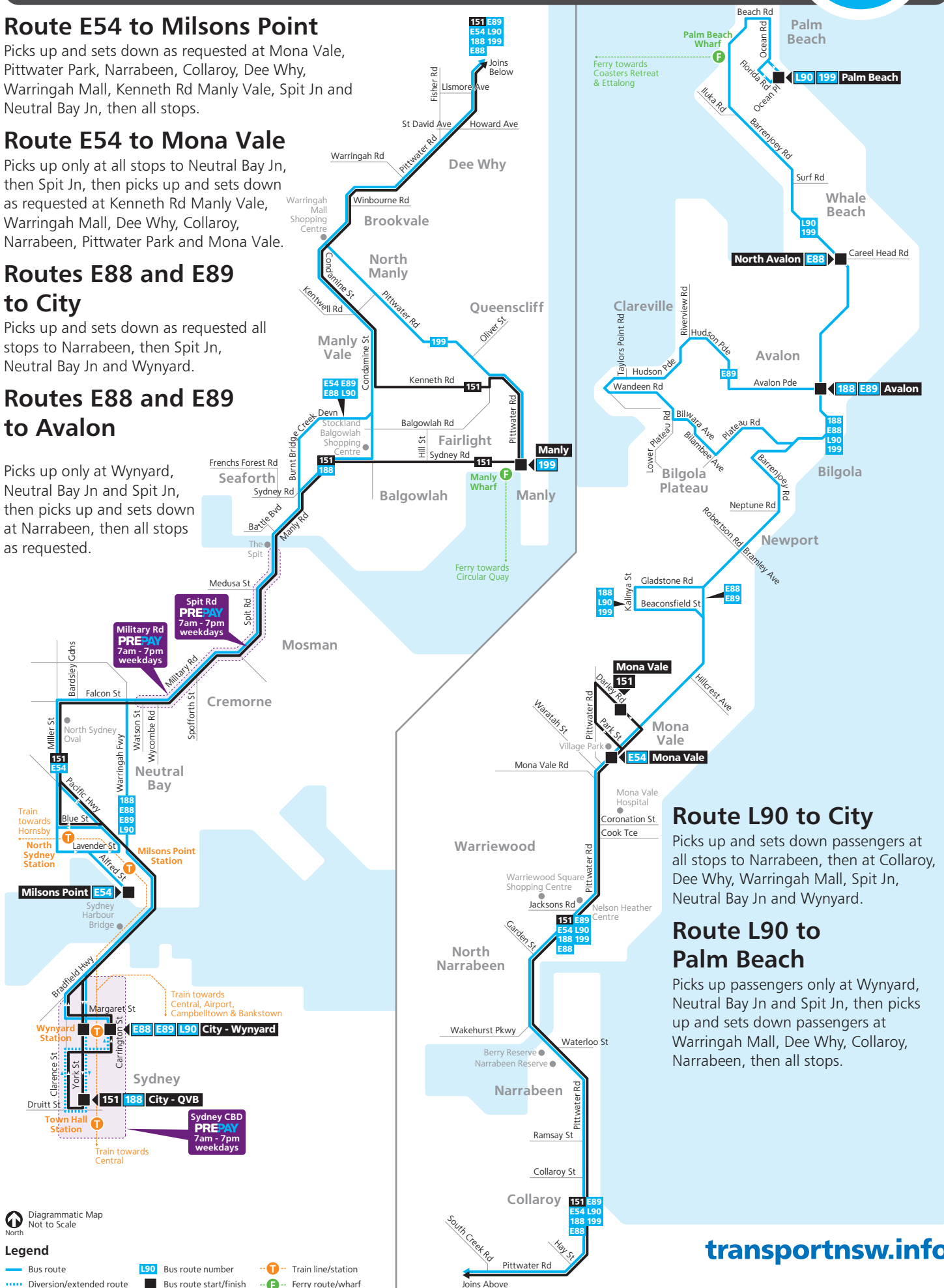
Picks up only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down as requested at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

Routes E88 and E89 to City

Picks up and sets down as requested all stops to Narrabeen, then Spit Jn, Neutral Bay Jn and Wynyard.

Routes E88 and E89 to Avalon

Picks up only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down at Narrabeen, then all stops as requested.



Route L90 to City

Picks up and sets down passengers at all stops to Narrabeen, then at Collaroy, Dee Why, Warringah Mall, Spit Jn, Neutral Bay Jn and Wynyard.

Route L90 to Palm Beach

Picks up passengers only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down passengers at Warringah Mall, Dee Why, Collaroy, Narrabeen, then all stops.

Diagrammatic Map
Not to Scale

- Bus route
- Diversion/extended route
- Bus route number
- Bus route start/finish
- Train line/station
- Ferry route/wharf

L90

PrePay-Only - Palm Beach to City Wynyard (Limited Stops)

B

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Explanation of definitions and symbols



Wheelchair Accessible



Picks up passengers only

L90**PrePay-Only - City Wynyard to Palm Beach (Limited Stops)****B**

Valid from: 28 April 2019

Creation date: 12 June 2019

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	08:45	09:05	09:25	09:45	10:05	11:05	12:05	13:05	14:05
Neutral Bay Junction, Military Rd, Neutral Bay	08:57	09:16	09:36	09:56	10:15	11:15	12:15	13:15	14:15
Spit Junction B-Line, Mosman	09:02	09:21	09:41	10:01	10:20	11:20	12:20	13:20	14:20
Warringah Mall, Pittwater Rd, Brookvale	09:21	09:40	10:00	10:18	10:35	11:33	12:33	13:33	14:33
Dee Why B-Line, Dee Why	09:29	09:48	10:08	10:26	10:43	11:41	12:41	13:41	14:41
Collaroy B-Line, Collaroy	09:36	09:55	10:15	10:33	10:50	11:48	12:48	13:48	14:48
Narrabeen B-Line, Narrabeen	09:40	09:59	10:19	10:37	10:54	11:52	12:52	13:52	14:52
Warriewood B-Line, Warriewood	09:45	10:04	10:24	10:42	10:59	11:57	12:57	13:57	14:57
Mona Vale B-Line, Mona Vale	09:52	10:11	10:31	10:49	11:06	12:04	13:04	14:04	15:04
Barrenjoey Rd after Darley St, Mona Vale	-	10:14	-	-	11:09	12:07	13:07	14:07	15:07
Newport Anchorage Marina, Beaconsfield St, Newport	-	10:19	-	-	11:14	12:14	13:14	14:14	15:14
Barrenjoey Rd before Robertson Rd, Newport	-	10:23	-	-	11:18	12:18	13:18	14:18	15:19
Barrenjoey Rd near Avalon Pde, Avalon	-	10:29	-	-	11:24	12:24	13:24	14:24	15:26
Barrenjoey Rd near Careel Head Rd, Avalon	-	10:33	-	-	11:28	12:29	13:28	14:28	15:30
Ocean Pl at Ocean Rd, Palm Beach	-	10:42	-	-	11:38	12:39	13:38	14:38	15:40

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	15:05	21:15	22:15	23:15	00:15				
Neutral Bay Junction, Military Rd, Neutral Bay	15:15	21:24	22:24	23:24	00:24				
Spit Junction B-Line, Mosman	15:20	21:28	22:28	23:28	00:28				
Warringah Mall, Pittwater Rd, Brookvale	15:34	21:39	22:39	23:38	00:38				
Dee Why B-Line, Dee Why	15:42	21:45	22:45	23:43	00:43				
Collaroy B-Line, Collaroy	15:49	21:51	22:51	23:47	00:47				
Narrabeen B-Line, Narrabeen	15:53	21:55	22:55	23:51	00:51				
Warriewood B-Line, Warriewood	15:58	21:59	22:59	23:55	00:55				
Mona Vale B-Line, Mona Vale	16:05	22:04	23:04	23:59	00:59				
Barrenjoey Rd after Darley St, Mona Vale	16:08	22:06	23:06	00:01	01:01				
Newport Anchorage Marina, Beaconsfield St, Newport	16:15	22:11	23:11	00:06	01:06				
Barrenjoey Rd before Robertson Rd, Newport	16:20	22:14	23:14	00:09	01:09				
Barrenjoey Rd near Avalon Pde, Avalon	16:27	22:19	23:19	00:14	01:14				
Barrenjoey Rd near Careel Head Rd, Avalon	16:31	22:22	23:22	00:17	01:17				
Ocean Pl at Ocean Rd, Palm Beach	16:41	22:30	23:30	00:25	01:25				

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	08:13	09:38	10:33	11:33	12:33	13:33	14:33	15:33	16:33
Neutral Bay Junction, Military Rd, Neutral Bay	08:22	09:47	10:43	11:44	12:44	13:44	14:44	15:43	16:44
Spit Junction B-Line, Mosman	08:26	09:52	10:48	11:50	12:50	13:49	14:49	15:48	16:49
Warringah Mall, Pittwater Rd, Brookvale	08:39	10:13	11:01	12:06	13:07	14:07	15:03	16:02	17:04
Dee Why B-Line, Dee Why	08:46	10:21	11:11	12:16	13:15	14:15	15:11	16:10	17:11
Collaroy B-Line, Collaroy	08:53	10:28	11:18	12:23	13:22	14:22	15:18	16:17	17:18
Narrabeen B-Line, Narrabeen	08:57	10:33	11:26	12:30	13:26	14:26	15:22	16:21	17:22
Warriewood B-Line, Warriewood	09:01	10:37	11:31	12:35	13:31	14:31	15:27	16:26	17:27
Mona Vale B-Line, Mona Vale	09:06	10:43	11:37	12:41	13:37	14:37	15:33	16:32	17:33
Barrenjoey Rd after Darley St, Mona Vale	09:10	10:46	11:40	12:44	13:40	14:40	15:36	16:35	17:36
Newport Anchorage Marina, Beaconsfield St, Newport	09:17	10:53	11:47	12:49	13:46	14:46	15:41	16:41	17:42
Barrenjoey Rd before Robertson Rd, Newport	09:21	10:58	11:52	12:54	13:50	14:50	15:45	16:45	17:46
Barrenjoey Rd near Avalon Pde, Avalon	09:27	11:04	11:59	13:01	13:56	14:56	15:51	16:51	17:52
Barrenjoey Rd near Careel Head Rd, Avalon	09:30	11:08	12:03	13:05	14:00	15:00	15:55	16:55	17:56
Ocean Pl at Ocean Rd, Palm Beach	09:40	11:19	12:14	13:15	14:10	15:09	16:04	17:04	18:05

L90**PrePay-Only - City Wynyard to Palm Beach (Limited Stops)****B****Saturday**

	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	17:33	18:33	19:33	20:33	21:33	22:33	23:33	00:33
Neutral Bay Junction, Military Rd, Neutral Bay	17:44	18:42	19:42	20:42	21:42	22:42	23:42	00:42
Spit Junction B-Line, Mosman	17:49	18:46	19:46	20:46	21:46	22:46	23:46	00:46
Warringah Mall, Pittwater Rd, Brookvale	18:01	18:58	19:57	20:57	21:57	22:57	23:57	00:57
Dee Why B-Line, Dee Why	18:08	19:05	20:03	21:03	22:03	23:03	00:03	01:03
Collaroy B-Line, Collaroy	18:15	19:11	20:09	21:09	22:09	23:09	00:09	01:09
Narrabeen B-Line, Narrabeen	18:19	19:15	20:13	21:13	22:12	23:13	00:13	01:13
Warriewood B-Line, Warriewood	18:23	19:19	20:17	21:17	22:16	23:16	00:16	01:16
Mona Vale B-Line, Mona Vale	18:28	19:24	20:22	21:22	22:20	23:20	00:20	01:20
Barrenjoey Rd after Darley St, Mona Vale	18:31	19:27	20:25	21:25	22:23	23:22	00:22	01:22
Newport Anchorage Marina, Beaconsfield St, Newport	18:37	19:32	20:30	21:30	22:28	23:26	00:26	01:26
Barrenjoey Rd before Robertson Rd, Newport	18:41	19:36	20:34	21:34	22:32	23:29	00:29	01:29
Barrenjoey Rd near Avalon Pde, Avalon	18:47	19:42	20:39	21:39	22:37	23:34	00:34	01:34
Barrenjoey Rd near Careel Head Rd, Avalon	18:51	19:46	20:43	21:43	22:40	23:37	00:37	01:37
Ocean Pl at Ocean Rd, Palm Beach	19:00	19:55	20:51	21:51	22:48	23:45	00:45	01:45

Sunday & Public Holidays

	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	08:13	09:23	10:31	11:31	12:31	13:31	14:31	15:31	16:31
Neutral Bay Junction, Military Rd, Neutral Bay	08:22	09:32	10:41	11:41	12:41	13:41	14:41	15:41	16:41
Spit Junction B-Line, Mosman	08:26	09:36	10:46	11:46	12:46	13:46	14:46	15:45	16:45
Warringah Mall, Pittwater Rd, Brookvale	08:37	09:49	10:59	12:00	13:00	14:00	14:59	15:58	16:58
Dee Why B-Line, Dee Why	08:44	09:56	11:06	12:08	13:08	14:08	15:07	16:06	17:05
Collaroy B-Line, Collaroy	08:50	10:04	11:14	12:16	13:16	14:16	15:14	16:13	17:12
Narrabeen B-Line, Narrabeen	08:53	10:08	11:18	12:21	13:21	14:21	15:19	16:17	17:16
Warriewood B-Line, Warriewood	08:57	10:12	11:22	12:25	13:25	14:25	15:23	16:21	17:20
Mona Vale B-Line, Mona Vale	09:02	10:18	11:28	12:31	13:31	14:30	15:28	16:26	17:25
Barrenjoey Rd after Darley St, Mona Vale	09:04	10:21	11:31	12:34	13:34	14:33	15:31	16:29	17:28
Newport Anchorage Marina, Beaconsfield St, Newport	09:09	10:26	11:36	12:39	13:39	14:39	15:37	16:35	17:34
Barrenjoey Rd before Robertson Rd, Newport	09:13	10:30	11:40	12:43	13:43	14:43	15:41	16:39	17:38
Barrenjoey Rd near Avalon Pde, Avalon	09:19	10:37	11:48	12:51	13:51	14:50	15:47	16:45	17:44
Barrenjoey Rd near Careel Head Rd, Avalon	09:22	10:41	11:52	12:55	13:55	14:54	15:51	16:49	17:48
Ocean Pl at Ocean Rd, Palm Beach	09:33	10:52	12:03	13:06	14:06	15:04	16:00	16:58	17:57

Sunday & Public Holidays

	♿	♿	♿	♿	♿	♿	♿
Wynyard Station, Carrington St, Sydney	17:31	18:31	19:31	20:11	21:11	22:11	23:11
Neutral Bay Junction, Military Rd, Neutral Bay	17:41	18:41	19:40	20:20	21:20	22:20	23:20
Spit Junction B-Line, Mosman	17:45	18:45	19:44	20:24	21:23	22:23	23:23
Warringah Mall, Pittwater Rd, Brookvale	17:57	18:57	19:56	20:35	21:34	22:33	23:33
Dee Why B-Line, Dee Why	18:03	19:03	20:02	20:41	21:40	22:38	23:38
Collaroy B-Line, Collaroy	18:10	19:10	20:08	20:46	21:45	22:43	23:43
Narrabeen B-Line, Narrabeen	18:14	19:14	20:12	20:50	21:48	22:46	23:46
Warriewood B-Line, Warriewood	18:18	19:18	20:16	20:54	21:52	22:50	23:50
Mona Vale B-Line, Mona Vale	18:23	19:23	20:21	20:59	21:57	22:54	23:54
Barrenjoey Rd after Darley St, Mona Vale	18:25	19:25	20:23	21:01	21:59	22:56	23:56
Newport Anchorage Marina, Beaconsfield St, Newport	18:30	19:30	20:28	21:06	22:04	23:01	00:01
Barrenjoey Rd before Robertson Rd, Newport	18:34	19:33	20:31	21:09	22:07	23:04	00:04
Barrenjoey Rd near Avalon Pde, Avalon	18:40	19:39	20:37	21:15	22:12	23:09	00:09
Barrenjoey Rd near Careel Head Rd, Avalon	18:44	19:43	20:40	21:18	22:15	23:12	00:12
Ocean Pl at Ocean Rd, Palm Beach	18:53	19:52	20:49	21:26	22:23	23:20	00:20

L90**PrePay-Only - Palm Beach to City
Wynyard (Limited Stops)****B****Monday to Friday**

Ocean Pl at Ocean Rd, Palm Beach	-	09:10	10:10	11:10	12:10	13:10	14:10	-	15:10	
Barrenjoey Rd near Careel Head Rd, Avalon	08:41	09:19	10:19	11:19	12:19	13:19	14:19	-	15:19	
Barrenjoey Rd near Avalon Pde, Avalon	08:46	09:26	10:23	11:23	12:23	13:23	14:23	-	15:24	
Barrenjoey Rd after Bramley Ave, Newport	08:54	09:34	10:30	11:30	12:30	13:30	14:30	-	15:32	
Beaconsfield St opp Queens Pde, Newport	08:59	09:38	10:34	11:34	12:34	13:34	14:34	-	15:36	
Barrenjoey Rd before Darley St, Mona Vale	09:07	09:45	10:41	11:41	12:41	13:41	14:41	-	15:43	
Mona Vale B-Line, Mona Vale	09:10	09:48	10:44	11:44	12:44	13:44	14:44	14:49	15:46	
Warriewood B-Line, Warriewood	09:16	09:54	10:50	11:50	12:50	13:50	14:50	14:55	15:52	
Narrabeen B-Line, Narrabeen	09:21	09:59	10:55	11:55	12:55	13:55	14:55	15:00	15:56	
Collaroy B-Line, Collaroy	09:25	10:03	10:59	11:59	12:59	13:59	14:59	15:04	16:00	
Dee Why B-Line, Dee Why	09:32	10:10	11:06	12:06	13:06	14:06	15:06	15:11	16:07	
Warringah Mall, Pittwater Rd, Brookvale	09:40	10:18	11:14	12:14	13:14	14:14	15:15	15:20	16:14	
Spit Junction B-Line, Mosman	09:53	10:31	11:27	12:27	13:27	14:27	15:30	15:35	16:28	
Neutral Bay Junction, Military Rd, Neutral Bay	09:59	10:37	11:33	12:33	13:33	14:33	15:40	15:45	16:38	
Wynyard Station	10:06	10:44	11:40	12:40	13:40	14:40	15:47	15:53	16:47	

Monday to Friday

Ocean Pl at Ocean Rd, Palm Beach	-	-	16:10	17:10
Barrenjoey Rd near Careel Head Rd, Avalon	-	-	16:19	17:19
Barrenjoey Rd near Avalon Pde, Avalon	-	-	16:23	17:23
Barrenjoey Rd after Bramley Ave, Newport	-	-	16:30	17:30
Beaconsfield St opp Queens Pde, Newport	-	-	16:34	17:34
Barrenjoey Rd before Darley St, Mona Vale	-	-	16:40	17:40
Mona Vale B-Line, Mona Vale	16:14	16:28	16:42	17:42
Warriewood B-Line, Warriewood	16:20	16:34	16:48	17:48
Narrabeen B-Line, Narrabeen	16:24	16:38	16:52	17:52
Collaroy B-Line, Collaroy	16:28	16:42	16:56	17:56
Dee Why B-Line, Dee Why	16:35	16:49	17:03	18:03
Warringah Mall, Pittwater Rd, Brookvale	16:42	16:56	17:10	18:10
Spit Junction B-Line, Mosman	16:56	17:10	17:24	18:23
Neutral Bay Junction, Military Rd, Neutral Bay	17:06	17:20	17:34	18:30
Wynyard Station	17:15	17:29	17:43	18:38

Saturday

Ocean Pl at Ocean Rd, Palm Beach	06:46	07:46	08:45	09:45	10:45	11:45	12:45	13:45	14:45	
Barrenjoey Rd near Careel Head Rd, Avalon	06:54	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	
Barrenjoey Rd near Avalon Pde, Avalon	06:58	07:59	08:59	09:59	10:59	11:59	12:59	13:59	14:59	
Barrenjoey Rd after Bramley Ave, Newport	07:04	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	
Beaconsfield St opp Queens Pde, Newport	07:07	08:09	09:10	10:10	11:10	12:10	13:10	14:09	15:09	
Barrenjoey Rd before Darley St, Mona Vale	07:12	08:15	09:17	10:17	11:16	12:16	13:16	14:15	15:15	
Mona Vale B-Line, Mona Vale	07:14	08:17	09:20	10:20	11:19	12:19	13:19	14:18	15:18	
Warriewood B-Line, Warriewood	07:18	08:22	09:26	10:26	11:25	12:25	13:25	14:24	15:24	
Narrabeen B-Line, Narrabeen	07:22	08:27	09:31	10:31	11:30	12:30	13:30	14:29	15:29	
Collaroy B-Line, Collaroy	07:26	08:31	09:35	10:35	11:34	12:34	13:34	14:33	15:33	
Dee Why B-Line, Dee Why	07:32	08:38	09:42	10:43	11:42	12:41	13:41	14:40	15:40	
Warringah Mall, Pittwater Rd, Brookvale	07:38	08:44	09:48	10:50	11:49	12:48	13:47	14:46	15:46	
Spit Junction B-Line, Mosman	07:50	08:57	10:03	11:05	12:04	13:03	14:02	15:01	16:01	
Neutral Bay Junction, Military Rd, Neutral Bay	07:55	09:03	10:10	11:15	12:14	13:13	14:11	15:10	16:10	
Wynyard Station	08:02	09:10	10:17	11:24	12:23	13:22	14:20	15:19	16:19	

L90**PrePay-Only - Palm Beach to City
Wynyard (Limited Stops)****B**

Saturday							
Ocean Pl at Ocean Rd, Palm Beach	15:45	16:45	17:47	18:47	19:47	20:47	21:47
Barrenjoey Rd near Careel Head Rd, Avalon	15:55	16:55	17:56	18:56	19:55	20:55	21:55
Barrenjoey Rd near Avalon Pde, Avalon	15:59	16:59	18:00	19:00	19:59	20:59	21:59
Barrenjoey Rd after Bramley Ave, Newport	16:06	17:06	18:07	19:06	20:05	21:05	22:05
Beaconsfield St opp Queens Pde, Newport	16:09	17:09	18:10	19:09	20:08	21:08	22:08
Barrenjoey Rd before Darley St, Mona Vale	16:15	17:15	18:16	19:14	20:13	21:13	22:13
Mona Vale B-Line, Mona Vale	16:18	17:18	18:18	19:16	20:15	21:15	22:15
Warriewood B-Line, Warriewood	16:24	17:24	18:24	19:21	20:19	21:19	22:19
Narrabeen B-Line, Narrabeen	16:29	17:29	18:29	19:25	20:23	21:23	22:23
Collaroy B-Line, Collaroy	16:33	17:33	18:33	19:29	20:27	21:27	22:27
Dee Why B-Line, Dee Why	16:40	17:40	18:40	19:35	20:33	21:33	22:33
Warringah Mall, Pittwater Rd, Brookvale	16:46	17:46	18:46	19:40	20:38	21:38	22:38
Spit Junction B-Line, Mosman	17:01	17:59	18:59	19:51	20:49	21:49	22:49
Neutral Bay Junction, Military Rd, Neutral Bay	17:10	18:08	19:05	19:56	20:54	21:54	22:54
Wynyard Station	17:19	18:15	19:12	20:03	21:01	22:01	23:01

Sunday & Public Holidays										
Ocean Pl at Ocean Rd, Palm Beach	06:46	07:46	08:45	09:45	10:45	11:45	12:45	13:45	14:45	
Barrenjoey Rd near Careel Head Rd, Avalon	06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	
Barrenjoey Rd near Avalon Pde, Avalon	06:59	07:59	08:59	09:59	10:59	11:59	12:59	13:59	14:59	
Barrenjoey Rd after Bramley Ave, Newport	07:05	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	
Beaconsfield St opp Queens Pde, Newport	07:08	08:09	09:10	10:10	11:10	12:10	13:10	14:10	15:10	
Barrenjoey Rd before Darley St, Mona Vale	07:14	08:15	09:17	10:17	11:16	12:16	13:16	14:16	15:16	
Mona Vale B-Line, Mona Vale	07:16	08:17	09:20	10:20	11:19	12:19	13:19	14:19	15:19	
Warriewood B-Line, Warriewood	07:21	08:22	09:26	10:26	11:25	12:25	13:25	14:25	15:25	
Narrabeen B-Line, Narrabeen	07:25	08:27	09:31	10:31	11:30	12:30	13:30	14:30	15:30	
Collaroy B-Line, Collaroy	07:29	08:31	09:36	10:36	11:35	12:35	13:35	14:35	15:35	
Dee Why B-Line, Dee Why	07:35	08:38	09:43	10:43	11:42	12:41	13:41	14:41	15:41	
Warringah Mall, Pittwater Rd, Brookvale	07:40	08:43	09:48	10:49	11:48	12:47	13:47	14:47	15:47	
Spit Junction B-Line, Mosman	07:51	08:55	10:01	11:02	12:01	13:00	14:00	15:00	16:00	
Neutral Bay Junction, Military Rd, Neutral Bay	07:56	09:01	10:07	11:10	12:09	13:08	14:08	15:08	16:08	
Wynyard Station	08:04	09:09	10:15	11:20	12:19	13:18	14:18	15:18	16:18	

Sunday & Public Holidays							
Ocean Pl at Ocean Rd, Palm Beach	15:45	16:45	17:47	18:47	19:47	20:47	21:47
Barrenjoey Rd near Careel Head Rd, Avalon	15:55	16:55	17:56	18:56	19:55	20:55	21:55
Barrenjoey Rd near Avalon Pde, Avalon	15:59	16:59	17:59	18:59	19:58	20:58	21:58
Barrenjoey Rd after Bramley Ave, Newport	16:06	17:06	18:06	19:05	20:04	21:04	22:04
Beaconsfield St opp Queens Pde, Newport	16:10	17:10	18:09	19:08	20:07	21:07	22:07
Barrenjoey Rd before Darley St, Mona Vale	16:16	17:16	18:15	19:13	20:12	21:12	22:12
Mona Vale B-Line, Mona Vale	16:19	17:19	18:17	19:15	20:14	21:14	22:14
Warriewood B-Line, Warriewood	16:25	17:25	18:23	19:20	20:18	21:18	22:18
Narrabeen B-Line, Narrabeen	16:30	17:30	18:28	19:24	20:22	21:22	22:22
Collaroy B-Line, Collaroy	16:35	17:35	18:33	19:29	20:25	21:25	22:25
Dee Why B-Line, Dee Why	16:41	17:41	18:39	19:34	20:30	21:30	22:30
Warringah Mall, Pittwater Rd, Brookvale	16:47	17:47	18:45	19:39	20:35	21:35	22:35
Spit Junction B-Line, Mosman	17:00	17:59	18:57	19:49	20:45	21:45	22:45
Neutral Bay Junction, Military Rd, Neutral Bay	17:08	18:08	19:03	19:54	20:50	21:50	22:50
Wynyard Station	17:18	18:16	19:11	20:02	20:58	21:58	22:58

Routes 151, E54, 188, E88, E89, L90, 199



Route E54 to Milsons Point

Picks up and sets down as requested at Mona Vale, Pittwater Park, Narrabeen, Collaroy, Dee Why, Warringah Mall, Kenneth Rd Manly Vale, Spit Jn and Neutral Bay Jn, then all stops.

Route E54 to Mona Vale

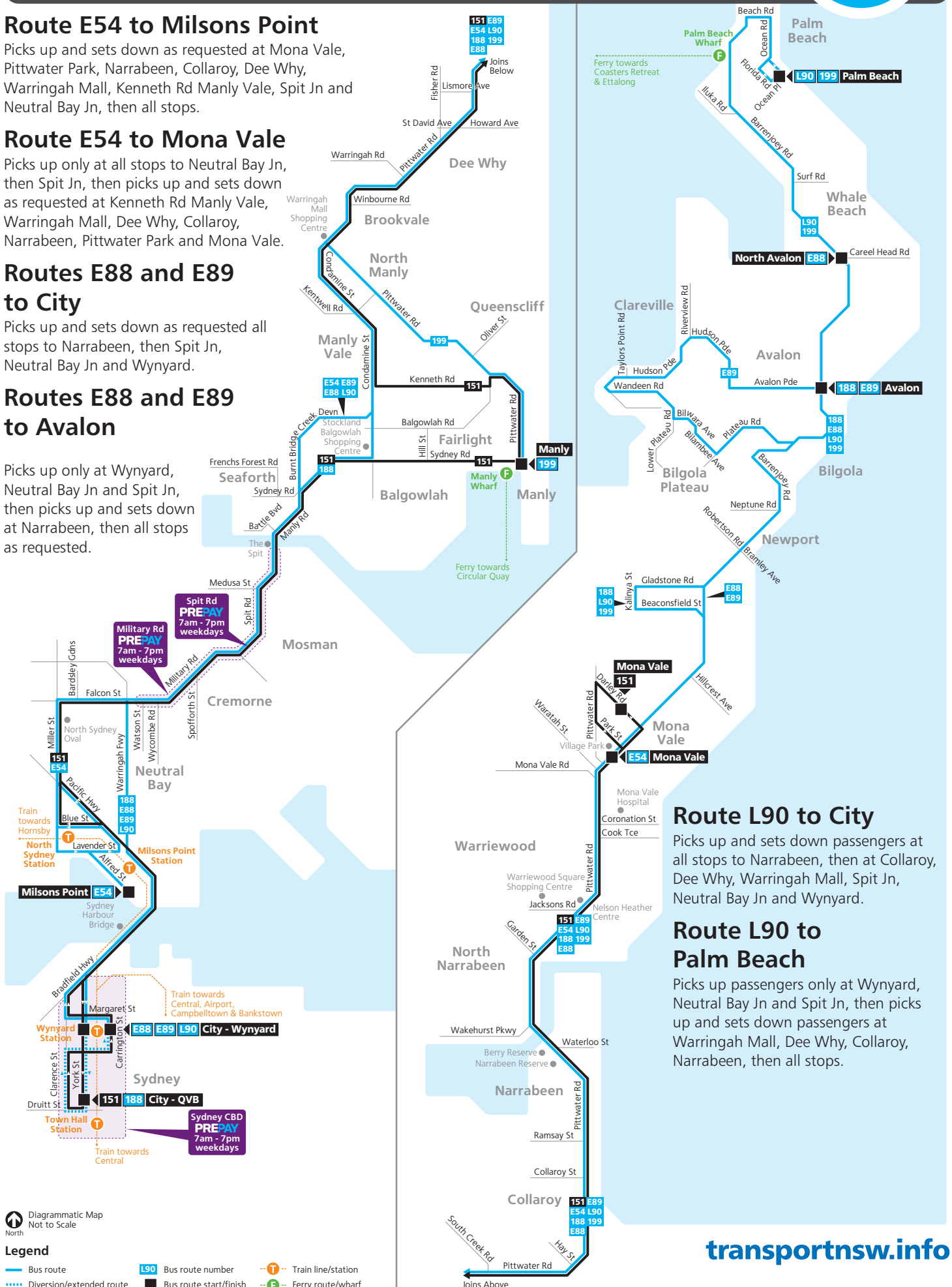
Picks up only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down as requested at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

Routes E88 and E89 to City

Picks up and sets down as requested all stops to Narrabeen, then Spit Jn, Neutral Bay Jn and Wynyard.

Routes E88 and E89 to Avalon

Picks up only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down at Narrabeen, then all stops as requested.



Route L90 to City
Picks up and sets down passengers at all stops to Narrabeen, then at Collaroy, Dee Why, Warringah Mall, Spit Jn, Neutral Bay Jn and Wynyard.

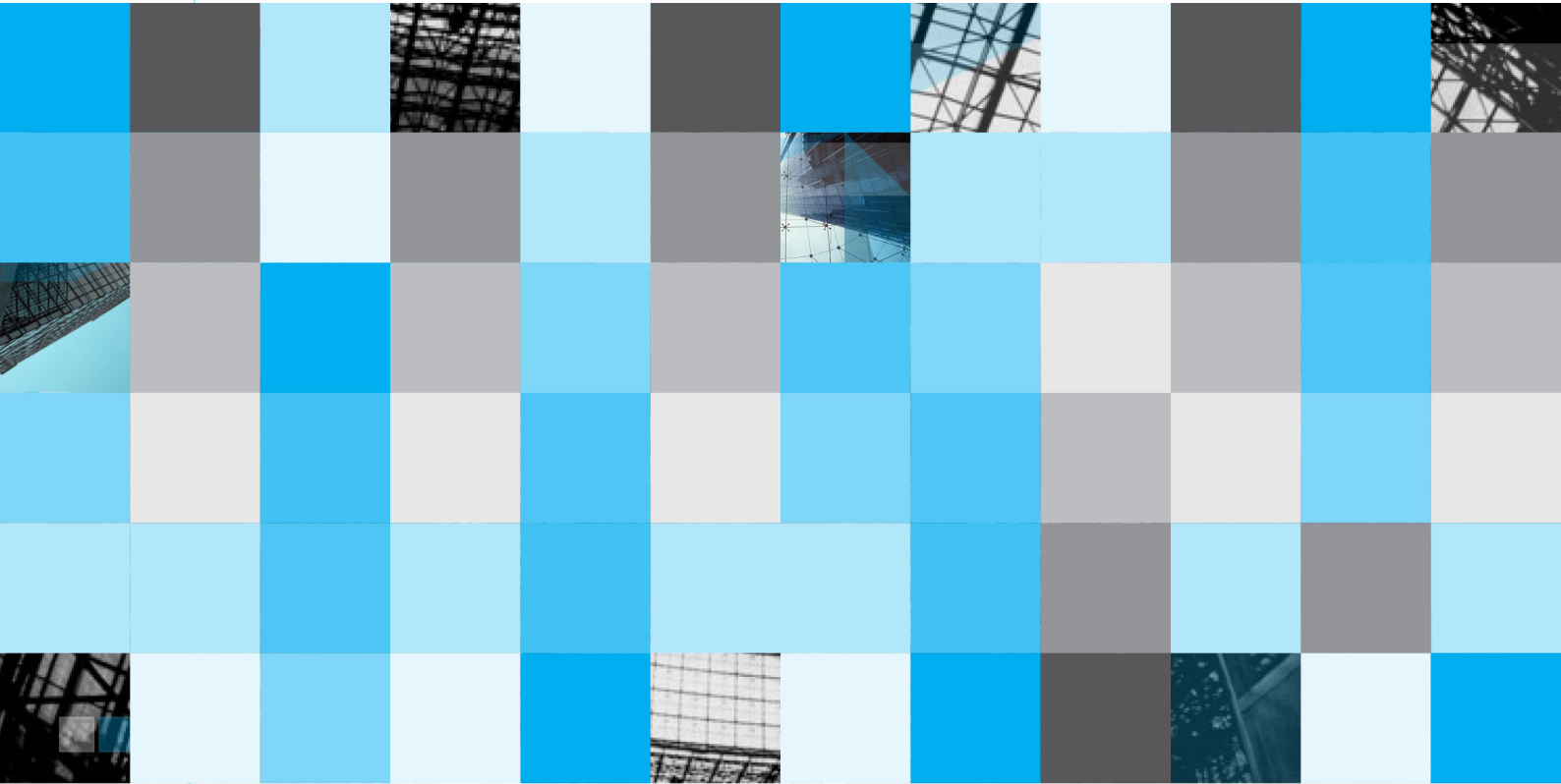
Route L90 to Palm Beach
Picks up passengers only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down passengers at Warringah Mall, Dee Why, Collaroy, Narrabeen, then all stops.

APPENDIX B

CLAUSE 4.6 REQUEST – BUILDING HEIGHT

B

Sutherland Associates Planning Pty Ltd



27-29 North Avalon Road, Avalon Beach

Clause 4.6 – Building Height

Clause 4.6 – Building Height

27-29 NORTH AVALON ROAD, AVALON BEACH

October 2019

Prepared under instructions from
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by

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1.3	Development Standard to be varied	4
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1.5	Clause 4.6(3)(a) Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case?	5
1.6	Clause 4.6(3)(b) Are there are sufficient environmental planning grounds to justify contravening the development standard?	8
1.7	Clause 4.6(4)(a)(i) consent authority satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3)	9
1.8	Clause 4.6(4)(a)(ii) consent authority satisfied that the proposal is in the public interest because it is consistent with the zone and development standard objectives	9
1.9	Objectives of Clause 4.6	10
1.10	Conclusion	10

1.0 CLAUSE 4.6 REQUEST – BUILDING HEIGHT

1.1 Introduction

This written request for an exception to a development standard is submitted in respect of the development standard contained within Clause 40(4)(c) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

The request relates to an application for demolition works, tree removal, site consolidation and the construction of ten self-contained dwellings for seniors or people with a disability with 15 car parking spaces at 27 and 29 North Avalon Road, Avalon Beach. The development relies on the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP HSPD).

1.2 Clause 4.6 Exceptions to development standards

Pittwater Local Environmental Plan 2014 (PLEP) applies to the land. Pursuant to clause 4.6(2) of PLEP development consent may be granted for development even though the development would contravene a development standard imposed by the PLEP, or any other environmental planning instrument (emphasis added in underline).

However, clause 4.6(3) states that development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstance of the case, and
- (b) there are sufficient environmental planning grounds to justify contravening the development standard.

In accordance with clause 4.6(3) the applicant requests that the development standard at clause 40(4)(c) of SEPP HSPD be varied.

1.3 Development Standard to be varied

Clause 40(4) of SEPP HSPD is as follows:

(4) Height in zones where residential flat buildings are not permitted

If the development is proposed in a residential zone where residential flat buildings are not permitted:

- (a) the height of all buildings in the proposed development must be 8 metres or less, and

Note. Development consent for development for the purposes of seniors housing cannot be refused on the ground of the height of the housing if all of the proposed buildings are 8 metres or less in height. See clauses 48 (a), 49 (a) and 50 (a).

- (b) a building that is adjacent to a boundary of the site (being the site, not only of that particular development, but also of any other associated development to which this Policy applies) must be not more than 2 storeys in height, and

the objectives of the development standards is an established means of demonstrating that compliance with the development standard is unreasonable or unnecessary”.

This request addresses the five-part test described in *Wehbe v Pittwater Council*. [2007] NSWLEC 827, followed by a concluding position which demonstrates that compliance with the development standard is unreasonable and unnecessary in the circumstances of the case:

1. the objectives of the standard are achieved notwithstanding non-compliance with the standard;

Clause 40 does not include a specific objective for the height requirement.

The aims of the Policy are set out in clause 2 of the SEPP. Clause 2 provides the following:

(1) This Policy aims to encourage the provision of housing (including residential care facilities) that will:

- (a) increase the supply and diversity of residences that meet the needs of seniors or people with a disability, and
- (b) make efficient use of existing infrastructure and services, and
- (c) be of good design.

(2) These aims will be achieved by:

- (a) setting aside local planning controls that would prevent the development of housing for seniors or people with a disability that meets the development criteria and standards specified in this Policy, and
- (b) setting out design principles that should be followed to achieve built form that responds to the characteristics of its site and form, and
- (c) ensuring that applicants provide support services for seniors or people with a disability for developments on land adjoining land zoned primarily for urban purposes.

The proposed development is consistent with the aims of the SEPP in that the development increases the supply and diversity of residences that meet the needs of seniors or people with a disability by providing 10 self-contained dwellings that comply with the accessibility and usability standards of the SEPP for self-contained dwellings.

The site is in an existing low-density residential area and as such the necessary services and infrastructure are available to the two allotments. The development is able to make use of the existing infrastructure and services including local public transport services (being the local buses and the trial Keoride On-Demand Public Transport Service).

The development is of a good design as detailed in the accompanying Statement of Environment Effects. The Statement of Environmental Effects describes each aspect of the development and the proposal's compliance with all relevant planning provisions. The proposal's high level of compliance with the objectives and standards reflects the high quality of the design and its responsiveness to the local development context.

Part 4 'Impacts on Neighbours' of the Urban Design Guidelines for Infill Development set out the following objectives in relation to minimising impacts on neighbours. The Guidelines list the SEPP requirement for development in the rear 25% of the site to not exceed one storey as the relevant control for Part 4 of the guideline.

The objectives of Part 4 are:

- To minimise impacts on the privacy and amenity of existing neighbouring dwellings
- To minimise overshadowing of existing dwellings and private open space by new dwellings
- To retain neighbours views and outlook to existing mature planting and tree canopy
- To reduce the apparent bulk of development and its impact on neighbouring properties
- To provide adequate building separation.

The proposal is consistent with the objective of the standard as identified in the Infill Guidelines in that:

- The non-complying element of the building is setback 12.8 metres from both the eastern and western boundaries and 13.84 metres from the rear boundary. The non-complying element of the building is setback significantly further from the side boundaries than the minimum required setback. The setbacks of the non-complying element of the development ensure that the development will not result in an adverse visual impact nor will the development appear excessively bulky despite the proposed variation.
 - The wall of the ground level is setback 8.987 metres from the rear boundary. The roof over each deck to the rear of the site is setback 6.5 metres from the rear boundary. The ground level setback significantly exceeds the minimum required by the DCP for residential flat buildings and multi-dwelling housing (3 metres) and single dwellings (6.5 metres). The benefit of providing a greater rear setback on the ground level is that it enables mature trees and shrubs to be planted in the rear setback area which are capable of screening the development. The landscape design prepared by John Lock and Associates incorporates a mix of Eucalyptus Trees, Lilly Pillies and a range of other trees and shrubs to provide a layered and dense landscape screen between the development and the surrounding properties.
 - Adequate building separation is proposed to mitigate potential visual and privacy impacts.
 - The non-complying component of the development is only a small proportion of the rear elevation and a small proportion of the overall width of the site. Each of the two non-complying elements has a length of 4.2 metres and projects only 1.4 metres into the rear 25% of the site. The entire rear boundary has a length of 36.5 metres. As such, the variation does not result in an unreasonable or excessive visual impact.
 - The non-complying element of the building will not result in any excessive or unreasonable impacts on the solar access available to the neighbouring properties having regard to the limited size of the area of the non-complying component of the development and the significant setbacks of these elements from the side and rear boundaries. The adjoining properties will maintain over 3 hours of solar access to the main living rooms and private open spaces as shown on the shadow diagrams prepared by Environa Studio (Drawing 910).
2. the underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary;

The underlying objective of the standard is relevant to the development application.

3. **the underlying object of purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable;**

The underlying objectives and purpose of the standard are relevant to the proposed development.

4. **the development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable;**

The development standard has not been virtually abandoned.

5. **the zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone.**

The zoning of land is appropriate.

Strict compliance with the development standard is unnecessary or unreasonable in the circumstance of this site as discussed below:

- The proposal is consistent with the underlying objectives of the standard as detailed in this clause 4.6 request despite the minor variation to the development standard.
- Strict compliance in this instance would reduce the articulation of the rear elevation without any necessary improvement to the solar access, privacy or visual amenity available to the surrounding properties.
- Compliance is unnecessary as the development reduces the impacts of the development (and the proposed variation) on the surrounding properties by providing a greater rear setback than required on the ground floor.

1.6 [Clause 4.6\(3\)\(b\) Are there are sufficient environmental planning grounds to justify contravening the development standard?](#)

The Land & Environment Court matter of Initial Action Pty Ltd v Woollahra Council [2018] NSWLEC 2018, provides assistance in relation to the consideration of sufficient environmental planning grounds whereby Preston J observed that:

- in order for there to be 'sufficient' environmental planning grounds to justify a written request under clause 4.6, the focus must be on the aspect or element of the development that contravenes the development standard and the environmental planning grounds advanced in the written request must justify contravening the development standard, not simply promote the benefits of carrying out the development as a whole; and
- there is no basis in Clause 4.6 to establish a test that the non-compliant development should have a neutral or beneficial effect relative to a compliant development

There are sufficient environmental planning grounds to vary the standard in that:

- Whilst a variation is proposed to the standard at clause 40(4)(c) of SEPP HSPD the development provides a significantly greater rear setback on the ground floor than required by P21DCP (8.987 metres instead

of 3 metres for a residential flat building/multi-dwelling housing development or 6.5 metres for a single dwelling) which allows for a generous landscaped buffer to be provided along the rear boundary whilst also providing sufficient space for outdoor entertaining areas to be provided for residents. The additional setback ensures that an appropriate landscaped setting is proposed for the development, consistent with the character of the area and minimises the potential visual impact of the development when viewed from the surrounding properties. The additional setback proposed for the ground floor results in a better outcome than a development that both fully complies with the rear setback provisions of the DCP and the height development standard.

- The variation allows for the articulation of the rear wall of Level 2 which assists in minimising the visual bulk of the rear elevation.
- The variation occurs at the centre of the site and is setback around 13 metres from both the side and rear boundaries. As such the non-complying element of the building does not result in any non-complying impact on the solar access to the surrounding properties. All surrounding properties maintain over 3 hours of solar access to the private open spaces and the development does not impact on any living room windows.
- The variation does not result in any adverse privacy impacts on the surrounding development having regard to the 12.8 metre setback of the non-complying element of the building from both the eastern and western boundaries and the 13.84 metre setback to the rear boundary.

On the basis of the above, it has been demonstrated that there are sufficient environmental planning grounds to justify the proposed height non-compliance in this instance.

1.7 Clause 4.6(4)(a)(i) consent authority satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3)

Clause 4.6(4)(a)(i) states that development consent must not be granted for development that contravenes a development standard unless the consent authority is satisfied that the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3).

These matters are comprehensively addressed above in this written request with reference to the five-part test described in *Wehbe v Pittwater Council* [2007] NSWLEC 827 for consideration of whether compliance with a development standard is unreasonable or unnecessary in the circumstances of the case. In addition, the establishment of environmental planning grounds is provided, with reference to the matters specific to the proposal and site, sufficient to justify contravening the development standard.

1.8 Clause 4.6(4)(a)(ii) consent authority satisfied that the proposal is in the public interest because it is consistent with the zone and development standard objectives

Clause 4.6(4)(a)(ii) states that development consent must not be granted for development that contravenes a development standard unless the consent authority is satisfied that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.

Objective of the Development Standard

The proposal's consistency with the objectives of the development standard have been addressed in detail in this clause 4.6 request.

Objectives of the Zone

Clause 4.6(4) also requires consideration of the relevant zone objectives. The site is located within the R2 Low Density Residential zone.

The objectives of the R2 Low Density Residential zone are:

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a limited range of other land uses of a low intensity and scale, compatible with surrounding land uses.

The proposed development increases the supply and diversity of housing for seniors and people with a disability in an accessible location.

The design of the development has been based on a thorough analysis of the site and surrounding area. The scale, setbacks, quantum of landscaping, internal layout and materials and finishes of the development are compatible with or responsive to the particular features of the adjoining sites and surrounding development.

In this regard the development is appropriate within the low-density residential environment in which it is located and is consistent with the objectives of the R2 zone.

1.9 Objectives of Clause 4.6

The specific objectives of Clause 4.6 are:

- (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,
- (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

As demonstrated above the proposal is consistent with the objectives of the zone and the underlying objectives of Clause 40(4)(c) notwithstanding the proposed variation to the standard.

Requiring strict compliance with the standard would reduce the modulation of the rear elevation and would not result in any real benefits to the surrounding properties in terms of reduced solar access, improved privacy or reduced visual impact. Requiring strict compliance would not recognise the benefits of the proposal's provision of a greater rear setback than required.

Accordingly, it is considered that the consent authority can be satisfied that the proposal meets objective 1(b) of Clause 4.6 in that allowing flexibility in relation to the development standard and will achieve a better outcome in this instance.

1.10 Conclusion

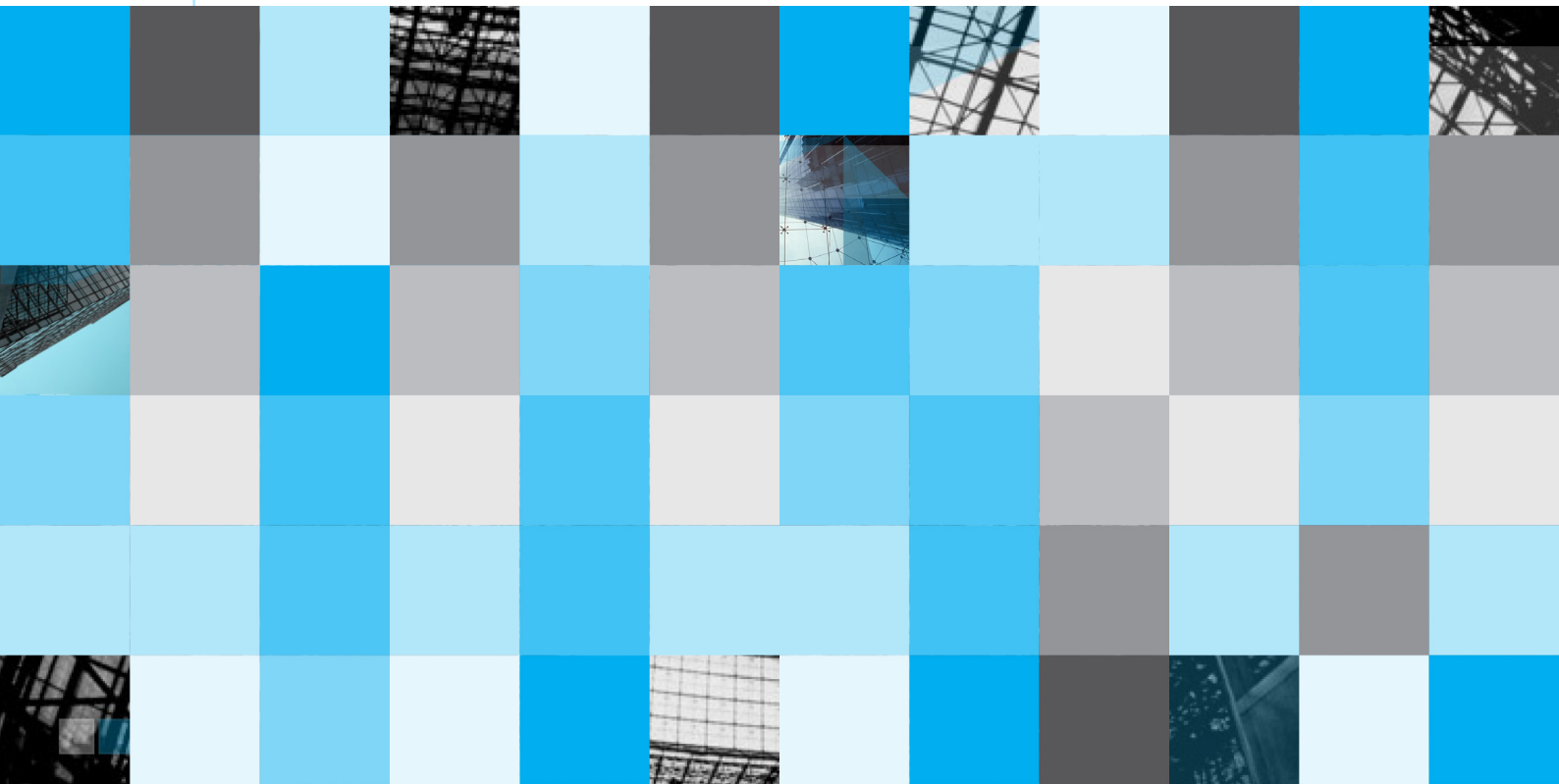
Strict compliance with the minimum height of buildings development standard contained within clause 40(4)(c) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 has been found to be unreasonable and unnecessary in the circumstances of the case. In addition, there are sufficient

environmental planning grounds to justify the variation. Finally, the proposed variation is in the public interest because it is consistent with the objectives of the standard and the zone. In this regard it is reasonable and appropriate to vary the standard to the extent proposed.

APPENDIX C

CLAUSE 4.6 – BUS STOP DISTANCE C

Sutherland & Associates Planning



27-29 North Avalon Road, Avalon Beach

Clause 4.6 – Bus Stop Distance

Clause 4.6 – Bus Stop Distance

27-29 NORTH AVALON ROAD, AVALON BEACH

October 2019

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1.0 CLAUSE 4.6 REQUEST – BUS STOP DISTANCE

1.1 Introduction

This written request for an exception to a development standard is submitted in respect of the development standard contained within Clause 26(2)(b)(ii) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

The request relates to an application for demolition works, tree removal, site consolidation and the construction of ten self-contained dwellings for seniors or people with a disability with 15 car parking spaces at 27 and 29 North Avalon Road, Avalon Beach. The development relies on the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

1.2 Clause 4.6 Exceptions to development standards

Pittwater Local Environmental Plan 2014 (PLEP) applies to the land. Pursuant to clause 4.6(2) of PLEP development consent may be granted for development even though the development would contravene a development standard imposed by the PLEP, or any other environmental planning instrument (emphasis added in underline).

However, clause 4.6(3) states that development consent must not be grant for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstance of the case, and
- (b) there are sufficient environmental planning grounds to justify contravening the development standard.

In accordance with clause 4.6(3) the applicant requests that the development standard be varied.

1.3 Development Standard to be varied

Clause 26(1) and (2) are as follows:

(1) A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to:

- (a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and
- (b) community services and recreation facilities, and
- (c) the practice of a general medical practitioner.

(2) Access complies with this clause if:

- (a) the facilities and services referred to in subclause (1) are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14, although the following gradients along the pathway are also acceptable:

- (i) a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,
- (ii) a gradient of no more than 1:10 for a maximum length of 5 metres at a time,
- (iii) a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time, or

(b) in the case of a proposed development on land in a local government area within the Greater Sydney (Greater Capital City Statistical Area)—there is a public transport service available to the residents who will occupy the proposed development:

- (i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and
- (ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and
- (iii) that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive),

and the gradient along the pathway from the site to the public transport services (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3), or

1.4 Extent of Variation to the Development Standard

Residents have access to the North Avalon local shops within 400 metres of the site via an accessible path of travel. The local shops are located on the southern side of North Avalon Road, opposite Binburra Avenue. The shops are located approximately 230 metres from the site. The shops include a small local supermarket and newsagent, café and restaurant, takeaway food shop, bottle shop and a clothing shop. There is not currently a bank or general medical practitioner available at the local shops.

As detailed in the Statement of Environmental Effects prepared by Sutherland and Associates Planning, residents are able to access the full range of shops and services listed in clause 26(1) by using the bus services available from the bus stops on the eastern and western sides of Barrenjoey Road. The 199, E88 and L90 bus services take passengers to a range of locations where the shops and services referred to in clause 26(1) are available.

To meet the access requirements of clause 26 the standards of clause 26(2)(b) must be met.

Clause 26(2)(b)(i) states that a public transport service must be available to residents that is located at a distance of not more than 400 metres from the *site* of the proposed development and the distance is accessible by means of a suitable path of travel.

The Assessment of Distance and Path of Travel to the Bus Stops prepared by AE&D, and accompanying plan showing the path of travel, show an accessible path of travel can be provided from the primary pedestrian entry

of the site (which is located 23 metres from the western boundary) from the bus stops on the eastern and western sides of Barrenjoey Road.

The bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and 384 metres from the primary pedestrian entrance to site which complies with the distance requirement. The bus stop on the western side of Barrenjoey Road is 412 metres from the site and 435 metres from the primary pedestrian entrance to the site. As the distance from the site to the bus stop on the western side of Barrenjoey Road marginally exceeds 400 metres a clause 4.6 request is required.

When measured to *the site* the walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.

The Statement of Environmental Effects confirms the proposal's compliance with the requirements of clause 26(2)(ii) and (iii).

The proposed development meets the requirements of clause 26 except a variation is required to clause 26(2)(b)(i) for the distance to the bus stop on the western side of Barrenjoey Road. This bus stop is located just over 400 metres from the site (412 metres) and 435 metres from the main pedestrian entry to the development. The distance to the bus stop on the eastern side of Barrenjoey Road complies being 16 metres below the 400-metre requirement.

1.5 [Clause 4.6\(3\)\(a\) Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case?](#)

Historically the most commonly invoked way to establish that a development standard was unreasonable or unnecessary was satisfaction of the first test of the five set out in *Wehbe v Pittwater Council* [2007] NSWLEC 827 which requires that the objectives of the standard are achieved notwithstanding the non-compliance with the standard.

In addition, in the matter of *Randwick City Council v Micaul Holdings Pty Ltd* [2016] NSWLEC 7 [34] the Chief Justice held that “establishing that the development would not cause environmental harm and is consistent with the objectives of the development standards is an established means of demonstrating that compliance with the development standard is unreasonable or unnecessary”.

This request addresses the five-part test described in *Wehbe v Pittwater Council*. [2007] NSWLEC 827, followed by a concluding position which demonstrates that compliance with the development standard is unreasonable and unnecessary in the circumstances of the case:

1. **the objectives of the standard are achieved notwithstanding non-compliance with the standard;**

Clause 26 does not include a specific objective for the specific access requirements of the clause.

The aims of the *Policy* are set out in clause 2 of the SEPP. Clause 2 provides the following:

- (1) This Policy aims to encourage the provision of housing (including residential care facilities) that will:
 - (a) increase the supply and diversity of residences that meet the needs of seniors or people with a disability, and
 - (b) make efficient use of existing infrastructure and services, and

(c) be of good design.

(2) These aims will be achieved by:

(a) setting aside local planning controls that would prevent the development of housing for seniors or people with a disability that meets the development criteria and standards specified in this Policy, and

(b) setting out design principles that should be followed to achieve built form that responds to the characteristics of its site and form, and

(c) ensuring that applicants provide support services for seniors or people with a disability for developments on land adjoining land zoned primarily for urban purposes.

The proposed development is consistent with the aims of the SEPP in that the development increases the supply and diversity of residences that meet the needs of seniors or people with a disability by providing 10 self-contained dwellings that comply with the access and usability standards of the SEPP for self-contained dwellings.

The site is in an existing low-density residential area and as such the necessary services and infrastructure are available to the two allotments. The development is able to make use of the existing infrastructure and services including local public transport services (being the local buses and the trial Keoride On-Demand Public Transport Service).

The development is of a good design as detailed in the accompanying Statement of Environment Effects. The Statement of Environmental Effects describes each aspect of the development and the proposal's compliance with all relevant planning provisions. The proposal's high level of compliance with the objectives and standards reflects the high quality of the design and its responsiveness to the local development context.

The underlying objective and purpose of the standard which limits the walking distance to the bus stop is to ensure that sites that are developed for the purpose of housing seniors and people with a disability are in a location where residents will have reasonable access to shops, bank service providers, medical practitioners and other services that residents may require.

The proposal is consistent with the underlying objective of the standard in that:

- Residents have access to local shops within approximately 230-250 metres walking distance of the site. The local shops include a small supermarket and newsagent, café, bottle shop, takeaway food shop and surf shop. Residents therefore are able to access some retail offerings within 400 metres of the site.
- The development provides car parking spaces for each dwelling. Each dwelling will therefore have access to at least one car parking space. The provision of car parking on site provides residents who are able to drive the choice of driving to the required services or using public transport.
- For those residents who are unable to drive, or who would prefer to use public transport, the bus stop on the eastern side of Barrenjoey Road is accessible via an accessible path of travel and is less than 400 metres walking distance of the site. The walk for the return journey is marginally longer than the specified in the standard however this additional walking distance does not

impose an unreasonable or excessive additional requirement on residents who are capable of walking 400 metres to and from a bus stop and then additional steps once at the destination to access the required services.

- The gradient to the bus stop is gradual and consistent and is appropriate for seniors or people with a disability. The route to the bus stop does not include variable gradients or any particularly steep sections which may be more difficult or tiring for seniors or people for a disability. A route that complies with the 400-metre requirement (both to and from the bus stop) but has a steeper gradient overall or steeper sections along the walk may actually be more difficult than the proposed route that is marginally longer than contemplated by the standard.
- When measured to *the site* the walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.

2. the underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary;

The underlying objective and purpose of the distance standard is to ensure that sites that are developed for the purpose of housing seniors and people with a disability are in a location where residents will have access to shops, bank service providers, medical practitioners and other services that residents may reasonably require. The underlying objective of the standard is relevant to the development application.

3. the underlying object of purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable;

The underlying objectives and purpose of the standard are relevant to the proposed development.

4. the development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable;

The development standard has not been virtually abandoned.

5. the zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone.

The zoning of land is appropriate.

Strict compliance with the development standard is unnecessary or unreasonable in the circumstance of this site as discussed below:

- The distance from *the site* to the bus stop on the eastern side of Barrenjoey Road is 361 metres. The distance from *the site* to the bus stop on the western side of Barrenjoey Road is only marginally greater than 400 metres being 412 metres. The pedestrian entrance to the site could be moved to the western side of the site to reduce the walking distance calculation however this would not result in any meaningful reduction to the number of metres a resident would need to walk yet it would significantly reduce the landscaping in the front setback and potentially the side setback.
- When measured to *the site* the walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.

- The distance to the bus stop on the eastern side of Barrenjoey Road via an accessible path of travel complies with the standard being 16 metres below the 400-metre requirement. The distance to bus stop on the western side of Barrenjoey Road via an accessible path from the main pedestrian entry of the site is only 35 metres greater than the 400 metre standard. When taking the walking distance for the complete return journey (to and from the bus stop) into consideration via an accessible path, the walk is only 19 metres more than the standard (a 2.4% variation).
- The gradient to the bus stop is gradual and does not include any steep sections. As such, whilst the walk from the return bus stop may be slightly further than 400 metres the walk would not be any more difficult or strenuous than a 400-metre walk of a steeper gradient.
- Requiring strict compliance with the standard would prevent the development of housing for seniors or people with a disability occurring on the site without adequate regard being given to:
 - the relatively gradual and consistent gradient of the route to the bus stops which is not as difficult or tiring as it may otherwise be despite the additional distance to be walked on the return journey;
 - the compliance with the standard for the complete return journey (to and from the bus stop) when measured from the western boundary,
 - the measures taken to improve the streetscape presentation of the development by providing a central pedestrian entry to the site rather than an entry purely at the point closest to the bus stops.

1.6 [Clause 4.6\(3\)\(b\) Are there are sufficient environmental planning grounds to justify contravening the development standard?](#)

The Land & Environment Court matter of *Initial Action Pty Ltd v Woollahra Council* [2018] NSWLEC 2018, provides assistance in relation to the consideration of sufficient environmental planning grounds whereby Preston J observed that:

- in order for there to be 'sufficient' environmental planning grounds to justify a written request under clause 4.6, the focus must be on the aspect or element of the development that contravenes the development standard and the environmental planning grounds advanced in the written request must justify contravening the development standard, not simply promote the benefits of carrying out the development as a whole; and
- there is no basis in Clause 4.6 to establish a test that the non-compliant development should have a neutral or beneficial effect relative to a compliant development.

The pedestrian access to the site could be moved to the western boundary to reduce the number of metres from the site to the bus stop however such an amendment would result in a greater proportion of the front (and potential side) setback being dedicated to a pathway. This would reduce the amount of area available in the front setback for the provision of landscaping and thereby compromise the streetscape and the proposal's consistency with the character of the area.

Requiring strict compliance with the standard in this instance would prevent the provision of a Seniors Living development on the site without adequate regard to the quality of access provided to the bus stop and the overall degree of compliance for the complete return journey (to and from the bus stop). Allowing the flexible application of the development standard in this instance is not only reasonable but also desirable given the development meets the aims of the SEPP HSPD to increase the supply and diversity of residences that meet the needs of seniors or people with a disability, make efficient use of existing infrastructure and services and is of a good design.

Residents have access to some local services at the North Avalon shops within 230-250 metres of the subject site. Banking and shopping services are also increasingly available online which reduces the frequency a resident will need to travel for these basic services. Residents will not be completely reliant on bus services to access all necessary services.

On the basis of the above, it has been demonstrated that there are sufficient environmental planning grounds to justify the proposed height non-compliance in this instance.

1.7 Clause 4.6(4)(a)(i) consent authority satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3)

Clause 4.6(4)(a)(i) states that development consent must not be granted for development that contravenes a development standard unless the consent authority is satisfied that the applicant’s written request has adequately addressed the matters required to be demonstrated by subclause (3).

These matters are comprehensively addressed above in this written request with reference to the five-part test described in *Wehbe v Pittwater Council* [2007] NSWLEC 827 for consideration of whether compliance with a development standard is unreasonable or unnecessary in the circumstances of the case. In addition, the establishment of environmental planning grounds is provided, with reference to the matters specific to the proposal and site, sufficient to justify contravening the development standard.

1.8 Clause 4.6(4)(a)(ii) consent authority satisfied that the proposal is in the public interest because it is consistent with the zone and development standard objectives

Clause 4.6(4)(a)(ii) states that development consent must not be granted for development that contravenes a development standard unless the consent authority is satisfied that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.

Objective of the Development Standard

The proposal’s consistency with the objectives of the development standard have been addressed in detail in this clause 4.6 request.

Objectives of the Zone

Clause 4.6(4) also requires consideration of the relevant zone objectives. The site is located within the R2 Low Density Residential zone.

The objectives of the R2 Low Density Residential zone are:

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a limited range of other land uses of a low intensity and scale, compatible with surrounding land uses.

The proposed development increases the supply and diversity of housing for seniors and people with a disability in an accessible location.

The design of the development has been based on a thorough analysis of the site and surrounding area. The scale, setbacks, quantum of landscaping, internal layout and materials and finishes of the development are compatible with or responsive to the particular features of the adjoining sites and surrounding development.

In this regard the development is appropriate within the low-density residential environment in which it is located and is consistent with the objectives of the R2 zone.

1.9 Objectives of Clause 4.6

The specific objectives of Clause 4.6 are:

- (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,
- (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

As demonstrated above the proposal is consistent with the objectives of the zone and the objectives of Clause 26(2)(b)(ii) notwithstanding the proposed variation to the standard limiting the distance to the bus stop for the bus stop on the western side of Barrenjoey Road.

Requiring strict compliance with the standard would prevent the development of housing for seniors or people with a disability occurring on the site without adequate regard being given to:

- the relatively gradual and consistent gradient of the route to the bus stops which is not as difficult or tiring as it may otherwise be despite the additional distance to be walked on the return journey;
- the compliance with the standard for the complete return journey (to and from the bus stop) when measured from the western boundary,
- the measures taken to improve the streetscape presentation of the development by providing a central pedestrian entry to the site rather than an entry purely at the point closest to the bus stops.

Allowing the flexible application of the development standard in this instance is not only reasonable but also desirable given the development meets the aims of the SEPP HSPD to increase the supply and diversity of residences that meet the needs of seniors or people with a disability, make efficient use of existing infrastructure and services and is of a good design.

Accordingly, it is considered that the consent authority can be satisfied that the proposal meets objective 1(b) of Clause 4.6 in that allowing flexibility in relation to the development standard and will achieve a better outcome in this instance.

1.10 Conclusion

Strict compliance with the development standard for the required distance to the bus stop contained within clause 26(2)(b)(ii) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 has been found to be unreasonable and unnecessary in the circumstances of the case. In addition, there are sufficient environmental planning grounds to justify the variation. Finally, the proposed variation is in the public interest because it is consistent with the objectives of the standard and the zone. In this regard it is reasonable and appropriate to vary the standard to the extent proposed.