

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 and basement carparking pursuant to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004

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Prepared under instructions from  
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## 1.0 INTRODUCTION

Development Application No. DA2019/1260 for demolition works, tree removal, site consolidation and the construction of a seniors housing development comprising ten (10) self-contained dwellings for seniors or people with a disability in four, two storey detached buildings and 15 at-grade car parking spaces at 27 and 29 North Avalon Road, Avalon Beach was lodged with Northern Beaches Council on 11 November 2019.

On 24 December 2019 an appeal was filed with the Land and Environment Court against the deemed refusal of the development application.

This Statement of Environmental Effects has been prepared in support of an amended proposal for the seniors housing development at 27-29 North Avalon Road, Avalon Beach. The amended scheme is for demolition works, tree removal, site consolidation and the construction of ten (10) self-contained dwellings for seniors or people with a disability in four, two storey detached buildings with 22 basement car parking spaces.

The amended scheme increases the landscaped open space on the site, reduces the number of trees to be removed and reduces potential acoustic and privacy impacts arising from the ground level car park and elevated walkways:

- A basement car park is proposed instead of an at-grade car park at the centre of the development. The provision of the basement car park significantly increases the landscaped open space on the site (an increase of 156 square metres or 7% of the site area). The provision of a basement car park also addresses Council's concerns related to the acoustic and privacy impacts arising from the proximity of the car park to the dwellings.
- Four, two storey townhouse style dwellings are proposed at the rear of the site, instead of two dwellings on the ground floor and two dwellings on Level 2. This has enabled Level 2 within the rear buildings to be significantly reduced in size. The amended design now fully complies with the building height requirement of clause 40(4)(c) of SEPP HSPD. The design of the rear townhouses also reduces potential acoustic and privacy impacts on the neighbouring properties by removing the elevated walkway between the front and rear buildings and removing the north-facing elevated balconies at the rear of the site.
- The amended design allows for the retention of ten trees on the site and six trees in the road reserve.
- A garbage storage room and bulky goods store is proposed in the basement. The garbage storage room adjoining the front boundary has been removed and replaced with a bin holding area that is to be used on the day of waste collection.
- The footpath width has been increased to 1.5 metres.

The amended proposal maintains key features and characteristics of the development as follows:

- The amendments do not result in any additional dwellings and the gross floor area of the modified development is 1,113 square metres which equates to a complying Floor Space Ratio of 0.5:1.
- The amendments maintain the general form, setbacks and massing of the development.
- The proposed modifications do not significantly alter the setbacks, form or scale of the buildings containing Dwellings 1, 2, 3, 6, 7 and 8.
- A 3 metre side setback is maintained to each building at the rear and the rear setback has been increased.
- The driveway location is essentially unchanged. The driveway to the basement sits between Dwellings 2 and 3 to minimise the acoustic impacts of the driveway on the adjoining properties.

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 – ACOR Consulting
- Flood Risk Management Plan – ACOR Consulting
- Engineering Design for Footpath - NB Consulting
- Traffic Impact Assessment - PDC Consultants
- Arboricultural Assessment and Development Impact Report - Raintree Consulting
- Root Mapping Investigation – Landscape Matrix Pty Ltd
- Operational Waste Management Plan - Elephants Foot
- BCA Indicative Compliance Report - Building Innovations Australia
- Photomontage – Environa Studio
- 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

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.

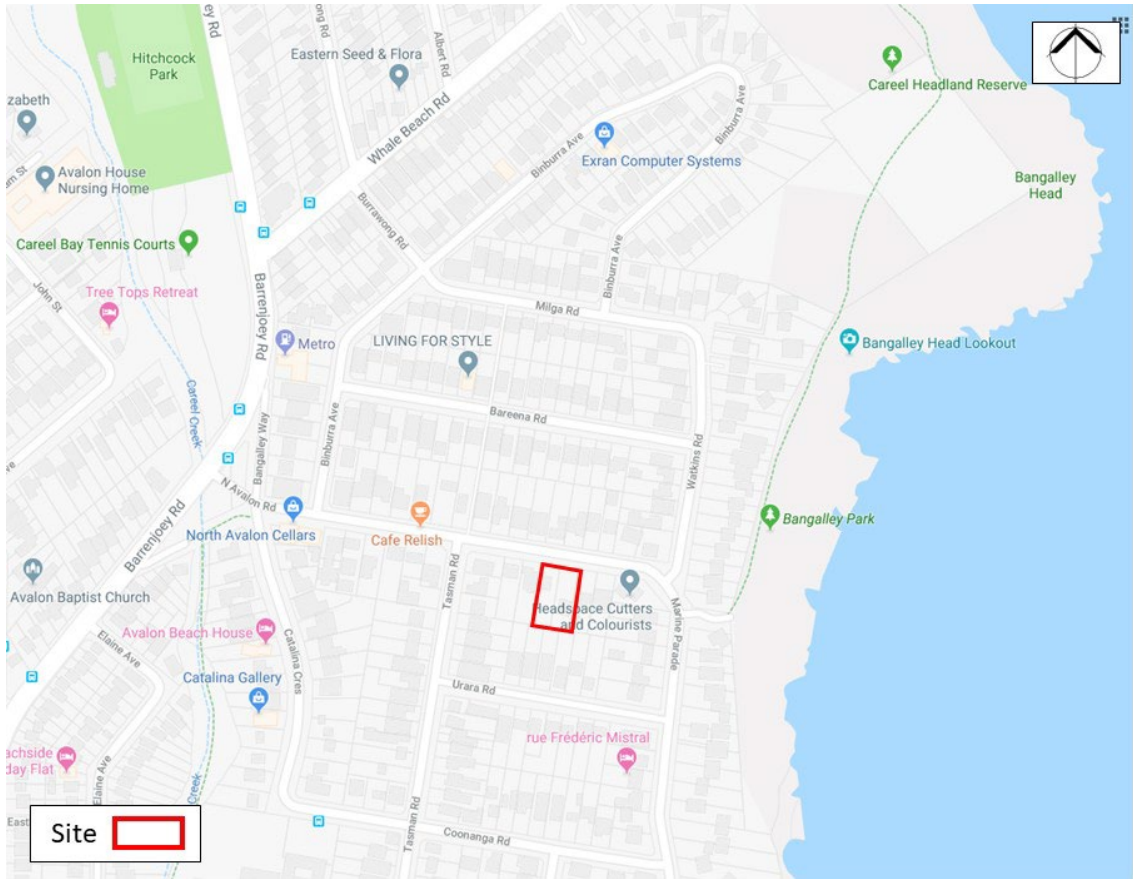


Figure 1:

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.

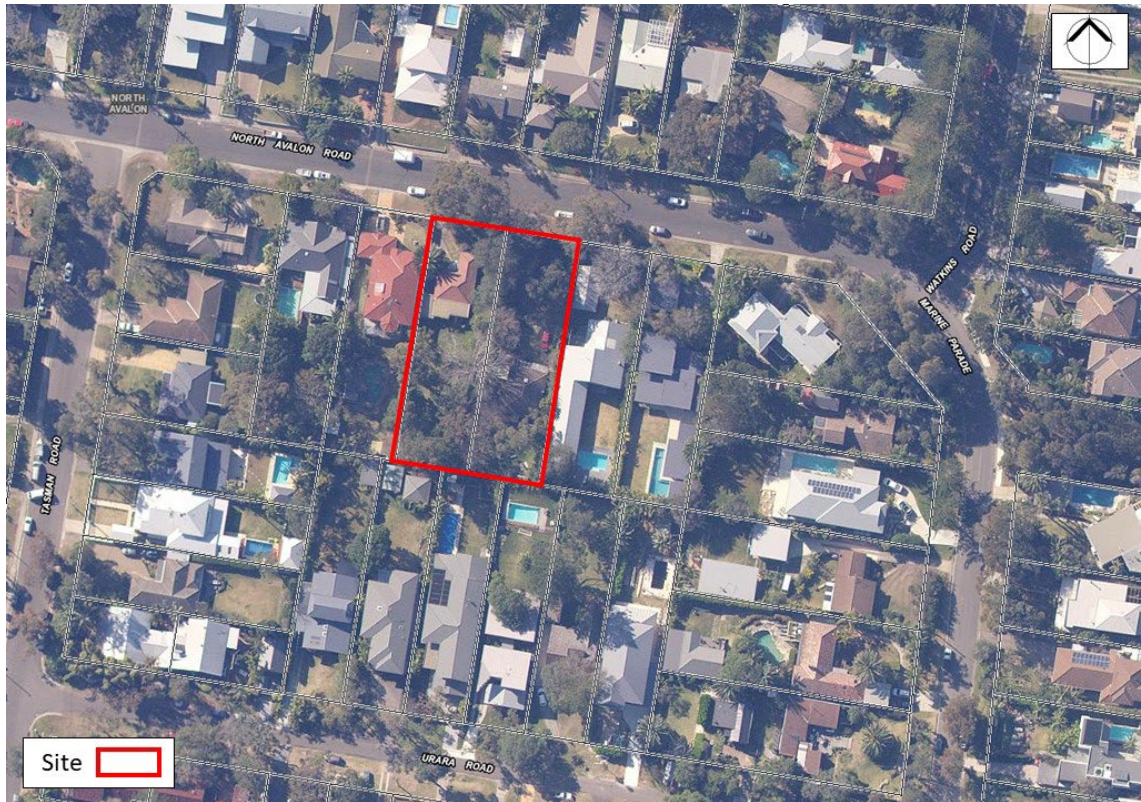


Figure 2:

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

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, 190X and 188X stop at the bus stops on the eastern and western sides of Barrenjoey Road. Footpath access to the bus stops is proposed along the southern side of North Avalon Road. A pedestrian island has been constructed on Barrenjoey Road to allow pedestrians to safely cross Barrenjoey Road.

The site is also serviced by the Keoride public transport service. The Keoride service operates on the Northern Beaches and picks passengers up from either home, a designated point of interest within the service area or the nearest bus stop and takes passengers directly to the closest transport hub at Avalon, Narrabeen, Warriewood

or Mona Vale where the shops and services referred to in clause 26(1) are available. A wheelchair accessible vehicle is available on the Northern Beaches Service. A wheelchair accessible vehicle can be booked through customer service. For passengers who are less mobile the service can pick up and drop off directly at their address. The service operates from 6am to 10pm Monday to Wednesday, 6am to 11:30pm on Thursday to Friday, 7am to 11:30pm on Saturday and 7am to 9pm on Sunday. The service is a trial service that has been operating since November 2017. The trial service has been extended and will become fully integrated into the public transport network with the renewal of the Region 8 regional contract in late-2021.

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 housing development known as 'Drift' was recently constructed north of the western end of North Avalon Road at 4-6 Bangalley Way, Avalon Beach. This development was approved by Council on 29 September 2016 under Development Application No. N0555/155 and subsequently modified under Modification Application No. N0555/15/S96/1) by way of a section 34 agreement in the Land and Environment Court.

A seniors housing development has also been constructed at 7 North Avalon Road, Avalon Beach.

The seniors housing developments in the vicinity of the site rely on access across Barrenjoey Road to meet the accessibility requirements of SEPP HSPD or SEPP 5 as it was previously known.



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 29 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 amended 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 basement parking for 22 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.

The amended scheme increases the landscaped open space on the site, reduces the number of trees to be removed and reduces potential acoustic and privacy impacts arising from the ground level car park and elevated walkways. A detailed schedule of amendments has been prepared by Environa Studio. The key amendments to the proposal are:

- A basement car park is proposed instead of an at-grade car park at the centre of the development. The provision of the basement car park significantly increases the landscaped open space on the site (an increase of 156 square metres or 7% of the site area). The provision of a basement car park also addresses Council's concerns related to the acoustic and privacy impacts arising from the proximity of the car park to the dwellings.
- Four, two storey townhouse style dwellings are proposed at the rear of the site, instead of two dwellings on the ground floor and two dwellings on Level 2. This has enabled Level 2 within the rear buildings to be significantly reduced in size. The amended design now fully complies with the building height requirement of clause 40(4)(c) of SEPP HSPD. The design of the rear townhouses also reduces potential acoustic and privacy impacts on the neighbouring properties by removing the elevated walkway between the front and rear buildings and removing the north-facing elevated balconies at the rear of the site.
- The amended design allows for the retention of ten trees on the site and six trees in the road reserve.
- A garbage storage room and bulky goods store is proposed in the basement. The garbage storage room adjoining the front boundary has been removed and replaced with a bin holding area that is to be used on the day of waste collection.
- The footpath width has been increased to 1.5 metres.

The amended proposal maintains key features and characteristics of the development as follows:

- The amendments do not result in any additional dwellings and the gross floor area of the modified development is 1,113 square metres which equates to a complying Floor Space Ratio of 0.5:1.
- The amendments maintain the general form, setbacks and massing of the development.
- The proposed modifications do not alter the setbacks, form or scale of the buildings containing Dwellings 1, 2, 3, 6, 7 and 8.
- A 3-metre side setback is maintained to each building at the rear and the rear setback has been increased.
- The driveway location is essentially unchanged. The driveway to the basement sits between Dwellings 2 and 3 to minimise the acoustic impacts of the driveway on the adjoining properties.
- The following table compares the key numeric features of the original scheme with the amended scheme.

	Original Proposal	Amended Scheme
No. of dwellings	10	10
Car parking spaces	15 (no visitor spaces provided)	22 (including 2 visitor spaces)
GFA/FSR	1,101m <sup>2</sup> (0.495:1)	1,113m <sup>2</sup> (0.5:1)
Height	Less than 8m to ceiling Variation to single storey height control for rear 25% of the site	Less than 8m to ceiling Fully compliant with single storey height control for rear 25% of the site
Landscape	879m <sup>2</sup> (39.488%)	1,035m <sup>2</sup> (46.5%)
Deep soil	674m <sup>2</sup> (30.279%)	714m <sup>2</sup> (32.1%)
No. trees to be retained	9	16

#### 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. Two buildings have frontage to North Avalon Road and two buildings are located to the south of the front two buildings, separated by a distance of approximately 12.3 metres. The provision of a basement car park allows for the centre of the site to be landscaped.

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 development fully complies with the SEPP ARH height controls.

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 in the locality for all development except residential flat buildings and multi-dwelling housing.

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. 6 x 2-bedroom dwellings and 4 x three bedrooms are proposed.

Six (6) x 2 bedrooms dwellings 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). An elevated walkway connects the rear of the upper level dwellings at the front of the site (Dwellings 6, 7 and 8) to a lift and stair. Privacy screens are proposed along the eastern and western ends of the walkways to prevent overlooking from the walkway over the adjoining properties.

The four dwellings to the rear of the site (Dwellings 4, 5, 9 and 10) are two storey, 3 bedroom dwellings. Each of these dwellings has windows at the front, rear and side of the dwelling which provide natural ventilation and natural light to each dwelling. Each of these dwellings have access to large areas of private open space with a front garden area to each dwelling and large areas of 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.

#### Access and Parking

Direct pedestrian access from the street has been provided to Dwellings 1 and 3. A central, pathway provides access from the street to all other dwellings. A centrally located lift provides access from ground level to the basement level and to dwellings 6, 7 and 8.

A single vehicular crossing is proposed in a similar position to the existing vehicular crossing to 29 North Avalon Road. The driveway will provide access to a basement car parking. 22 car parking spaces are provided in the basement which includes 20 resident spaces (2 spaces per dwelling) and 2 visitor spaces.

Landscaping is proposed along the driveway to the basement to minimise the visual impact of the driveway on the streetscape and provide a high level of amenity for residents. Importantly, the view from the street is terminated by a planter and Dwelling 6 beyond.

#### Footpath Construction

A 1.5 metre wide 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 kerb ramps on the pathway to the bus stop will need to be reconstructed to achieve the required gradient. These kerb ramps will be upgraded when the footpath is constructed. 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, two trees are dead and 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 22 prescribed trees.

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 ten (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. The bus stop on the western side of Barrenjoey Road is 412 metres from 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.

The bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and meets the requirements of clause 26(b)(i).

Clause 26(2)(b) only requires **a** public transport service to be available. It does not state the service must be available within 400 metres from the site when travelling in both directions. However, as the bus stop on the western side of Barrenjoey Road is 412 metres from the site, for the sake of completeness a clause 4.6 request has been prepared to address a variation for the return journey.

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 B.

The 199 Palm Beach to Manly, 188X North Avalon Beach to Wynyard the 190X 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, 188X Wynyard to North Avalon Beach and 190X 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 bus routes operate from both stops at least once per hour between 8am and 12pm per day and at least once between 12 noon 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 on the site and within the road reserve. A large number 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.</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 access requirements set out in	<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
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 Environa 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 Impact Assessment 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.
<b>Surrounds of the Site</b>	
(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.

Feature	Comment
(j) Direction and distance to local facilities.	The site is approximately 220 metres from the local shops located on the southern side of North Avalon Road between Catalina Crescent/Bangalley 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	
<b>Analysis of neighbourhood character</b>	
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



Issue	Comment
	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 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. The Landscape Plan prepared by John Lock & Associates provides compensatory tree planting.
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.
<b>Site Analysis</b>	
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"> <li>• 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.</li> <li>• 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.</li> <li>• The development provides a complying rear setback which is consistent with the development at 31 North Avalon Road and 33 North Avalon Road.</li> <li>• 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.</li> <li>• 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.</li> <li>• A central driveway has been proposed to minimise the acoustic impact of the driveway on the adjoining properties.</li> <li>• 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.</li> </ul>
<b>2. Site Planning and Design</b>	
Built Form	The majority of dwellings are located at the front of the site to maximise the number of dwellings with frontage to the street.

Issue	Comment
	<p>The dwellings to the rear are all two storey dwellings, with only bedrooms and a bathroom on the upper level to minimise the potential acoustic and privacy impacts on the neighbouring property.</p> <p>Development in the rear 25% of the site is 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 also provides an 8.9 metre setback to the rear boundary which exceeds the 6.5 metre minimum rear setback required in the locality. The setbacks proposed allow for planting in the setback areas to maintain the landscaped character of the locality.</p> <p>The development has the general appearance of 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 6.5 metre 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 in a similar position as 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 a basement car park is proposed to maximise the landscaped open space on the site and reduce the visual and acoustic impacts associated with ground level car parking.</p>
3. Impacts on Streetscape	

Issue	Comment
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>Two of the three north facing ground floor dwellings have a private pedestrian access path from the street. The remaining dwellings are accessed via a central pedestrian pathway.</p> <p>A basement garbage storage room is proposed and a waste collection pad is provided adjacent to the front boundary to allow for on-street collection. The provision of a basement garbage storage area reduces the visual impact of the garbage holding area.</p>

Issue	Comment
Parking, garaging and vehicular circulation	Landscaping is proposed along the driveway to soften the driveway edges and minimise the visual impact of the driveway. The view along the driveway is terminated by landscaping and Dwelling 6 beyond. The car parking spaces are located in the basement and will not therefore result in any adverse impact when viewed from the street.
<b>4. Impacts on Neighbours</b>	
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 been minimised 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 8.9 metre rear setback to the building (and 6.5 metre setback to the covered decks).</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. 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.
Parking, garaging and vehicular circulation	The Landscape Plan provides details of the planting and trees along the driveway and side setbacks and the fences.
<b>5. Internal Site Amenity</b>	
Built form	The siting of the private open space areas and living areas maximises the opportunities for solar access and natural light and ventilation.

Issue	Comment
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 carpark and provides a pleasant outlook from each dwelling.</p>
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. 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 Impact Assessment 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.

(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 predominately located at ground level at the centre of the site to minimise visual and acoustic impacts. Only three dwellings are accessed from an elevated walkway at the centre of the site. 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 ACOR 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 ACOR 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. A basement garbage storage room is proposed and a waste collection pad is provided adjacent to the front boundary to allow for on-street collection. The provision of a basement garbage storage area reduces the visual impact of the garbage holding area.

#### 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 <sup>2</sup>	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 and sections.
Clause 40(4)(b)	A building adjacent to a boundary of the site must not	The buildings have a maximum height of 2 storeys.



Clause	Requirement	Proposal
	be more than 2 storeys in height	
Clause 40(4)(c)	A building located in the rear 25% area of the site must not exceed 1 storey in height	No part of the building in the rear 25% of the site exceeds 1 storey in height.

### 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 0.5:1 (1,113 square metres).
Clause 50(c) Landscaped area	Minimum of 30% of the site area (667.8m <sup>2</sup> )	A landscaped area of 1,035 square metres (46.5%) is proposed
Clause 50(d) Deep soil zones	15% of the site area (333.9m <sup>2</sup> ). 2/3 of the deep soil area (222.6m <sup>2</sup> ) 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.	32.1% of the site area is a deep soil zone (714 square metres). The majority of the deep soil zone is located within the front and rear setback areas.

Clause	Requirement	Proposal
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 living room and private open space of all dwellings receive over 3 hours of solar access.
Clause 50(f) Private open space for in-fill self-care housing	Ground level dwellings – not less than 15m <sup>2</sup> 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 requirement.  The three dwellings on Level 2 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. 22 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.

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.

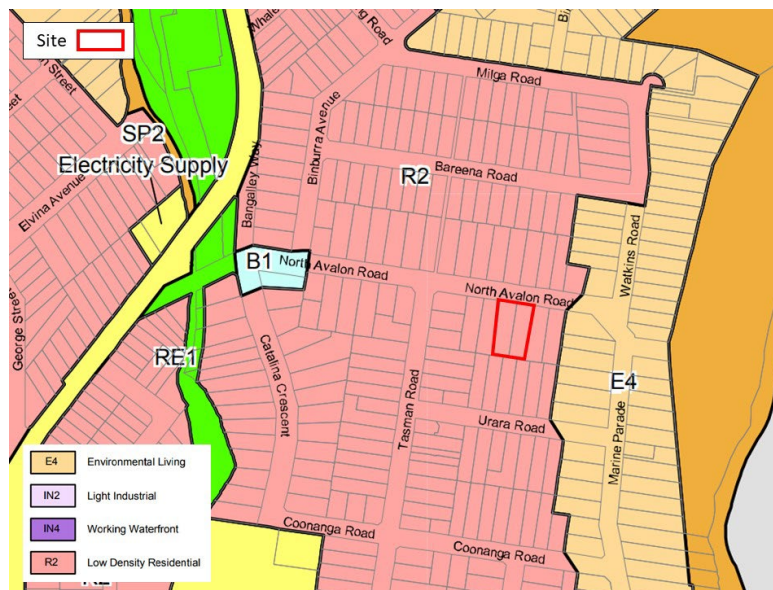


Figure 4:

Extract from the  
PLEP  
Land Zoning Map

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.

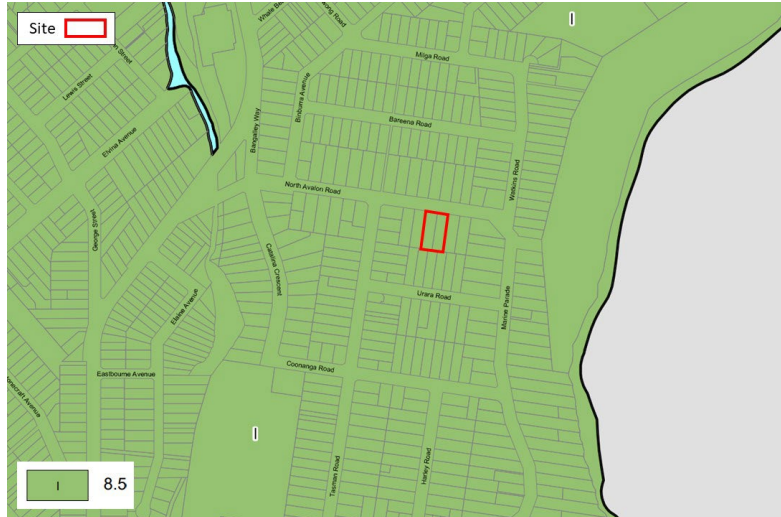
In this regard the development is appropriate within the low-density residential environment in which it is located and is consistent with the objectives of the R2 zone.

### 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 5.

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

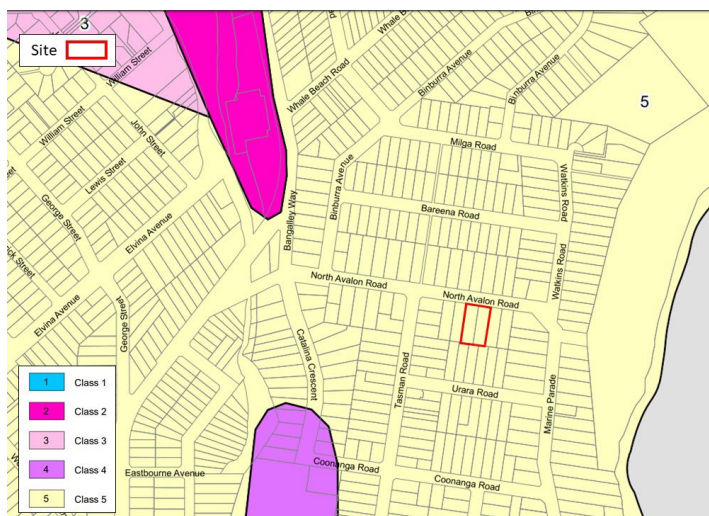
### Floor Space Ratio

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.

### Acid Sulfate Soils

Clause 7.1 of the PLEP relates to acid sulfate soils. The objective of the clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.



**Figure 6:**

Extract from the PLEP Acid Sulfate Soils Map

The site is identified as Class 5 land on the Acid Sulfate Soils Map (refer to Figure 6). The proposed works are unlikely to lower the water table on adjacent Class 1, 2, 3 or 4 land that is below 5 metres AHD by 1 metre. Accordingly, an Acid Sulfate Soils Management Plan is not required.

#### Earthworks

The scheme requires excavation works for the basement car park. The earthworks will not result in any adverse impacts on drainage patterns or soil stability in the locality. All excavated material will be appropriately disposed of.

### 4.3 Pittwater 21 Development Control Plan

Pittwater 21 Development Control Plan (P21DCP) contains development controls for the design and construction of buildings and the development of land in Pittwater. This section of the Statement of Environmental Effects addresses the proposal's consistency with the relevant provisions of the DCP noting that Clause 50 of SEPP HSPD states that a consent authority must not refuse consent to a development application made pursuant to Chapter 3 of SEPP HSPD on the grounds of building height, density and scale, landscaped area, deep soil zones, solar access, private open space or parking, if the development complies with the requirements for these standards in the SEPP.

#### 4.3.1 Locality Statement

The subject site is located within the Avalon Beach locality as identified on the Pittwater 21 Locality Map and the Avalon Beach Locality Map. The Desired Character of the locality is described in Part A4.1 of the DCP.

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 and rear setbacks exceed the minimum required for all development in the locality except residential flat buildings and multi-dwelling housing. 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. 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 ACOR 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**

Excavation is required for the basement car park and to address the fall of the site within the building footprint and open space areas. 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 ACOR 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 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>



Control	Comment
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 21<sup>st</sup> June and that the adjoining properties will maintain 3 hours of solar access to the main living area and private open space on 21 June.</p>
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>The three elevated balconies overlook North Avalon Road.</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	<p>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.</p>
C1.7 Private Open Space	<p>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</p>

Control	Comment
	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	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.  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.
C1.12 Waste and Recycling Facilities	A bin storage area or waste room has been provided in the basement and a bin holding area or waste collection pad is provided within the front setback of the development. Bins will be moved to waste collection pad by the building caretaker for collection. The caretaker will be responsible for returning the bins to the bin storage area in the basement
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 <sup>3</sup> 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> <p>The variety of complementary external colours and materials proposed provide a high-quality finish to the development.</p>
D1.4 Scenic Protection General	<p>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.</p>
D1.5 Building Colours and Materials	<p>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.</p>
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 the minimum side and rear building line for built structures including pools and parking structures, other than driveways, fences and retaining walls, shall be: 2.5 metres to one side and 1 metres for the other side and 6.5 metres to the rear. 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.</p> <p>The proposed development complies with the requirement for a 1 metre setback to one boundary and a 2.5 metre setback to the other. The</p>

Control	Comment
	<p>development also provides an 8.9 metre setback to the rear buildings. The proposal also complies with the rear setback controls for residential flat buildings and multi-dwelling housing and predominately complies with the side setback controls for residential flat buildings and multi-dwelling housing.</p> <p>The proposed development is consistent with the objectives of the control in that:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The variable setbacks proposed 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.</li> <li>• The development complies with the height of buildings control of the ARH SEPP indicating the general scale and massing of the building is appropriate.</li> <li>• The proposed setbacks do not impact on any views available to the surrounding properties.</li> <li>• The setbacks allow for a reasonable level of privacy, amenity and solar access to be maintained to surrounding properties.</li> <li>• Minimal windows are proposed on the side elevations of the first floor (Level 2) to minimise the privacy impacts on the surrounding properties.</li> <li>• The development does not result in any non-complying solar access impacts. The shadow impact on the surrounding properties is minimal.</li> <li>• 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.</li> </ul> <p>For these reasons the side setbacks of the development are reasonable and appropriate.</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</p>

Control	Comment
	<p>requirements under the flood hazard controls. For development other than residential flat buildings and multi-dwelling housing planes are to be projected at 45 degrees from a height of 3.5 metres above ground level (existing) at the side boundaries to the maximum building height.</p> <p>The proposed development complies with the building envelope requirements for multi-dwelling housing having regard to the flood hazard that affects the site and the FPL of RL15.6 for Dwelling 1, 15.9 for Dwelling 2 and 16.20 for Dwelling 3.</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 more than double the required deep soil area and 46.5% 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 2.5 metres from the front property boundary and have a variable height of between 1.2 and 1.7 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 front fences are to be screened by a row of Lilly Pillys and ground covers as shown on Drawing LP02 prepared by John Lock and Associates. The ground covers in front of the Lilly Pillys 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 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 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 Enviro 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 Impact Assessment 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.

### **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 ACOR 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 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 1,035 square metres of landscaped area provided where only 668 square metres is required by SEPP HSPD. The deep soil area provided is also more than double the minimum amount required by the SEPP. The quantum of landscaping provided on the site allows for the retention of many 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 living rooms and private open space (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 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 which complies with the distance requirement. The bus stop on the western side of Barrenjoey Road is 412 metres from 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.

The design of the proposed development has been modified to increase the landscaped open space on the site, reduce the number of trees to be removed and reduce potential acoustic and privacy impacts. The key amendments to the proposal are:

- A basement car park is proposed instead of an at-grade car park at the centre of the development. The provision of the basement car park significantly increases the landscaped open space on the site (an increase of 156 square metres or 7% of the site area). The provision of a basement car park also addresses Council's concerns related to the acoustic and privacy impacts arising from the proximity of the car park to the dwellings.
- Four, two storey townhouse style dwellings are proposed at the rear of the site, instead of two dwellings on the ground floor and two dwellings on Level 2. This has enabled Level 2 within the rear buildings to be significantly reduced in size. The amended design now fully complies with the building height requirement of clause 40(4)(c) of SEPP HSPD. The design of the rear townhouses also reduces potential acoustic and privacy impacts on the neighbouring properties by removing the elevated walkway between the front and rear buildings and removing the north-facing elevated balconies at the rear of the site.
- The amended design allows for the retention of ten trees on the site and six trees in the road reserve.
- A garbage storage room and bulky goods store is proposed in the basement. The garbage storage room adjoining the front boundary has been removed and replaced with a bin holding area that is to be used on the day of waste collection.
- The footpath width has been increased to 1.5 metres.

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

Transport NSW

## SYDNEY BUSES TIMETABLES

A

# 188X

## PrePay-Only - North Avalon Beach to City Wynyard (Express Service)

# B

### How to use this timetable

This timetable provides a snapshot 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 at [transportnsw.info](https://transportnsw.info)

### Real-time planning


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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](https://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

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

### Opal cards

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, the Central Coast, the Hunter and the Illawarra.

### Which Opal card is right for you?


**Adult** – Customers 16 years or older 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](https://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](https://transportnsw.info/opal) for more information.

### Contactless payments




If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at [transportnsw.info/contactless](https://transportnsw.info/contactless)

### 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

**188X****PrePay-Only - City Wynyard to  
North Avalon Beach (Express  
Service)****B**

Valid from: 28 Sept 2020

Creation date: 16 Sept 2020

NOTE: Information is correct on date of download.

**Monday to Friday**

Wynyard Station	▶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	▶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

**188X****PrePay-Only - North Avalon  
Beach to City Wynyard (Express  
Service)****B****Monday to Friday**

<b>Service Information</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>
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	05:06	05:36	05:51	06:04	06:16	06:28	06:38	06:48	06:58
Barrenjoey Rd after Bramley Ave, Newport	05:11	05:41	05:57	06:10	06:22	06:34	06:44	06:54	07:04
Barrenjoey Rd before Darley St, Mona Vale	05:15	05:45	06:02	06:15	06:27	06:39	06:49	06:59	07:09
Mona Vale B-Line, Mona Vale	05:16	05:46	06:04	06:17	06:29	06:41	06:51	07:01	07:11
Warriewood B-Line, Warriewood	05:20	05:50	06:09	06:22	06:34	06:46	06:56	07:06	07:16
Narrabeen B-Line, Narrabeen	05:23	05:54	06:13	06:26	06:38	06:50	07:00	07:10	07:20
Spit Junction B-Line, Mosman	05:44	06:16	06:35	06:49	07:03	07:15	07:26	07:38	07:51
Neutral Bay Junction, Military Rd, Neutral Bay	05:50	06:22	06:41	06:55	07:09	07:21	07:34	07:46	08:00
Wynyard Station	05:57	06:29	06:50	07:04	07:18	07:31	07:44	07:57	08:15

**Monday to Friday**

<b>Service Information</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>		
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	07:30	07:40	08:00	08:20	08:40		
Barrenjoey Rd after Bramley Ave, Newport	07:15	07:26	07:36	07:46	08:06	08:26	08:46		
Barrenjoey Rd before Darley St, Mona Vale	07:20	07:32	07:42	07:52	08:12	08:32	08:52		
Mona Vale B-Line, Mona Vale	07:22	07:34	07:44	07:54	08:14	08:34	08:54		
Warriewood B-Line, Warriewood	07:27	07:39	07:49	07:59	08:19	08:39	08:59		
Narrabeen B-Line, Narrabeen	07:31	07:43	07:53	08:03	08:23	08:43	09:03		
Spit Junction B-Line, Mosman	08:02	08:15	08:25	08:35	08:55	09:14	09:32		
Neutral Bay Junction, Military Rd, Neutral Bay	08:11	08:24	08:34	08:44	09:03	09:20	09:38		
Wynyard Station	08:26	08:39	08:49	08:59	09:17	09:32	09:46		



# Routes 151, 154x, 188, 188x, 189x, 190x, 199



## Route 154x to Milsons Point

Picks up and sets down passengers 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 154x to Mona Vale

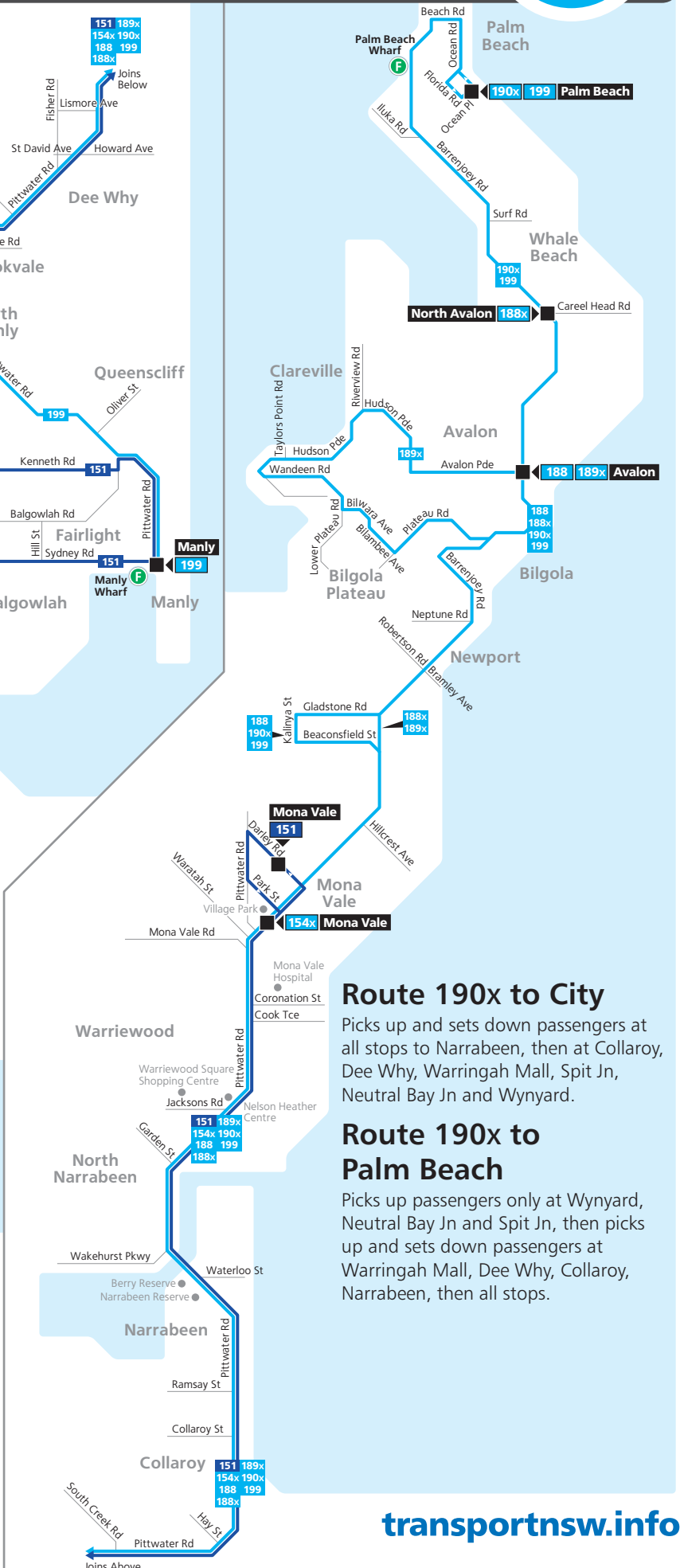
Picks up passengers only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down passengers at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

## Routes 188x and 189x to City

Picks up and sets down passengers at all stops to Narrabeen, then Neutral Bay Jn and Wynyard.

## Routes 188x and 189x to Avalon

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



## Route 190x 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 190x 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
- - - Diversion/extended route
- 199 Bus route number
- 188 Bus route start/finish
- T Train line/station
- F Ferry wharf

# 190X

## PrePay-Only - Palm Beach to City Wynyard (Express Service)

# B

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### Explanation of definitions and symbols

-  Picks up passengers only
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# 190X

## PrePay-Only - City Wynyard to Palm Beach (Express Service)

# B

Valid from: 28 Sept 2020

Creation date: 16 Sept 2020

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	09:05	10:05	11:05	12:05	13:05	14:05	15:05	21:15	22:15
Neutral Bay Junction, Military Rd, Neutral Bay	09:16	10:15	11:15	12:15	13:15	14:15	15:15	21:24	22:24
Spit Junction B-Line, Mosman	09:21	10:20	11:20	12:20	13:20	14:20	15:20	21:28	22:28
Warringah Mall, Pittwater Rd, Brookvale	09:40	10:35	11:33	12:33	13:33	14:33	15:34	21:39	22:39
Dee Why B-Line, Dee Why	09:48	10:43	11:41	12:41	13:41	14:41	15:42	21:45	22:45
Collaroy B-Line, Collaroy	09:55	10:50	11:48	12:48	13:48	14:48	15:49	21:51	22:51
Narrabeen B-Line, Narrabeen	09:59	10:54	11:52	12:52	13:52	14:52	15:53	21:55	22:55
Warriewood B-Line, Warriewood	10:04	10:59	11:57	12:57	13:57	14:57	15:58	21:59	22:59
Mona Vale B-Line, Mona Vale	10:11	11:06	12:04	13:04	14:04	15:04	16:05	22:04	23:04
Barrenjoey Rd after Darley St, Mona Vale	10:14	11:09	12:07	13:07	14:07	15:07	16:08	22:06	23:06
Kalina St before Queens Pde, Newport	10:19	11:14	12:14	13:14	14:14	15:14	16:15	22:11	23:11
Barrenjoey Rd before Robertson Rd, Newport	10:23	11:18	12:18	13:18	14:18	15:19	16:20	22:14	23:14
Barrenjoey Rd near Avalon Pde, Avalon	10:29	11:24	12:24	13:24	14:24	15:26	16:27	22:19	23:19
Barrenjoey Rd near Careel Head Rd, Avalon	10:33	11:28	12:29	13:28	14:28	15:30	16:31	22:22	23:22
Ocean Pl at Ocean Rd, Palm Beach	10:42	11:38	12:39	13:38	14:38	15:40	16:41	22:30	23:30

Monday to Friday	♿	♿
Wynyard Station	23:15	00:15
Neutral Bay Junction, Military Rd, Neutral Bay	23:24	00:24
Spit Junction B-Line, Mosman	23:28	00:28
Warringah Mall, Pittwater Rd, Brookvale	23:38	00:38
Dee Why B-Line, Dee Why	23:43	00:43
Collaroy B-Line, Collaroy	23:47	00:47
Narrabeen B-Line, Narrabeen	23:51	00:51
Warriewood B-Line, Warriewood	23:55	00:55
Mona Vale B-Line, Mona Vale	23:59	00:59
Barrenjoey Rd after Darley St, Mona Vale	00:01	01:01
Kalina St before Queens Pde, Newport	00:06	01:06
Barrenjoey Rd before Robertson Rd, Newport	00:09	01:09
Barrenjoey Rd near Avalon Pde, Avalon	00:14	01:14
Barrenjoey Rd near Careel Head Rd, Avalon	00:17	01:17
Ocean Pl at Ocean Rd, Palm Beach	00:25	01:25

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	05:48	06:00	06:18	07:00	07:17	07:30	08:13	09:38	10:33
Neutral Bay Junction, Military Rd, Neutral Bay	05:57	06:09	06:27	07:09	07:26	07:39	08:22	09:47	10:43
Spit Junction B-Line, Mosman	06:01	06:13	06:31	07:13	07:30	07:43	08:26	09:52	10:48
Warringah Mall, Pittwater Rd, Brookvale	06:12	06:24	06:42	07:24	07:42	07:55	08:39	10:13	11:01
Dee Why B-Line, Dee Why	06:18	06:30	06:48	07:30	07:49	08:02	08:46	10:21	11:11
Collaroy B-Line, Collaroy	-	-	-	-	-	-	08:53	10:28	11:18
Narrabeen B-Line, Narrabeen	-	-	-	-	-	-	08:57	10:33	11:26
Warriewood B-Line, Warriewood	-	-	-	-	-	-	09:01	10:37	11:31
Mona Vale B-Line, Mona Vale	-	-	-	-	-	-	09:06	10:43	11:37
Barrenjoey Rd after Darley St, Mona Vale	-	-	-	-	-	-	09:10	10:46	11:40
Kalina St before Queens Pde, Newport	-	-	-	-	-	-	09:17	10:53	11:47
Barrenjoey Rd before Robertson Rd, Newport	-	-	-	-	-	-	09:21	10:58	11:52
Barrenjoey Rd near Avalon Pde, Avalon	-	-	-	-	-	-	09:27	11:04	11:59
Barrenjoey Rd near Careel Head Rd, Avalon	-	-	-	-	-	-	09:30	11:08	12:03
Ocean Pl at Ocean Rd, Palm Beach	-	-	-	-	-	-	09:40	11:19	12:14

# 190X

## PrePay-Only - City Wynyard to Palm Beach (Express Service)

# B

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:33	19:33
Neutral Bay Junction, Military Rd, Neutral Bay	11:44	12:44	13:44	14:44	15:43	16:44	17:44	18:42	19:42
Spit Junction B-Line, Mosman	11:50	12:50	13:49	14:49	15:48	16:49	17:49	18:46	19:46
Warringah Mall, Pittwater Rd, Brookvale	12:06	13:07	14:07	15:03	16:02	17:04	18:01	18:58	19:57
Dee Why B-Line, Dee Why	12:16	13:15	14:15	15:11	16:10	17:11	18:08	19:05	20:03
Collaroy B-Line, Collaroy	12:23	13:22	14:22	15:18	16:17	17:18	18:15	19:11	20:09
Narrabeen B-Line, Narrabeen	12:30	13:26	14:26	15:22	16:21	17:22	18:19	19:15	20:13
Warriewood B-Line, Warriewood	12:35	13:31	14:31	15:27	16:26	17:27	18:23	19:19	20:17
Mona Vale B-Line, Mona Vale	12:41	13:37	14:37	15:33	16:32	17:33	18:28	19:24	20:22
Barrenjoey Rd after Darley St, Mona Vale	12:44	13:40	14:40	15:36	16:35	17:36	18:31	19:27	20:25
Kalina St before Queens Pde, Newport	12:49	13:46	14:46	15:41	16:41	17:42	18:37	19:32	20:30
Barrenjoey Rd before Robertson Rd, Newport	12:54	13:50	14:50	15:45	16:45	17:46	18:41	19:36	20:34
Barrenjoey Rd near Avalon Pde, Avalon	13:01	13:56	14:56	15:51	16:51	17:52	18:47	19:42	20:39
Barrenjoey Rd near Careel Head Rd, Avalon	13:05	14:00	15:00	15:55	16:55	17:56	18:51	19:46	20:43
Ocean Pl at Ocean Rd, Palm Beach	13:15	14:10	15:09	16:04	17:04	18:05	19:00	19:55	20:51

Saturday	♿	♿	♿	♿	♿
Wynyard Station	20:33	21:33	22:33	23:33	00:33
Neutral Bay Junction, Military Rd, Neutral Bay	20:42	21:42	22:42	23:42	00:42
Spit Junction B-Line, Mosman	20:46	21:46	22:46	23:46	00:46
Warringah Mall, Pittwater Rd, Brookvale	20:57	21:57	22:57	23:57	00:57
Dee Why B-Line, Dee Why	21:03	22:03	23:03	00:03	01:03
Collaroy B-Line, Collaroy	21:09	22:09	23:09	00:09	01:09
Narrabeen B-Line, Narrabeen	21:13	22:12	23:13	00:13	01:13
Warriewood B-Line, Warriewood	21:17	22:16	23:16	00:16	01:16
Mona Vale B-Line, Mona Vale	21:22	22:20	23:20	00:20	01:20
Barrenjoey Rd after Darley St, Mona Vale	21:25	22:23	23:22	00:22	01:22
Kalina St before Queens Pde, Newport	21:30	22:28	23:26	00:26	01:26
Barrenjoey Rd before Robertson Rd, Newport	21:34	22:32	23:29	00:29	01:29
Barrenjoey Rd near Avalon Pde, Avalon	21:39	22:37	23:34	00:34	01:34
Barrenjoey Rd near Careel Head Rd, Avalon	21:43	22:40	23:37	00:37	01:37
Ocean Pl at Ocean Rd, Palm Beach	21:51	22:48	23:45	00:45	01:45

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	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
Kalina St before Queens Pde, 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

**190X****PrePay-Only - City Wynyard to  
Palm Beach (Express Service)****B****Sunday & Public Holidays**

	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	▶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
Kalina St before Queens Pde, 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

**190X****PrePay-Only - Palm Beach to City  
Wynyard (Express Service)****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	16:10
Barrenjoey Rd near Careel Head Rd, Avalon	08:41	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19
Barrenjoey Rd near Avalon Pde, Avalon	08:46	09:26	10:23	11:23	12:23	13:23	14:23	15:24	16:23
Barrenjoey Rd after Bramley Ave, Newport	08:54	09:34	10:30	11:30	12:30	13:30	14:30	15:32	16:30
Kalina St after Queens Pde, Newport	08:59	09:38	10:34	11:34	12:34	13:34	14:34	15:36	16:34
Barrenjoey Rd before Darley St, Mona Vale	09:07	09:45	10:41	11:41	12:41	13:41	14:41	15:43	16:40
Mona Vale B-Line, Mona Vale	09:10	09:48	10:44	11:44	12:44	13:44	14:44	15:46	16:42
Warriewood B-Line, Warriewood	09:16	09:54	10:50	11:50	12:50	13:50	14:50	15:52	16:48
Narrabeen B-Line, Narrabeen	09:21	09:59	10:55	11:55	12:55	13:55	14:55	15:56	16:52
Collaroy B-Line, Collaroy	09:25	10:03	10:59	11:59	12:59	13:59	14:59	16:00	16:56
Dee Why B-Line, Dee Why	09:32	10:10	11:06	12:06	13:06	14:06	15:06	16:07	17:03
Warringah Mall, Pittwater Rd, Brookvale	09:40	10:18	11:14	12:14	13:14	14:14	15:15	16:14	17:10
Spit Junction B-Line, Mosman	09:53	10:31	11:27	12:27	13:27	14:27	15:30	16:28	17:24
Neutral Bay Junction, Military Rd, Neutral Bay	09:59	10:37	11:33	12:33	13:33	14:33	15:40	16:38	17:34
Wynyard Station	10:06	10:44	11:40	12:40	13:40	14:40	15:47	16:47	17:43

**Monday to Friday**

Ocean Pl at Ocean Rd, Palm Beach	17:10
Barrenjoey Rd near Careel Head Rd, Avalon	17:19
Barrenjoey Rd near Avalon Pde, Avalon	17:23
Barrenjoey Rd after Bramley Ave, Newport	17:30
Kalina St after Queens Pde, Newport	17:34
Barrenjoey Rd before Darley St, Mona Vale	17:40
Mona Vale B-Line, Mona Vale	17:42
Warriewood B-Line, Warriewood	17:48
Narrabeen B-Line, Narrabeen	17:52
Collaroy B-Line, Collaroy	17:56
Dee Why B-Line, Dee Why	18:03
Warringah Mall, Pittwater Rd, Brookvale	18:10
Spit Junction B-Line, Mosman	18:23
Neutral Bay Junction, Military Rd, Neutral Bay	18:30
Wynyard Station	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
Kalina St after 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

**190X****PrePay-Only - Palm Beach to City  
Wynyard (Express Service)****B**

<b>Saturday</b>							
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
Kalina St after 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

<b>Sunday &amp; Public Holidays</b>										
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	
Kalina St after 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	

<b>Sunday &amp; Public Holidays</b>							
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
Kalina St after 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, 154x, 188, 188x, 189x, 190x, 199



## Route 154x to Milsons Point

Picks up and sets down passengers 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 154x to Mona Vale

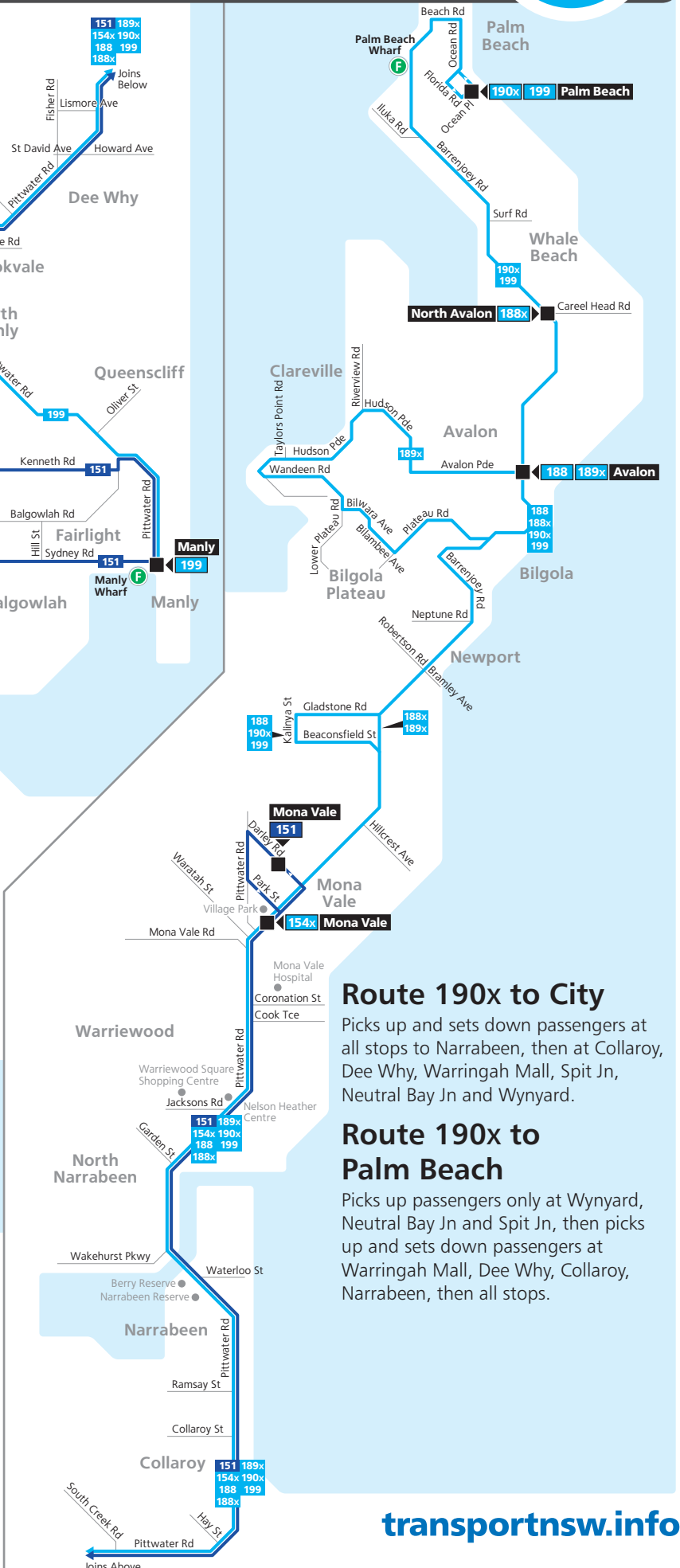
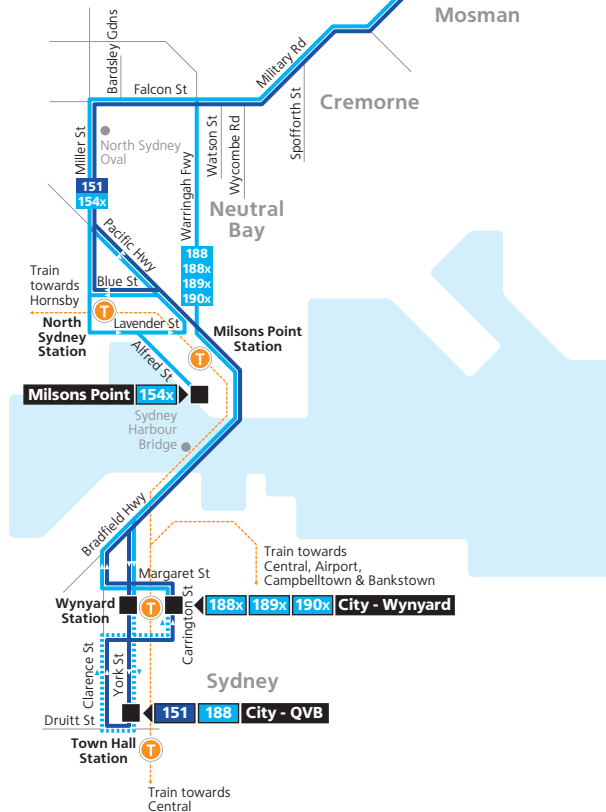
Picks up passengers only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down passengers at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

## Routes 188x and 189x to City

Picks up and sets down passengers at all stops to Narrabeen, then Neutral Bay Jn and Wynyard.

## Routes 188x and 189x to Avalon

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



## Route 190x 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 190x 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
- - - Diversion/extended route
- 199 Bus route number
- 188 Bus route start/finish
- T Train line/station
- F Ferry wharf



## How to use this timetable

This timetable provides a snapshot 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 at [transportnsw.info](https://transportnsw.info)

## Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at [transportnsw.info](https://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](https://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

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

## Opal cards

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, the Central Coast, the Hunter and the Illawarra.

## Which Opal card is right for you?


**Adult** – Customers 16 years or older 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](https://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](https://transportnsw.info/opal) for more information.

## Contactless payments



If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at [transportnsw.info/contactless](https://transportnsw.info/contactless)

## Explanation of definitions and symbols

	Wheelchair Accessible
<b>R</b>	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 Sept 2020

Creation date: 16 Sept 2020

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	-	-	05:12	05:44	-	05:59	06:14	06:29	06:44
Pittwater Rd at Old Pittwater Rd, Brookvale	-	04:47	05:14	05:46	-	06:01	06:16	06:31	06:46
Dee Why B-Line, Dee Why	-	04:49	05:18	05:50	-	06:05	06:20	06:35	06:50
Collaroy B-Line, Collaroy	-	04:53	05:23	05:57	-	06:12	06:27	06:42	06:57
Narrabeen B-Line, Narrabeen	-	04:57	05:27	06:01	-	06:16	06:33	06:48	07:03
Warriewood B-Line, Warriewood	-	04:59	05:30	06:05	-	06:20	06:37	06:52	07:08
Mona Vale B-Line, Mona Vale	05:00	05:03	05:34	06:10	06:17	06:25	06:42	06:57	07:13
Barrenjoey Rd after Darley St, Mona Vale	05:01	05:04	05:35	06:11	06:18	06:26	06:43	06:58	07:14
Kalina St before Queens Pde, Newport	05:04	05:07	05:39	06:15	06:22	06:30	06:48	07:03	07:20
Barrenjoey Rd before Robertson Rd, Newport	05:06	05:09	05:42	06:18	06:25	06:33	06:52	07:07	07:24
Barrenjoey Rd near Avalon Pde, Avalon	05:11	05:14	05:47	06:24	06:31	06:39	06:58	07:14	07:30
Barrenjoey Rd near Careel Head Rd, Avalon	05:15	05:18	05:51	06:28	06:35	-	07:03	-	07:35
Ocean Pl at Ocean Rd, Palm Beach	05:24	05:27	06:01	06:38	06:45	-	07:14	-	07:47

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	06:57	07:10	07:24	07:39	07:50	08:04	08:16	08:31	08:46
Pittwater Rd at Old Pittwater Rd, Brookvale	06:59	07:12	07:26	07:41	07:52	08:06	08:18	08:33	08:48
Dee Why B-Line, Dee Why	07:04	07:17	07:31	07:48	07:59	08:13	08:25	08:40	08:55
Collaroy B-Line, Collaroy	07:12	07:25	07:39	07:56	08:08	08:22	08:34	08:49	09:02
Narrabeen B-Line, Narrabeen	07:18	07:31	07:46	08:03	08:15	08:31	08:43	08:57	09:09
Warriewood B-Line, Warriewood	07:23	07:36	07:52	08:09	08:21	08:37	08:49	09:01	09:13
Mona Vale B-Line, Mona Vale	07:28	07:41	07:58	08:15	08:27	08:43	08:55	09:06	09:18
Barrenjoey Rd after Darley St, Mona Vale	07:29	07:42	07:59	08:16	08:28	08:44	08:56	09:07	09:19
Kalina St before Queens Pde, Newport	07:35	07:47	08:03	08:20	08:32	08:48	09:00	09:11	09:23
Barrenjoey Rd before Robertson Rd, Newport	07:39	07:51	08:08	08:25	08:37	08:53	09:05	09:16	09:28
Barrenjoey Rd near Avalon Pde, Avalon	07:46	07:57	08:15	08:33	08:46	09:01	09:14	09:24	09:36
Barrenjoey Rd near Careel Head Rd, Avalon	-	08:02	-	08:38	-	09:06	-	09:29	09:41
Ocean Pl at Ocean Rd, Palm Beach	-	08:13	-	08:49	-	09:17	-	09:40	09:52

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	09:00	09:14	09:29	09:44	09:59	10:14	10:29	10:44	11:00
Pittwater Rd at Old Pittwater Rd, Brookvale	09:02	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:02
Dee Why B-Line, Dee Why	09:09	09:23	09:38	09:52	10:07	10:23	10:38	10:53	11:09
Collaroy B-Line, Collaroy	09:16	09:30	09:45	10:01	10:16	10:31	10:46	11:01	11:17
Narrabeen B-Line, Narrabeen	09:23	09:36	09:51	10:07	10:22	10:37	10:53	11:08	11:24
Warriewood B-Line, Warriewood	09:27	09:40	09:55	10:11	10:26	10:41	10:57	11:12	11:28
Mona Vale B-Line, Mona Vale	09:32	09:46	10:01	10:17	10:31	10:46	11:04	11:19	11:35
Barrenjoey Rd after Darley St, Mona Vale	09:33	09:47	10:02	10:18	10:32	10:47	11:05	11:20	11:36
Kalina St before Queens Pde, Newport	09:37	09:51	10:07	10:23	10:37	10:52	11:10	11:25	11:42
Barrenjoey Rd before Robertson Rd, Newport	09:42	09:56	10:12	10:28	10:42	10:58	11:16	11:30	11:47
Barrenjoey Rd near Avalon Pde, Avalon	09:51	10:04	10:21	10:36	10:51	11:06	11:25	11:38	11:56
Barrenjoey Rd near Careel Head Rd, Avalon	-	10:09	-	10:41	-	11:11	-	11:43	-
Ocean Pl at Ocean Rd, Palm Beach	-	10:22	-	10:53	-	11:23	-	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	11:15	11:30	11:44	11:59	12:14	12:29	-	12:44	-
Pittwater Rd at Old Pittwater Rd, Brookvale	11:17	11:32	11:46	12:01	12:16	12:31	-	12:46	-
Dee Why B-Line, Dee Why	11:24	11:40	11:54	12:09	12:24	12:39	-	12:54	-
Collaroy B-Line, Collaroy	11:32	11:48	12:02	12:17	12:32	12:47	-	13:02	-
Narrabeen B-Line, Narrabeen	11:39	11:55	12:09	12:24	12:39	12:54	-	13:09	-
Warriewood B-Line, Warriewood	11:43	11:59	12:13	12:28	12:43	12:58	-	13:13	-
Mona Vale B-Line, Mona Vale	11:50	12:05	12:19	12:34	12:49	13:04	13:12	13:19	13:29
Barrenjoey Rd after Darley St, Mona Vale	11:51	12:06	12:20	12:35	12:50	13:05	13:13	13:20	13:30
Kalina St before Queens Pde, Newport	11:57	12:11	12:25	12:40	12:55	13:10	13:18	13:25	13:35
Barrenjoey Rd before Robertson Rd, Newport	12:02	12:16	12:30	12:45	13:00	13:15	13:22	13:30	13:39
Barrenjoey Rd near Avalon Pde, Avalon	12:10	12:25	12:38	12:54	13:08	13:24	13:30	13:38	13:47
Barrenjoey Rd near Careel Head Rd, Avalon	12:15	-	12:43	-	13:13	-	13:35	13:43	13:52
Ocean Pl at Ocean Rd, Palm Beach	12:29	-	12:57	-	13:26	-	13:46	13:54	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	12:59	13:14	13:29	13:44	13:59	14:14	14:30	14:45	15:00
Pittwater Rd at Old Pittwater Rd, Brookvale	13:01	13:16	13:31	13:46	14:01	14:16	14:32	14:47	15:02
Dee Why B-Line, Dee Why	13:09	13:24	13:39	13:54	14:09	14:24	14:40	14:55	15:10
Collaroy B-Line, Collaroy	13:17	13:32	13:47	14:02	14:17	14:32	14:48	15:03	15:18
Narrabeen B-Line, Narrabeen	13:24	13:39	13:54	14:09	14:24	14:39	14:55	15:10	15:25
Warriewood B-Line, Warriewood	13:28	13:43	13:58	14:13	14:28	14:43	14:59	15:16	15:31
Mona Vale B-Line, Mona Vale	13:34	13:49	14:04	14:19	14:34	14:51	15:05	15:22	15:37
Barrenjoey Rd after Darley St, Mona Vale	13:35	13:50	14:05	14:20	14:35	14:52	15:06	15:23	15:38
Kalina St before Queens Pde, Newport	13:40	13:55	14:10	14:25	14:40	14:57	15:11	15:29	15:44
Barrenjoey Rd before Robertson Rd, Newport	13:45	14:00	14:15	14:30	14:46	15:03	15:17	15:35	15:50
Barrenjoey Rd near Avalon Pde, Avalon	13:54	14:08	14:24	14:38	14:55	15:12	15:28	15:44	16:01
Barrenjoey Rd near Careel Head Rd, Avalon	-	14:13	-	14:43	-	15:18	-	15:50	-
Ocean Pl at Ocean Rd, Palm Beach	-	14:24	-	14:55	-	15:30	-	16:02	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
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	15:16	15:32	15:47	16:01	16:15	16:30	16:45	17:00	17:15
Pittwater Rd at Old Pittwater Rd, Brookvale	15:18	15:34	15:49	16:03	16:17	16:32	16:47	17:02	17:17
Dee Why B-Line, Dee Why	15:26	15:42	15:57	16:11	16:25	16:40	16:54	17:09	17:24
Collaroy B-Line, Collaroy	15:35	15:51	16:06	16:20	16:33	16:48	17:03	17:18	17:33
Narrabeen B-Line, Narrabeen	15:42	15:58	16:13	16:27	16:40	16:54	17:09	17:24	17:39
Warriewood B-Line, Warriewood	15:48	16:05	16:20	16:32	16:45	16:59	17:14	17:29	17:44
Mona Vale B-Line, Mona Vale	15:54	16:12	16:26	16:38	16:51	17:05	17:20	17:35	17:50
Barrenjoey Rd after Darley St, Mona Vale	15:55	16:13	16:27	16:39	16:52	17:06	17:21	17:36	17:51
Kalina St before Queens Pde, Newport	16:02	16:20	16:33	16:45	16:58	17:12	17:27	17:42	17:57
Barrenjoey Rd before Robertson Rd, Newport	16:08	16:26	16:39	16:51	17:03	17:17	17:32	17:47	18:02
Barrenjoey Rd near Avalon Pde, Avalon	16:17	16:36	16:49	17:01	17:13	17:27	17:42	17:57	18:08
Barrenjoey Rd near Careel Head Rd, Avalon	16:23	-	16:55	17:07	17:19	17:33	17:48	18:03	18:14
Ocean Pl at Ocean Rd, Palm Beach	16:35	-	17:07	17:19	17:31	17:45	18:00	18:15	18:26

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	17:30	17:45	18:00	18:15	18:30	18:44	18:59	19:14	19:29
Pittwater Rd at Old Pittwater Rd, Brookvale	17:32	17:47	18:02	18:17	18:32	18:46	19:01	19:16	19:31
Dee Why B-Line, Dee Why	17:39	17:54	18:09	18:24	18:38	18:52	19:07	19:22	19:37
Collaroy B-Line, Collaroy	17:48	18:03	18:18	18:33	18:47	18:59	19:14	19:30	19:46
Narrabeen B-Line, Narrabeen	17:54	18:08	18:23	18:38	18:52	19:04	19:19	19:34	19:50
Warriewood B-Line, Warriewood	17:59	18:13	18:26	18:41	18:55	19:07	19:22	19:37	19:53
Mona Vale B-Line, Mona Vale	18:05	18:19	18:32	18:47	19:00	19:12	19:27	19:42	19:58
Barrenjoey Rd after Darley St, Mona Vale	18:06	18:20	18:33	18:48	19:01	19:13	19:28	19:43	19:59
Kalina St before Queens Pde, Newport	18:12	18:26	18:39	18:52	19:05	19:17	19:32	19:47	20:03
Barrenjoey Rd before Robertson Rd, Newport	18:17	18:31	18:44	18:57	19:10	19:22	19:37	19:52	20:08
Barrenjoey Rd near Avalon Pde, Avalon	18:23	18:37	18:50	19:03	19:16	19:28	19:43	19:58	20:16
Barrenjoey Rd near Careel Head Rd, Avalon	18:29	18:42	18:55	19:08	19:21	19:33	19:48	20:03	-
Ocean Pl at Ocean Rd, Palm Beach	18:41	18:53	19:05	19:18	19:31	19:43	19:58	20:13	-

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## PrePay-Only - Manly to Palm Beach

B

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	19:43	19:58	20:13	20:28	20:43	-	20:58	21:13	21:28
Pittwater Rd at Old Pittwater Rd, Brookvale	19:45	20:00	20:15	20:30	20:45	-	21:00	21:15	21:30
Dee Why B-Line, Dee Why	19:51	20:06	20:21	20:35	20:50	-	21:05	21:20	21:35
Collaroy B-Line, Collaroy	20:00	20:14	20:28	20:42	20:57	-	21:12	21:27	21:42
Narrabeen B-Line, Narrabeen	20:04	20:18	20:32	20:46	21:01	-	21:16	21:31	21:47
Warriewood B-Line, Warriewood	20:07	20:21	20:35	20:49	21:04	-	21:19	21:34	21:50
Mona Vale B-Line, Mona Vale	20:12	20:26	20:40	20:54	21:09	21:16	21:24	21:39	21:55
Barrenjoey Rd after Darley St, Mona Vale	20:13	20:27	20:41	20:55	21:10	21:17	21:25	21:40	21:56
Kalina St before Queens Pde, Newport	20:17	20:31	20:45	20:59	21:14	21:21	21:29	21:44	22:00
Barrenjoey Rd before Robertson Rd, Newport	20:21	20:34	20:48	21:02	21:17	21:24	21:32	21:47	22:03
Barrenjoey Rd near Avalon Pde, Avalon	20:27	20:42	20:54	21:10	21:23	21:30	21:40	21:53	22:11
Barrenjoey Rd near Careel Head Rd, Avalon	20:32	-	20:59	-	21:28	21:35	-	21:58	-
Ocean Pl at Ocean Rd, Palm Beach	20:43	-	21:10	-	21:39	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	21:42	21:57	22:17	22:27	22:42	22:57	23:12	23:27	23:47
Pittwater Rd at Old Pittwater Rd, Brookvale	21:44	21:59	22:19	22:29	22:44	22:59	23:14	23:29	23:49
Dee Why B-Line, Dee Why	21:49	22:04	22:24	22:33	22:48	23:02	23:17	23:32	23:52
Collaroy B-Line, Collaroy	21:56	22:11	22:31	22:40	22:55	23:09	23:24	23:39	23:59
Narrabeen B-Line, Narrabeen	22:01	22:16	22:36	22:45	23:00	23:14	23:29	23:44	00:03
Warriewood B-Line, Warriewood	22:04	22:19	22:39	22:48	23:03	23:17	23:32	23:47	00:06
Mona Vale B-Line, Mona Vale	22:09	22:24	22:44	22:53	23:08	23:22	23:37	23:50	00:09
Barrenjoey Rd after Darley St, Mona Vale	22:10	22:25	22:45	22:54	23:09	23:23	23:38	23:51	00:10
Kalina St before Queens Pde, Newport	22:14	22:29	22:49	22:58	23:13	23:27	23:42	23:55	00:14
Barrenjoey Rd before Robertson Rd, Newport	22:17	22:32	22:52	23:01	23:16	23:30	23:45	23:58	00:18
Barrenjoey Rd near Avalon Pde, Avalon	22:23	22:40	22:58	23:08	23:22	23:37	23:51	00:05	00:24
Barrenjoey Rd near Careel Head Rd, Avalon	22:28	-	23:03	-	23:27	-	23:56	-	00:28
Ocean Pl at Ocean Rd, Palm Beach	22:38	-	23:13	-	23:37	-	00:05	-	00:37

Monday to Friday	♿	♿
Manly Wharf, Belgrave St, Manly	00:10	01:00
Warringah Mall, Pittwater Rd, Brookvale	00:17	01:07
Pittwater Rd at Old Pittwater Rd, Brookvale	00:19	01:09
Dee Why B-Line, Dee Why	00:22	01:12
Collaroy B-Line, Collaroy	00:27	01:17
Narrabeen B-Line, Narrabeen	00:31	01:21
Warriewood B-Line, Warriewood	00:34	01:24
Mona Vale B-Line, Mona Vale	00:37	01:27
Barrenjoey Rd after Darley St, Mona Vale	00:38	01:28
Kalina St before Queens Pde, Newport	00:42	01:32
Barrenjoey Rd before Robertson Rd, Newport	00:46	01:36
Barrenjoey Rd near Avalon Pde, Avalon	00:52	01:42
Barrenjoey Rd near Careel Head Rd, Avalon	00:56	01:46
Ocean Pl at Ocean Rd, Palm Beach	01:05	01:55

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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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

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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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

B

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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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

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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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

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
Kalina St before Queens Pde, 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

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## PrePay-Only - Manly to Palm Beach

B

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
Kalina St before Queens Pde, 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
Kalina St before Queens Pde, 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



Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	05:00	-	05:34	-	06:02	-	06:31	-
Barrenjoey Rd near Careel Head Rd, Avalon	-	05:07	-	05:41	-	06:09	-	06:38	-
Barrenjoey Rd near Avalon Pde, Avalon	-	05:10	05:27	05:44	05:56	06:12	06:25	06:42	06:48
Barrenjoey Rd after Bramley Ave, Newport	-	05:14	05:32	05:49	06:01	06:17	06:30	06:47	06:53
Kalina St after Queens Pde, Newport	-	05:16	05:34	05:51	06:04	06:20	06:33	06:52	06:58
Barrenjoey Rd before Darley St, Mona Vale	-	05:21	05:39	05:56	06:09	06:25	06:39	06:58	07:04
Barrenjoey Rd opp Village Park, Mona Vale	-	05:22	05:40	05:57	06:10	06:26	06:41	07:00	07:06
Warriewood B-Line, Warriewood	-	05:26	05:44	06:01	06:14	06:30	06:45	07:05	07:11
Narrabeen Shops, Pittwater Rd, Narrabeen	-	05:30	05:48	06:05	06:18	06:34	06:51	07:11	07:17
Collaroy B-Line, Collaroy	-	05:34	05:52	06:09	06:23	06:39	06:56	07:16	07:22
Dee Why Shops, Pittwater Rd, Dee Why	-	05:41	05:59	06:16	06:30	06:46	07:04	07:24	07:30
Pittwater Rd after Chard Rd, Brookvale	-	05:46	06:04	06:21	06:35	06:51	07:11	07:30	07:36
Warringah Mall, Pittwater Rd, Brookvale	05:11	05:49	06:07	06:24	06:38	06:54	07:14	07:33	07:39
Manly Wharf Stand J, Manly	♿05:20	♿05:58	♿06:18	♿06:35	♿06:51	♿07:07	♿07:27	♿07:48	♿07:54

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	06:51	-	07:30	-	07:59	-	08:28	-	08:58
Barrenjoey Rd near Careel Head Rd, Avalon	06:59	-	07:39	-	08:08	-	08:38	-	09:06
Barrenjoey Rd near Avalon Pde, Avalon	07:03	07:30	07:44	08:00	08:13	08:28	08:43	08:58	09:13
Barrenjoey Rd after Bramley Ave, Newport	07:08	07:36	07:50	08:06	08:19	08:34	08:49	09:04	09:19
Kalina St after Queens Pde, Newport	07:13	07:41	07:55	08:11	08:24	08:38	08:53	09:08	09:23
Barrenjoey Rd before Darley St, Mona Vale	07:19	07:48	08:02	08:18	08:31	08:47	09:02	09:17	09:32
Barrenjoey Rd opp Village Park, Mona Vale	07:21	07:50	08:04	08:20	08:33	08:49	09:05	09:20	09:35
Warriewood B-Line, Warriewood	07:26	07:56	08:10	08:25	08:39	08:55	09:11	09:26	09:41
Narrabeen Shops, Pittwater Rd, Narrabeen	07:32	08:01	08:16	08:31	08:45	09:01	09:16	09:30	09:45
Collaroy B-Line, Collaroy	07:36	08:06	08:21	08:36	08:50	09:07	09:22	09:36	09:50
Dee Why Shops, Pittwater Rd, Dee Why	07:44	08:15	08:30	08:45	08:59	09:15	09:31	09:45	10:00
Pittwater Rd after Chard Rd, Brookvale	07:51	08:24	08:39	08:53	09:07	09:22	09:38	09:51	10:07
Warringah Mall, Pittwater Rd, Brookvale	07:54	08:27	08:42	08:56	09:10	09:25	09:41	09:54	10:10
Manly Wharf Stand J, Manly	♿08:09	♿08:44	♿08:59	♿09:11	♿09:25	♿09:40	♿09:56	♿10:08	♿10:23
Victoria Pde near Manly School, Manly	-	-	09:01	-	-	-	-	-	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	09:37	-	10:07	10:22	-	10:52	-	11:22
Barrenjoey Rd near Careel Head Rd, Avalon	-	09:45	-	10:15	10:30	-	11:00	-	11:30
Barrenjoey Rd near Avalon Pde, Avalon	09:30	09:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35
Barrenjoey Rd after Bramley Ave, Newport	09:36	09:55	10:10	10:25	10:40	10:55	11:10	11:26	11:41
Kalina St after Queens Pde, Newport	09:40	09:59	10:14	10:29	10:44	10:59	11:14	11:30	11:45
Barrenjoey Rd before Darley St, Mona Vale	09:48	10:05	10:20	10:35	10:50	11:05	11:20	11:36	11:51
Barrenjoey Rd opp Village Park, Mona Vale	09:52	10:08	10:23	10:38	10:53	11:08	11:23	11:39	11:54
Warriewood B-Line, Warriewood	09:57	10:13	10:28	10:43	10:58	11:13	11:28	11:44	11:59
Narrabeen Shops, Pittwater Rd, Narrabeen	10:01	10:18	10:33	10:48	11:03	11:18	11:33	11:49	12:04
Collaroy B-Line, Collaroy	10:06	10:23	10:38	10:53	11:08	11:23	11:38	11:54	12:09
Dee Why Shops, Pittwater Rd, Dee Why	10:15	10:32	10:47	11:02	11:16	11:31	11:46	12:02	12:17
Pittwater Rd after Chard Rd, Brookvale	10:22	10:39	10:54	11:09	11:23	11:38	11:53	12:09	12:24
Warringah Mall, Pittwater Rd, Brookvale	10:25	10:42	10:57	11:12	11:26	11:41	11:56	12:12	12:27
Manly Wharf Stand J, Manly	♿10:38	♿10:55	♿11:10	♿11:25	♿11:39	♿11:54	♿12:09	♿12:25	♿12:41

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## PrePay-Only - Palm Beach to Manly

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Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	11:52	-	12:22	-	12:52	-	13:22	-
Barrenjoey Rd near Careel Head Rd, Avalon	-	12:00	-	12:30	-	13:00	-	13:30	-
Barrenjoey Rd near Avalon Pde, Avalon	11:50	12:05	12:20	12:35	12:50	13:05	13:18	13:35	13:48
Barrenjoey Rd after Bramley Ave, Newport	11:56	12:10	12:25	12:40	12:55	13:10	13:23	13:40	13:53
Kalina St after Queens Pde, Newport	12:00	12:14	12:29	12:44	12:59	13:14	13:27	13:44	13:57
Barrenjoey Rd before Darley St, Mona Vale	12:06	12:20	12:35	12:50	13:05	13:20	13:33	13:50	14:03
Barrenjoey Rd opp Village Park, Mona Vale	12:09	12:23	12:38	12:53	13:08	13:23	13:36	13:53	14:06
Warriewood B-Line, Warriewood	12:14	12:28	12:43	12:58	13:13	13:28	13:41	13:58	14:11
Narrabeen Shops, Pittwater Rd, Narrabeen	12:19	12:33	12:48	13:02	13:17	13:32	13:45	14:02	14:15
Collaroy B-Line, Collaroy	12:24	12:38	12:53	13:07	13:22	13:37	13:50	14:07	14:20
Dee Why Shops, Pittwater Rd, Dee Why	12:33	12:47	13:02	13:16	13:31	13:46	13:59	14:16	14:29
Pittwater Rd after Chard Rd, Brookvale	12:40	12:54	13:09	13:23	13:38	13:53	14:06	14:23	14:37
Warringah Mall, Pittwater Rd, Brookvale	12:43	12:57	13:12	13:26	13:41	13:56	14:09	14:26	14:40
Manly Wharf Stand J, Manly	♿12:57	♿13:11	♿13:26	♿13:40	♿13:55	♿14:10	♿14:23	♿14:40	♿14:54

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	13:51	-	14:18	-	14:47	-	15:19	-	15:49
Barrenjoey Rd near Careel Head Rd, Avalon	13:59	-	14:26	-	14:55	-	15:27	-	15:57
Barrenjoey Rd near Avalon Pde, Avalon	14:04	14:17	14:31	14:44	15:00	15:14	15:32	15:46	16:02
Barrenjoey Rd after Bramley Ave, Newport	14:09	14:22	14:36	14:49	15:05	15:19	15:37	15:51	16:07
Kalina St after Queens Pde, Newport	14:13	14:26	14:40	14:53	15:09	15:23	15:41	15:55	16:11
Barrenjoey Rd before Darley St, Mona Vale	14:19	14:32	14:46	14:59	15:15	15:31	15:47	16:01	16:17
Barrenjoey Rd opp Village Park, Mona Vale	14:22	14:35	14:49	15:02	15:17	15:33	15:49	16:03	16:19
Warriewood B-Line, Warriewood	14:27	14:41	14:55	15:08	15:23	15:38	15:54	16:08	16:24
Narrabeen Shops, Pittwater Rd, Narrabeen	14:31	14:46	15:00	15:14	15:29	15:44	16:00	16:14	16:30
Collaroy B-Line, Collaroy	14:36	14:51	15:05	15:21	15:35	15:50	16:05	16:19	16:35
Dee Why Shops, Pittwater Rd, Dee Why	14:45	15:00	15:15	15:30	15:44	15:59	16:14	16:28	16:44
Pittwater Rd after Chard Rd, Brookvale	14:53	15:08	15:22	15:38	15:52	16:07	16:20	16:34	16:50
Warringah Mall, Pittwater Rd, Brookvale	14:56	15:11	15:25	15:41	15:55	16:10	16:23	16:37	16:53
Manly Wharf Stand J, Manly	♿15:10	♿15:25	♿15:39	♿15:55	♿16:09	♿16:25	♿16:38	♿16:52	♿17:08

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	-	-	16:22	-	16:52	-	17:24	17:39	17:54
Barrenjoey Rd near Careel Head Rd, Avalon	-	-	16:30	-	17:00	-	17:31	17:46	18:01
Barrenjoey Rd near Avalon Pde, Avalon	16:12	16:21	16:35	16:50	17:05	17:21	17:36	17:51	18:06
Barrenjoey Rd after Bramley Ave, Newport	16:17	16:26	16:40	16:55	17:10	17:26	17:41	17:56	18:11
Kalina St after Queens Pde, Newport	16:21	16:30	16:44	16:59	17:14	17:30	17:45	18:00	18:15
Barrenjoey Rd before Darley St, Mona Vale	16:27	16:36	16:50	17:05	17:20	17:34	17:49	18:04	18:19
Barrenjoey Rd opp Village Park, Mona Vale	16:29	16:39	16:53	17:08	17:23	17:37	17:52	18:07	18:21
Warriewood B-Line, Warriewood	16:33	16:43	16:57	17:12	17:28	17:42	17:57	18:12	18:26
Narrabeen Shops, Pittwater Rd, Narrabeen	16:38	16:48	17:02	17:17	17:34	17:48	18:03	18:18	18:32
Collaroy B-Line, Collaroy	16:43	16:53	17:07	17:22	17:39	17:53	18:07	18:22	18:36
Dee Why Shops, Pittwater Rd, Dee Why	16:52	17:02	17:15	17:30	17:47	18:01	18:15	18:30	18:44
Pittwater Rd after Chard Rd, Brookvale	16:58	17:08	17:21	17:37	17:54	18:08	18:22	18:37	18:49
Warringah Mall, Pittwater Rd, Brookvale	-	17:11	17:24	17:40	17:57	18:11	18:25	18:40	18:52
Manly Wharf Stand J, Manly	-	♿17:26	♿17:39	♿17:55	♿18:12	♿18:26	♿18:40	♿18:55	♿19:05

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	18:12	18:27	18:43	18:58	19:13	19:28	19:43	19:58	-
Barrenjoey Rd near Careel Head Rd, Avalon	18:19	18:34	18:50	19:05	19:20	19:35	19:50	20:05	-
Barrenjoey Rd near Avalon Pde, Avalon	18:24	18:38	18:54	19:09	19:24	19:39	19:54	20:09	20:25
Barrenjoey Rd after Bramley Ave, Newport	18:29	18:43	18:59	19:13	19:28	19:43	19:58	20:13	20:29
Kalina St after Queens Pde, Newport	18:33	18:47	19:03	19:17	19:32	19:47	20:02	20:17	20:33
Barrenjoey Rd before Darley St, Mona Vale	18:37	18:51	19:07	19:21	19:36	19:51	20:06	20:21	20:37
Barrenjoey Rd opp Village Park, Mona Vale	18:39	18:54	19:08	19:23	19:38	19:53	20:08	20:23	20:39
Warriewood B-Line, Warriewood	18:44	18:59	19:12	19:26	19:41	19:56	20:11	20:26	20:42
Narrabeen Shops, Pittwater Rd, Narrabeen	18:49	19:04	19:17	19:31	19:46	20:01	20:16	20:31	20:47
Collaroy B-Line, Collaroy	18:53	19:08	19:22	19:36	19:51	20:06	20:20	20:35	20:51
Dee Why Shops, Pittwater Rd, Dee Why	19:01	19:15	19:29	19:43	19:58	20:13	20:27	20:42	20:58
Pittwater Rd after Chard Rd, Brookvale	19:07	19:20	19:34	19:48	20:02	20:17	20:31	20:46	21:02
Warringah Mall, Pittwater Rd, Brookvale	19:10	19:22	19:36	19:50	20:04	20:19	20:33	20:48	21:04
Manly Wharf Stand J, Manly	♿19:23	♿19:35	♿19:49	♿20:03	♿20:17	♿20:30	♿20:44	♿20:59	♿21:15

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## PrePay-Only - Palm Beach to Manly

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Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	20:28	-	21:00	-	21:30	-	22:00	-	22:30
Barrenjoey Rd near Careel Head Rd, Avalon	20:35	-	21:07	-	21:37	-	22:07	-	22:37
Barrenjoey Rd near Avalon Pde, Avalon	20:39	20:55	21:11	21:25	21:41	21:56	22:11	22:26	22:41
Barrenjoey Rd after Bramley Ave, Newport	20:43	20:59	21:15	21:29	21:45	22:00	22:15	22:30	22:45
Kalina St after Queens Pde, Newport	20:47	21:03	21:19	21:33	21:49	22:04	22:19	22:34	22:49
Barrenjoey Rd before Darley St, Mona Vale	20:51	21:07	21:23	21:37	21:53	22:08	22:23	22:38	22:53
Barrenjoey Rd opp Village Park, Mona Vale	20:53	21:09	21:25	21:39	21:55	22:09	22:24	22:39	22:54
Warriewood B-Line, Warriewood	20:56	21:12	21:28	21:42	21:58	22:12	22:27	22:42	22:57
Narrabeen Shops, Pittwater Rd, Narrabeen	21:01	21:17	21:33	21:47	22:03	22:17	22:32	22:47	23:02
Collaroy B-Line, Collaroy	21:05	21:21	21:37	21:51	22:07	22:21	22:36	22:51	23:06
Dee Why Shops, Pittwater Rd, Dee Why	21:12	21:28	21:44	21:58	22:14	22:28	22:43	22:58	23:13
Pittwater Rd after Chard Rd, Brookvale	21:16	21:32	21:48	22:02	22:18	22:32	22:47	23:02	23:17
Warringah Mall, Pittwater Rd, Brookvale	21:18	21:34	21:50	22:04	22:20	22:34	22:49	23:04	23:19
Manly Wharf Stand J, Manly	♿21:29	♿21:45	♿22:01	♿22:14	♿22:30	♿22:44	♿22:59	♿23:14	♿23:29

Monday to Friday	♿	♿	♿	♿	♿	♿
Ocean Pl at Ocean Rd, Palm Beach	23:05	-	23:45	00:15	00:45	02:05
Barrenjoey Rd near Careel Head Rd, Avalon	23:12	-	23:52	00:21	00:51	02:11
Barrenjoey Rd near Avalon Pde, Avalon	23:16	23:46	23:54	00:23	00:53	02:13
Barrenjoey Rd after Bramley Ave, Newport	23:20	23:50	23:58	00:28	00:58	02:18
Kalina St after Queens Pde, Newport	23:24	23:53	00:01	00:30	01:00	02:20
Barrenjoey Rd before Darley St, Mona Vale	23:28	23:57	00:04	00:35	01:05	02:25
Barrenjoey Rd opp Village Park, Mona Vale	23:29	23:58	00:05	00:37	01:07	02:27
Warriewood B-Line, Warriewood	23:32	00:01	00:08	-	-	-
Narrabeen Shops, Pittwater Rd, Narrabeen	23:36	00:05	00:12	-	-	-
Collaroy B-Line, Collaroy	23:40	00:09	00:16	-	-	-
Dee Why Shops, Pittwater Rd, Dee Why	23:46	00:15	00:22	-	-	-
Pittwater Rd after Chard Rd, Brookvale	23:50	00:19	00:26	-	-	-
Warringah Mall, Pittwater Rd, Brookvale	23:52	-	00:28	-	-	-
Manly Wharf Stand J, Manly	♿00:02	-	♿00:37	-	-	-

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
Kalina St after 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
Kalina St after 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

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## PrePay-Only - Palm Beach to Manly

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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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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

B

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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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
Kalina St after 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

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## 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
Kalina St after 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
Kalina St after 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, 154x, 188, 188x, 189x, 190x, 199



## Route 154x to Milsons Point

Picks up and sets down passengers 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 154x to Mona Vale

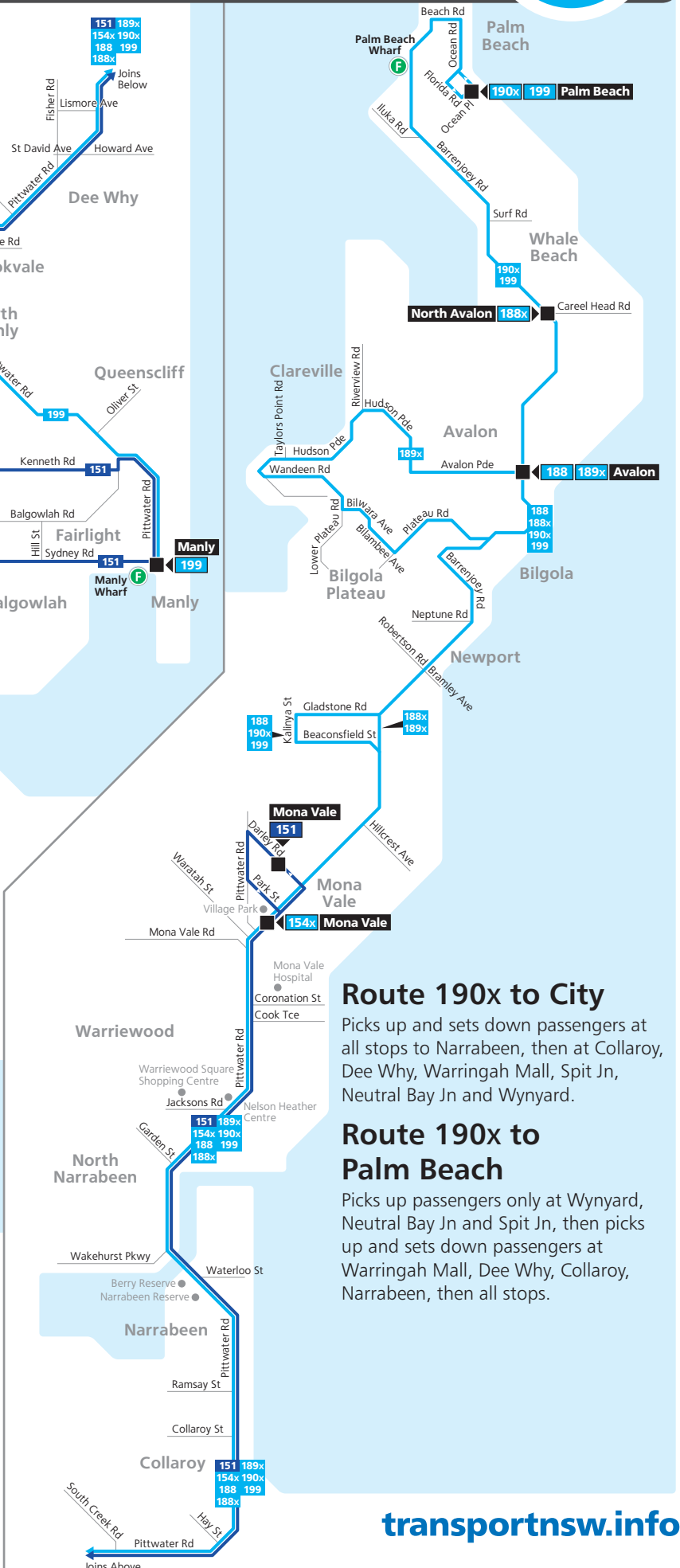
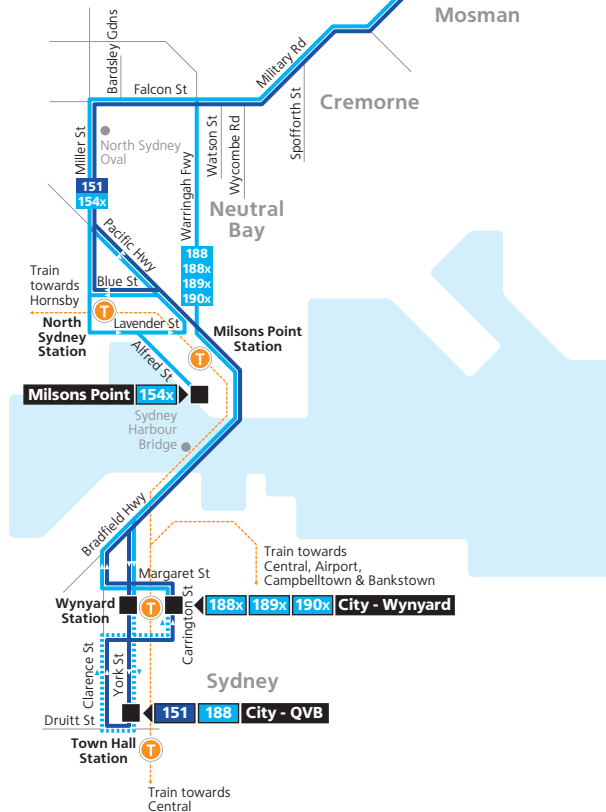
Picks up passengers only at all stops to Neutral Bay Jn, then Spit Jn, then picks up and sets down passengers at Kenneth Rd Manly Vale, Warringah Mall, Dee Why, Collaroy, Narrabeen, Pittwater Park and Mona Vale.

## Routes 188x and 189x to City

Picks up and sets down passengers at all stops to Narrabeen, then Neutral Bay Jn and Wynyard.

## Routes 188x and 189x to Avalon

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



## Route 190x 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 190x 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
- - - Diversion/extended route
- 199 Bus route number
- 151 Bus route start/finish
- T Train line/station
- F Ferry wharf

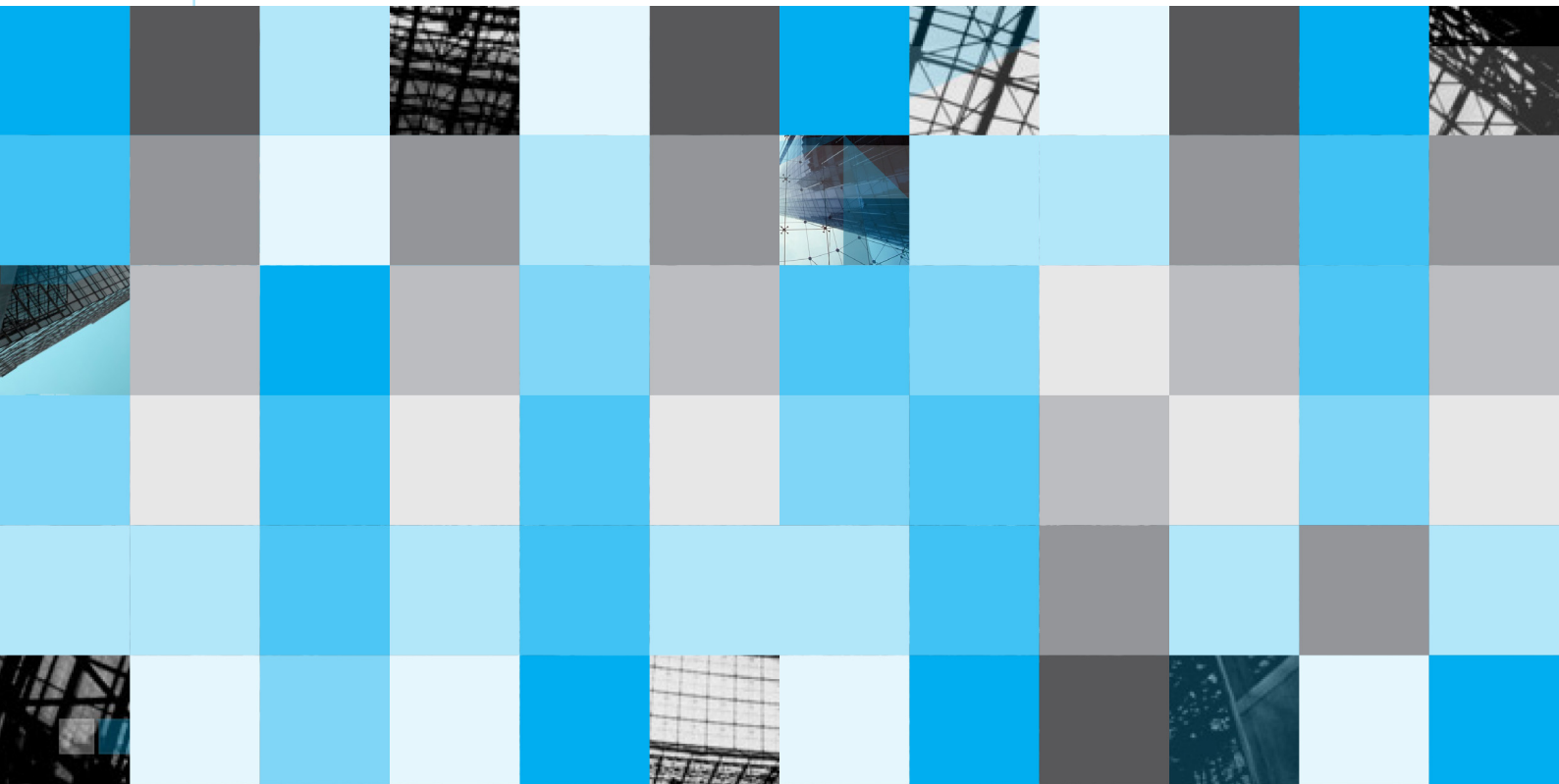


# On Demand zone map. Northern Beaches.



APPENDIX B

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**

**September 2020**

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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)(i) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP HSPD).

The request relates to an application for demolition works, tree removal, site consolidation and the construction of ten (10) self-contained dwellings for seniors or people with a disability with basement car parking for 22 vehicles 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 Location and access to facilities

Clause 26(1) of SEPP HSPD requires residents to have access to the following services and facilities that complies with subclause (2):

- (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.

Residents of the proposed development will 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. An accessible path of travel will be provided to the local shops. 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 the local shops do not provide the full range of services required by clause 26(1), residents need to use public transport to access these services elsewhere.

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 on Barrenjoey Road or by using the Keoride public transport service.

The Keoride service operates on the Northern Beaches and picks passengers up from either home, a designated point of interest within the service area or the nearest bus stop and takes passengers directly to the closest transport hub at Avalon, Narrabeen, Warriewood or Mona Vale where the shops and services referred to in clause 26(1) are available. A wheelchair accessible vehicle is available on the Northern Beaches Service. A wheelchair accessible vehicle can be booked through customer service. For passengers who are less mobile the service can pick up and drop off directly at their address. The service operates from 6am to 10pm Monday to Wednesday, 6am to 11:30pm on Thursday to Friday, 7am to 11:30pm on Saturday and 7am to 9pm on Sunday. The service is a trial service that has been operating since November 2017. The trial service has been extended and will become fully integrated into the public transport network with the renewal of the Region 8 regional contract in late-2021.

Whilst the Keoride service is available, residents can also use the 199, 190X and 188X bus services to access a range of locations where the shops and services referred to in clause 26(1) are available.

As the Keoride service has not yet been fully integrated into the public transport network and is still operating as a trial service, compliance with the provisions of clause 26(2) for the access to public transport (bus) services on Barrenjoey Road, has been considered.

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 site to the bus stops on the eastern and western sides of Barrenjoey Road. The path of travel to the bus stop therefore meets the requirements of clause 26(2)(a).

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

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 bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and meets the requirements of clause 26(b)(i).

Clause 26(2)(b) only requires a public transport service to be available within 400 metres of the site. It does not state the service must be available within 400 metres from the site when travelling in both directions. However, as the bus stop on the western side of Barrenjoey Road is 412 metres from the site, for the sake of completeness a clause 4.6 request has been prepared to address a variation for the return journey.

### 1.3 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 contained within Clause 26(2)(b)(i) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 be varied.

### 1.4 Development Standard to be varied

The bus stop on the eastern side of Barrenjoey Road is 361 metres from the site and meets the requirements of clause 26(b)(i).

It may be argued the development contravenes the development standard contained within Clause 26(2)(b)(i) for the distance to public transport on the western side of Barrenjoey Road.

Clause (2)(a)(b) are as follows:

(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...

### 1.5 Extent of Variation to the Development Standard

The proposed development meets the requirements of clause 26 except it may be argued 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 at 412 metres (a variation of 2.9%) 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 39 metres below the 400-metre requirement at 412 metres (16 metres below when measured from the main pedestrian entry).



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.

1.6 [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 any objectives 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 despite the variation proposed in that the development increases the supply and diversity of residences that meet the needs of seniors or people with a disability by replacing two detached dwellings with 10 self-contained dwellings that comply with the access and usability standards of SEPP HSPD 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 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 of SEPP HSPD, PLEP and Pittwater 21 DCP 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 public transport that enables residents to access the range of facilities and services listed in clause 26(1), is to ensure that sites 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:

- The walking distance from the site to public transport for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.
- 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.
- Residents of the development have access to the Keoride public transport service throughout the day as detailed above. This alternative form of public transport provides a more convenient, flexible and tailored service for less mobile people compared to traditional bus services. The Keoride service can pick up less mobile people from their property.
- The development provides two car parking spaces for each dwelling. 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.

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.

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

- The development meets the aims of the SEPP and the underlying objective of the standard as detailed above.
- 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 walking distance for the complete return journey (to and from the bus stops) is 27 metres **less** than permitted by the standard.
- Residents have access to some local services at the North Avalon shops within 230-250 metres of the subject site. Banking, telehealth and shopping services are also increasingly available online which reduces the frequency a resident will need to travel for these services. Residents will not be completely reliant on bus services to access all necessary services.
- The Keoride public transport service is available which picks less mobile people up from their house and takes passengers directly to the closest transport hub at Avalon, Narrabeen, Warriewood or Mona Vale.
- Each dwelling is provided with two car parking spaces for less mobile people who prefer to drive rather than walk.
- 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.

1.7 [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 grounds relied on by the applicant in the written request under cl 4.6 must be “environmental planning grounds” by their nature. The adjectival phrase “environmental planning” is not defined, but would refer to grounds that relate to the subject matter, scope and purpose of the EPA Act, including the objects in s 1.3 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

Section 1.6 of this Clause 4.6 request details the proposal’s consistency with the aims of SEPP HSPD and the underlying objective of the standard. This discussion addresses key environmental planning grounds being the proposal’s consistency with 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. The discussion of the proposal’s compliance with the underlying objective of the standard addresses environmental planning grounds related to the adequacy of the access to facilities and services provided for older people and people with a disability and ensuring the housing needs of the community are appropriately accommodated (Object (a) of the EP&A Act).

Allowing the variation to the standard permits the development of 10 dwellings on the site which will contribute to the supply and diversity of housing in the locality that is specifically designed for seniors or people with a disability. Requiring strict compliance with the standard in this instance would prevent the provision of a seniors housing development on the site even though adequate access is provided from the site given:

- The minor of extent of the variation of only 12 metres for the return journey and the compliance with the standard for the complete return journey (to and from the bus stop). The 12 additional metres walking distance required on the return journey is offset by the distance of 361 metres to the bus stop on the eastern side of Barrenjoey Road (39 metres less than permitted). The overall required walking distance is 27 metres less than permitted.
- The availability of local shops 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. An accessible pathway is proposed to the local shops.
- The availability of the Keoride public transport service that picks passengers up from either home, a designated point of interest within the service area or the nearest bus stop and takes passengers directly to the closest transport hub at Avalon, Narrabeen, Warriewood or Mona Vale.
- The provision of 2 car parking spaces per dwelling plus visitor parking.

Other environmental planning grounds that justify the variation include the following:

- The development provides additional housing in an area that is serviced by existing infrastructure and as such the development is consistent with object (c) of the EP&A Act which seeks to promote the orderly and economic use and development of land.
- The site has not been identified as having built or cultural heritage significance and as such the development is compatible with object (f) of the EP&A Act.
- The pattern and form of the development is compatible with the character of the local area as detailed in the Statement of Environmental Effects that accompanies the application and the design of the development does not result in any unreasonable impacts on the amenity of the adjoining properties in terms of privacy and acoustic impacts, overshadowing or visual or view impacts, having regard to the proposal's compliance with the building height, floor space ratio, landscaped area, deep soil zone standards of SEPP HSPD and the degree of compliance with the applicable DCP provisions including the building setback and building envelope controls. The development is therefore consistent with object (g) of the EP&A Act despite the variation proposed.
- The development has been designed to retain existing trees where possible and provide replacement plantings. The development will not impact on any threatened species, ecological communities and their habitats. In this regard the development is consistent with object (e) of the EP&A Act which seeks to protect the environment including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,

On the basis of the above, it has been demonstrated that there are sufficient environmental planning grounds to justify the proposed variation to the distance of the site to the bus stop on the western side of Barrenjoey Road in this instance.

#### 1.8 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.

#### 1.9 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.

#### 1.10 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)(i) 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 in this instance would prevent the provision of a seniors housing development on the site even though adequate access is provided from the site given:

- The availability of local shops 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. An accessible pathway is proposed to the local shops.
- The availability of the Keoride public transport service that picks passengers up from either home, a designated point of interest within the service area or the nearest bus stop and takes passengers directly to the closest transport hub at Avalon, Narrabeen, Warriewood or Mona Vale.
- The provision of 2 car parking spaces per dwelling plus visitor parking.

- The minor of extent of the variation of only 12 metres for the return journey and the compliance with the standard for the complete return journey (to and from the bus stop). The 12 additional metres walking distance required on the return journey is offset by the distance of 361 metres to the bus stop on the eastern side of Barrenjoey Road (39 metres less than permitted). The overall required walking distance is 27 metres less than permitted.

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.

#### 1.11 Conclusion

Strict compliance with the development standard for the required distance to the bus stop on the western side of Barrenjoey Road, contained within clause 26(2)(b)(i) 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.