

Ref: 25.041r01v03

11/04/2025

Skywood Climbing Pty Ltd 144 Old Pittwater Road Brookvale NSW 2100

Attention: Yossi Sundakov-Krumins

RE: 144 OLD PITTWATER ROAD, BROOKVALE DEVELOPMENT APPLICATION FOR A PROPOSED BOULDERING INDOOR RECREATIONAL FACILITY TRANSPORT IMPACT STATEMENT

Dear Yossi,

PDC Consultants has been commissioned to undertake a Transport Impact Statement (TIS) for a Development Application (DA) relating to the proposed bouldering indoor recreational development, Skywood Climbing, at 144 Old Pittwater Road, Brookvale. Specifically, the DA seeks consent for the following works:

- Construction of a bouldering indoor recreational facility on-site.
- Eight on-site car parking spaces consistent with the existing conditions.
- Vehicle access provided to Old Pittwater Road from the car park.

The site is located within the Northern Beaches Council local government area and has been assessed in accordance with the Warringah Local Environmental Plan 2011 (WLEP 2012) and Warringah Development Control Plan 2011 (WDCP 2011).

LOCATION AND SITE

The subject site is located at 144 Old Pittwater Road, Brookvale, being approximately 4 kilometres northwest of Manly Wharf and 12.5 kilometres northeast of Sydney CBD. More specifically, the site is located on the eastern kerbside of Old Pittwater Road between its intersections with Cross Street in the north and Condamine Street in the south.

The site is comprised of a single lot, formally identified as 4/-/DP523068. The site is rectangular in configuration, with a total area of approximately 1,400 m². It has a single street frontage, being Old Pittwater Road to the east. The southern, western, and northern boundary borders neighbouring commercial developments.

The site is within an existing industrial complex and currently accommodates a furniture manufacturer shop. The site is understood to have eight existing car parking spaces for its use in the existing car park with vehicular access to Old Pittwater Road.

Figure 1 provides an appreciation of the site in a local context.

PDC Consultants





Figure 1: Site Plan



ROAD NETWORK

The road network in the vicinity of the site is shown in **Figure 2**, with the following roads considered noteworthy:

- **Condamine Road**: near the site, it is a classified State Road (MR 164) which runs in a north-south alignment between Pittwater Road in the North and Burnt Bridge Creek Deviation in the South. Near the site it is subject to 60 km/h speed zoning restrictions and carries three lanes of traffic in each direction. Near the site, both kerbsides are subject to 'No Stopping' Zones with timed nearside bus lanes also in operation.
- Old Pittwater Road: a local that forms the site frontage, running in a north-south alignment between Pittwater Road and Condamine Street respectively. The road is subject to 50 km/h speed zoning and carries one lane of traffic in each direction. Near the site, both kerbsides have unrestricted parking.

PUBLIC & ACTIVE TRANSPORT SERVICES

Bus Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 500 metres of bus stops located along Condamine Road which falls just outside the walking distance catchment. The stops are serviced by 12 bus routes with four additional bus services accessible within the 800 metre catchment.

As such, the site has excellent access to the Sydney Bus network and it can be expected that staff and visitors will utilise the bus to travel to and from the site.

Active Transport

It can be seen from **Figure 4** that the site has access to general shared paths along Pittwater Road which connects to the wider cycleway network. The site is surrounded by footpaths both along Old Pittwater Road and the local roads surrounding it, facilitating good access to the nearby commercial and retail developments.

CRASH HISTORY

As shown in **Figure 5**, there are no crashes on the immediate frontage of the site. Indeed, one crash has been recorded on Old Pittwater Road near to the site. However, it does not appear to be associated with the operation of the site. The single recorded crash is a run-off road crash type and is likely associated with the horizontal curvature of Old Pittwater Road.

EXISTING TRAFFIC GENERATION

The site currently accommodates a commercial development with 4 car parking spaces allocated for its use.

Transport for NSW Guide to Transport Impact Assessments (GTIA) stipulates a rate of 1.01 trips/100m² Gross Floor Area (GFA) for 'Bulky Goods Stores' in the PM peak hour. In the absence of an AM peak hour rate, the same rate of 1.01 trips/100m² GFA has been used for a conservative estimate. Application of these rates to the existing approximate 880 m² of GFA results in in nine peak hour trips in the morning and afternoon peaks.

Notwithstanding, it is considered that the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed development, as is discussed later in this Statement.





Figure 2: Existing Road Hierarchy





Figure 3: Public Transport





Figure 4: Active Transport





Figure 5: Crash History



ON-STREET CAR PARKING ASSESSMENT

A desktop study has been undertaken of the on-street parking conditions using Nearmap aerial imaging to determine the parking occupancy of the on-street spaces in the vicinity of the site. The study area extends 200 metres to the north and south of the site along Old Pittwater Road. A total of 56 spaces were identified on the eastern and western kerbsides. The car parking occupancy was observed on the aerial imagery with dates ranging between 9th Jan 2023 to 20th Jan 2025. The results are summarised in **Table 1** below:

TYPE	DAY	DATE	TIME	SPACES AVAILABLE	OCCUPIED	VACANT
WEEKDAYS	MON	20/01/2025	3:26:00 PM	56	43	13
	WED	30/10/2024	2:35:00 PM	56	52	4
	MON	22/07/2024	1:47:00 PM	56	54	2
	TUE	18/06/2024	N/A	56	49	7
	THU	23/05/2024	12:20:00 PM	56	50	6
	TUE	12/03/2024	12:16:00 PM	56	51	5
	THU	7/12/2023	1:28:00 PM	56	50	6
	TUE	3/10/2023	10:57:00 AM	56	54	2
	TUE	20/06/2023	1:10:00 PM	56	51	5
	THU	16/03/2023	11:28:00 AM	56	52	4
	MON	9/01/2023	11:07:00 AM	56	50	6
WEEKENDS	SAT	14/09/2024	10:40:00 AM	56	51	5
	SUN	14/07/2024	11:26:00 AM	56	49	7
	SAT	6/05/2023	11:00:00 AM	56	49	7
	SUN	19/03/2023	11:44:00 AM	56	49	7

Table 1: Old Pittwater Road On-Street Parking Occupancy

Evidently, there is always vacancy in the on-street parking provisions across weekdays and weekends. The surrounding buildings are commercial, retail and recreation developments which are assumed to be generating the demand for the on-street parking.

Anecdotally, the kerbside car parking availability increases later in the afternoon (after 4:00pm) and evening as the commercial / industrial business close and staff vacate the area. Kerbside availability at 5:00 - 6:00pm, coinciding with the expected peak visitation of the proposed site, is seen to be regularly available.

During the middle of the day, when kerbside parking is typically at its highest utilisation, the site experiences significantly lower demand, well below the forecast 30 visitors on-site at any one time. At these times, **Table 1** demonstrates there is ample available kerbside capacity.

PROPOSED DEVELOPMENT

In summary, the DA seeks consent for the following works:

- Construction of a bouldering indoor recreational facility on-site.
- Eight on-site car parking spaces consistent with the existing conditions.



• Vehicle access provided to Old Pittwater Road from the car park.

A copy of the relevant architectural drawings are included in Attachment 1 for reference.

PROPOSED SITE OPERATIONS

The bouldering indoor recreational facility will be in operation during the following hours:

- Monday to Friday: 6:00am 10:00pm
- Saturday and Sunday: 9:00am 10:00pm

On a typical weekday, it is expected that peak patronage will occur during evening after 5:00 pm when people are expected to finish work or other commitments before participating in recreational activities. On weekends, the site can expect visitors spread throughout the day.

Staff and Patron Numbers

Based on operations at its Freshwater site, it is understood that there will always be at least one staff at the counter and two during changeover periods. On two weekdays, there will be up to three staff on-site during the changeover of the climbing equipment. During these times, there are no visitors, which based on the existing Freshwater site occurs on Tuesdays and Fridays between 8:00 am and 2:00 pm.

The facility has a capacity of approximately 35-40 patrons, however, based on the Freshwater site, only around 30 patrons maximum attend, which is expected to translate to the proposed Brookvale location as well. The average climber is expected to spend about 1-1.5 hrs at the facility.

Patron Travel Modes

Travel mode data was obtained from visitors to the Freshwater site, on Friday 21 February to Sunday 23 February 2025. The results of the mode share survey is summarised in **Table 2**.

ТҮРЕ	CAR DRIVER	CAR PASSENGER	CAR PASSENGER DROP- OFF	WALK / CYCLE / BUS
Friday	75%	14%	0%	11%
Saturday	57%	17%	7%	20%
Sunday	66%	10%	3%	21%

During the weekday, 75% of visitors drive whilst on the weekend, an average of 61% drive.

PARKING REQUIREMENTS

Car Parking

The WDCP 2011 stipulates a rate of 4.5 spaces per $100m^2$ GFA for the applicable land use. Application of this rate to the proposed development yields the following parking requirements as summarised below in **Table 3**.



Table 3: Car Parking Requirement

ТҮРЕ	GFA	DCP PARKING RATE	PARKING REQUIREMENT
Bouldering Indoor Recreational Facility	880 m ²	4.5 spaces / 100m ² GFA	40 (rounded up)

Based on WDCP 2011, a total of 40 car parking spaces are required. However, this is evidently greater than the number of visitors and staff expected to be on-site. The development is provided with up to eight car spaces in-line with the existing conditions, are not proposed to change.

Therefore, a first principles-based assessment of the parking has been undertaken to gain an understanding of the actual parking demand generated by the site by the staff and visitors.

As previously mentioned, there will only ever be a maximum of three staff on-site which occurs on Tuesdays and Fridays between 8:00 am and 2:00 pm. As such, the car parking needs of the staff will be accommodated on the provided off-street parking with no reliance on on-street provisions. Tuesdays and Fridays have the highest staff on-site when visitors are not on-site. All other days, the staff is a maximum of two persons when visitors are on-site.

The car parking assessment of the visitors is also based on a first principles basis to determine the actual car parking demand of the site. The maximum observed visitation of the site is estimated to 30 people at any one time. Based on the results of the Freshwater site, there were 75% of respondents whom drove to the Freshwater site. For comparison, the Brookvale site offers better public transport access with a significantly greater number of bus routes along Pittwater Road. Furthermore, the Brookvale site is located near the Warringah Mall such that it is highly likely that a number of visitors to the Warringah Mall would utilise the proposed site, and vice versa.

For the purpose of assessing car parking demands associated with visitors to the Brookvale site, it is estimated that 65% of weekday visitors will drive and 51% of weekend visitors will drive.

Based on the 30 persons on-site at any one time, this car driver percentage translates to demand for 20 car spaces on a weekday and 16 car parking spaces on a weekend day. In addition to the two staff on-site, there is a demand for 18 to 22 car parking spaces of which eight are provided on-site, resulting in an 'overflow' of 10 to 14 car parking spaces.

As previously discussed, the peak operation hours for this site will occur outside the working hours. It can be assumed that a portion of the on-street parking is occupied by staff members of the nearby developments, and thus these spaces will be gradually vacated after 4:00 pm of a weekday. This will open up more on-street parking provisions that can be used by the visitors after standard business hours. As such, the parking demand of up to 14 spaces during peak weekday site operation hours will be adequately accommodated on-street with no negative impact on the surrounding developments.

Therefore, the on-street parking arrangements of the proposed development is considered acceptable.

Motorcycle Parking

The WDCP 2011 does not stipulate a rate for motorcycle parking for recreational developments. The travel mode responses obtained at the Freshwater site recorded no one travel by motorcycle. As such, the development does not provide any and is considered acceptable.

Bicycle Parking



The WDCP 2011 stipulates bicycle parking to be provided at the rate of '1 space per 4 employees plus 1 per 1500 spectator seats' for recreational developments. Application of these rates will yield no bicycle parking requirement for a recreational development of this scale.

Provision of two bicycle racks is however recommended to promote the sustainable transport credentials of the site.

Service Vehicle Parking & Waste Collection

The scope of works for the DA is limited to alterations to the interior of the existing building to construct a bouldering indoor recreational facility. There are no proposed changes to the servicing or waste collection for the site, which currently occurs on-street, with waste bins stored near the driveway entry consistent with the other dwellings along Old Pittwater Road.

These arrangements are considered acceptable and will ensure that waste and servicing needs can be met efficiently.

TRAFFIC IMPACTS

Trip generation

Considering a peak patronage of 30 people in the weekday evening and weekend afternoons, applying a 65% car driver results in 20 vehicle trips. Visitors typically are on-site for up to 1.5 hours such that a single peak hour would see 13 peak hour vehicles (i.e. 13 trips in a single hour).

The above is not a net increase in traffic generation, as it does not take into consideration the generation of the existing developments. In this regard, it has been estimated that there are nine trips associated with the existing land use, such that the net increase in peak hour traffic is six trips. These additional trips would occur in the afternoon peak.

The addition of six vehicle trips during the peak hour is equivalent to one vehicle every 10 minutes and is negligible with respect to changes in road capacity or performance.

DESIGN ASPECTS

The scope of the proposal does not include any changes to the design of the existing car park.



CONCLUSION

- PDC Consultants has been commissioned to undertake a TIS for a DA relating to the proposed bouldering indoor recreational facility at 144 Old Pittwater Road, Brookvale. Specifically, the DA seeks consent for the construction and operation of the bouldering indoor recreational facility with the retention of eight car parking spaces at the existing parking lot.
- The traffic generation assessment confirms that the proposed development will generate up to six additional peak hour vehicles during the PM peak period. This will have no material impact on the performance of the external road network or on key intersections in the locality.
- The on-street car parking capacity is sufficient to cater for the peak parking demands of the site, and its overflow parking of up to 14 car spaces, which is anticipated to peak at 5:00 6:00pm.
- There are no proposed changes to the existing car parking provisions as part of this DA

The proposed development is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

Hayden Calvey Principal Traffic Engineer, PDC Consultants

Email: hayden@pdcconsultants.com.au

Attachments: 1) Architectural Drawings



Attachment 1

GENERAL NOTES:

ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE PRINCIPAL CERTIFYING AUTHORITY AND BCA 2018. ALL DEMOLITION WORK TO BE CARRIED OUT IN ACCORDANCE WITH AS

SILT SEDIMENT CONTROL MEASURES TO BE IN PLACE PRIOR EXCAVATION OR CONSTRUCTION WORK.

PEDESTRIAN ACCESS, INCLUDING DISABLED AND PRAM ACCESS DURING ROAD WORK TO BE MAINTAINED AS PER AS 17423. 'PART 3 - TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS'.

BUILDER SHALL MAKE GOOD ALL DISTURBED AREAS ADJACENT TO THE WORKS ON COUNCILS ROAD. FOOTPATH ARE TO BE RESTORED TO THE SATISFACTION OF THE PRINCIPAL CERTIFYING AUTHORITY.

ALL CONCRETE FOOTINGS, FLOOR SLABS AND TIMBER ROOF FRAMING TO STRUCTURAL ENGINEERS DETAILS.

THE REFLECTIVITY INDEX OF GLASS USED IN THE EXTERNAL FACADE OF THE BUILDING IS NOT TO EXCEED 20%.

ONGOING WASTE FROM THE PROPOSED DEVELOPMENT IS TO BE ADDED TO THE EXISTING WASTE COLLECTION SYSTEM CURRENTLY IN USE BY THE EXISTING DEVELOPMENT ON SITE

SAFFTY GLASS SHALL BE USED IN EVERY GLASS DOOR OR PANEL ENCLOSING OR PARTLY ENCLOSING A SHOWER OR BATH ALL BATHROOM AND WC WINDOWS SHALL BE FITTED AND MAINTAINED WITH OBSCURE GLASS.

BCA COMPLIANCE:

SECTION A GENERAL PROVISIONS PART A3 CLASSIFICATION OF BUILDINGS AND STRUCTURES CLASS 1: ONE OR MORE BUILDINGS WHICH IN ASSOCIATION CONSTITUTE-(A) CLASS 1A — A SINGLE DWELLING BEING—

(I) A DETACHED HOUSE; OR (II) ONE OF A GROUP OF TWO OR MORE ATTACHED DWELLINGS, EACH BEING A BUILDING, SEPARATED BY A FIRE-RESISTING WALL, INCLUDING A ROW HOUSE TERRACE HOUSE, TOWN HOUSE OR VILLA UNIT; OR HOUSE.

SECTION B STRUCTURE PART B1 STRUCTURAL PROVISIONS – SEE ENGINEERS PLANS

<u>*SECTION C FIRE RESISTANCE</u> PART C1 FIRE RESISTANCE AND STABILITY -C1.1 TYPE OF CONSTRUCTION REQUIRED TYPE C CONSTRUCTION FOR 1 STOREY CLASS 6 BUILDING -C1.12 NON-COMBUSTIBLE MATERIALS THE FOLLOWING MATERIALS, THOUGH COMBUSTIBLE OR CONTAINING

COMBUSTIBLE FIBRES, MAY BE USED WHEREVER A NON-COMBUSTIBLE MATERIAL IS REQUIRED: (A) PLASTERBOARD. (B) PERFORATED GYPSUM LATH WITH A NORMAL PAPER FINISH. (C) FIBROUS-PLASTER SHEET.

(D) FIBRE-REINFORCED CEMENT SHEETING (E) PRE-FINISHED METAL SHEETING HAVING A COMBUSTIBLE SURFACE NOT EXCEEDING 1 MM THICKNESS AND WHERE THE FINISH NOT SPREAD-OF-FLAME INDEX OF THE PRODUCT IS NOT GREATER THAN 0.

(F) BONDED LAMINATED MATERIALS WHERE-(I) EACH LAMINATE IS NON-COMBUSTIBLE; AND (II) EACH ADHESIVE LAYER DOES NOT EXCEED 1 MM IN THICKNESS; (III) THE TOTAL THICKNESS OF THE ADHESIVE LAYERS DOES NOT EXCEED 2 MM; (IV) THE SPREAD-OF-FLAME INDEX AND THE SMOKE-DEVELOPED INDEX OF THE LAMINATED MATERIAL AS A WHOLE DOES NOT INDEX OF THE LAMINATED MATERIAL AS A WHOLE DOES NOT EXCEED 0 AND 3 RESPECTIVELY 3.7.1.3 EXTERNAL WALLS OF CLASS 1 BUILDINGS AN EXTERNAL WALL OF A CLASS 1 BUILDING, AND ANY OPENINGS IN

THAT WALL, MUST COMPLY WITH 3.7.1.5 IF THE WALL IS LESS (A) 900MM FROM THE ALLOTMENT BOUNDARY OTHER THAN THE BOUNDARY ADJOINING A ROAD ALIGNMENT OR OTHER PUBLIC SPACE,

OPENINGS) WITHIN THE SPECIFIED DISTANCE NEED BE CONSTRUCTED IN THAT MANNER. 3 715 CONSTRUCTION OF EXTERNAL WALLS (A) EXTERNAL WALLS (INCLUDING GABLES) REQUIRED TO BE FIRE RESISTING (REFERED TO IN 3.7.1.3 OR 3.7.1.6) MUST EXTEND TO THE UNDERSIDE OF A NON COMBUSTIBLE ROOF COVERING OR NON COMBUSTIBLE EAVES LINING AND MUST: (1) HAVE AN FRL OF NOT LESS THAN 60/60/60 WHEN TESTED FROM THE OUTSIDE, OR (2) BE OF MASONRY VENEER CONSTRUCTION IN WHICH THE EXTERNAL MASONRY VENEER IS NOT LESS THAN 90MM THICK, OR (3) BE OF MASONRY CONSTRUCTION NOT LESS THAN 90MM THICK. (B) DEPININGS IN EXTERNAL WALLS REQUIRED TO BE FIRE RESITING (REFERRED TO IN 3.7.1.3 OR 3.7.1.6) MUST BE PROTECTED BY-(1) NON-OPERABLE FIRE WINDOWS OR OTHER CONSTRUCTION WITH AN FRL OF NOT LESS THAN -/60/-, OR (2) SELF-CLOSING SOLID CORE DOORS NOT LESS THAN 35MM THICK. (C) SUB-FLOOR VENTS, ROOF VENTS, WEEPHOLES AND PENETRATIONS FOR PIPES. CONDUITS AND THE LIKE NEED NOT COMPLY WITH (B) (D) CONCESSIONS FOR NON-HABITABLE ROOM WINDOWS CONDUITS AND DESPITE THE REQUIREMENTS IN (B) IN A NON HABITABLE BOOM A WINDOW THAT FACES THE BOUNDARY OF AN ADJOINING ALLOTMENT MAY BE NOT LESS THAN 600MM FROM THAT BOUNDARY OR, WHERE THE WINDOW FACES ANOTHER BUILDING ON THE SAME ALLOTMENT, NOT LESS THAN 1200MM FROM THAT BUILDING PROVIDED THAT (1) IN A BATHROOM, LAUNDRY OR TOILET, THE OPENING HAS AN AREA OF NOT MORE THAN 1.2SQM, OR (2) IN A ROOM OTHER THAN REFERRED TO IN (1), OPENING HAS AN AREA OF NOT MORE THAN 0.54SQM AND-(A) THE WINDOW IS STEEL FRAMED, THERE ARE NO OPENING SASHES

(B) 1.8M FROM ANOTHER BUILDING ON THE SAME ALLOTMENT OTHER THAN AN APPURTENANT CLASS 10 BUILDING OR A DETACHED PART OF THE SAME CLASS 1 BUILDING. 3.7.1.4 MEASUREMENT OF DISTANCES (A) THE DISTANCE FROM ANY POINT ON A EXTERNAL WALL OF A BUILDING TO AN ALLOTMENT BOUNDARY OR ANOTHER BUILDING IS THE DISTANCE TO THAT POINT MEASURED ALONG A LINE AT RIGHT ANGLES FROM THE ALLOTMENT BOUNDARY OR EXTERNAL WALL OF THE OTHER BUILDING WHICH INTERSECTS THAT WITHOUT OBSTRUCTED BY A WALL COMPLYING WITH 3.7.1.5. (B) WHERE A WALL WITHIN A SPECIFIED DISTANCE IS REQUIRED TO EB CONSTRUCTED

IN A CERTAIN MANNER, ONLY THAT PART OF THE WALL (INCLUDING ANY

DIT IS GLAZED IN WIRED GLASS, OR (B) THE OPENING IS ENCLOSED WITH TRANSLUCENT HALLOW GLASS AND IT IS BLOCKS. 3.7.18 SEPARATING WALLS (A) A WALL THAT SEPERATES CLASS 1 DWELLINGS, OR SEPARATES A CLASS 1 BUILDING FROM A CLASS 10A BUILDING WHICH IS NOT APPURTENANT TO THAT CLASS 1 BUILDING MUST HAVE AN FRL OF NOT LESS THAN 60/60/60 (1) COMMENCE AT THE FOOTINGS OR GROUND SLAB (A) IF THE BUILDING HAS A NON COMBUSTIBLE ROOF COVERING, TO THE

UNDERSIDE OF THE ROOF COVERING, OR (B) IF THE BUILDING HAS A COMBUSTIBLE ROOF COVERING, TO NOT LESS 450MM ABOVE THE ROOF COVERING
 SPECIFICATION CLIO: FIRE HAZARD PROPERTIES-MATERIALS USED IN THE BUILDING HAVING FLAMMABILITY, SMOKE

 DEVELOPED AND
 SPREAD OF FLAME INDICES AS SET OUT IN
 PECIFICATION C1.10. PART 3.7.2 : SMOKE ALARMS - AUTOMATIC FIRE DETECTION AND ALARM SYSTEM TO BE PROVIDED IN

ACCORDANCE WITH PART 3.7.2.2 REQUIREMENTS FORSMOKE ALARMS (A) SMOKE ALARMS MUST BE INSTALLED IN-(1) ANY STOREY CONTAINING BEDROOMS PART 3.8 : HEALTH AND AMENITY - WET AREAS WITHIN THE PROPOSED BUILDING TO COMPLY WITH THE REQUIREMENTS OF PART 3.8.1 (Wet areas).

PART 3.8.5 : VENTILATION 3.8.5.0 PERFORMANCE REQUIREMENT P2.4.5 IS SATISFIED FOR A MECHANICAL VENTILATION SYSTEM IF IT IS INSTALLED IN ACCORDANCE WITH AS 1668.2 3.8.5.1 APPLICATION 3.8.5.2 VENTILATION REQUIREMENT PART 3.8.6 SOUND INSULATION

3.8.6.1 APPLICATION COMPLIANCE WITH THIS PART SATISFIES PERFORMANCE REQUIREMENT P2.4.6 FOR SOUND INSULATION, 3.8.6.2 SOUND INSULATION REQUIREMENTS (A) TO PROVIDE INSULATION FROM AIRBORNE AND IMPACT SOUND, A SEPARATING WALL BETWEEN 2 OR MORE CLASS 1 BUILDING MUST-(1) ACHEIVE THE WEIGHTED SOUND REDUCTION INDEX WITH SPECTRUM

ADAPTION TERM (RW+CTR) AND DISCONTINUOUS CONSTRUCTION REQUIREMENTS, AS REQUIRED BY TABLE 3.8.6.1, AND





CHANGE OF USE TO A RECREATIONAL FACILITY INDOOR (INDOOR BOULDERING) MINOR INTERNAL WORKS & EXTERNAL SIGNAGE LOT 4 DP 523068 144 OLD PITTWATER RD, **BROOKVALE NSW 2010**

2) BE INSTALLED IN ACCORDANCE WITH THE APPROPRIATE REQUIREMENTS OF 3.8.6.3 AND 3.8.6.4. (B) FOR THE PURPOSE OF THIS PART, THE RW + CTR MUST BE DETERMINED IN ACCORDANCE WITH AS/NZS 1276.2 OR ISO717.1, JSING RESULTS FROM LABORATORY MEASUREMENTS.

PART 3.9 : SAFE MOVEMENT AND ACESS - THE TREADS AND RISERS OF THE PROPOSED STAIRS ARE TO COMPLY WITH PART 3.9.1.2 (GENERAL REQUIREMENTS). SECTION E (SERVICES AND EQUIPMENT) BUILDING TO COMPLY WITH THE CATEGORY 1 FIRE SAFETY PROVISIONS. THIS TO BE ACHEIVED BY MEETING THOSE PERFORMANCE REQUIREMENTS OF THE BCA APPLICABLE TO THE BUILDING CLASSIFICATION, FROM THE EP1.3 (FIRE HYDRANTS), EP1.4 (SPRINKLER SYSTEMS), EP1.6(FIRE CONTROL

CENTERS). EP2.1 (AUTOMATIC SMOKE DETECTION AND WARNING). EP2.2 EVACUATION ROUTES), EP3.2 (FIRE FIGHTING LIFT) P2.3.2(FIRE DETECTION IN SINGLE DWELLING)

PART E1 : FIRE FIGHTING EQUIPMENT-- SEE FINAL ESSENTIAL SERVICES PLAN FOR FIRE FIGHTING EQUIPMENT WHICH IS TO COMPLY WITH E1.3 (FIRE HYDRANTS) , E1.4 (HOSE REELS), E1.6 (PORTABLE IRE EXTINGUISHERS

E1.7 (FIRE AND SMOKE ALARMS), SPECIFICATION E1.17 (FIRE DETECTION AND ALARM SYSTEM) AND E1.9 (FIRE PRECAUTIONS DURING CONSTRUCTION). SECTION F (HEALTH AND AMENITY) PART F1: DAMP AND WEATHERPROOFING

- STORMWATER DRAINAGE MUST COMPLY WITH AS/NZS 3500.3.2. -ROOF COVERING TO COMPLY WITH F1.5. -SARKING MUST COMPLY WITH AS/NZS 4200 PARTS 1 AND 2 -WATER PROOFING OF WET AREAS IN BUILDINGS, TO COMPLY WITH F1.7. -DAMP PROOFING OF FLOORS ON GROUND, TO COMPLY WITH F1.10. -PROVISION OF FLOOR WASTES, TO COMPLY WITH F1.11. PART F4: LIGHT AND VENTILATION--VENTILATION OF BASEMENT CARPARK TO COMPLY WITH F4.11 (PUBLIC

ARPARKS). -OTHER PORTION OF BUILDING NOT RECEIVING NATURAL VENTILATION TO THE STANDARDS SET OUT IN PART F4, SHALL BE PROVIDED WITH A SYSTEM OF MECHANICAL VENTILATION COMPLYING WITH F4.5 (VENTILATION OF ROOMS).

STANDARDS AUSTRALIA COMPLIANCE

THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH BUT NOT LIMITED TO THE FOLLOWING AUSTRALIAN STANDARDS. AS2293 EMERGENCY EVACUATION LIGHTING IN BUILDINGS AS3700 MASONRY STRUCTURES AS1670 FIRE DETECTION, WARNING, CONTROL AND INTERCOM SYSTEMS—SYSTEM DESIGN,INSTALLATION AND COMMISSIONINGASI668THE USE OF MECHANICAL VENTILATION AND AIR CONDITIONING IN BUILDINGS AS1428 GENERAL REQUIREMENTS FOR ACCESS - NEW BUILDING WORK AS1228 GENERAL REQUIREMENTS FOR ACCESS - NEW BOILDING WORK AS2293 EMERGENCY ESCAPE LIGHTING AND EXIT SIGNS FOR BUILDINGS AS3500 PLUMBING AND DRAINAGE: PART 3 STORMWATER DRAINAGE ASNZS1664 ALUMINUM STRUCTURES ASNZS1905 COMPONENTS FOR THE PROTECTION OF OPENINGS IN FIRE RESISTANT WALLS AS2050 INSTALLATION OF ROOF TILES AS2047 WINDOWS IN BUILDINGS - SELECTION AND INSTALLATION AS2327 COMPOSITE STRUCTURES RESIDENTIAL SLABS AND FOOTINGS CONSTRUCTION AS2870 AS1684 RESIDENTIAL TIMBER-FRAMED CONSTRUCTION AS3700 MASONRY STRUCTURES AS3013 ELECTRICAL INSTALLATIONS AS1668 THE USE OF MECHANICAL VENTILATION AND AIR CONDITIONING IN BUILDINGS AS2444 PORTABLE FIRE EXTINGUISHERS AND FIRE BLANKETS-SELECTION AND LOCATION AS3786 SMOKE ALARMS ASVZS1905 COMPONENTS FOR THE PROTECTION OF OPENINGS IN FIRE-RESISTANT WALLS ASI288 GLASS IN BUILDINGS- SELECTION AND INSTALLATION AS2107 ACOUSTICS- RECOMMENDED DESIGN SOUND LEVELS AND REVERBERATION TIMES FOR BUILDING INTERIORS AS3660.1 TERMITE MANAGEMENT-NEW BUILDING WORK AS3740 WATERPROOFING OF WET AREAS IN RESIDENTIAL BUILDING.

AS1926.1 SAFETY BARRIERS FOR SWIMMING POOLS AS1926.2 LOCATION OF SAFETY BARRIERS FOR SWIMMING POOLS ADDITIONAL NOTES -PROVIDE SIGNAL MASTER TV ANTENNA -PROVIDE FIXED OUTDOOR CLOTHES DRYER -ALL WALL FIXTURES TO BE INSTALLED ARE TO BE RATED AAA

STANDARD -ANY NEW HOT WATER SYSTEM IS TO ACHIEVE A MINIMUM 4 STARS -ALL EXTERNAL TILES ARE TO BE SLIP RESISTANT

DRAWING SCHEDUI F

SHEET NO. 000	TITLE COVER SHEET	SCALE NTS	REV C		
101	EXISTING SITE PLAN	1:200	А		
201	EXISTING GROUND FLOOR PLAN	1:100	А		
202	PROPOSED GROUND FLOOR PLAN	1:100	С		
301	EXISTING ELEVATION & SECTION	1:100	В		
401	PROPOSED ELEVATIONS AND SIGNA	GE 1:100	А		

REV DATE DESCRIPTION A 27.03.25 ISSUE FOR DA

04.04.25 ISSUE FOR DA

07.04.25 ISSUE FOR DA

DA ISSUE DRAWING TITLE COVER SHEE

PROJECT ADDRESS 144 OLD PITTWATER RE



AG DESIGN PROJECTS PTY LTD

M 0447 682 814 A Suite 10, 780 Darling Stre

Change of Use Brookvale

Rozelle, NSW 2039

ABN 83 447 964 849





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DRAWN DRAWING TITLE SVA EXISTING SITE PLAN SCALE @A1 1:200 0371 50

DA ISSUE

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