



28 January 2022

TfNSW Ref: SYD21/01328/01
Council Ref: 2021/740844

Mr Ray Brownlee
Chief Executive Officer
Northern Beaches Council
P.O. Box 82
MANLY NSW 1655

Attention: Felicity Shonk

Dear Mr Brownlee,

PLANNING PROPOSAL FOR 1294-1300 PITTWATER ROAD AND 2-4 ALBERT STREET NARRABEEN- LOT 1 DP 613541 & LOT 2 DP 84490

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal as referred to us in Council's correspondence dated 22 October 2021.

TfNSW has reviewed the submitted documentation and raises no objection as the planning proposal is not likely to have significant traffic impact on the adjoining classified state road network.

However, TfNSW provides advisory comments in **Attachment A** for consideration as part of any future development application lodged post gazettal of the subject draft Local Environmental Plan amendment.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Chris King, Land Use Planner, would be pleased to take your call on phone 0419 484 667 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Hall'.

James Hall
Senior Land Use Planner
A/Senior Manager Strategic Land Use
Land Use, Network & Place Planning

Attachment A: Advisory Comments

1. TfNSW's current access management practice is that no new access is to be permitted to any classified road if an alternative access is available via the unclassified road network. In this instance an alternative vehicular access to the site would be available via Albert Street. This is supported by *State Environmental Planning Policy (Infrastructure) 2007*, which states "*the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that, where practicable and safe, vehicular access to the land is provided by a road other than the classified road.*"
2. As at the date of this response Transport for NSW (Roads) (formerly, Roads and Maritime Services of New South Wales) has no proposal which currently requires any part of this Property. Therefore there are no objections to the development proposal on property grounds provided all buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Pittwater Road boundary.
3. Excavation proposed adjacent to a classified road corridor may require the developer to submit detailed geotechnical reports relating to the excavation of the site and support structures to TfNSW for consideration and approval.
4. Should post-development stormwater discharge into the TfNSW drainage system exceed pre-development discharge, TfNSW may require detailed design plans and hydraulic calculations of any changes to the stormwater drainage system to be submitted to TfNSW for consideration and approval.
5. TfNSW is supportive of travel demand management measures, such as appropriate maximum parking rates, to reduce private vehicle dependence. Council may wish to consider setting appropriate maximum off street parking rates for developments near public transport services in order to help curtail the growth of private vehicle travel and support a shift to public transport and other sustainable modes of travel. To encourage the use of public and active transport infrastructure, restrained maximum car parking rates for sites within the walking catchment (i.e., 800m) of B-Line bus service could be considered in the Development Control Plan (DCP).