

TRANSPORT IMPACT STATEMENT

67 Elimatta Road & 19A Rowan Street, Mona Vale

PREPARED FOR:

OSC Property Group Ptd Ltd

REFERENCE:

25.190r01v02

DATE:

27/10/2025



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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	14/10/2025	Wassay Zaka	Ben Midgley	Ben Midgley	Original Signed
02	27/10/2025	Wassay Zaka	Ben Midgley	Ben Midgley	

PDC Consultants

info@pdconsultants.com.au | www.pdconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW 2011



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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by OSC Property Group Ptd Ltd to prepare a Transport Impact Statement (TIS) for a Development Application (DA) relating to a low and mid-rise townhouse development at 67 Elimatta Road & 19A Rowan Street, Mona Vale. Specifically, the DA proposes the demolition of the existing buildings and the construction of a residential development consisting of:

- 10 residential dwellings.
- A total of 13 on-site parking spaces, including single enclosed garages for each dwelling and three visitor spaces.
- Access to the site is proposed via a 4.0-metre-wide access driveway from Elimatta Road providing access to Dwellings 1 and 2 and a separate 3.0-metre-wide entry only access driveway from Elimatta Road for the remaining dwellings, which continues as a one-way roadway to a 3.0-metre-wide exit driveway onto Rowan Street.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the DA to Transport for New South Wales (TfNSW), under Clause 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The site falls within the Northern Beaches Council (Council) local government area (LGA) and accordingly, the proposed development has been assessed in accordance with Pittwater 21 Development Control Plan (PDCP) and Pittwater Local Environmental Plan 2014 (PLEP). As the proposal relates to low- and mid-rise housing, it has also been assessed against the provisions of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

1.2. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Describes the proposed development.
- Section 4: Assesses the parking requirements of the development.
- Section 5: Assesses the traffic impacts of the development.
- Section 6: Discusses the proposed access and internal design arrangements.
- Section 7: Presents the overall study conclusions.

1.3. References

In preparing this report, reference has been made to the following guidelines and standards:

- Pittwater Local Environment Plan 2014 (PLEP).
- Pittwater 21 Development Control Plan (PDCP).
- Guide to Transport Impact Assessment 2024 (GTIA).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP T&I 2021).
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1).
- Australian Standard AS 2890.3-2015, Part 3: Bicycle Parking Facilities (AS 2890.3).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 67 Elimatta Road & 19A Rowan Street, Mona Vale, being approximately 1.2 kilometres southwest of Mona Vale town centre and 22 kilometres north of the Sydney CBD. More specifically, the site is located on the northern corner of the Elimatta Road intersection with Bertana Crescent and extends through to Rowan Street at its northern boundary.

The site is irregular in configuration with a total area of approximately 2,344 m². It has two street frontages, being Elimatta Road to the south and Rowan Street to the north, having lengths of 22 metres and 4 metres respectively. All other boundaries border neighbouring residential developments.

The site is currently comprised of two lots formally identified as Lot 72/A of DP5464 and Lot 103 of DP709505. Each lot currently contains a residential dwelling, one with a vehicle access onto Elimatta Road and the second with a battleaxe handle vehicle access onto Rowan Street.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and board context, respectively.

2.2. Road Network

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

- **Elimatta Road:** forms part of a local road that runs in an east-west alignment between Pittwater Road in the east and Alameda Road in the west. It is comprised of single lane in each direction and is subject to 50 kmph speed zoning restrictions. It has unrestricted parallel parking along both kerbsides.
- **Rowan Street:** forms part of a local road that runs in an east-west alignment between Pittwater Road in the east and Elimatta Road in the west. It is comprised of single lane in each direction and is subject to 50 kmph speed zoning restrictions. It has unrestricted parallel parking along both kerbsides.
- **Pittwater Road:** forms part of a classified state road (MR 164) that runs in a north-south alignment between McCarrs Creek Road in the north and Raglan Street in the south. Near the site it is comprised of three lanes in each direction with a 21.0 metre divided carriageway and is subject to 60 kmph speed zoning restrictions. A dedicated bus lane is provided along the corridor, operating in the southbound direction during the AM peak period from 6:00 am to 10:00 am Monday to Friday, and in the northbound direction during the PM peak period from 3:00 pm to 7:00 pm. A range of parking restrictions apply near the site, including peak period clearways, No Stopping and Bus Zones.

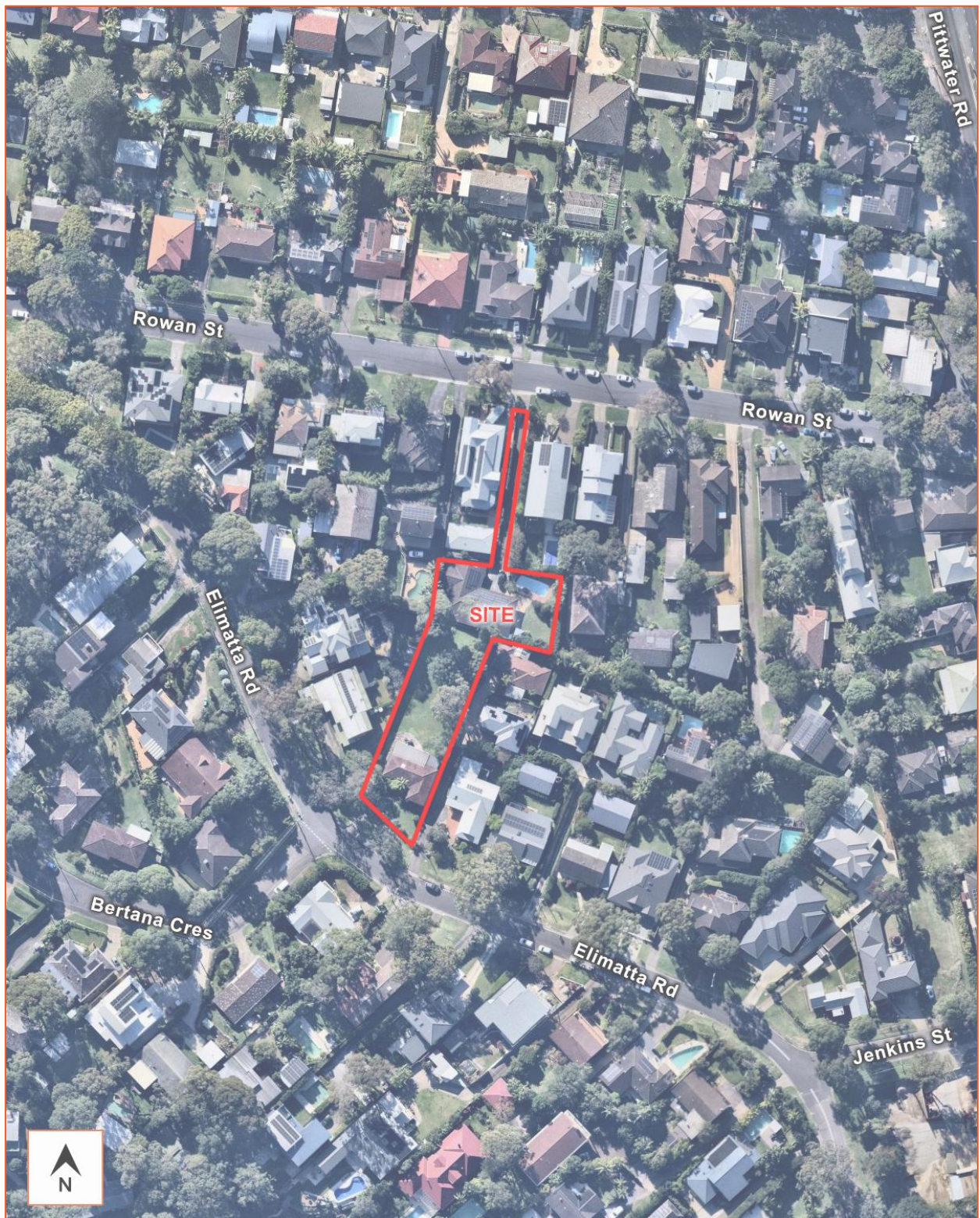


Figure 1: Site Plan

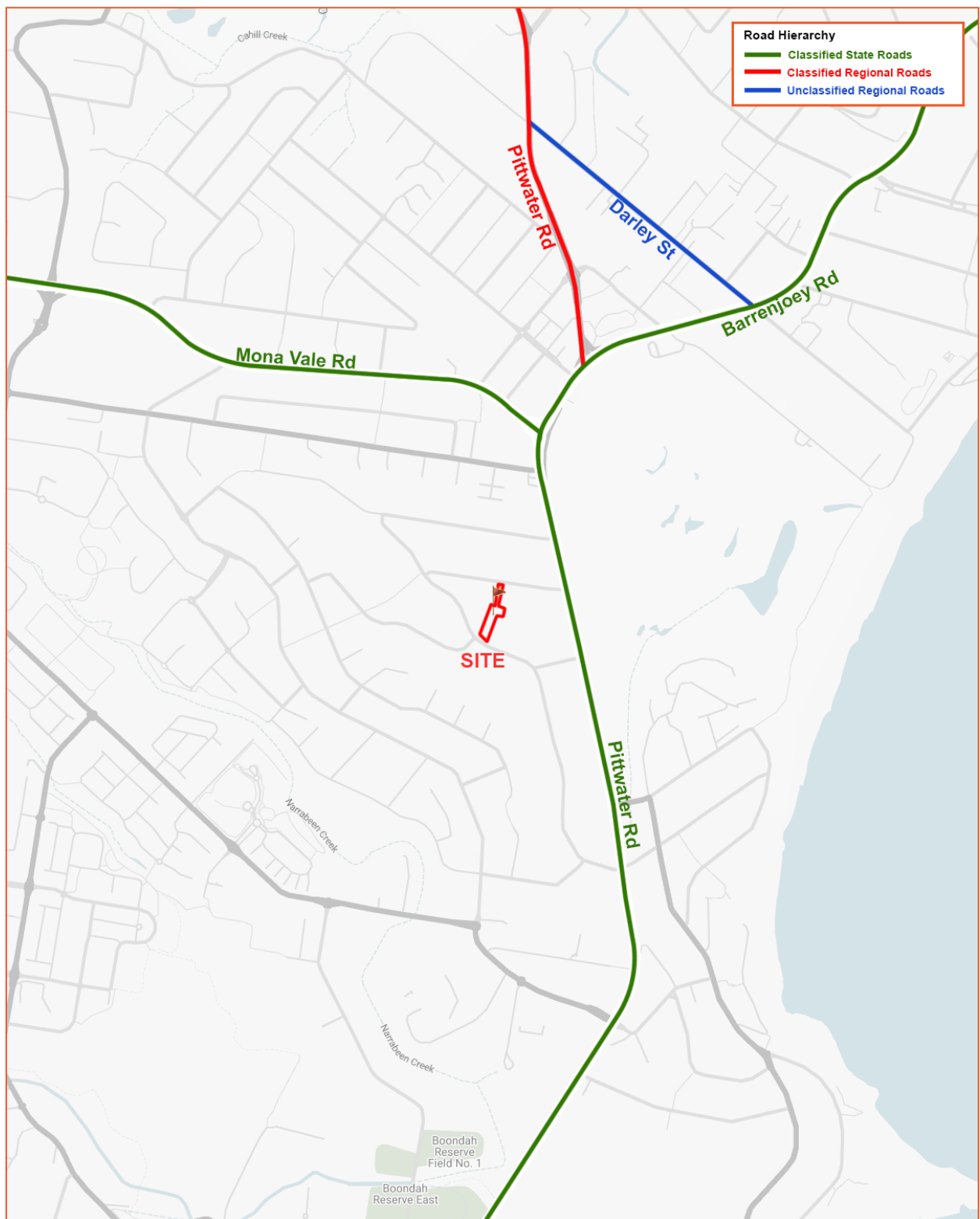


Figure 2: Location and Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 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 400 metres of several bus stops located along Pittwater Road and Warriewood Road hence falls within the walking catchment area.

Figure 3 also shows that several additional bus stops and services are accessible within 800 metres of the site. **Table 1** shows the notable town centres that are accessible via these bus services, and the average service headways during peak and off-peak periods.

Table 1: Bus Services

ROUTE NO.	ROUTE (TO AND FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
155	Bayview Garden Village to Narrabeen and Frenchs Forest	Via Mona Vale, Narrabeen, Oxford Falls	Weekdays: 1 hour Weekends: 1 hour
156	McCarrs Creek to Mona Vale	Via Church Point	Weekdays: 30 minutes Weekends: 30 minutes
182	Mona Vale to Narrabeen	Via Warriewood	Weekdays: 1 hour Weekends: 1 hour
185	Mona Vale to Narrabeen via Warriewood Valley	Via Warriewood	Weekdays: 30 minutes Weekends: 30 minutes
190X	North Avalon to City Wynyard (Express Service)	Via Avalon Beach, Bilgola Beach, Newport, Mona Vale, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Cremorne, Lavender Bay, Dawes Point	Weekdays: 10 – 15 minutes in morning Weekends: No Services
196	Mona Vale to Gordon	Via Ingleside, Terrey Hills, St Ives	Weekdays: 5 Service Only Weekends: 1 hour
197	Mona Vale to Macquarie University via Gordon	Via Ingleside, Terrey Hills, St Ives, Gordon, Macquarie Park	Weekdays: 30 minutes Weekends: 1 hour
199	Palm Beach to Manly via Mona Vale & Dee Why	Via Whale Beach, Avalon Beach, Bilgola Beach, Newport, Mona Vale, Narrabeen, Collaroy, Dee Why, Brookvale, North Manly	Weekdays: 5 - 10 minutes Weekends: 10 minutes

2.3.2. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan rail stations includes all areas within an 800-metre radius of a train station. Roseville Railway Station is located approximately 16 kilometres from the site and hence the site falls outside the walking catchment area. Residents are not expected to use railway services for their daily commute.

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minutes cycling catchment area and dedicated cycle routes near the site. The site has good access to the local bicycle network, with shared paths provided along Pittwater Road, which provide access to the broader cycle network and are very convenient for users of the subject development.

Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to Mona Vale Public School, retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

2.4.2. Walking Network

Figure 4 illustrates the 10-minute walking catchment area. The site is situated within a predominantly residential area, where access to a broad range of retail, commercial, and community services is relatively limited compared with more established centres. Despite this, occupants will still benefit from convenient access to nearby public transport services, with bus stops located within walking distance of the site. In addition, a small number of food and beverage premises and outdoor recreational areas are also accessible within walking distance.

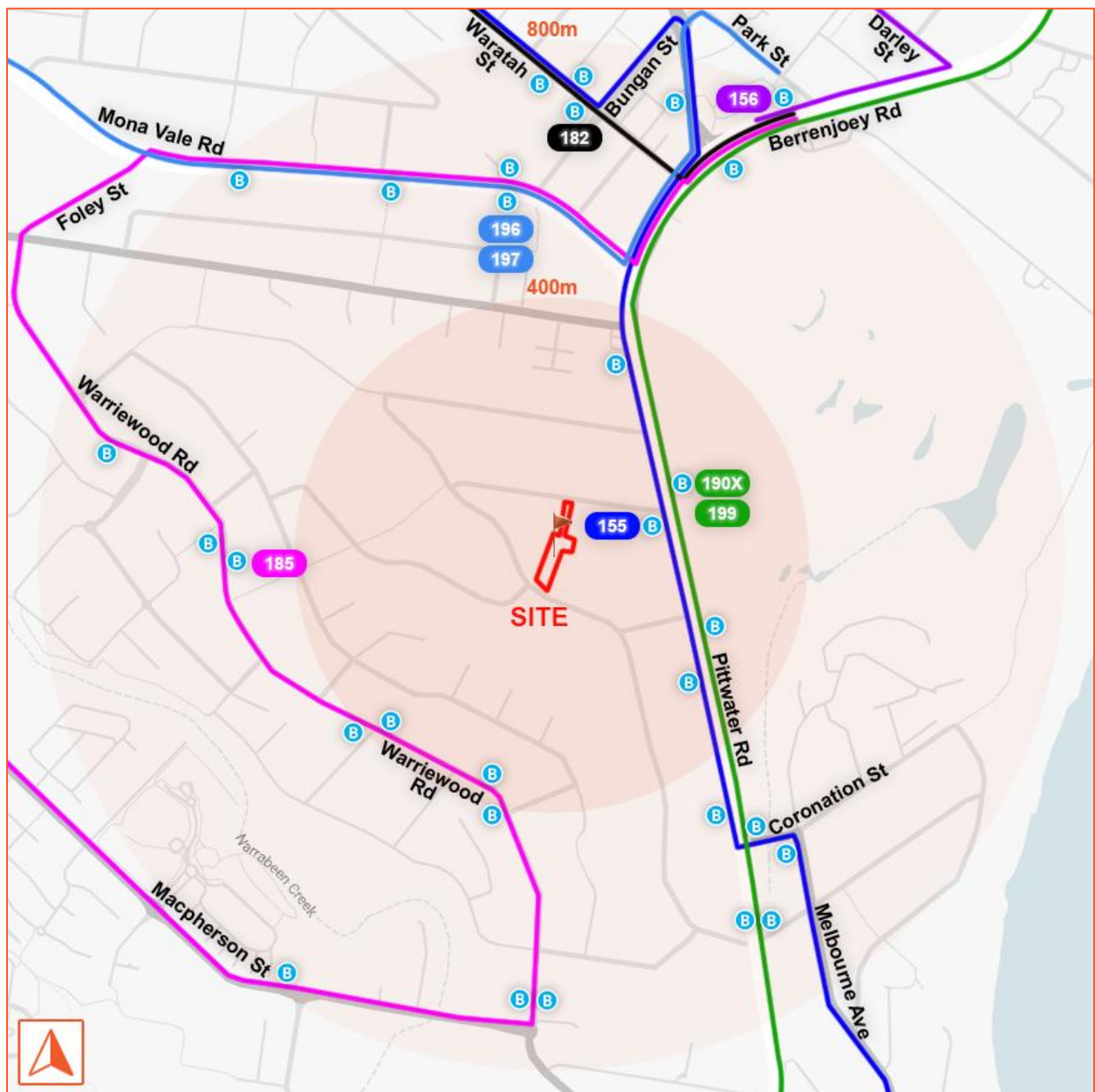


Figure 3: Public Transport Services

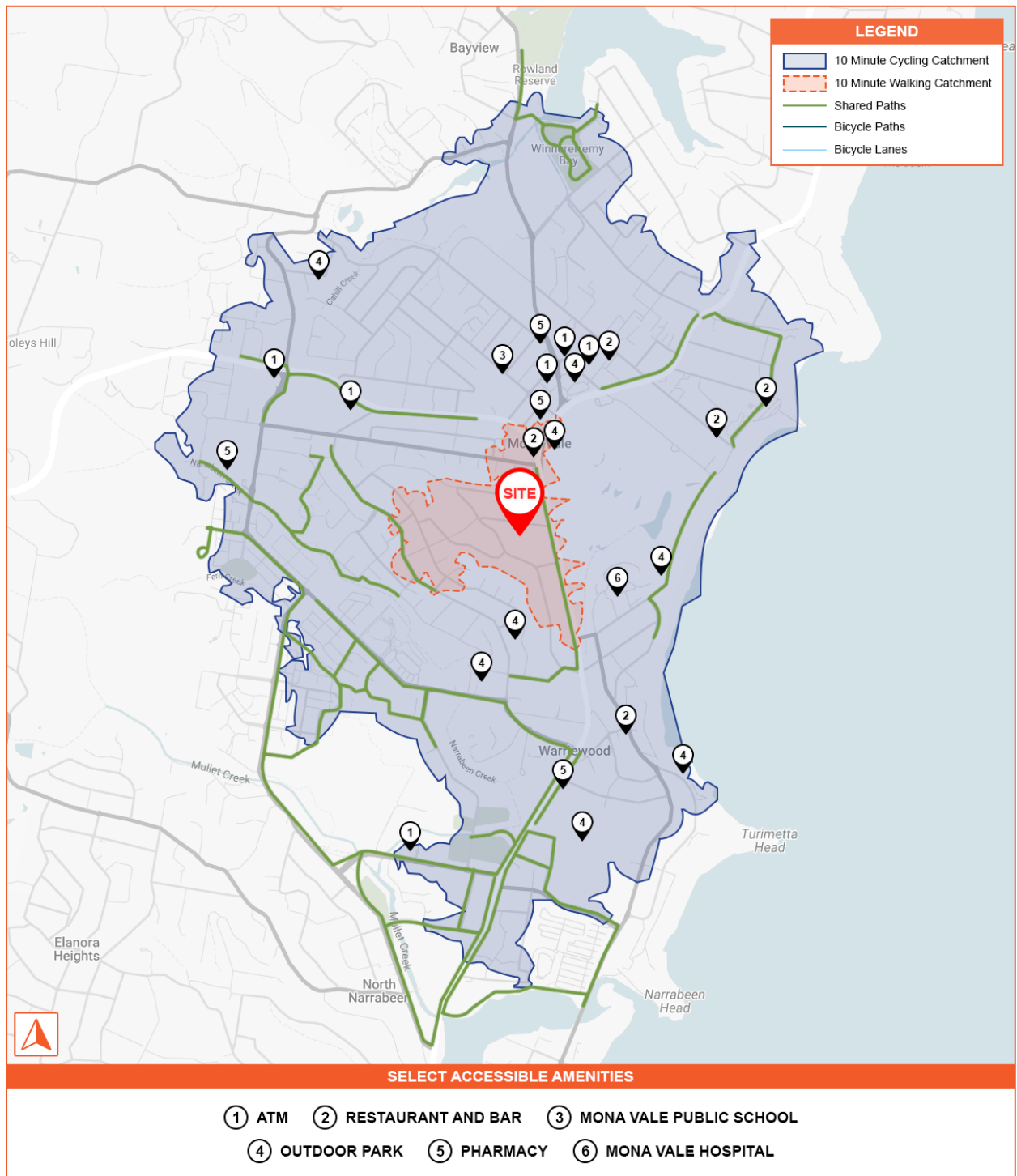


Figure 4: Active Transport Services

2.5. Crash History

An assessment of the crash history near the site has been conducted to identify any potential existing crash trends which might be affected by the proposed development. The analysis was conducted on data available from the NSW Centre for Road Safety for roads and intersections near the site. The details of reported crashes are available for the five-year period between 2019 to 2024. The information provided for each crash includes the crash type, location, year, conditions, and contributing factors.

There was a total of four crashes recorded in the study area for the most recent five-year period, averaging just below one crash per year. Crash locations are illustrated by **Figure 5** and further information is provided by **Table 2**.

Table 2: Crash History Summary

NO.	YEAR	INJURY	DCA	DCA DESCRIPTION	LIGHTING
1	2019	Serious injury	21	Right through	Daylight
2	2021	Minor injury	30	Rear end	Daylight
3	2020	Minor injury	30	Rear end	Daylight
4	2020	Non-casualty	21	Right through	Dusk

Based on the analysis of recent crashes near the site, a total of four crashes have been recorded over the most recent five-year period. One rear-end crash occurred on Pittwater Road near Rowan Street, resulting in minor injury. The crash took place during daylight hours and was likely caused by factors such as not maintaining a safe following distance, speeding, or poor driver judgment.

Three crashes were recorded at the intersection of Jenkins Street and Pittwater Road, classified as right-through and rear-end crashes. In each instance, a northbound vehicle travelling straight through collided with another vehicle on Pittwater Road. Two of these crashes occurred during daylight hours, resulting in one serious and one minor injury, while the third occurred at dusk and did not result in any casualties. All of these crashes appear to be related and indicate that poor driver judgement, particularly when negotiating right-turn and through movements, is the key contributing factor at this location.

The number of crashes which have occurred over the past five years in the vicinity of the Pittwater Road and Jenkins Street intersection would qualify the site for Black Spot funding eligibility from the Australian Government and Council is encouraged to explore and investigate this further.

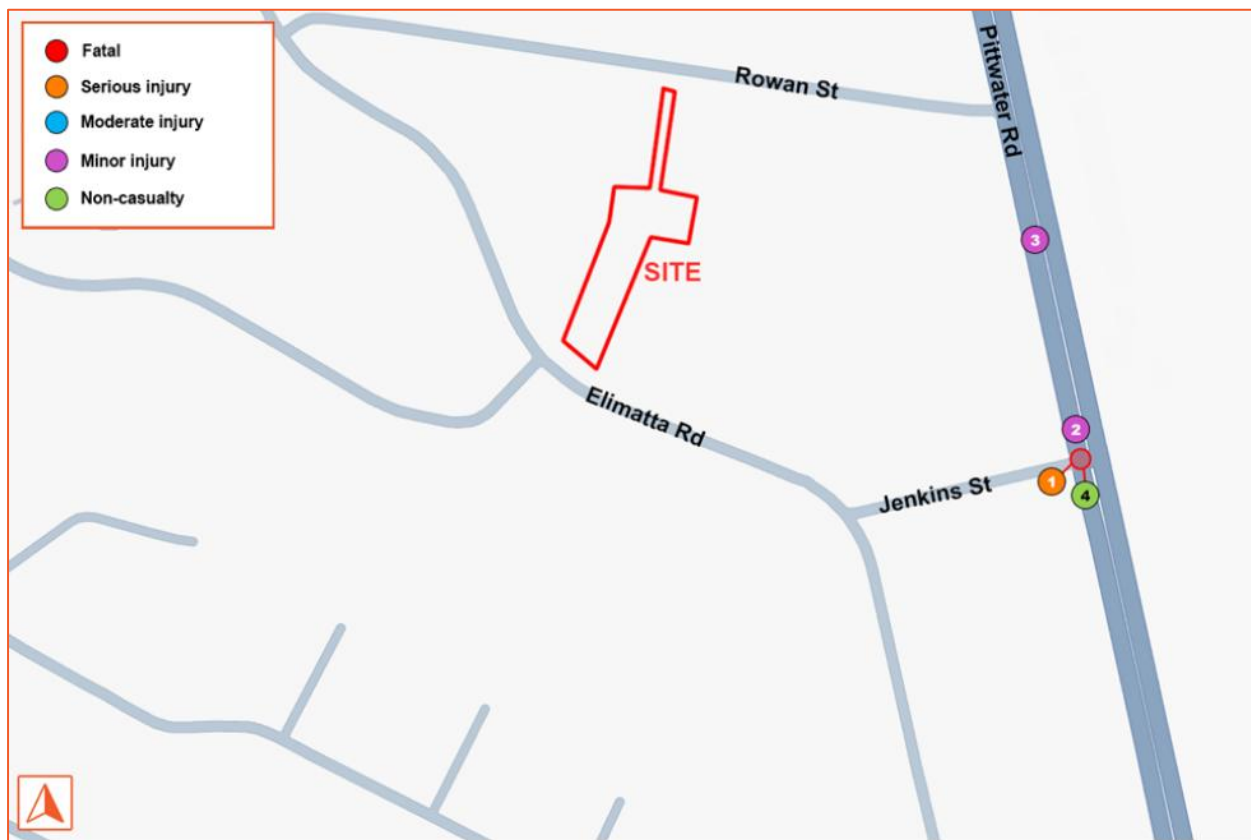


Figure 5: Crash History Map

2.6. Existing Trip Generation

The site currently accommodates two residential dwellings and is thus categorised as a low-density development by the GTIA. The GTIA recommends application of a peak period traffic generation rates of 0.68 and 0.77 vehicle trips per dwelling per hour in weekday AM and PM commuter peak periods, respectively. Adoption of these rates to the existing site results in the following estimated existing traffic generation:

- 1 vehicle trip / hour (0 in, 1 out), during the AM peak period.
- 2 vehicle trips / hour (2 in, 0 out), during the PM peak period.

The above assumes a 20% inbound and 80% outbound distribution during the AM peak period noting that residents would typically depart the site for work in the morning, and vice versa for the weekday PM peak period.

Notwithstanding, the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed residential flat building development, as is discussed in Section 5 of this report.

3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in the SEE prepared separately. In summary, the DA proposes the demolition of the existing building and the construction of a low and mid-rise townhouse development consisting of:

- 10 residential dwellings.
- A total of 13 on-site parking spaces, including single enclosed garages for each dwelling and three visitor spaces.
- Access to the site is proposed via a 4.0-metre-wide access driveway from Elimatta Road providing access to Dwellings 1 and 2 and a separate 3.0-metre-wide entry only access driveway from Elimatta Road for the remaining dwellings, which continues as a one-way roadway to a 3.0-metre-wide exit driveway onto Rowan Street.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5 respectively. A copy of the relevant architectural drawings, prepared by JKM Architects Pty Ltd, is provided as **Appendix A**.

4. Parking Requirements

4.1. Car Parking

The proposed development comprises of low and mid rise residential dwellings and is assessed under the Housing SEPP, Chapter 6 – Low and Mid-Rise Housing, which establishes planning and design standards for developments of this nature. As part of this framework, car parking provision is required to be assessed against the non-discretionary standards set out in the Housing SEPP clause 172(2)(c). **Table 3** outlines both the applicable requirements and the proposed provision in response.

The Housing SEPP does not set a specific rate for visitor parking, and therefore there is no mandatory requirement for visitor spaces under this policy. The PDCP recommends a rate of one visitor space per three dwellings and requires that calculations be rounded up, which would result in a requirement of four visitor spaces for this development. Although the proposal is not obligated to comply with this rate, it nonetheless provides three on-site visitor spaces. This represents a balanced and reasonable response that aligns with Council's broader planning objectives and ensures practical outcomes for both residents and visitors.

Table 3: Car Parking Requirements

TYPE	NO.	SEPP PARKING RATE	DCP PARKING RATE	PARKING REQUIRED	PARKING PROVISION
Dwelling	10	1 space per dwelling	-	10	10
Visitor	10	-	1 space per 3 dwellings	4	3
TOTAL				14	13

It is evident from **Table 3** that the proposed development is permitted to provide a minimum of 10 car spaces under the provisions of the Housing SEPP. In response, the development makes full provision for these 10 resident spaces, thereby satisfying the statutory requirements of the Housing SEPP. Accordingly, the proposed car parking provision is considered acceptable.

4.2. Accessible Car Parking

Consultation with the Applicant's access consultant has confirmed that the development is not required to provide accessible parking. Accordingly, no accessible parking is provided and this is considered satisfactory.

4.3. Motorcycle Parking

Neither the Housing SEPP nor the PDCP stipulate a motorcycle parking rate for residential development. As such, the development is not required to provide motorcycle spaces and proposes none, thereby deemed compliant.

4.4. Bicycle Parking

The Housing SEPP does not stipulate a bicycle parking rate for low and mid-rise housing development. However, PDCP requires covered space is to be provided for the secure storage of at least 1 bicycle per dwelling for multi dwelling low and mid-rise housing. Accordingly, the development provides bicycle parking for each dwelling and is therefore considered compliant.

4.5. Service Vehicle Parking & Waste Collection

The PDCP does not specify a rate for the provision of service vehicle parking for residential dwellings. In any event, given the use and moderate scale of the proposed development, it is expected that it would generate a minimal demand for service vehicle parking. Accordingly, it is considered acceptable that the development does not provide any on-site service vehicle parking, with any minor and infrequent demands to be accommodated within the visitor parking within the development.

Additionally, given the scale of the site, it is considered appropriate that the waste collection of the development be undertaken on-street. To facilitate this, residents shall be responsible for transferring bins from the bin storage area to the kerbside prior to collection being undertaken. The residents shall then promptly return the bins to the bin storage area following collection. This arrangement is considered acceptable and will ensure that waste can be collected safely and efficiently.

The proposed servicing and waste collection arrangements are consistent with the existing development and neighbouring developments which are of a similar scale and nature and are therefore considered appropriate.

5. Traffic Impacts

The proposed development consists of 10 residential dwellings and is thus categorised as a medium-density development by the GTIA. The GTIA recommends application of a peak period traffic generation rate of 0.39 vehicle trips per hour in the AM peak and 0.37 vehicle trips per hour in the PM peak. Adopting these rates results in the following estimated existing traffic generation:

- 4 vehicle trips / hour (1 in, 3 out), during the AM peak period.
- 4 vehicle trips / hour (3 in, 1 out), during the PM peak period.

The above assumes a 20% inbound and 80% outbound distribution during the AM peak period noting that residents would typically depart the site for work in the morning, and vice versa for the weekday PM peak period.

This is not however a net increase as it does not take into consideration trips generated by the existing development. The net increase in trips would be as follows:

- 3 vehicle trips / hour (1 in, 2 out), during the AM peak period.
- 2 vehicle trips / hour (1 in, 1 out), during the PM peak period.

The anticipated net increase traffic generation of the proposed development is therefore small at two to three vehicle trips per hour. There will therefore be no material traffic impacts on the nearby local streets and accordingly, no external improvements will be required to facilitate the development. The traffic impacts of the proposed development are therefore considered acceptable.

6. Design Aspects

6.1. Access

The proposed vehicular access arrangements at the development have been designed in accordance with the relevant width, grade, and visibility requirements of the respective AS 2890 guidelines and are considered satisfactory.

With 13 car parking spaces of User Class 1A, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1. In response, the development proposes a 4.0-metre-wide combined entry and exit driveway serving Dwellings 1 and 2, along with a 3.0-metre-wide entry driveway providing access to the remaining dwellings. The internal circulation of the development is one-way, and a 3.0-metre-wide exit driveway is provided onto Rowan Street, therefore satisfies the requirements under AS 2890.1.

The proposed arrangements have also been assessed using swept path analysis, with results included in **Appendix B**. These results confirm compliance with AS 2890.1 and that the proposed access arrangements will operate safely and efficiently.

6.2. Internal Design

The proposed internal traffic circulation and parking arrangements generally comply with the relevant requirements of AS 2890, including the proposed:

- Parking space dimensions, grades, aisle widths, and blind aisle extensions, in accordance with Clause 2.4 of AS 2890.1.
- Enclosed garage arrangements, in accordance with Clause 5.4 of AS 2890.1.
- Internal roadway widths and grades, in accordance with Clause 2.5 of AS 2890.1.
- Design vehicle envelope required for clearance to columns, walls, and obstructions, in accordance with Clause 5.2 of AS 2890.1.
- Headroom and ground clearances, in accordance with Clause 5.3 of AS 2890.1.

Critical movements have been assessed by swept path analysis where necessary, and the parking and circulation areas of the proposed development are considered satisfactory. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is noted that the design of the vehicle access and car parking arrangements as shown by the architectural drawings provided at **Appendix A** are considered appropriate for DA stage. Post-consent, it is likely that further refinement of the design will be required as more detail is incorporated into the drawings which will be assessed and resolved prior to the release of a Construction Certificate.

7. Conclusions

In summary:

- PDC Consultants has been commissioned by OSC Property Group Ptd Ltd to prepare a TIS of a DA relating to a residential development at 67 Elimatta Road & 19A Rowan Street, Mona Vale. Specifically, the DA proposes the demolition of the existing buildings and the construction of a low to mid-rise townhouse development consisting of:
 - 10 residential dwellings.
 - A total of 13 on-site parking spaces, including single enclosed garages for each dwelling and three visitor spaces.
 - Access to the site is proposed via a 4.0-metre-wide access driveway from Elimatta Road providing access to Dwellings 1 and 2 and a separate 3.0-metre-wide entry only access driveway from Elimatta Road for the remaining dwellings, which continues as a one-way roadway to a 3.0-metre-wide exit driveway onto Rowan Street.
- The traffic generation assessment confirms that the development will generate a net increase of three vehicle trips per hour in the AM peak and two vehicle trips per hour in the PM peak. This increase is considered immaterial and will therefore have no net impact on the performance of nearby local streets or intersections.
- The SEPP Housing permits a minimum rate of 10 car spaces for the development. In response, the proposal provides a total of 10 resident car spaces, thereby complying with the SEPP Housing requirements. In addition, three visitor car spaces are also provided on-site.
- The proposed access and internal parking arrangements generally comply with the relevant requirements of AS 2890. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

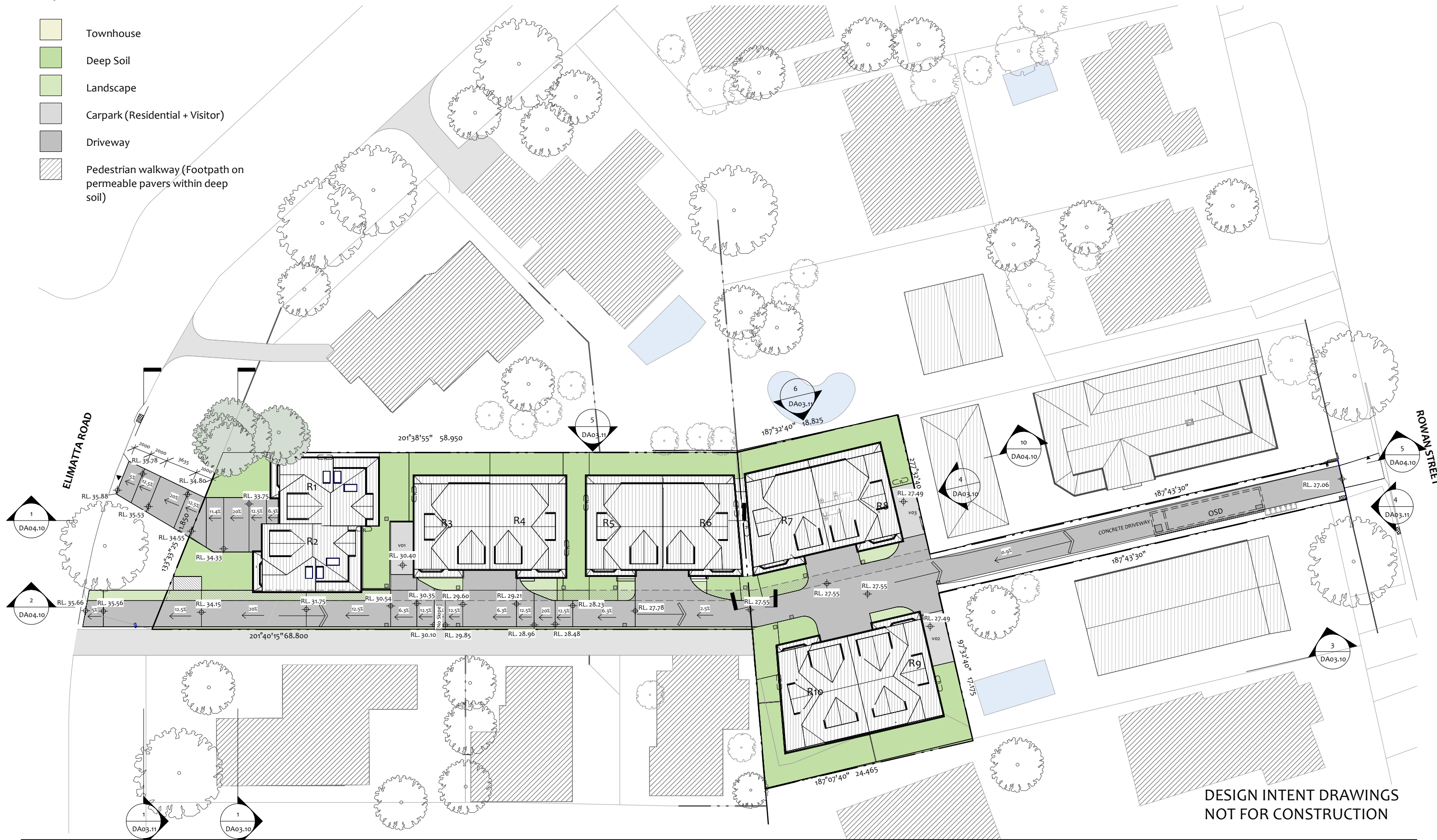
It is therefore concluded that the proposed development is supportable on transport planning grounds.



Appendix A

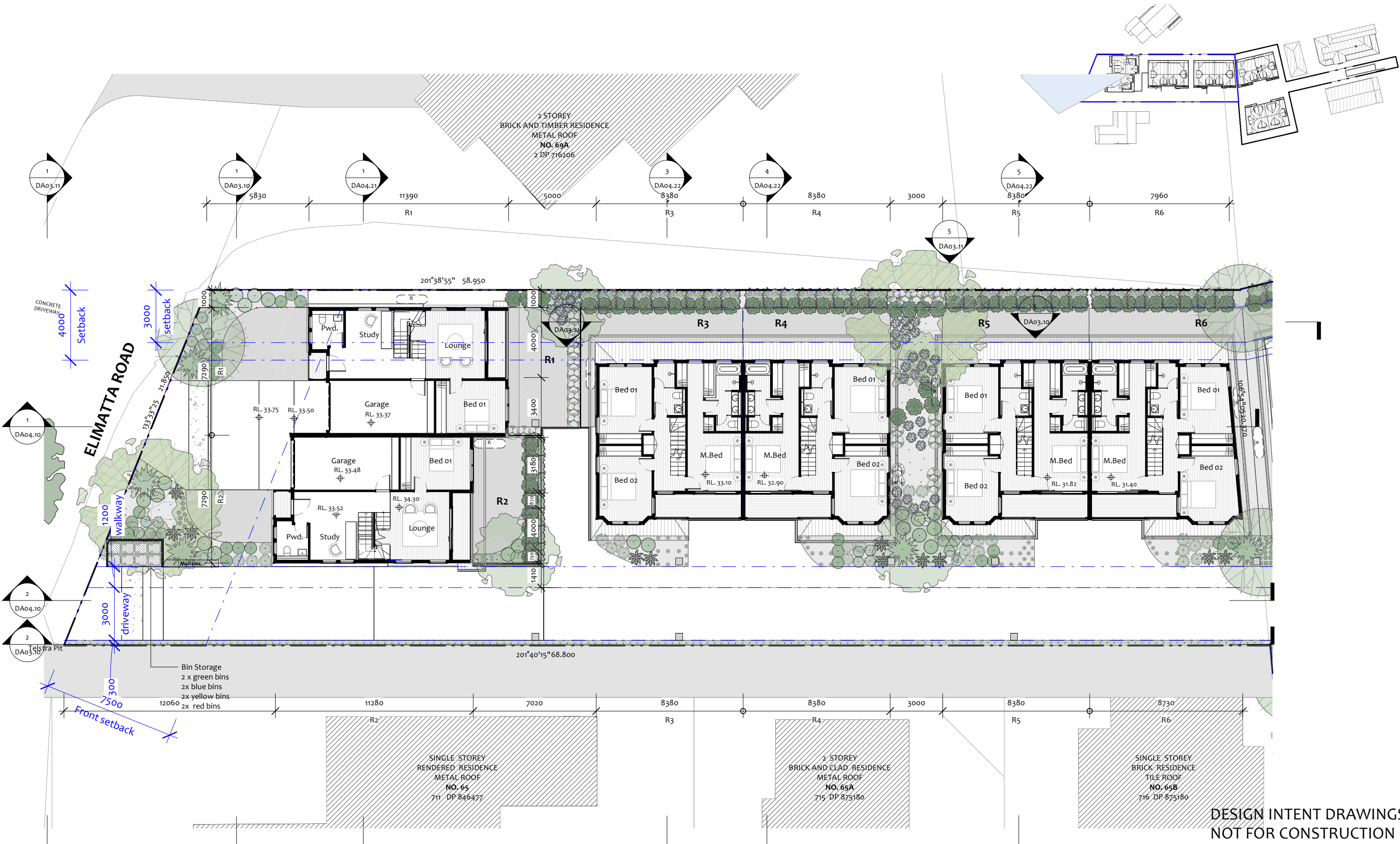
Key

- Townhouse
- Deep Soil
- Landscape
- Carpark (Residential + Visitor)
- Driveway
- Pedestrian walkway (Footpath on permeable pavers within deep soil)



DESIGN INTENT DRAWINGS
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Disclaimer: Information shown on this drawing should be read in conjunction with the specification and BASIX certificate where applicable. Comply with relevant authorities requirement. Comply with Building Code of Australia requirements. Comply with relevant Australian Standards for materials and construction practice. All drawn information should be sufficient for a reasonably competent and experienced builder to understand the design intent. Should this be not the case, the Client should be informed immediately for clarification. Some elements shown in this drawing may be subject to further advice from consultants/sub-consultants other than the architect. It is the responsibility of the consultants/sub-consultants/builder, and not the architect, to ensure that the design intent is met satisfactorily.		Check all dimensions, site conditions and RL's against survey prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components. Do not scale drawings - Any discrepancies discovered shall immediately be referred to the Client for clarification. Copyright remains with the JKMarchitects. The Client is licensed to use the documents and drawings to produce the project and site for which they were intended, provided that the JKMarchitects has completed the extent of works for which they were commissioned, and all fees due to the JKMarchitects has been paid.		Legend	<table><tr><th>Revision</th><th>Date</th><th>Description</th></tr><tr><td>A</td><td>09/09/2025</td><td>For Coordination</td></tr><tr><td>B</td><td>07/10/2025</td><td>For Coordination</td></tr><tr><td>C</td><td>16/10/2025</td><td>For Coordination</td></tr><tr><td>D</td><td>27/10/2025</td><td>Development Application</td></tr></table>	Revision	Date	Description	A	09/09/2025	For Coordination	B	07/10/2025	For Coordination	C	16/10/2025	For Coordination	D	27/10/2025	Development Application	Architect JKM.a JKMarchitects Pty Ltd Suite 3.14 / 55 Miller Street, Pyrmont, NSW 2009. ABN 98 651 373 483 Nominated Architect Tai Kei Keith Ma NSW 9247	Client. OSC Property Group Pty Ltd	Project Name. Mona Vale Townhouse Project Address 67 Elimatta Road & 19A Rowan Street, Mona Vale NSW 2130	Project No. 2512 Sheet Name Site Plan Drawing no. DA00.40	Status Development Application Scale 1: 400 @ A3 0 4 8 12 m Revision D
Revision	Date	Description																							
A	09/09/2025	For Coordination																							
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Legend



Revision	Date	Description
A	09/09/2025	For Coordination
B	16/10/2025	For Coordination
C	27/10/2025	Development Application

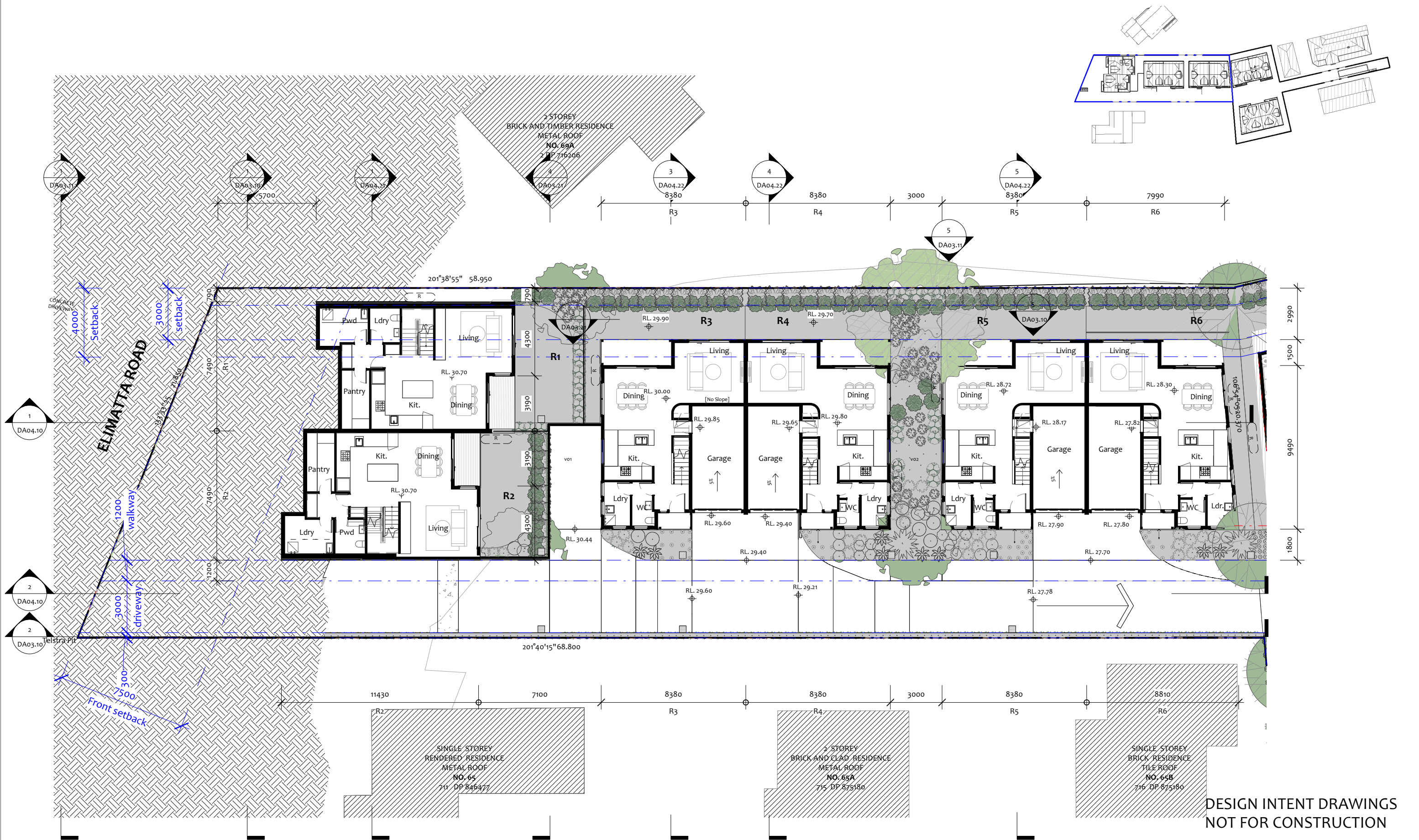
Architect
JKM.a
JKMarchitects Pty Ltd
Suite 3.14 / 55 Miller Street,
Pyrmont, NSW 2009.
ABN 98 651 373 483
Nominated Architect Tai Kei Keith Ma NSW 9247

Client.
OSC Property
Group Pty Ltd

Project Name.
Mona Vale Townhouse
Project Address
67 Elimatta Road & 19A
Rowan Street, Mona Vale
NSW 2130

Project No.
2512
Sheet Name
Proposed 1F Plan_South
Drawing no.
DA02.12

Status
Development Application
Scale
1: 200 @ A3
0 2 4 6 m
Revision
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Legend



Revision	Date	Description
A	09/09/2025	For Coordination
B	16/10/2025	For Coordination
C	27/10/2025	Development Application

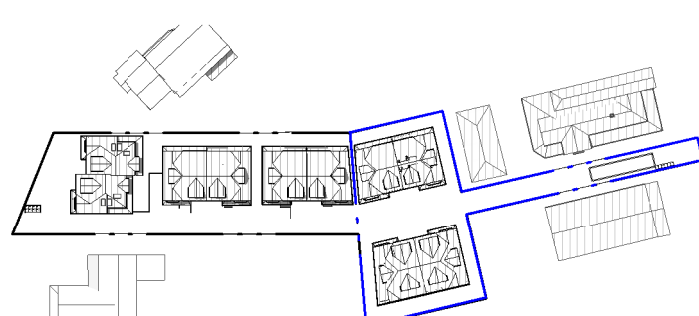
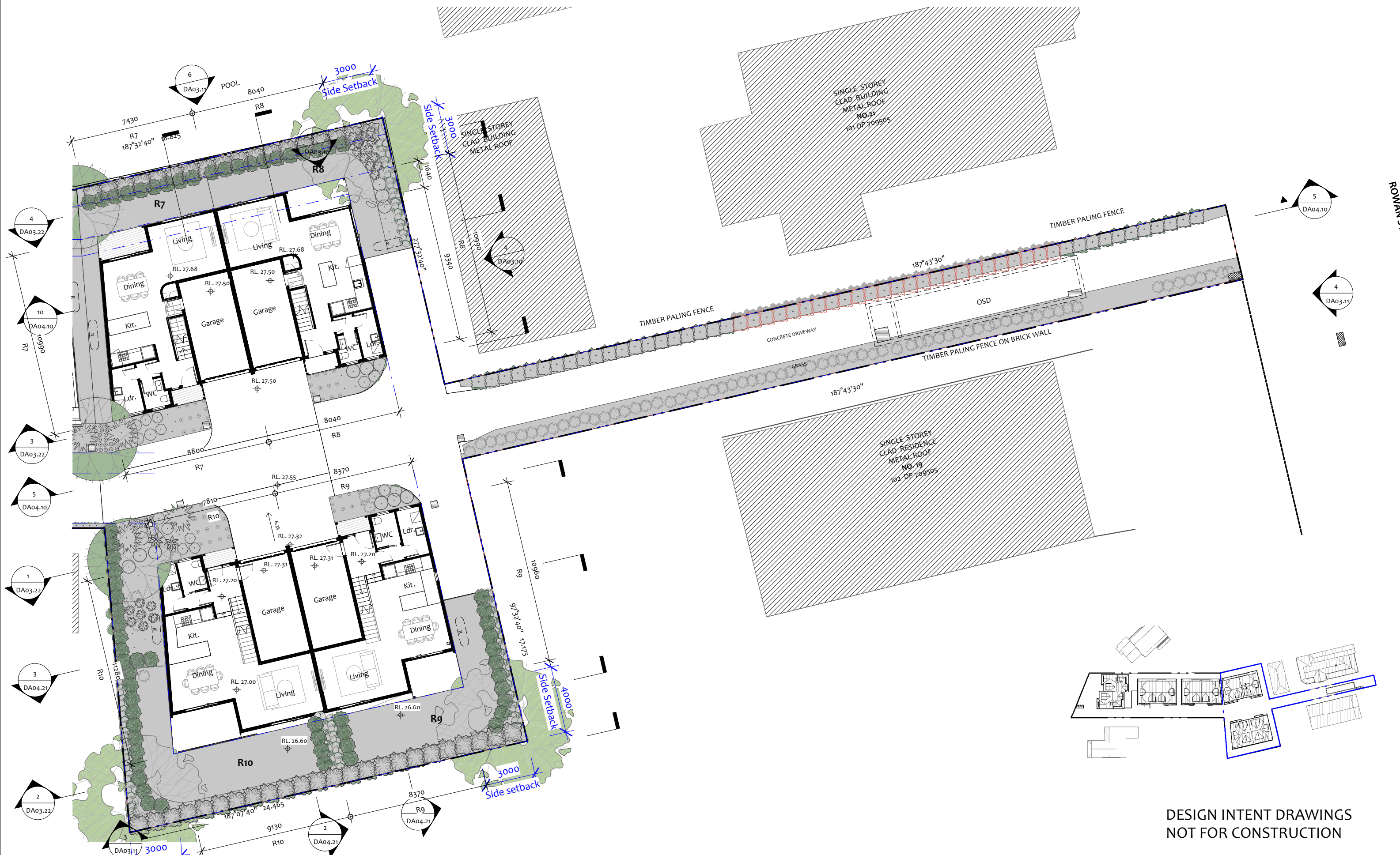
Architect
JKM.a
JKMarchitects Pty Ltd
Suite 3.14 / 55 Miller Street,
Pyrmont, NSW 2009.
ABN 98 651 373 483
Nominated Architect Tai Kei Keith Ma NSW 9247

Client:
OSC Property
Group Pty Ltd

Project Name:
Mona Vale Townhouse
Project Address
67 Elimatta Road & 19A
Rowan Street, Mona Vale
NSW 2130

Project No.
2512
Project Name
Proposed Ground Plan_South
Drawing no.
DA02.10

Status
Development Application
Scale
1: 200 @ A3
Revision
0 2 4 6 m C



DESIGN INTENT DRAWINGS
NOT FOR CONSTRUCTION

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Legend

Revision

Date

Description

A

09/09/2025

For Coordination

B

16/10/2025

For Coordination

C

27/10/2025

Development Application

Architect

Client

JKM.a

JKM Architects Pty Ltd
Suite 3.14 / 55 Miller Street,
Pyrmont, NSW 2009.
ABN 98 651 373 483

Nominated Architect

OSC Property
Group Pty Ltd

Tai Kei Keith Ma

NSW 9247

Project Name

Project No.

Project Address

Sheet Name

Drawing no.

Mona Vale Townhouse

2512

67 Elimatta Road & 19A
Rowan Street, Mona Vale
NSW 2130

Proposed Ground Floor_North

DA02.11

Status

Scale

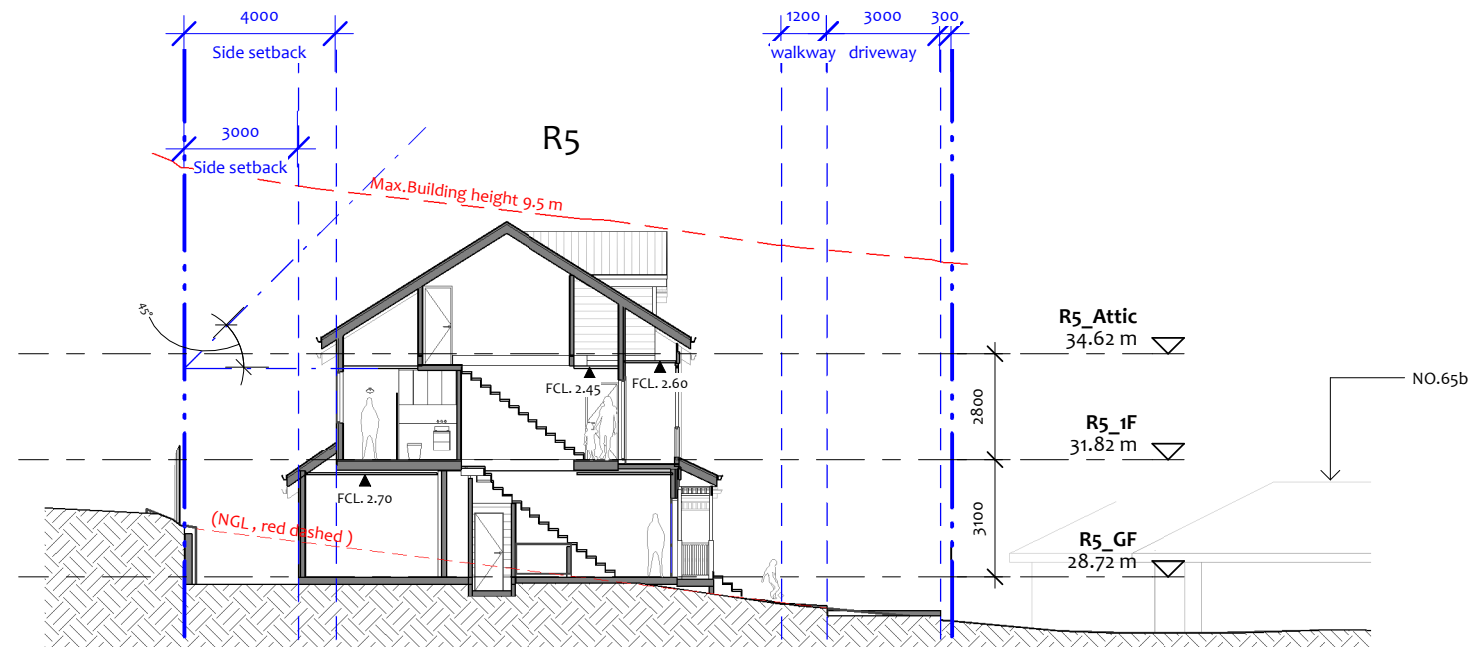
Revision

Development Application

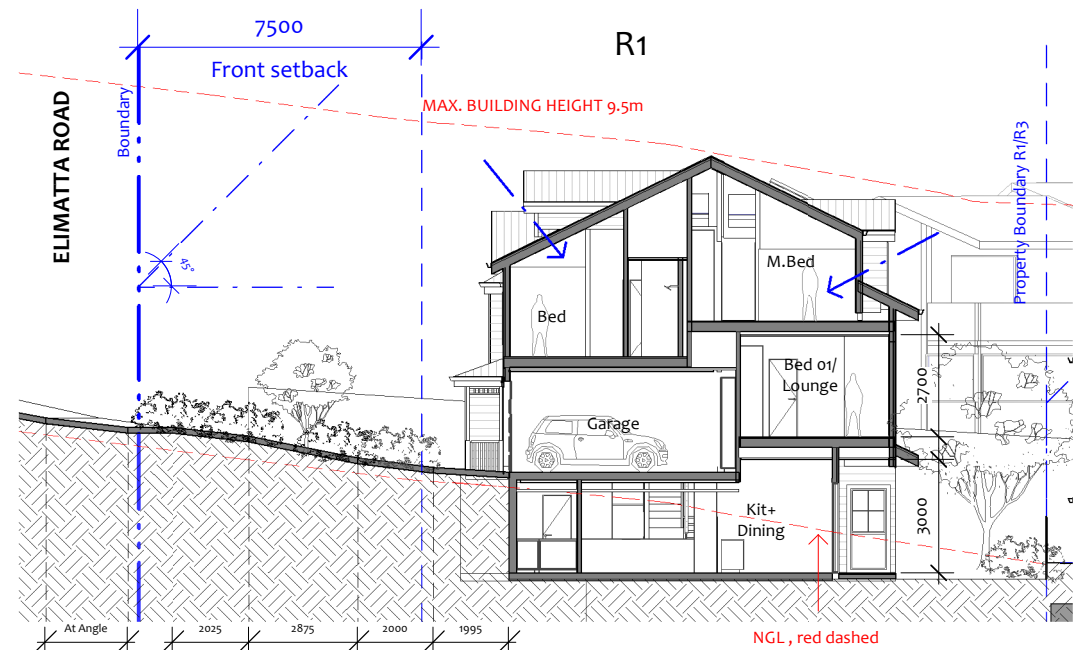
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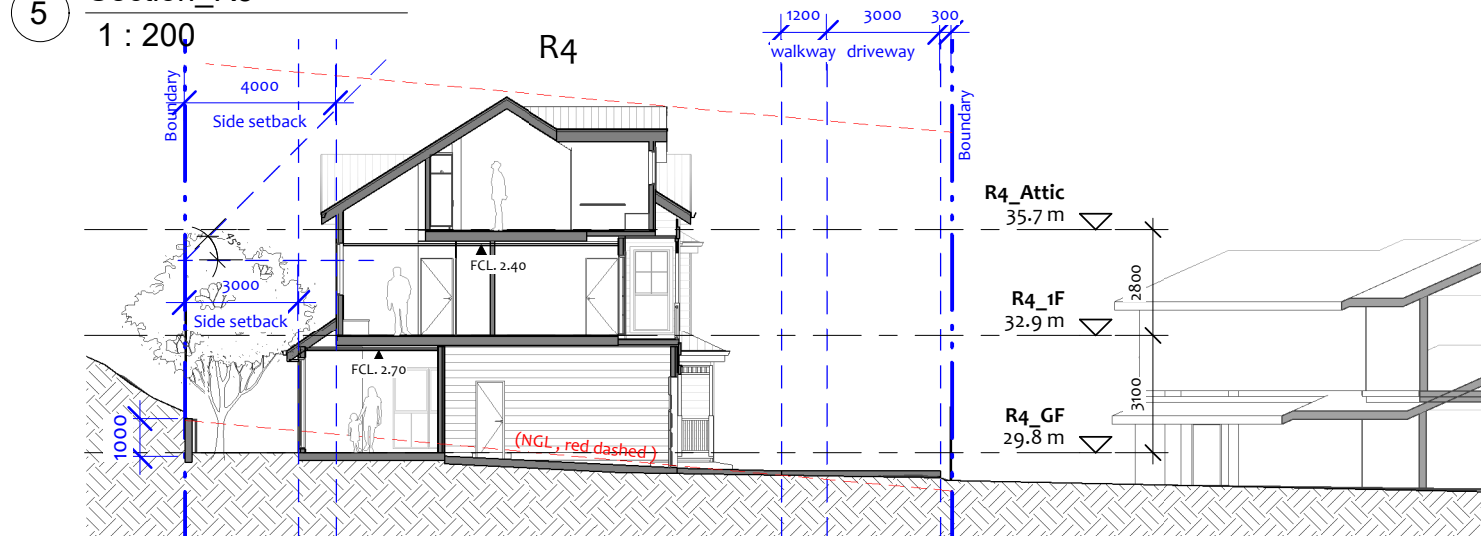
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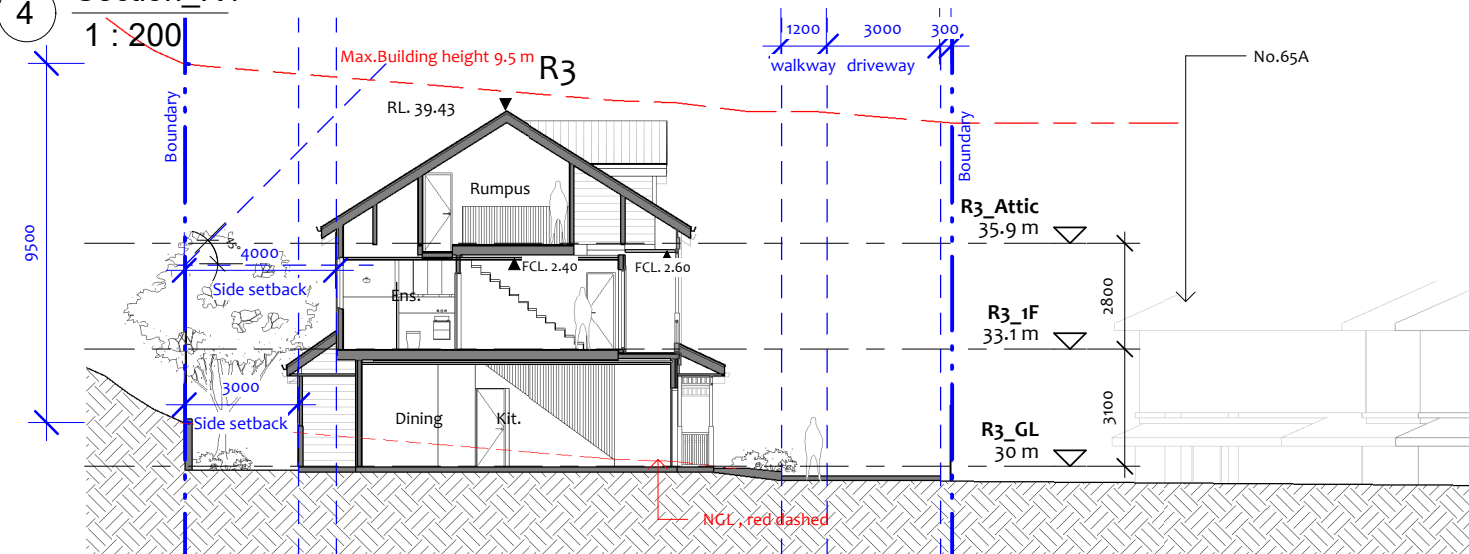
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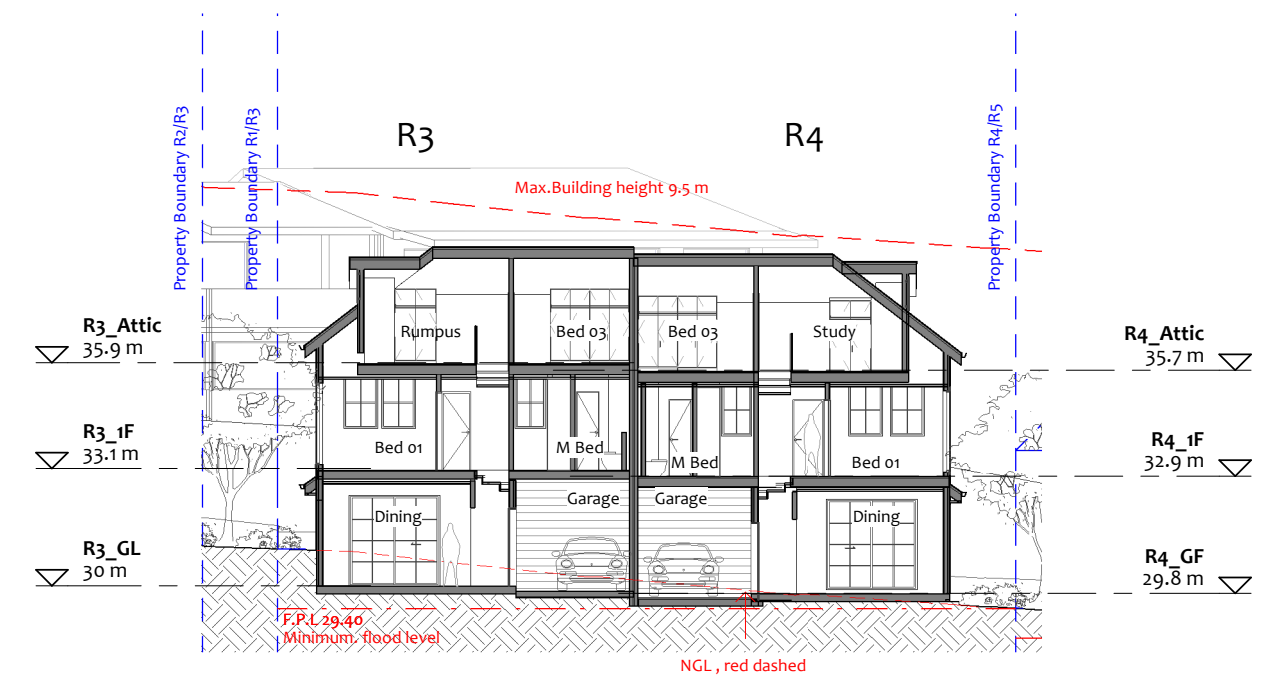
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1 : 200



4 Section_R4
1 : 200



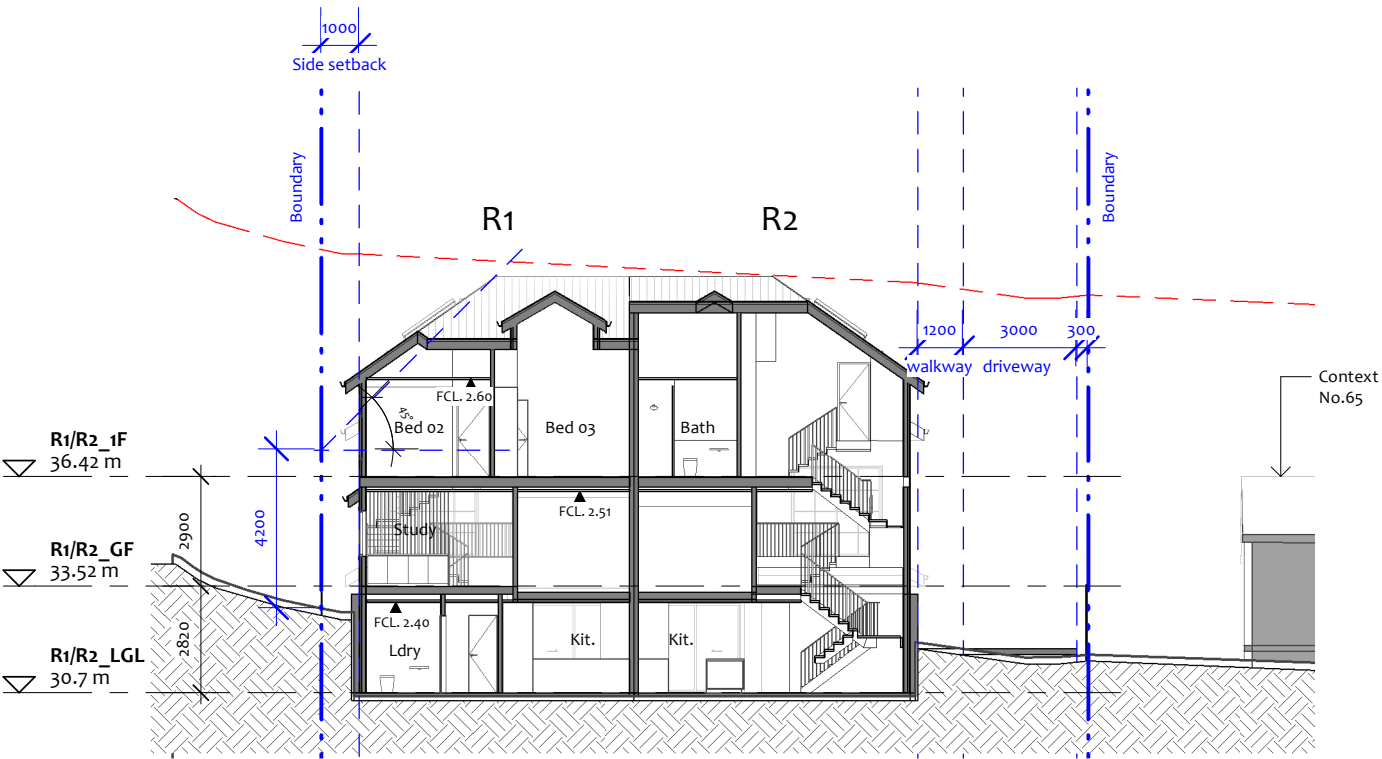
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1 : 200



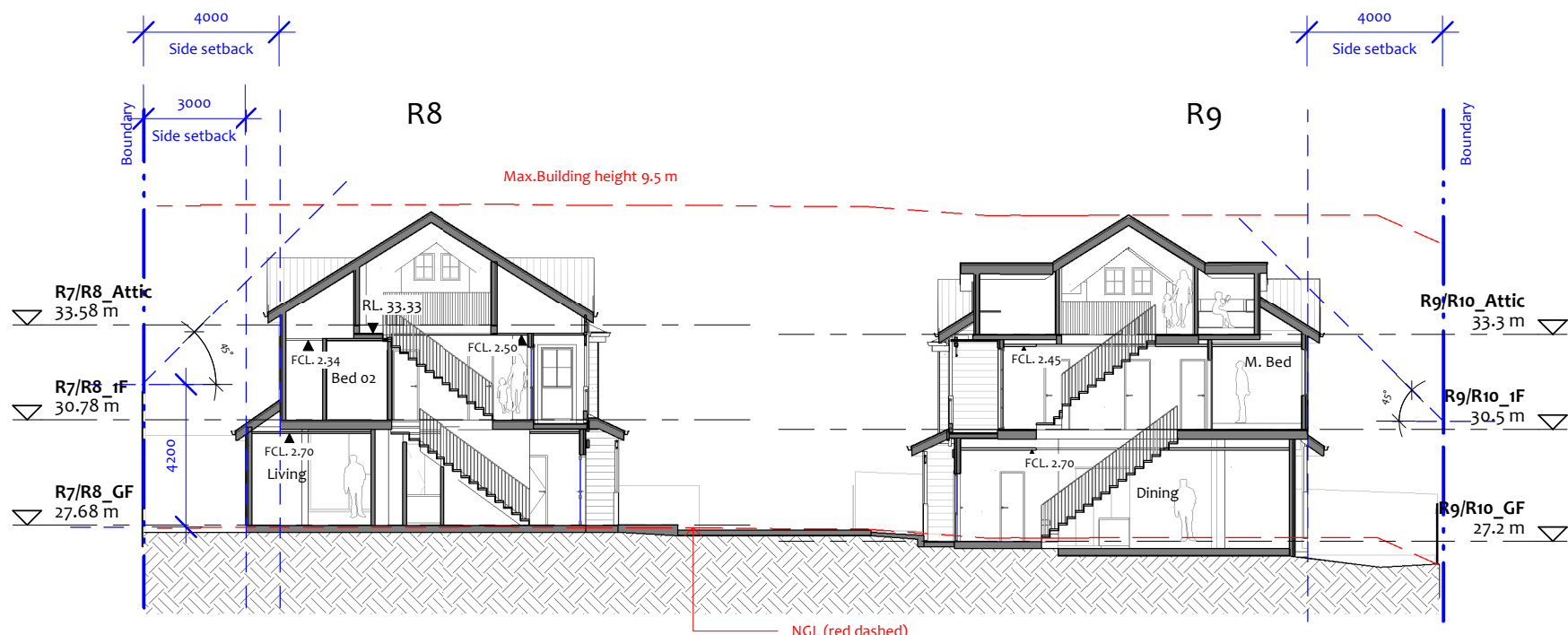
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1 : 200

DESIGN INTENT DRAWINGS
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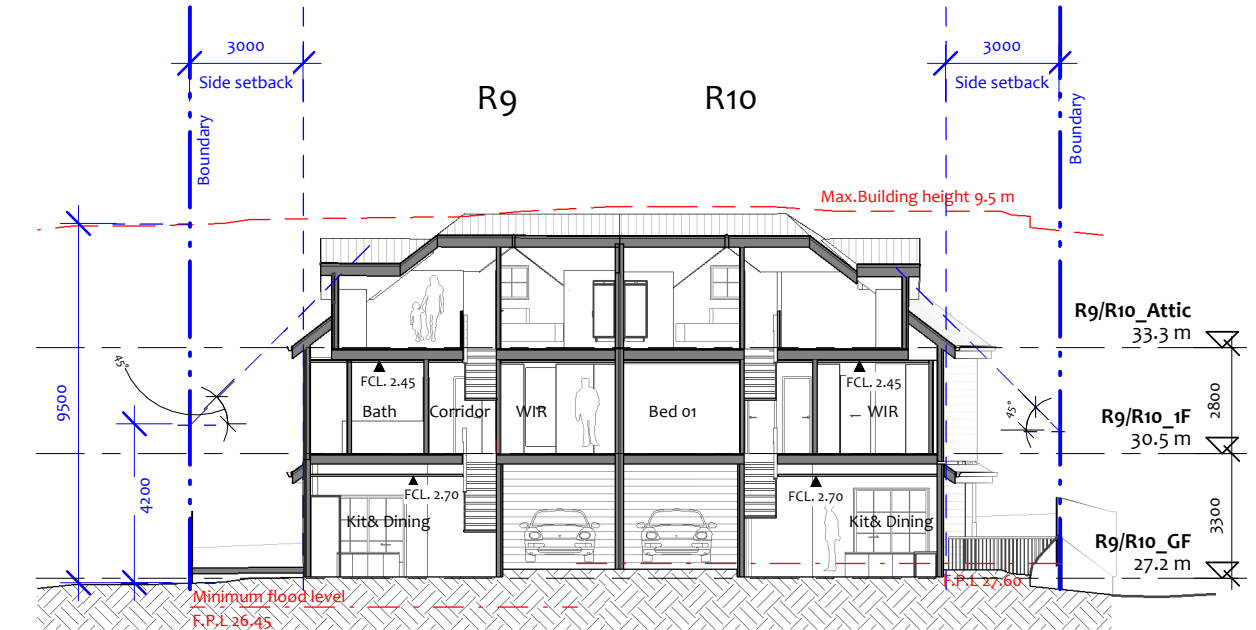
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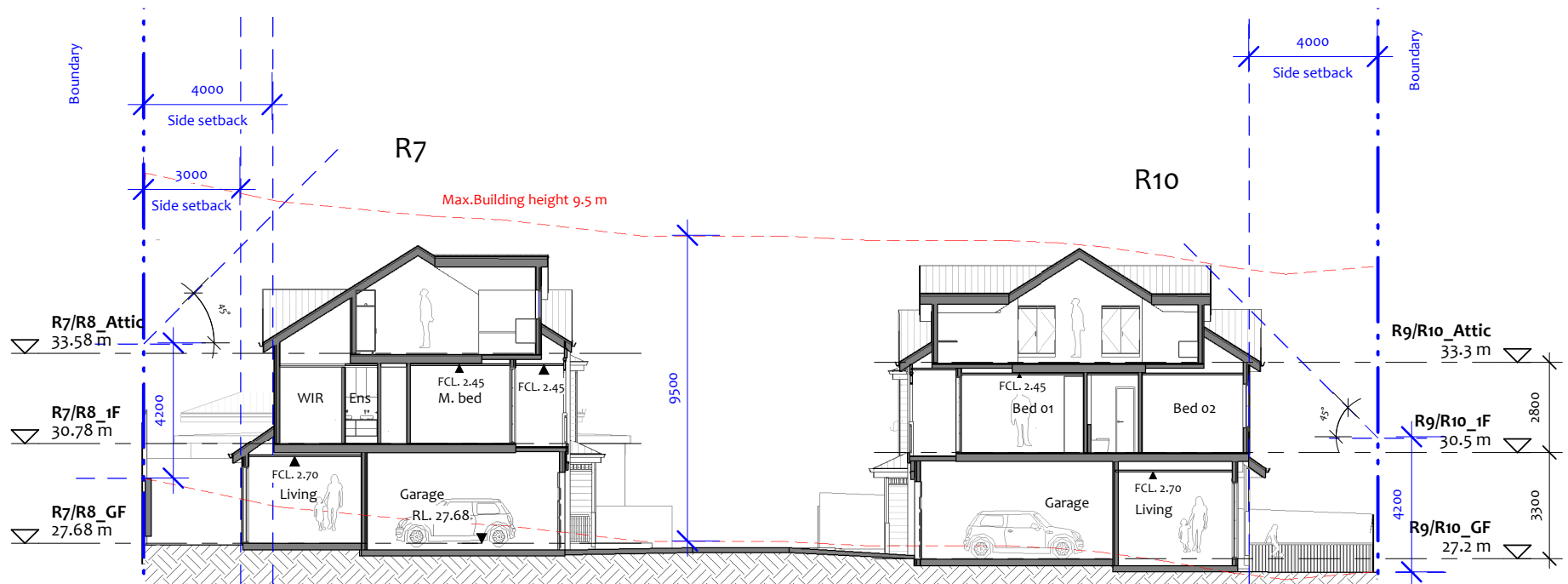
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1 : 200



4 Section_Rear_R8+R9
1 : 200



3 Section_Rear_R9+R10
1 : 200



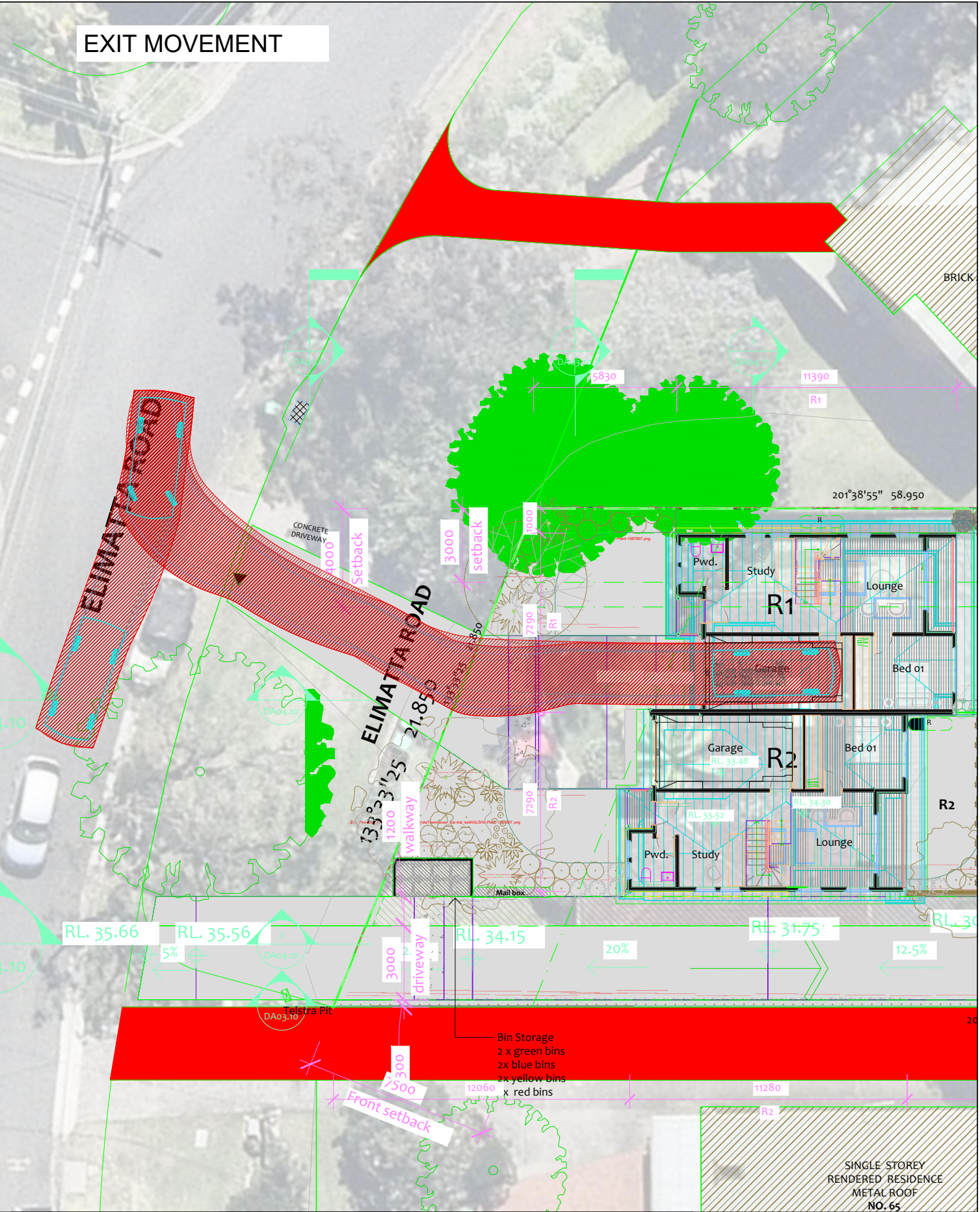
2 Section_Rear_R7+R10
1 : 200

DESIGN INTENT DRAWINGS
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			B 16/10/2025 For Coordination					
			C 27/10/2025 Development Application					



Appendix B

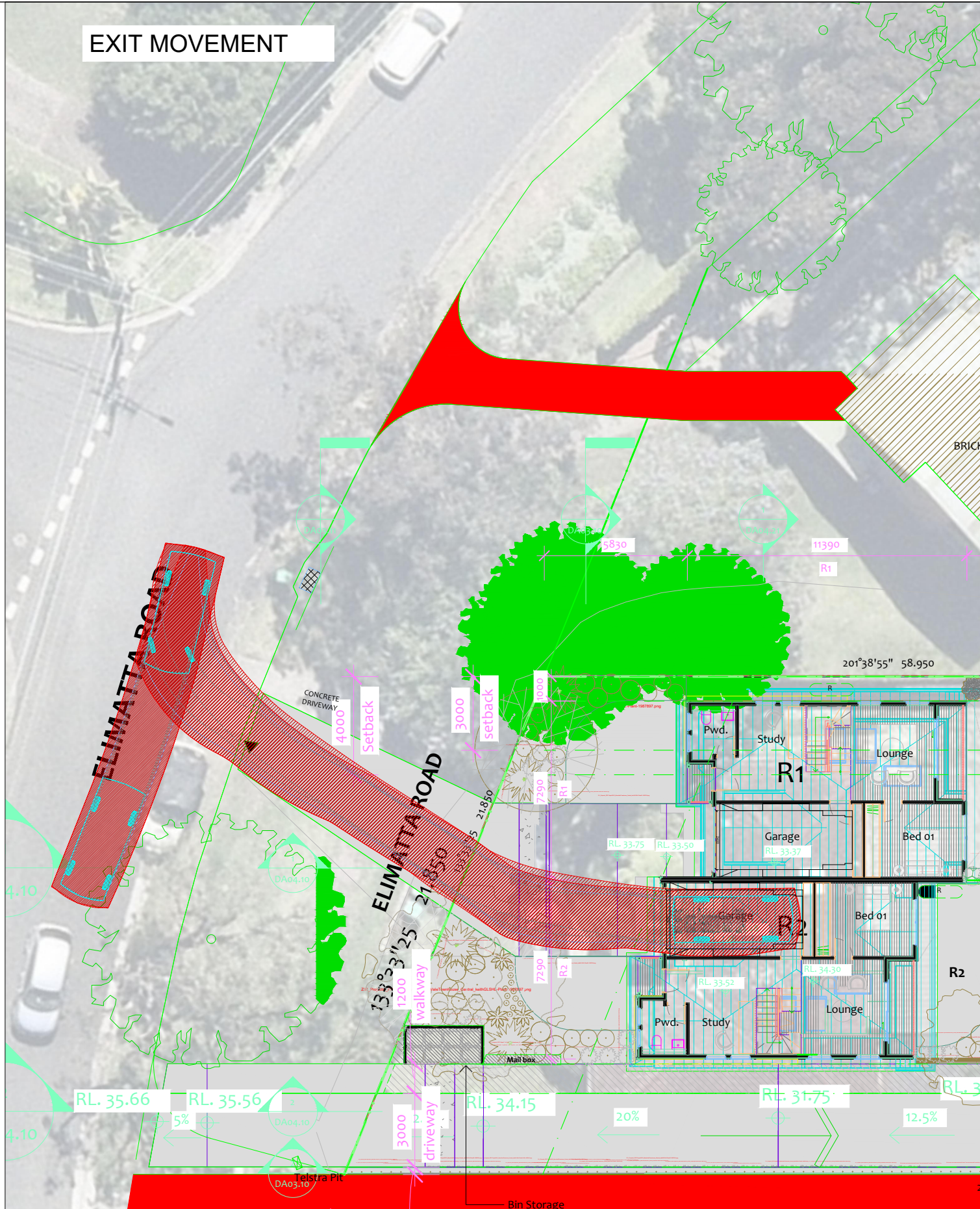


Drawing Prepared By 	North 	Swept Path Key ----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	Project 67 ELIMATTA ROAD / 19A ROWAN STREET, MONA VALE	Drawing Title SITE PLAN B85 DESIGN VEHICLE SITE ENTRY AND EXIT MOVEMENT (DRIVEWAY 1)	Drawing No. 001 Drawn By WZ	Revision No. - Date 27/10/2025
			Project No 25.190	Sheet Status NOT FOR CONSTRUCTION	Scale 1:200 @ A3 	

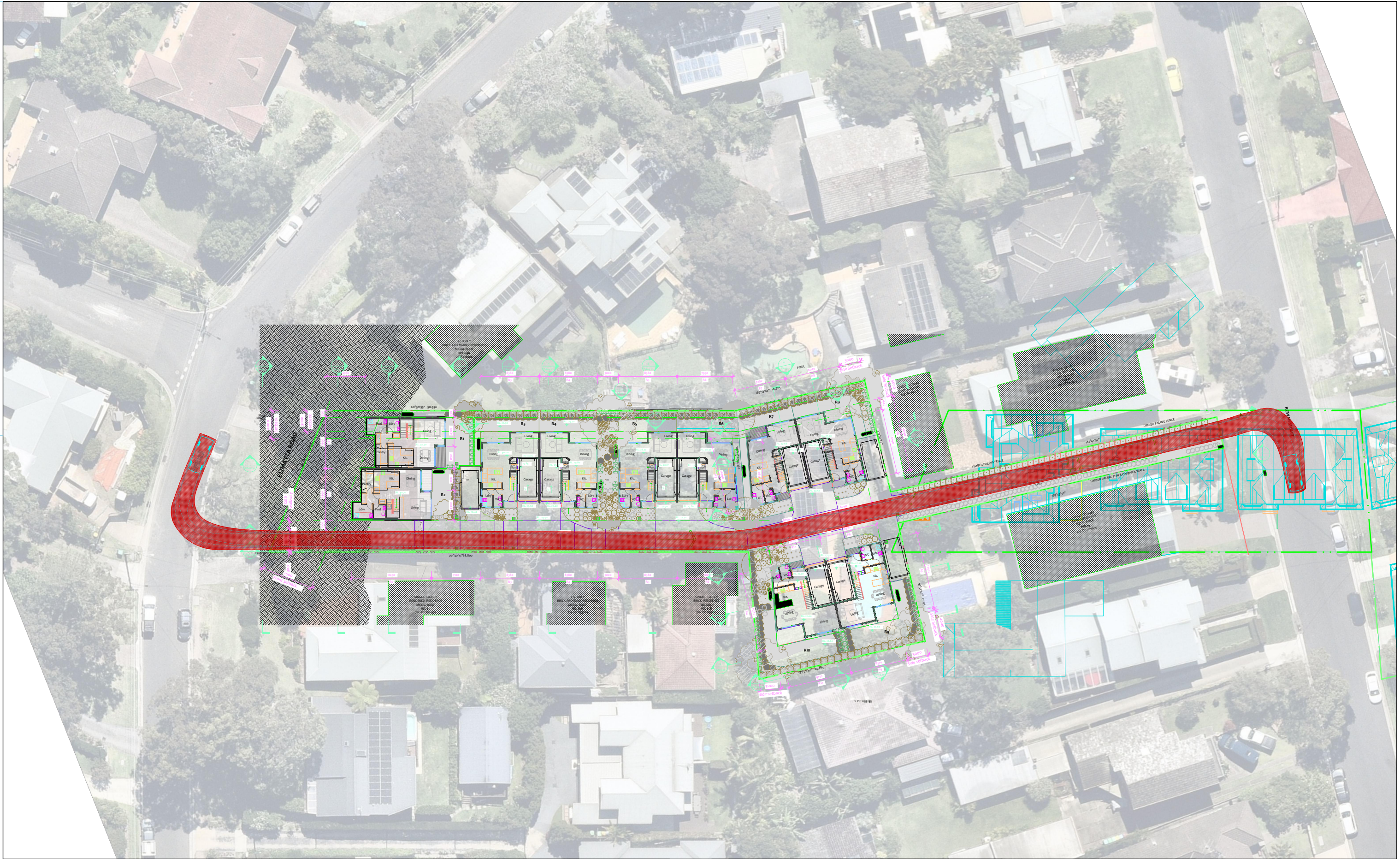
ENTRY MOVEMENT



EXIT MOVEMENT



Drawing Prepared By	North	Swept Path Key	Project	Drawing Title	Drawing No.	Revision No.
		----- Vehicle Wheel Path — Vehicle Body Envelope — 300mm Vehicle Clearance	67 ELIMATTA ROAD / 19A ROWAN STREET, MONA VALE	SITE PLAN B85 DESIGN VEHICLE SITE ENTRY AND EXIT MOVEMENT (DRIVEWAY 1)	002	-
			Project No 25.190		Sheet Status NOT FOR CONSTRUCTION	Drawn By WZ
					Scale 1:200 @ A3	
					0m 2 4 6 8	



Drawing Prepared By 	North 	Swept Path Key ----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	Project 67 ELIMATTA ROAD / 19A ROWAN STREET, MONA VALE	Drawing Title SITE PLAN B85 DESIGN VEHICLE SITE ENTRY AND EXIT MOVEMENT (DRIVEWAY 2)	Drawing No. 003	Revision No. -
			Project No 25.190	Sheet Status NOT FOR CONSTRUCTION	Drawn By WZ	Date 27/10/2025
			Scale 1:500 @ A3 			

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