

Your Reference:
Our Reference:
Contact:
Telephone

MP09_0197 & MP09_220
RDC 10M301 Vol 2 SYD11/0089/01
Dianne Rees
8849 2237

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Government Land and Social Projects
GPO Box 39
SYDNEY NSW 2001

Attention: Ben Eveleigh

**PROPOSED MIXED USE DEVELOPMENT INCLUDING SUPERMARKET, SERVICED
APARTMENTS AND UNITS
AT THE CORNER OF PARKER STREET AND GREAT WESTERN HIGHWAY,
KINGSWOOD
MAJOR PROJECT – MP 09_0197 & MP09_220**

Dear Sir/Madam

I refer to your letter of 19 January 2011 (Department Ref: MP10_0197 & MP09_220), concerning the abovementioned Major Project which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 9 February 2011.

Below are the Committee's recommendations and RTA's comments on the subject application:

Concept Plan (MP 09_0197)

1. Travel Demand Initiatives

While the RTA supports the principles of encouraging a reduction in car usage by reducing available parking spaces, there is concern that the minimalist approach and significant reductions proposed (34% reduction for the commercial component with the provision of 1-2 spaces for shared parking scheme, and 37.5% for Stage 1) are not appropriate for this development given its location. It is acknowledged that transport agencies are generally encouraging the use of alternative modes of transport for development sites, however this site poses unique problems due to its location, the proposed land uses, the high car dependency rate in the Penrith Local Government Area and the proximity of the development to the Nepean Health Precinct.

The travel demand initiatives of limiting parking supply for this development will have an adverse impact on the already limited availability of on-street parking in the local street network surrounding the hospital precinct. The RTA is therefore concerned that the proposed overall reduction in the parking provision of 28% is excessive for this site and does not support this level of reduction. The TMAP (Transport Mobility and Accessibility Plan) Study accompanying the development application indicates that the residential component of the development is the only part which does not have a limited parking supply.



The TMAP Study also indicates that the development and parking provisions will service a total of 800 workers and 120 residents. The retail area is to also service workers, patients and visitors to the adjacent health precinct.

Further, the Statement of Environmental Effects (SEE) also indicates that the supermarket is a car-dependent use which will generate traffic from the local residential catchment area as well as from the Nepean Hospital Precinct and the proposed development.

The RTA therefore does not support any reduction of parking for the supermarket component of the development due to the degree of car-dependency that is indicated for this usage. The Statement puts forward the argument that the constraint of parking for the supermarket component will generate a high proportion of walking trips. The RTA is concerned that these walking trips may not be generated from the surrounding hospital precinct or surrounding residential area and subsequently, the parking demand for the supermarket may be higher than projected.

The parking spaces within the development could also be utilised by visitors to, and employees from, the Nepean Health Precinct as an alternative option, (for both short and long term parking), to paid parking and limited on-street parking provided nearby. Given the close proximity to the public and private hospitals, the Tresillian Centre, the Cancer Care Centre and other developments, it is expected there will be some 'cross usage of parking. In this regard, the Department should consider the implementation of measures to restrict this parking demand such as timed and/or paid parking, and allocating spaces specifically for the non-residential land usages. The architectural plans do not indicate any measures (ie boom gates) to restrict parking or provide exclusive parking for the residential component of the development.

2. Great Western Highway Exit

The RTA has concerns that additional trips may be generated by vehicles 'rat running' through the development which have parked in the public and private hospitals, the Tresillian Centre, the Cancer Care Centre and other developments and utilise the development and the Great Western Highway egress as an alternative to exiting on to Parker Street and 'going around the block' to the Great Western Highway to then proceed to the west and north.

The Department should consider introducing traffic calming measures and/or a boom gate control to discourage traffic driving through the development and to ensure that all vehicular traffic exiting the site at The Great Western Highway egress has had a 'verified purpose' for visiting the development.

3. Public Transport

The Department should ensure that the proposed measures to improve public transport provision (ie improved services and infrastructure in the form of bus shelters) as proposed in the Statement of Environmental Effects are implemented at this stage of the development and not at Stage 2.

4. Car Share and Car Pooling Arrangements

It is proposed in the SEE (page 61) that car share arrangements will "form an integral part of this development" by implementing a parking system such as "GoGet" for all non-residential land uses. The Department should ensure that the recommendation of one or two car share spaces is adequate for the size of this development to reduce the demand for parking, particularly the commercial component.

5. Pedestrian and Bicycle Linkages

The Department should ensure that all proposed cycle facilities within the development are in accordance with the 'Penrith City Council Bicycle Plan' and provide connectivity from the site to existing cycleway/s. The design of cycleways should be in accordance with relevant Austroads requirements and be consistent with Council's Bicycle Plan.

The RTA has concerns that the provision of steps and egress at the corner of Parker Street and Barber Avenue will direct pedestrians from the supermarket to that corner and encourage pedestrian movements to/from the medium density residential area located opposite the development on Parker Street. In this regard, a pedestrian fence is to be provided along the entire frontage of the development site extending past Barber Avenue to prevent and discourage pedestrians from crossing Parker Street in an uncontrolled situation.

6. Servicing

The Department should ensure that adequate servicing areas are provided for all land uses within the development. The architectural plans indicate that there is one service area containing two loading docks, which is provided for the entire development. This appears to be for the exclusive use of the supermarket however the TMAP Study (Stage 1 - page 43) indicates that the second loading dock is to be used for the serviced apartments, the commercial and retail components. Alternative service areas should be provided for the retail and commercial land uses as well as for the serviced apartments (ie for linen pick up and drop and for cleaning services) which have a direct connection and do not require the movement of goods in the circulation aisle and driveway or through the supermarket.

The loading docks are positioned so that heavy vehicles will be required to reverse into the loading dock from the circulation aisle which is also adjacent to a number of car parking spaces (outside of the supermarket). This will lead to delays for circulating/exiting vehicles and will create vehicle and pedestrian conflicts at this location. As the Statement of Environmental Effects has indicated that 58% of vehicles will be exiting the development via the Great Western Highway egress, this will cause delays to those circulating and exiting vehicles. The RTA's preference is for service vehicles and loading facilities be separated from car parking areas and pedestrian desire lines.

The RTA has concerns that the loading dock will be serviced by vehicles larger than the nominated 8.8 metre Medium Rigid Vehicle (MRV) as the SEE indicates that waste removal vehicles (10.5 metre in length) will also access the site. The swept paths and turning circles indicated on Drawing No. TX_02 show that an 8.8 metre vehicle will 'brush' the sides of the steps to the 'Main Switch Room' and will mount the roundabout and kerb adjacent to the Lobby and Drop Off areas to undertake manoeuvres from the entrance driveway to the loading dock on the Lower Ground Floor. A 10.5 metre or 12.5 metre vehicle would have difficulty servicing the loading dock should larger vehicles be required for deliveries and for the garbage collection services.

The Department should ensure that any short-term loading carried out in the drop-off area on the lower ground floor level does not have an impact on the operation of this area or cause queuing of vehicles in the circulating driveway and onto Barber Avenue. It is not indicated where the four parking spaces are to be located for courier spaces to be used by cars, vans and station wagons, as proposed on page 43 of the TMAP Study.

7. Taxi Services

The Department should ensure that adequate taxi services are provided either on street or within the development given the nature of the mixed land usage, particularly the serviced apartments and health related land uses.

8. Car parking

The architectural plans indicate that vehicles will be required to undertake a U-turn manoeuvre at the exit from the basement carpark to the lower ground level circulation driveway. The SEE indicates that 58% of vehicles exiting the development (in the PM peak) to travel in a westerly direction will do so via the egress on to the Great Western Highway. The swept paths for these vehicles have not been provided in Drawing No. TX_02 however vehicles will be need to cross to the opposite side of the circulation driveway in both the ramp and driveway to complete these manoeuvres. This will lead to vehicle conflicts between vehicles exiting the ramp and travelling up from the basement car park and vehicles entering both the basement car park and the drop-off area for the serviced apartments. It is also indicated that vehicles exiting the development from the lower ground floor level to Barber Avenue will be required to stop and give way to all other vehicles. Should a vehicle be stopped at this point, it will prohibit the U-turn manoeuvre required for vehicles to proceed to the Great Western Highway egress.

The Department should ensure that the circulation aisles provided within the development are sufficient enough in width so that vehicles are not required to travel on the opposite side of the circulation aisles and ramps to circulate throughout the development.

Should the Department approve the Major Project Application – Concept Plan and Stage 1, the Committee and the RTA have provided the following requirements for incorporation into the determination:

1. The RTA has no proposal that requires any part of the subject property for road purposes.

Therefore, there are no objections to the development proposal on property grounds, subject to the following restrictions:

- The RTA has previously resumed and dedicated strips of land along both frontages of the Great Western Highway and Parker Street as shown by grey colour on the attached plan.
 - Easements for Batter have been created as shown by Deposited Plans No. 1093052 and 701623.
 - Access to the site is restricted as per Dealing Y606002 (copy herewith).
2. A pedestrian fence is to be erected on the median in Parker Street, extending from the signalised intersection at the Great Western Highway and Parker Street intersection, past the Barber Avenue/Parker Street intersection. The pedestrian fence is to be designed and constructed in accordance with RTA requirements and relevant Australian standards.
 3. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.

4. The swept path of the longest vehicle (to service the site, including delivery vehicles and waste collection vehicles) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to the Department for approval, which shows that the proposed development complies with this requirement.
5. All footways and cycleways are to be designed in accordance with Austroads and other relevant Australian Standards and any cycleways are to be in accordance with Penrith Council's Cycleway policies.
6. Appropriate measures designed to improve public transport provision (ie improved services and infrastructure in the form of bus shelters are to be implemented at the Concept Stage/Stage 1 of the development and not at Stage 2.
7. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Department and the RTA prior to the issue of a Construction Certificate by the Principal Certifying Authority.
8. If not already in place, full time "No Stopping" restrictions are to be implemented along the full Great Western Highway and Parker Street frontages of the development site. This restriction should be implemented prior to the commencement of any demolition works relating to the proposed development. Prior to the installation of the parking restrictions the applicant is to contact the RTA's Traffic Management Services on phone: (02) 8849 2294 for a works instruction.
9. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
10. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpath of Parker Street and the Great Western Highway.
11. Measures should be implemented to improve visibility to pedestrians and other vehicles where sight distance is restricted. In this regard the use of convex mirrors is recommended particularly for the use of vehicles positioned on the exit ramps of the basement car parking areas and the circulation driveway on the Lower Ground Level.
12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on The Great Western Highway or Parker Street.
13. Any redundant driveways and gutter crossings shall be removed and replaced with kerb and gutter to match existing.
14. The design and construction of the gutter crossing on The Great Western Highway shall be in accordance with RTA requirements. Details of these requirements should be obtained from RTA's Project Services Manager, Traffic Projects Section, Parramatta.

Detailed design plans of the proposed gutter crossing are to be submitted to the RTA for approval prior to the commencement of any road works.

It should be noted that a plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approved road design plans by the RTA.

15. The developer should ensure that the post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development discharge.

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.

Details should be forwarded to:
The Sydney Asset Management
Roads and Traffic Authority
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

16. The developer is to submit detailed design drawings and geotechnical reports relating to the excavation of the site and support structures to the RTA for assessment. The developer is to meet the full cost of the assessment by the RTA.

This report would need to address the following key issues:

- a) The impact of excavation/rock anchors on the stability of The Great Western Highway and Parker Street and detailing how the carriageway would be monitored for settlement.
- b) The impact of the excavation on the structural stability of The Great Western Highway and Parker Street.
- c) Any other issues that may need to be addressed. (Contact: Geotechnical Engineer Stanley Yuen on phone 8837 0246 or Graham Yip on phone 8837 0245 for details).

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owners of the roadway are given at least seven (7) days notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

17. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with State Environmental Planning Policy Infrastructure, it is essential that a copy of the Department's Determination on the proposal (Conditions of Consent if approved) is forwarded to the Committee and the RTA at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.

Yours faithfully





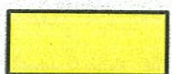









Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
Land Use Planning and Assessment Manager

7 March 2011




PIMS COLOUR LAYERS

COLOURS TO BE USED ONLY AS DESIGNATED













POLYGON UNDERLAY LAYER

	1	To Be Acquired
	2	Purchased
	3	Dedicated Public Road By Deposited Plan
	4	Declared Public Reserve
	5	Easements
	14	Residue Polygon
	20	Water/ Lot Highlight
	26	R.T.A. Dedicated As Public Road
	27	Land for Govt function eg. TSR
	28	Admin site owned by RTA
	29	Admin site leased by RTA
	30	Land possibly affected or abandoned

TEXT LAYERS





	13	Text
	17	Text
	23	Text

BOUNDARY LINE LAYERS

	19	Boundary
	8	Boundary
	18	Boundary
	10	Boundary
	12	Boundary
	9	Boundary
	24	Boundary
	25	Strata Boundary
	6	Residue Boundary
	7	Join Lines / Realignment Bdy
	15	Property Link Line
	16	Lines

MISCELLANEOUS

C.A.R./FREEWAY/TOLLWAY DECLARATION

	11	Declared C.A.R.
	21	Declared Freeway
	22	Declared Tollway
	35	Declared Transitway

NSW INDEX MAP DECLARATION PROJECT

	31	C.A.R. Declared
	32	FREEWAY Declared
	33	TOLLWAY Declared
	34	NOT Declared

SPECIAL LAYERS FOR REGIONAL INFO

	46	Prop Inq No.'s / Pencil Notes / D.O.P. Land
	47	L.E.P. No's and Notes
	48	Concept Boundaries and Notes
	49	D.A.'s / Region Sketch No.'s
	50	Miscellaneous info

For Regional Use only as designated



PIMS

Copyright N.S.W. For RTA use only

IMAGE : cvcht_colour.doc DATE : 29 MAY 2008

DATED: 17-3-1999 cvcht_colour

Housing Commission of N.Y.C.
356-1374
~~UNDER INVESTIGATION FOR~~

STEVE 29524
1-11-2006

UNDER INVESTIGATION FOR
BUS CORRIDOR REFER
STEVE RIXON
1-11-2006

14333
2nd Acquisition
H. H. Nelson
5/358 1548

4-5-1965	H. J. Nelson	358.1254.
22-12-1965	F. H. Botton	358.1255
Date 22.12	W. C. B.	5/358

FIELD BOOKS FOR SURVEY

54830
SEE

FIELD BOOK N 223550

WESTERN

D.M.R. PLAN

 $\frac{1}{2} \frac{Z}{O}$

1

UNDER INVESTIGATION FOR BUS CORRIDOR REFER

1-40

STEVE RIXON
1-11-2006

FOR DETAILS OF BOUNDARIES
OF INTERSECTION. SEE
PLAN 154-2902 IN INTS.
PLAN DRAWER.

UNDER INVESTIGATION FOR
BUS CORRIDOR REFER
STEVE PIXON

0F

DATE 6-9-68 FILE 60M1011
PLAN
LAND ACQN.FILE
S.E.P. No 68/38

immediate acquisition of land and easement
edges
APPROVED BY Commissioner
DATE 28-11-60 FILE 359.12.15
PLAN 154c 2902(A)
LAND ACQ.N.FILF

Acquisition by negotiation of Lot 1 D.P.23396

APPROVED BY DEP.COMMR.
DATE 11-11-1980 FILE 5/358.1371
PLAN Tagged "A" on file
LAND ACQN.FILE 5/358.1194 P1

P.S. No. 80/63

Part of road by virtue
of Re alignment

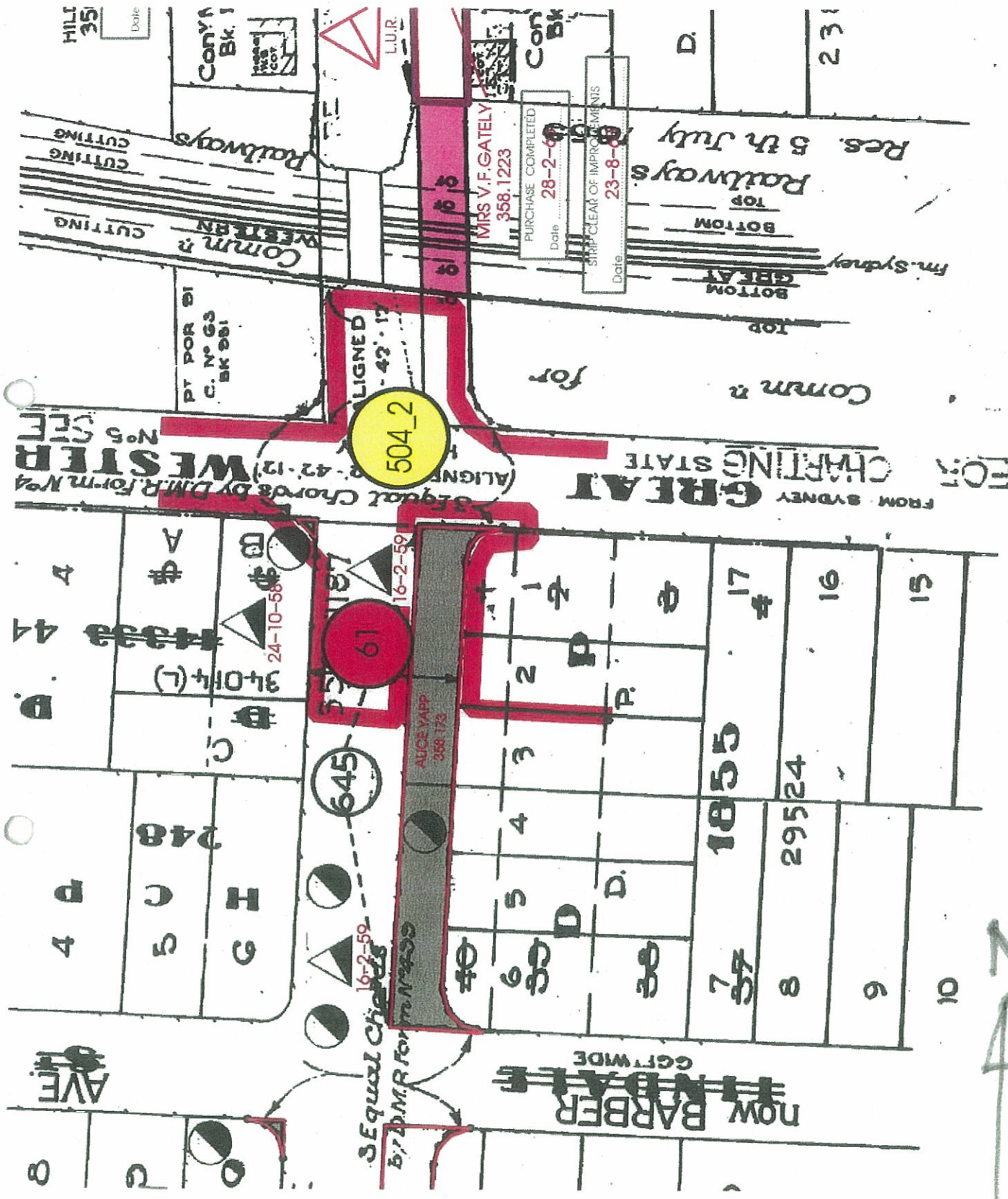
RE-ALIGNMENT (M.R. ACT) No. 146
LAND ACQUISITION FILE NO. 358.1194
RE-ALIGNMENT ACTION FILE NO. 358.1218
MAIN ROADS ACT-RE-ALIGNMENT
Certificate No. 72 of 17-8-1992 (date) 2013
EXPIRATION DATE 17-8-1992
PLAN No. 5.3.709 (440) 2 9 8 1115 - D-27.1340

Disposal of Surplus RTA Land Shown ☒
 Approved by REG DEV MGR ☒
 Date 16-FEB-1993 File 5/358, 1516
 Plan 0005 358 SP 0002
 LAND ACQNTLE

a) Affine area
b) Acquire show
c) Acquire show
APPI
DATE
PLAN
LANI



Copyright N.S.W. For RTA use only PART IMAGE : i0504_2.dc DATE : 07-FEB-20



PLAN FORM 1 (APPROVED FORM 1)

signatures, seals and statements of intention to dedicate public roads to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919 - 1964 AS AMENDED IT IS INTENDED TO CREATE:-

1 RIGHT OF CARRIAGEWAY 6 WIDE



Department of Lands Approval

I, (Authorised Officer) In approving this plan certify that all necessary approvals in regard to the allocation of the land shown hereon have been given.

Signature: _____

Date: _____

File Number: _____

Office: _____

Subdivision Certificate

I hereby certify that the provisions of s. 109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to the proposed

(Insert "subdivision" or "new road") set out herein

* Authorised Person/General Manager/Accredited Officer

Consent Authority: _____

Date of endorsement: _____

Accreditation no: _____

Subdivision Certificate no: _____

File no: _____

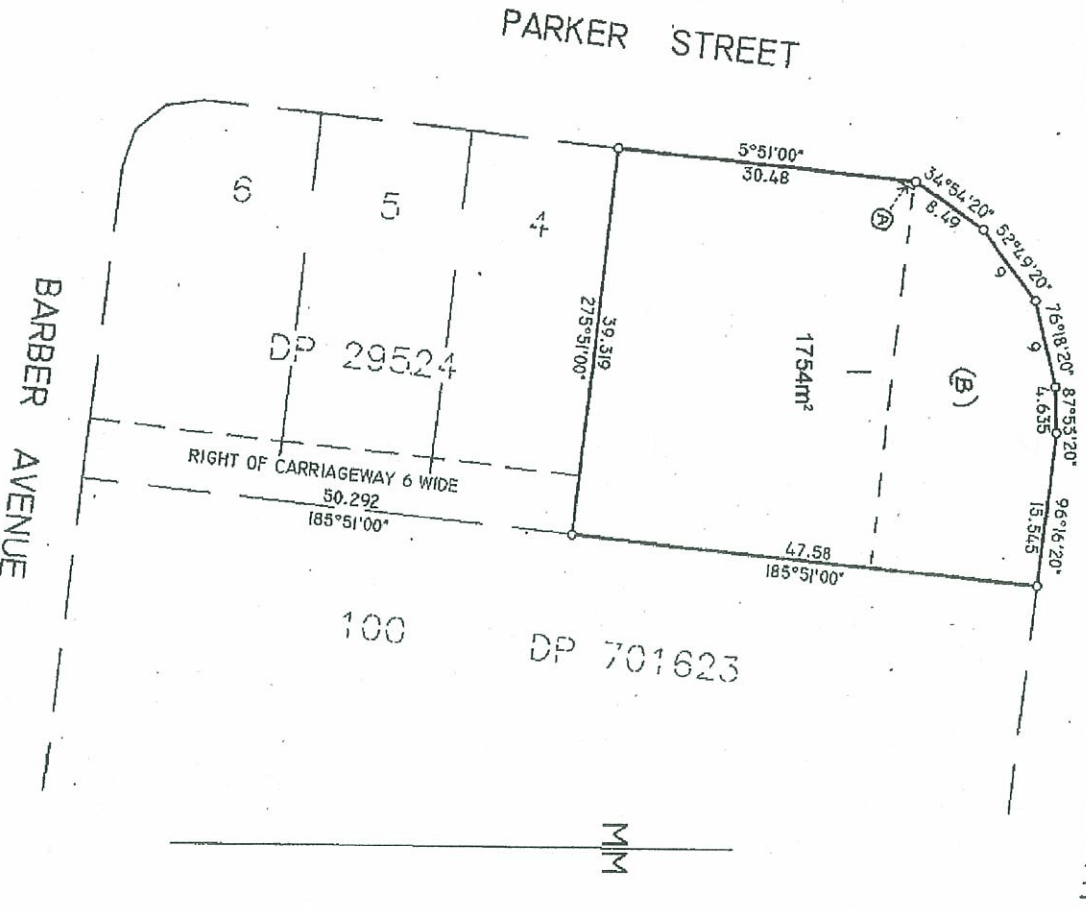
Note: When the plan is to be lodged electronically in the Land & Property Information Office it should include a signature in an electronic or digital format approved by the Registrar-General.

* Delete whichever is inapplicable

SURVEYOR'S REFERENCE: 26 243 COMP

PLAN DRAWING ONLY TO APPEAR IN THIS SPACE

(A) EASEMENT FOR BATTER (K 771861) ON THE USE OF LAND - Y 606002 - RESERVATIONS & CONDITIONS IN THE CROWN GRANT



* OFFICE USE ONLY

DP1093052

Registered: L.S. 14.3.2006

Title System: T.O.R.E.N.S.

Purpose: CONSOLIDATIONS

Ref. Map: U 7500 - 43

Last Plan: DP 29524 & DP 631487

PLAN OF CONSOLIDATION OF LOT 11 IN DP 631487 AND LOTS 2 & 3 IN DP 29524 AND RIGHT OF CARRIAGEWAY AFFECTING LOTS 4, 5 & 6 IN DP 29524

Lengths are in metres. Reduction Ratio 1:500

LGA: PENRITH

SUBURB/LOCALITY: KINGSWOOD

PARISH: MULLGOA

COUNTY: CUMBERLAND

Plans used in preparation of survey/compilation:

DP 29524
DP 631487

This is sheet 1 of my plan in 2 sheets

Surveyors (Practice) Regulation 2001

1. MATTHEW CHARLES FREEBORN OF 2 CASTLEREAGH STREET PENRITH 2750 a surveyor registered under the Surveying Act, 2002, hereby certify that the survey represented in this plan is accurate, and that the survey was completed on 08/12/2005. The survey relates to CONSOLIDATION OF THREE LOTS AND CREATION OF RIGHT OF CARRIAGEWAY (here specify the land actually surveyed, or specify any land shown in the plan that is not the subject of the survey) (Signature: *M. Freeborn*) Dated: 08/12/2005 (Surveyor's Reference: DP 1093052)

Datum Line: A-B
Type: Urban

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

PLAN FORM 2

Plan Drawing only to appear in this space

OFFICE USE ONLY

Scale and units only.

STATE OF NEW SOUTH WALES
DEPARTMENT OF LANDS
LANDS ACT 1958
DIVISION OF LANDS
10/11/92

THIS PLAN OF CONSOLIDATION OF LOTS 7 & 8 AND PART OF LOT 13, 14, 15, 16 & 17, D.P. 29524, IS A PLAN OF CONSOLIDATION OF LOTS 7 & 8 AND PART OF LOT 13, 14, 15, 16 & 17, D.P. 29524, IN ACCORDANCE WITH THE LANDS ACT 1958.

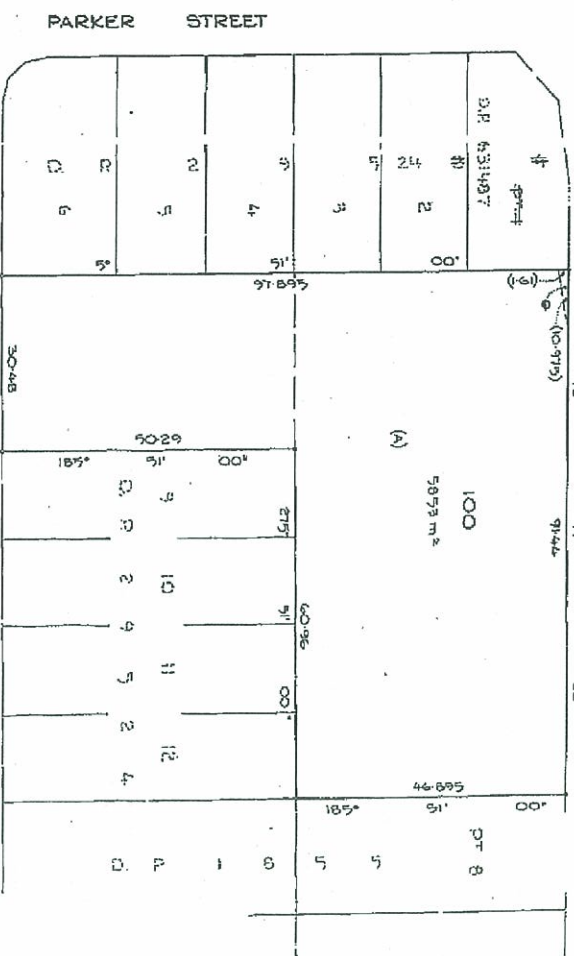
DP 20153

THE LANDS ACT 1958
SECTION 223(1)
THE LANDS ACT 1958
SECTION 223(1)
THE LANDS ACT 1958
SECTION 223(1)

David Cook's Certificate 7/43

1. The land shown on this plan is the subject of a mortgage in favour of the Commonwealth of Australia, being a mortgage created by deed of mortgage bearing date the 10th day of November 1983, and registered in the Land Register of New South Wales, Volume 156, Folio 100.

2. The land shown on this plan is the subject of a mortgage in favour of the Commonwealth of Australia, being a mortgage created by deed of mortgage bearing date the 10th day of November 1983, and registered in the Land Register of New South Wales, Volume 156, Folio 100.



CREAT WESTERN HIGHWAY
(20.48 WIDE & VARIABLE)

BARBER AVENUE
(20.15 WIDE)

(A) RESID. AND CONDS. IN CROWN GRANT.
(B) EASEMENT FOR WATER, VARIABLE WIDTH
(TRANSFER N° JBB9180)

WARNING: GREASING OR FOLDING WILL LEAD TO REJECTION

I, Bruce Richard Dwyer, Under Secretary for Lands and
Her Majesty's General for New South Wales, certify that this
document is my true and correct copy of the original as
documented in my custody this day.
16th February, 1984

D.P. 701623

Registered: 10/11/92
C.A. No. 79174 of 20-1-1983.

Title System: TORRENS
Purpose: CONSOLIDATION

Ref. No: U7160-437

Lot: D.P. 29524
D.P. 217461

PLAN OF CONSOLIDATION
OF LOTS 7 & 8 AND PART
OF LOTS 13, 14, 15, 16 & 17,
D.P. 29524

Location: PENRITH
Local: PENRITH
State: NEW SOUTH WALES

Owner: CUMBERLAND

THE LANDS ACT 1958
SECTION 223(1)

STEPHEN JAMES ARBOTT
OF THE LANDS ACT 1958

THE LANDS ACT 1958
SECTION 223(1)

THE LANDS ACT 1958
SECTION 223(1)

LANDS ACT 1958

SIGNATURES & SEALS ONLY

Mortgage under Mortgage No. 5508114
 Signed at Sydney this 21st day of
 December 2005 for National
 Australia Bank Limited ABN 12 623 044 837
 by **Stone Ferguson** its duly
 appointed Attorney under Power of Attorney
 No. 640 000 2834

Manager
 Margaret Barker, Officer
 2005 George Street, Sydney NSW

DP1093052

THIS IS A TRUE & CORRECT COPY OF THE ORIGINAL AS SUBMITTED TO THE FBI ON 05/12/2005

M. Friedman

—of—

—the covered by my dear friend Mr.

General Manager, Authority of Port of

For use where space is insufficient in any panel on Form 2

Production Ratio 1

SURVEYORS REFERENCE: 26 243

NPDU



OFFICE USE ONLY



Y605002

APPLICATION TO NOTE RESTRICTION
ON THE USE OF LAND

SECTION 88D (3), CONVEYANCING ACT, 1919
REAL PROPERTY ACT, 1900

R	CA 1/1		R 1/1
	\$ 44.		

DESCRIPTION
OF LAND
Note (a)

Torrens Title Reference	If part only, delete Whole and give details	Location
VOLUME 15077 FOLIO 181 NOW 11/631487	WHOLE	PENRITH D

APPLICANT
Note (b)

The Roads and Traffic Authority of New South Wales

Note (c)

being the registered proprietor of the land above described hereby applies to have a recording made in the Register of the Restriction on Use, the terms of which are specified in the Order annexed hereto (a true copy of which is set out hereunder) and which affects the land above described, annexed Order by the Roads and Traffic Authority of NSW being the Prescribed Authority under Section 88D of the Conveyancing Act, 1919.

Note (d)

Office Use Only

ON RU

DATE

I hereby certify this dealing to be correct for the purposes of the Real Property Act, 1900 and I also certify that no person or corporation has acquired an interest in the land above described.

Execution
Note (e)

Signed in my presence by an Authorised Officer for the applicant who is personally known to me.

M Barzowski
Signature of Witness

M BARZOWSKI

Name of Witness (BLOCK LETTERS)

477

260 ELIZABETH ST SURRY HILLS. CLERK.

Address and occupation of Witness

B. L. Loeke
Signature of Authorised Officer

EXECUTED PURSUANT TO DELEGATION
BOOK 2751

TO BE COMPLETED
BY LODGING PARTY
Notes (f)
and (g)

LODGED BY		LOCATION OF DOCUMENTS	
CT	OTHER	CT	OTHER
			Herewith.
			In L.T.O. with
			Produced by
Checked eas	Passed	REGISTERED	-19
Signed	Extra Fee	27 55 1989	
		Secondary Directions	
		Delivery Directions	CT- 556 X

OFFICE USE ONLY

THIS IS THE ORDER REFERRED TO IN THE APPLICATION TO NOTE RESTRICTION
AS TO USER UNDER SECTION 88D(3) CONVEYANCING ACT, 1919.

CONVEYANCING ACT, 1919
ORDER - SECTION 88D(2) OF
CONVEYANCING ACT, 1919

1. The Roads and Traffic Authority of New South Wales is the prescribed authority for the purposes of this Order.
2. (a) that the land described in Schedule 1 hereto will not nor will any part thereof at any time hereafter be used as a means of access or route to or from any part of the land described in Schedule 2 hereto or to or from any part of the road constructed or to be constructed over the land described in Schedule 2 hereto without the prior written consent of the prescribed authority (which consent may at any time be revoked by the prescribed authority in its absolute discretion),
(b) that no means of access or route to or from any part of the land described in Schedule 2 hereto or to or from the road constructed or to be constructed over the land described in Schedule 2 hereto will at any time hereafter (without such consent as aforesaid being first had and obtained and which consent may be revoked as aforesaid) be opened constructed formed or laid out in over or upon the land described in Schedule 1 hereto or any part thereof and any means of access or route must be forthwith closed upon the prescribed authority revoking the consent as aforesaid.

Dated at Sydney this *Sixth* day of *September* 1989.

SIGNED by
the delegate of the Roads and
Traffic Authority of New South
Wales in the presence of:

R. J. Cooke

M. Banzowski
Witness

DESCRIPTION OF LAND REFERRED TO

SCHEDULE 1

ALL that piece or parcel of land situate in the City of Penrith, Parish of Mulgoa and County of Cumberland, being the whole of the land comprised within Certificate of Title Volume 15077 Folio 181 and shown as Lot 11, Deposited Plan 631487 which is also numbered 0005 358 SS 1066 at the Roads and Traffic Authority of New South Wales. The land is in the possession of the Roads and Traffic Authority.

SCHEDULE 2

ALL that piece or parcel of land situate in the City of Penrith, Parish of Mulgoa and County of Cumberland, being part of the land comprised within Certificate of Title Volume 9996 Folio 239 and shown as Lot 12, Deposited Plan 631487 which is also numbered 0005 358 SS 1066 at the Roads and Traffic Authority of New South Wales. The land is under the care and control of Penrith City Council.