



Reference: 10.043 r02v02 75W Mod 6

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Attention: Michael Rowe, Principal Planner

**Re: Clemton Village 75W Application (Modification 6)  
Concept Plan, Clemton Park (MP07\_0106)**

Dear Michael,

This report has been prepared on behalf of Australand Holdings in support of the subject Section 75W Modification. It should therefore be read in the context of the overall Section 75W Planning Report prepared by JBA Urban Planning Consultants. Our advice in relation to the traffic planning implications that arise under this modification is outlined below.

## Background

The Clemton Park Village Project relates to the former Sunbeam Factory site and was granted Concept Plan approval on 4 February 2010. The Concept Plan included 76,128m<sup>2</sup> of mixed uses over five development blocks. Most recently, Modification 5 of MP07\_0106 was lodged with Planning and Infrastructure on 22 November 2013 and sought to reconfigure the approved building envelopes on Proposed Lot 31 to facilitate the operational and service delivery requirements of the seniors living/aged care development. Modification 5 seeks to reduce the building envelopes of buildings on Proposed Lot 31 to 7,833m<sup>2</sup>, leaving a residual 1,715m<sup>2</sup> to be re-allocated to proposed Lot 42, while still remaining within the maximum GFA permitted under Condition A3 of the Concept Plan Terms of Approval.

This residual area is the subject of this modification application.

## Current Section 75W Modification

The purpose of this report is to request the Minister for Planning and Infrastructure (or his delegate) to modify this approval by transferring the approved gross floor area (GFA) from Proposed Lot 31 to Proposed Lot 42 and redistributing the GFA of land uses within Proposed Lot 42. The redistribution relates to a reduction in retail and community uses and an increase in residential uses. It involves updating the building envelopes of Buildings 2 and 3 of Proposed Lot 42 but does not alter the approved maximum GFA for the Clemton Park Village Concept Plan site.



In terms of traffic planning matters, the impacts that arise relate to the deletion of impacts associated with 1,715m<sup>2</sup> of aged care facility; and its substitution with 1,715m<sup>2</sup> of residential floor area, together with the readjustment of the GFA associated with land uses within Proposed Lot 42. This is discussed in the following sections.

## Traffic Generation and Impacts

The traffic impacts that arise under this Modification relate to the reduction in GFA within Lot 31, the commensurate increase in the residential GFA within Lot 42 and the reduction in retail area within Lot 42. These are discussed separately below.

### *Lot 31 – Aged Care Facility and Dementia Units*

The TMAP that supported the approved concept plan application forecast a peak hour traffic generation of 17 veh/hr on Lot 31, based on the application of the recommended trip rates for Seniors Housing as published in the RMS Guide to Traffic Generating Developments. A separate development application has been lodged for Lot 31 which is for a 144 bed aged care facility and dementia dwelling units. The application of the RMS rates for high care living units as adopted in the approved TMAP assessment (0.1 veh/unit) results in a future traffic generation of approximately 15 veh/hr during both the morning and evening peak periods. It is therefore evident that as it is the number of dwelling units that determines traffic generation, not GFA per se, the traffic generation will remain essentially unchanged for Lot 31, notwithstanding the reduced floor area.

### *Lot 42 - Residential and Retail Uses*

There will be an increase in the residential GFA of 2,512m<sup>2</sup>, comprising 1,715m<sup>2</sup> GFA transferred from Lot 31 and 797m<sup>2</sup> redistributed within Lot 42. There will also be a commensurate reduction in retail floor area of 750m<sup>2</sup>, with retail GFA reducing from 7,655m<sup>2</sup> to 6,905m<sup>2</sup>.

The implications of these changes are assessed in the concurrent development application on Lot 42 and this is supported by a separate report prepared by TRAFFIX. The resultant development yields are as shown in Table 1.

**Table 1: Projected Non-Residential Traffic Generation for Lot 42**

Lot 42 Use	No. / Area	AM		PM	
		Rate	Trips	Rate	Trips
Units	290	0.36/unit	104	0.36/unit	104
Shops	3,373	2.0/100m <sup>2</sup>	67	4.5/100m <sup>2</sup>	152
Supermarket	3,623	2.0/100m <sup>2</sup>	72	6.8/100m <sup>2</sup>	246
<b>Total</b>			<b>243</b>		<b>502</b>

It is noted that the residential yield compared with Modification 4 of the Concept Plan Approval increases from 269 units to 290 units. As trip rates are based on the number of dwellings, the additional 21 units will generate a maximum additional 8 veh/hr during peak periods.



With regard to the retail use, the reduction of 750m<sup>2</sup> will result in a net reduction of 15 veh/hr based on a trip rate of 2.0 trips/100m<sup>2</sup> during the critical PM peak period. This delivers a benefit during the PM peak, while trips during the morning peak would reduce very slightly, associated with a reduction in staff levels.

#### *Summary on Traffic Impacts*

It can be seen that overall, the proposed modifications now sought will result in no measurable change in traffic conditions, with a slight improvement in traffic conditions occurring principally during the critical PM peak period. The proposed changes are therefore acceptable, indeed desirable, on traffic planning grounds and will slightly improve conditions in the locality.

#### **Parking Requirements**

The development assessment reports for Lot 31 and Lot 42 demonstrate compliance with the DCP parking rates for both developments, which are maximum rates and are therefore supportable. Provision is also made for bicycle spaces and wash bays.

With regard to Lot 31, there is no change in parking supply, with 38 spaces being retained for staff and visitors and this reflects the fact that the accommodation yield and staff levels are unchanged. With regard for Lot 42, a total of 698 spaces are required under the Approved Concept Plan under Modification 4, while under the current proposal for Lot 42, this will reduce slightly to 675 spaces.

#### **Access, Servicing and Internal Design Requirements**

The development assessment reports for Lot 31 and Lot 42 demonstrate compliance with AS2890 and Council's DCP as appropriate. Furthermore, the increased floor area has not altered the design solutions that would otherwise have occurred in respect of these matters.

In conclusion, the current Section 75W Modification is supported on traffic planning grounds. Please contact us should you have any queries.

Yours faithfully,

**traffic**

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