



566-594 Princes Highway, Kirrawee

RESPONSE TO DEPARTMENT OF PLANNING & ENVIRONMENT  
CORRESPONDENCE DATED 3 SEPTEMBER 2014

Section 75W Modification (MOD 3)  
to Concept Plan MP10\_0076

RESPONSE TO  
DEPARTMENT OF PLANNING & ENVIRONMENT  
CORRESPONDENCE DATED 3 SEPTEMBER 2014

**566-594 PRINCES HIGHWAY, KIRRAWEE**

Modification of Approved Envelopes (MOD 3)

**September 2014**

Prepared under instructions from  
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## 1.0 INTRODUCTION

This report provides a response to the issues raised by the Department of Planning and Environment in correspondence dated 3 September 2014 following submission of a Response to Submissions and an amended Concept Plan pursuant to Section 75W and Clauses 2(1)(a) and 3(1) of Schedule 6A of the Environmental Planning and Assessment Act, 1979.

This report is accompanied by further amended indicative and envelope plans as a response to the issues raised by the Department of Planning and Environment. The amendments have:

- a further reduction of height adjacent to Flora Street to achieve a 6 storey street wall and part floor above; and
- a reduction of two floors for Building A (including clarification that Building A was proposed in the Response to Submissions as 13 residential floors rather than 14 residential floors as suggested in the documentation).

The amended application is accompanied by the following documentation:

- Amended indicative architectural plans and elevations including shadow diagrams, cross ventilation and solar access analysis - Turner
- Amended envelope plans and elevations - Turner
- Amended Massing and Sunlight Shade Analysis - Turner

The further amendments are meaningful and result in essentially the same scale to Flora Street as that which has previously been approved. The further amendments have resolved the remaining issues of concern raised by the Department of Planning and Environment.

## 2.0 AMENDED MODIFICATION

### 2.1. Amendments to S75W Application

The S75W scheme has been amended as follows:

- reduction in the height of Building F adjacent to Flora Street from 9 storeys down to 6 storeys at the western end and 6 storeys plus a setback part floor (7 storeys) at the eastern end;
- reduction in the height to Building E adjacent to Flora Street from 8 storeys down to 6 storeys plus a setback part floor (7 storeys);
- reduction in the height of Building A from 13 storeys down to 11 storeys (above RL 100) (the documentation has also been updated to correctly reference the number of occupied floors).
- decrease in total and residential GFA, indicative apartment numbers and indicative car parking numbers

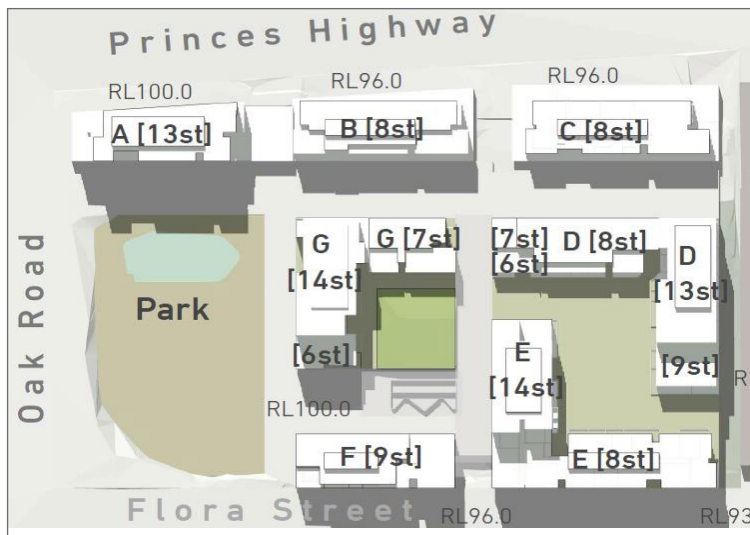


Figure 1:

“Response to Submissions”  
scheme

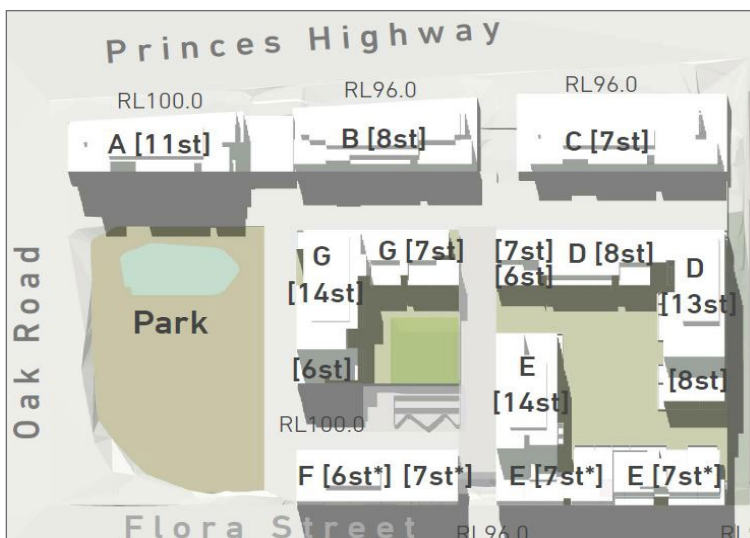


Figure 2:

Amended scheme

## 2.0 AMENDED MODIFICATION

### 2.1.1. Overview

The amendments to the scheme result in a minor change to the description of the proposed S75W modification application with a decrease in total and residential GFA, indicative apartment numbers and car parking spaces. The amended description is as follows:

- Use of the site for a mixed use development with associated public open space;
- Indicative building envelopes for 7 buildings to a maximum height of 14 levels;
- 82,022.5 square metres of gross floor area (1.92:1 FSR), comprising 67,832.7 square metres of residential floor space (indicatively 721 dwellings) and 14,189.8 square metres of retail/commercial floor space comprising one full line supermarket and one smaller discount supermarket, speciality stores and a number of cafés with seating as part of a proposed piazza ;
- Basement, ground and above ground car parking (indicatively 1,474 cars);
- Road layout to support the development;
- Public park (9,000 square metres) with lake and surrounding forest; and
- Landscaping areas throughout the site.

### 2.1.2. Numerical Overview and Comparison

The amendments to the scheme alter the numerical overview of the proposed S75W modification application as follows:

Element	Approved	MOD 3 proposal	Final amendment
Site Area	42,542 sqm		
Gross Floor Area Total	60,735 sqm	85,000 sqm	82,022.5 sqm
Gross Floor Area Residential	45,505 sqm	70,810 sqm	67,832.7 sqm
Gross Floor Area Retail/ Commercial	15,230 sqm	14,191 sqm	14,189.8 sqm
Floor Space Ratio	1.43:1	2:1	1.92:1
Height	50 metres max	50 metres max	50 metres max
Levels	5 - 15 levels	6 - 15 levels	6-14 levels
Apartments	Indicative 432	Indicative 749	721
Dedicated Park	9,000 sqm	9,000 sqm	9000 sqm
Car Parking	1,150 car spaces	1,521 car spaces	1,474 car spaces
Solar access for apartments	73%	77%	74%
Cross-flow ventilation for apartments	63%	68%	68%
Landscaped Area	20,112 sqm (47%)	24,236 sqm (57%)	24,236 sqm (57%)
Deep soil	Unknown	11,867 sqm (28%)	11,867 sqm (28%)

## 2.0 AMENDED MODIFICATION

### 2.2. Modification of Description of Concept Approval and Conditions

The above amendments require some update to the conditions of consent and Statement of Commitments in relation to the references to correct plans. For completeness, a complete list of conditions and Statement of Commitments which require amendment as a result of the proposed S75W amendment is detailed below.

#### 2.2.1. Amended Description

The following amendments are proposed to the description of the concept approval and the conditions of consent (amendments in bold italics and strikethrough):

- (a) Use of the site for a mixed use development with associated public open space;
- (b) Indicative building envelopes for **9 7** buildings to a maximum height of 14 levels;
- (c) **60,735 82,022.5** square metres of gross floor area, comprising **45,505 67,832.5** square metres of residential floor space (**432 dwellings**) and **15,230 14,189.8** square metres of retail/commercial floor space (including a **3,900 4,740** square metre supermarket and **1,470 1,451** square metre discount supermarket);
- (d) Basement, ground and above ground car parking;
- (e) Road layout to support the development;
- (f) Public pedestrian and cycle pathway;
- (g) Public park with lake and surrounding forest; and
- (h) Landscaping areas throughout the site.

#### 2.2.2. Amended Conditions

The following amendments are proposed to the conditions of consent (amendments in bold italics and strikethrough):

##### Condition A1 - Development Description

- (a) Use of the site for a mixed use development with associated public open space;*
- (b) Indicative building envelopes for **9 7** buildings to a maximum height of 14 levels;*
- (c) **60,735 82,022.5** square metres of gross floor area, comprising **45,505 67,832.5** square metres of residential floor space (**432 dwellings**) and **15,230 14,189.8** square metres of retail/commercial floor space (including a **3,900 4,740** square metre supermarket and **1,470 1,451** square metre discount supermarket);*
- (d) Basement, ground and above ground car parking;*
- (e) Road layout to support the development;*
- (f) Public pedestrian and cycle pathway;*
- (g) Public park with lake and surrounding forest; and*

## 2.0 AMENDED MODIFICATION

(h) Landscaping areas throughout the site.

**Reason:** To reflect the amended Concept Plan. In addition, the Concept Plan is general in nature and the approval should not dictate a specific number of apartments based on indicative floor plans which may change upon final resolution of the detailed design.

### Condition A2 - Development in Accordance With Plans and Documentation

The development shall be undertaken generally in accordance with:

*the Environmental Assessment dated December 2010 prepared by City Plan Services, except where amended by the Preferred Project Report dated 4 November 2011 and the S75W Planning Report prepared by Sutherland & Associates Planning Pty Ltd dated November 2013 except where varied by the Response to Submissions prepared by Sutherland & Associates Planning Pty Ltd dated July 2014 and Response to Department of Planning & Environment Correspondence dated 3 September 2014 including all associated documents and reports; the Revised Statement of Commitments prepared by City Plan Services; and the following drawings:*

Architectural Drawings Prepared by Woodhead Turner			
Drawing No	Revision	Name of Plan	Date
0040	B	Site Plan	19/10/11
0041	B	Landscape Plan	19/10/11
0100	B	Typical Top Level Residential Floor Plan	19/10/11
0110	B	Typical Residential Floor Plan	19/10/11
0120	B	Upper Ground Floor Plan	19/10/11
0130	B	Lower Ground Floor Plan	19/10/11
0140	B	Basement 1 Plan	19/10/11
0150	B	Basement 2 Plan	19/10/11
0160	B	Basement 3 Plan	19/10/11
0180	B	Floor Plans Buildings A to C - Sheet 1	19/10/11
0180A	B	Floor Plans Buildings A to C - Sheet 2	19/10/11
0181	B	Floor Plans Building D1, D2-E	19/10/11
0182	B	Floor Plans Building F, G & H	19/10/11
0190	B	Roof Plan with indicative plant rooms	11/05/12
0300	C	Indicative Sections East West (Masterplan)	15/05/12
0301	C	Indicative Sections North South (Masterplan)	15/10/11
0500	B	Indicative Elevations North & South	04/10/11

## 2.0 AMENDED MODIFICATION

Architectural Drawings Prepared by Woodhead Turner			
<b>0501</b>	<b>B</b>	<b><i>Indicative Elevations West &amp; East</i></b>	<b>04/10/11</b>
<b>0600</b>	<b>B</b>	<b><i>Indicative Staging – Lower Ground Stage 1</i></b>	<b>19/10/11</b>
<b>0602</b>	<b>B</b>	<b><i>Indicative Staging – Upper Ground Stage 1</i></b>	<b>19/10/11</b>
<b>0603</b>	<b>B</b>	<b><i>Indicative Staging – Upper Ground Stage 2</i></b>	<b>19/10/11</b>
<b>0604</b>	<b>B</b>	<b><i>Indicative Staging – Upper Ground Stage 3</i></b>	<b>19/10/11</b>
<b>A-SK-700-001</b>	<b>L</b>	<b><i>Envelope Plan Diagram</i></b>	<b>23/9/14</b>
<b>A-SK-700-002</b>	<b>L</b>	<b><i>Envelope Elevation Diagrams</i></b>	<b>23/9/14</b>
<b>A-SK-700-003</b>	<b>L</b>	<b><i>Envelope Elevation Diagrams</i></b>	<b>23/9/14</b>
<b>A-SK-700-004</b>	<b>L</b>	<b><i>Staging Diagram</i></b>	<b>23/9/14</b>

except for as modified by the following pursuant to Section 75O(4) of the Act.

### Condition A4 - Maximum Gross Floor Area

*The development of the site for a mixed use development shall have a maximum Gross Floor Area of **60,735 82,022.5** square metres, including a maximum of **15,230 14,189.8** square metres of non-residential floor space. (Note: Above ground parking area is not included in the total GFA).*

**Reason:** To reflect the amended Concept Plan. In addition, the Concept Plan is general in nature and the approval should not reference indicative or illustrative plans as the detailed design will likely change upon final resolution of each building.

### Condition A5 - Building Height

*Roof heights on the site shall not exceed the levels (RLs) as identified on Concept Plan Drawings **0300 and 0301 A-SK-700-002 and A-SK-700-003** prepared by **Woodhead Turner Architects**, dated **23 September 2014 15-May-2012**. Parapets, lift over-runs, vents plant rooms, chimneys, aerials (of whatever type), rooftop gardens and trees, etc, above the habitable roof heights shall not exceed the levels (RLs) as identified on Drawing **0190 A-SK-700-002 and A-SK-700-003** prepared by **Woodhead-Turner Architects**, dated **23 September 2014 11-May-2012**.*

**Reason:** To reflect the amended Concept Plan.

### Condition A7 - Roadways

*New roadworks and internal roads are to be provided in accordance with the Concept*

## 2.0 AMENDED MODIFICATION

*Plan, and associated documents, set out in Drawings ~~0040 and 0130-A-SK-700-001~~ prepared by ~~Woodhead Turner~~, dated ~~23 September 2014 19 October 2011~~ and ~~Traffic Management and Accessibility Plan prepared by Halcrow Pacific Pty Ltd~~ dated ~~27 October 2011 (Version 4)~~, and as amended by the Future Assessment Requirements in Schedule 3.*

**Reason:** To reflect the amended Concept Plan.

### Condition A11 - Public Park

The **final** development application ~~for the first substantive stage of the development~~ must provide for the design, management and tenure of the public park on the land within Zone 13.

The public park must:

- a) Be designed generally in accordance with the plans and documents referred to in Condition A2; and
- b) Provide for the conservation of the Sydney Turpentine Ironbark Forest; and
- c) Be publicly accessible

The public park may be provided in accordance with the terms of a planning agreement offered by the proponent and the subject of a Council resolution referred to in Appendix 16 of the Preferred Project Report.

**Reason:** To reflect the amended staging of the project as discussed under Condition No. 17 below.

### Condition B1 - Building Envelope and Separation Modifications

**~~The plans, as described in A2, shall be modified so that the building separation between residential portions of the buildings complies with the minimum requirements of the Residential Flat Design Code. Amended plans demonstrating compliance with this modification shall be submitted to, and approved by, the Department prior to the determination of any future application on the site.~~**

**Reason:** This condition is proposed to be deleted as the amended Concept Plan has replaced the previous arrangement of buildings and the proposed building envelopes have been demonstrated to achieve the separation distances required under the Residential Flat Design Code.

### Condition B2 - Development Design

*Future applications shall be designed to include that:*

**~~(a) roof terraces are setback a minimum of 1.5 metres from the buildings edge.~~**

*(b) plant rooms, lift overruns and mechanical ventilation rooms provided on the roof of a building are appropriately screened and not exceed the heights approved by the Concept Plan.*

## 2.0 AMENDED MODIFICATION

~~(c) the reference to building depth of 24 metres is deleted.~~

~~The amended Development Designs shall be submitted to and approved by the Department prior to determination of any future application on the site.~~

**Reason:** Elements of this condition are proposed to be deleted as they do not relate to the Concept Plan as amended and are therefore redundant.

### Condition B4 - Car Parking

~~(a) The maximum total number of car parking spaces shall not exceed 1,150 spaces~~

~~(b) Maximum car parking to be allocated for residential purposes shall not exceed 603 parking spaces, inclusive of 54 residential visitor spaces; and~~

~~(c) Development must comply with the Concept Plan's non-residential car parking rates identified in the Updated Traffic Management and Accessibility Plan prepared by Halcrow Pacific Pty Ltd, dated 27 October 2011 (Version 4), including the replacement of a minimum of 40 street car parking spaces displaced by the development.~~

a) Total number of car parking spaces for the residential component of the development shall be provided without exceeding the following car parking rates.

- One bedroom — 1 space per unit
- Two bedroom — 1.25 spaces per unit
- Three bedroom — 1.5 spaces per unit
- Visitor— 0.125 space per unit (1 space per 8 units)

b) Development must comply with the modified concept plan's (mod 3) non-residential car parking rates identified in the Traffic Impact Assessment report prepared by Traffix dated 22 November 2013 (Version 2) including the replacement of 40 street car parking spaces displaced by the development.

**Reason:** The Concept Plan is general in nature and the approval should not dictate a specific number of car spaces as this figure will be the result of the final number and type of apartments which have been based on indicative floor plans are may change upon final resolution of the detailed design. The amended B4 is consistent with the request from Transport for NSW.

### Schedule 3 - Condition 7 Ground Floor Usage

*Buildings A to **E F** should include active, non-residential uses such as retail shops, commercial offices, resident's communal facilities and or servicing areas (generally at rear of the buildings), at the lower ground floor levels (not including above podium levels).*

**Reason:** To reflect the amended Concept Plan.

### Schedule 3 - Condition 14 Car Parking

*Future applications shall address the following:*

## 2.0 AMENDED MODIFICATION

~~a) The total amount of car parking to be provided as part of the development shall not exceed 1,150 spaces.~~

~~b) An updated schedule of parking allocations shall be prepared and submitted with each subsequent application.~~

~~c) Parking facilities (public, commercial and bicycle) shall be designed in accordance with relevant Australian Standards.~~

~~d) The design of the parking and commercial vehicle facilities shall be designed so that all vehicles, including commercial vehicles, enter and exit the development in a forward direction.~~

~~e) the provision and implementation of a car share scheme.~~

~~f) All loading and unloading associated with the use of the development shall take place wholly within the site from designated loading bays as identified in the Concept Plan. Loadings bays shall not be used for storage or any other purpose that would restrict their use for the purposes of loading and unloading.~~

~~g) Henroth Investments Pty Ltd shall enter into an agreement with Sutherland Shire Council that will delegate powers to Council to enforce regulatory parking signs within the internal road network.~~

~~h) Relocation of the Flora Street community bus and taxi drop off to the main central Flora Street pedestrian entry, in a location and of a design that achieves reasonable accessibility for people with mobility restrictions between vehicles and the retail shops.~~

*a) Total number of car parking spaces for the proposed development shall be provided without exceeding the car parking rates identified in the Traffic Impact Assessment report prepared by Traffix dated 22 November 2013.*

**Reason:** The Concept Plan is general in nature and the approval should not dictate a specific number of car spaces as this figure will be the result of the final number and type of apartments which have been based on indicative floor plans and may change upon final resolution of the detailed design. The amended Condition No. 14 is consistent with the request from Transport for NSW.

### Schedule 3 - Condition 17 Staging

*Future applications shall provide details of the final form of staging of the development are to be submitted with the first application to ensure the orderly and coordinated development of the site. **The initial stages of the development should include the construction of the retail precinct and lake and neighbourhood park within the southwestern portion of the site.***

*Each stage described shall provide full details of inclusions in respect of:*

*a) Demolition;*

*b) Earthworks;*

## 2.0 AMENDED MODIFICATION

- c) Buildings and all other structures (including basements);*
- d) Any elements of the overall public domain plan to be dedicated or embellished;*
- e) Any site remediation works;*
- f) Stormwater management works;*
- g) Any vehicular or pedestrian access to the site;*
- h) Measures to mitigate and manage nuisance caused by stages under construction to completed stages and clashes between stages including vehicle access, noise, parking and safety; and*
- i) Waste and Construction Management.*

*An access application shall be made to Council to obtain footpath crossing and boundary alignment levels before commencing the detailed design of internal driveways, paths and car park area.*

**Reason:** The construction process on site requires a materials and handling location in an area which does not conflict with the location of buildings under construction. On this site, this location is at the western end of the site which can be used for the loading and unloading of trucks as well as materials handling without conflict with any of the buildings under construction. The use of the western end of the site for this purpose for the duration of the project will significantly reduce the impact of truck movements on the surrounding streets as vehicles will be able to comfortably enter and exit in a forwards direction and manoeuvre on site rather than in the local street network. This approach also reduces the need for a works zone on the streets surrounding the site which will maintain the maximum amount of on-street parking for the duration of the construction.

In addition, it is a typical approach for large scale developments which include delivery and dedication of public parks and public domain that these works are undertaken at the conclusion of the project to minimise the possibility of damage to public domain by ongoing construction works should the public domain be delivered early. For example, this is the standard approach in the City of Sydney for projects which deliver public parks.

Finally, the use of the western zone of site for loading and materials handling will assist in relieving amenity impacts for new residents in newly completed apartments whilst other apartments within the development are continuing to be built.

In relation to the desire to deliver a retail precinct first, this is not practical or safe where residential apartments are located immediately above ground floor retail because the buildings need to be completed and the construction works must cease before it is appropriate and safe for customers to be able to enter the site.

A new staging plan is included in the architectural package which accompanies this application and demonstrates the preferred approach to staging which is governed by practical considerations as well as a desire to present new facades to the Princes Highway as early as possible to achieve a significant improvement of the presentation of the site to the Highway corridor and also to allow the buffer landscaping along the highway to develop as soon as possible.

## 2.0 AMENDED MODIFICATION

### 2.2.3. Amended Statement of Commitments

The following amendments are proposed to the Statement of Commitments (amendments in bold italics and strikethrough):

Issues	Action
8. Drainage and stormwater management	Subsequent applications will be based on the stormwater concept design prepared by Northrop Engineers dated 29 October 2010 <i>except where amended by the Overview Report - Drainage and Stormwater &amp; Water Management prepared by Northrop and dated 2 July 2014</i> with the exception of the proposed water quality standard for the compensatory water body for the threatened bat species which is dealt with in the revised Biodiversity Management Plan at Appendix 7 of the PPR and addendum by Sutherland & Associates Planning Pty Ltd dated 31 October and Equatica report at Appendix 19.
15. Developer Contributions	<p>The applicant will enter into negotiations with Sutherland Council, and relevant government agencies and use its best endeavours to enter into Voluntary Planning Agreements generally consistent with the Council resolution of detailed at Appendix 16 of the PPR, before the <b><i>final development application for the park time of the first substantive subsequent application.</i></b></p> <p>Should no VPA be entered into with Council:</p> <p>EITHER, the open space proposed within the Zone 13 land in this application will be retained by the proponent made accessible to the general public in lieu of any contributions applicable to the development of the site under any subsequent application OR ordinary contributions applicable to any element of the development of the site will be levied on the relevant subsequent application for that element.</p>

### 3.0 DEPARTMENT OF PLANNING AND ENVIRONMENT

The Department of Planning and Environment raised issues in relation to the amended Concept Plan which accompanied the Response to Submissions in correspondence dated 3 September 2014. A response to each of the issues is provided below:

Issue	Response
Height on Flora Street	
<p>The Department is concerned that the 9 storey buildings envelopes fronting Flora Street are out of scale within the intended future character of the Flora Street streetscape. Furthermore, the 9 storey building envelopes would overshadow the development sites on the southern side of Flora Street and therefore impact on the future development of those sites.</p> <p>The Department recommends that the 9 storey envelopes be reduced in scale and suggested the provision of 6 with a setback 7 storey building envelopes in this location.</p>	<p>The proposal has been amended to reduce the height of Building F adjacent to Flora Street from 9 storeys down to 6 storeys at the western end and 6 storeys plus a setback part floor at the eastern end. The height to Building E adjacent to Flora Street has also been reduced from 8 storeys down to 6 storeys plus a setback part floor. The amendments fulfil the specific suggestion from the Department. Accordingly, the amended proposal has approximately the same street wall height as that which has already been approved under the existing Concept Plan and is of a scale which is compatible with the future character of Flora Street.</p> <p>In addition, the significant reduction in height ensures that only minimal overshadowing of the very front of the sites on the southern side of Flora Street will result from the proposed amended Concept Plan. Accordingly, a variety of development options could now be undertaken on those sites which achieve the minimum required 3 hours of solar access to 70% of apartments.</p>
Pacific Highway	
<p>The Department considers that the provision of a comparatively higher building at the corner of the Princes Highway and Oak Street is an appropriate urban design response to the site given that it would announce the entrance to the Kirrawee centre and provide an interesting marker for this prominent corner of the site. However, the Department notes the height in this location results in overshadowing of the public open space and also represents a significant change in scale from the existing and likely future neighbouring developments.</p>	<p>It is agreed that the relocation of height to Building A at the corner of the site signals the threshold to Kirrawee Station Town Centre and represents a conventional and appropriate urban design approach to emphasis and reinforce this important corner in Kirrawee.</p> <p>The increased height of Building A does not unreasonably overshadow the 9,000 square metre park with the vast majority of the park enjoying solar access for at least 3 hours throughout the afternoon period on 21 June, which is consistent with Section 3D of the Department's Draft Apartment Design Code which requires solar access to be provided to 50% of the principal useable portion of communal open space for a minimum of 2 hours between 9am and 3pm in mid winter.</p>

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Issue	Response
<p>The Department considers that the height of buildings B and C are acceptable. However, further justification is needed for the height of Building A, particular in reference to the relationship of the building to its context and overshadowing. The Department considers a reduction in the scale of Building A would result in tangible improvements to the open space (including the lake/wetland) and overall urban design response in this suburban setting.</p>	<p>Notwithstanding this, the height of Building A has been reduced from 13 storeys to 11 storeys (above RL 100.00) which provides further improvement to the solar access to the new park.</p> <p>In terms of the relationship of Building A to its context, the reduction in height from 13 storeys to 11 storey means that there is now an even transition of two storeys down from Building A to Building B, and another two storeys down from Building B to Building C. (i.e. 11 to 9 to 7 storeys). This more even reduction in height from west to east along the Pacific Highway assists in achieving a more integrated transition in height along the subject site and into the eastern adjoining site.</p> <p>The 11 storey scale proposed for Building A ensures that this building can still achieve an appropriately robust solution commensurate with its gateway location however with a more comfortable transition in scale to the other buildings within the site.</p>
Eastern Planted Strip	
<p>The Department has concerns about the management of the eastern planted strip due to its remote and isolated location. Furthermore, the Department is concerned that the strip, which is located between two development sites (with substantial buildings) may result in an unviable STIF habitat / landscape buffer.</p> <p>Further information is required of how the space will be managed and the likely success of future habitat in this location given that it would be framed by buildings of significant height.</p>	<p>The large scale of the overall development gives the appearance of the eastern strip being somewhat narrow, however, this space is 9 metres wide and is overlooked by approximately 65 apartments which provides this area with a very high level of passive surveillance such that it cannot be reasonably considered as either remote or isolated.</p> <p>The redevelopment of the adjacent site will result in an 18 metre wide contiguous area of landscaping. This landscaped scenario occurs commonly between residential flat buildings across side boundaries and this space is capable of receiving a significant amount of sunlight which will be sufficient to sustain landscaping of some nature. The proposal to provide STIF in this area is over above that which is required to be delivered on the site and if STIF is not determined to be suitable during detailed design development due to microclimate, alternative landscaping which is more shade tolerant will be provided in this area.</p>

## 4.0 CONCLUSION

This report and accompanying documentation provides a response to the further issues raised by the Department of Planning and Environment in correspondence dated 3 September 2014 following submission of a Response to Submissions and an amended Concept Plan pursuant to Section 75W and Clauses 2(1)(a) and 3(1) of Schedule 6A of the Environmental Planning and Assessment Act, 1979.

As a result of consideration of the further concerns which were raised by the Department subsequent to the submission of the Response to Submissions and amended Concept Plan, the proposed modification to the approved Concept Plan has been further amended to achieve the following:

- a further reduction of height adjacent to Flora Street to achieve a 6 storey street wall and part floor above; and
- a reduction of two floors for Building A.

The amended application has resolved the further issues of concern provided by the Department of Planning and Environment and accommodated the specific design amendments which were requested.

The amended proposal more closely aligns with the approved Concept Plan with lower buildings along Flora Street and represents a more sensitive urban design response to the context of the site.

The site has been demonstrated in the Response to Submissions and this report to have the environmental capacity to support the proposed density in the further amended S75W scheme and contribute towards the delivery of housing and employment to meet the identified targets for Sydney and is therefore capable of support and approval is therefore warranted.

# APPENDIX A

## AMENDED ARCHITECTURAL PACKAGE

A

Turner Architects