



566-594 Princes Highway, Kirrawee
S75W Modification to Concept Plan
MP10_0076

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566-594 PRINCES HIGHWAY, KIRRAWEE

Increase apartments from 749 to 808

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Ason Group

TRAFFIC IMPACT ASSESSMENT

1.0 INTRODUCTION

This Statement has been prepared in support of an application to modify an approved 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.

On 30 January 2015, as delegate of the Minister for Planning, the Planning Assessment Commission (PAC) approved Concept Plan MP10_0076 (MOD 3) for a mixed use development at 566-594 Princes Highway, Kirrawee. The Concept Plan provides for the following:

- 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;
- 85,000 square metres of gross floor area, comprising 69,310 square metres of residential floor space (749 dwellings) and 14,190 square metres of retail/commercial floor space (including a 4,740 square metre supermarket and 1,450 square metre discount supermarket) and a 1,500 square metre community facility;
- Basement, ground and above ground car parking;
- Road layout to support the development;
- Public pedestrian and cycle pathway;
- Public park with lake and surrounding forest; and
- Landscaping areas throughout the site.

The PAC issued future environmental assessment requirements for subsequent stages of the development pursuant to section 75P(1)(a) of the Environmental Planning and Assessment Act 1979 (EP&A Act), and determined that all future stages will be subject to the provisions of Part 4 of the EP&A Act, as provided for under section 75P(1)(b). In particular, the approval included Condition No. A4A which capped the maximum number of dwellings to 749.

On 2 May 2016, the Sydney East Joint Regional Planning Panel subsequently granted consent to a Part 4 development application DA15/1134 which was lodged pursuant to the Part 3A Concept Plan and which provided for a mixed use retail, commercial and residential development containing 749 apartment on the site.

However, market feedback is such that there is limited demand for the three bedroom apartments and accordingly it is proposed to split 59 of the three bedrooms into 118 one bedroom apartments. The greater provision of one bedroom apartments will also assist greatly with housing affordability and is consistent with the trend towards single persons households identified in A Plan for Growing Sydney.

This will result in an increase from 749 to 808 apartments within the development, however, there is no proposed changes to the approved gross floor area, height, or external envelope of the building. In addition, it is not proposed to increase the residential car parking on the site as the approved car parking remains sufficient for the increased number of apartments. This application is also accompanied by a Traffic Impact Assessment Report prepared by Ason Group which concludes that the additional apartments will not result in an unacceptable traffic impact.

The proposed modification does not result in any adverse impact and achieves a more appropriate housing response which responds to the need for smaller and more affordable apartments and accordingly approval is warranted.

2.0 SITE DESCRIPTION AND LOCATION

2.1 Site Description

The site is located within the suburb of Kirrawee, which is located within the Sutherland Shire Local Government Area. The site is approximately 25km south west of the Sydney CBD and 1.5km east of Sutherland Town Centre.

The site is legally described as Lot 1 DP 179075, Lot 1 DP 589977 and also Lot 2 DP 589977, and is known as No. 566-594 Princes Highway, Kirrawee. The site is located on the southern side of the Princes Highway and east of the Oak Road intersection. The site is rectangular in shape with frontages of 252.13 metres to the Princes Highway to the north, 160.75 metres to Oak Road to the west, 251.66 metres to Flora Street to the south, and 177.85 metres to the existing industrial area located immediately east. The site, which comprises three lots, has a total area of 42,542 square metres.

The land slopes from the south-western corner down approximately 5 metres to the north-western corner and 10 metres to the eastern boundary. The site contains a large excavated pit along the southern side of the site which is up to 20 metres deep and filled with water.

2.2 Surrounding Development

Surrounding development includes light industrial units to the south across Flora Street, immediately adjacent to the east and to the north of the site across the Princes Highway. To the south-west of the site along Oak Road are the Kirrawee village shops and Kirrawee train station is located beyond the shops approximately 250 metres to the south. A variety of residential flat buildings of between one and three storeys in height are located to the west of the site along Oak Road..

3.0 BACKGROUND

3.1 Major Projects MP10_0076

On 23 August 2012, as delegate of the Minister for Planning and Infrastructure, the Planning Assessment Commission granted approval for Concept Plan MP10_0076 for the subject site.

The Concept Plan provides for a mixed use development of the site comprising the following:

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

In addition, the PAC issued future environmental assessment requirements for subsequent stages of the development pursuant to section 75P(1)(a) of the Environmental Planning and Assessment Act 1979 (EP&A Act), and determined that all future stages will be subject to the provisions of Part 4 of the EP&A Act, as provided for under section 75P(1)(b).

3.2 Major Projects MP10_0076 (MOD 1)

The Concept Plan was modified (MOD 1) on 17 January 2013 to amend the wording of Environmental Assessment Requirement No. 18 so that the design excellence provisions only relate to above ground works.

3.3 Major Projects MP10_0076 (MOD 2)

The Concept Plan was modified (MOD 2) on 16 May 2014 to achieve the following:

- amendment of several of the conditions of consent to defer their satisfaction to allow the commencement of early works on the site as soon as possible including dewatering, bulk excavation and remediation.
- a minor amendment the methodology for dewatering including an addendum to the Biodiversity Management Plan, and an addendum to the Geotechnical Report and an updated Dewatering Report.

3.4 Major Projects MP10_0076 (MOD 3)

The Concept Plan was modified (MOD 3) on 30 January 2015 to achieve the following:

- 24,265m² increase of GFA (from 60,735m² to 85,000m²), comprising: 69,310m² of residential; 14,190m² of retail/commercial (including 4,740m² supermarket and 1,450m² discount supermarket); and 1,500m² community facility.
- reduction of the total number of building envelopes from nine to seven and reconfiguration and amendment of building envelope locations, footprints, heights, separation distances and setbacks;
- amended construction staging and timing of the delivery of the open space; and
- removal of the car parking cap and imposition of car parking rates.

The amended Concept Plan is described 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;
- 85,000 square metres of gross floor area, comprising 69,310 square metres of residential floor space (749 dwellings) and 14,190 square metres of retail/commercial floor space (including a 4,740 square metre supermarket and 1,450 square metre discount supermarket) and a 1,500 square metre community facility;
- Basement, ground and above ground car parking;
- Road layout to support the development;
- Public pedestrian and cycle pathway;
- Public park with lake and surrounding forest; and
- Landscaping areas throughout the site.

3.5 Major Projects MP10_0076 (MOD 4)

The Concept Plan was modified (MOD 4) on 20 November 2014 to amend Condition No. 8j to allow the release of a Construction Certificate for the Early Works stage.

3.6 Development Consent DA14/0368 – Early Works DA

On 16 September 2014, Sutherland Shire Council granted consent to Development Application DA14/0368 for Site Establishment, Excavation and Filling, Dewatering, Creation of a Water Body and Vegetation Clearing of the Kirrawee Brick Pit. The approved works are staged as follows:

Stage 1

- site enabling;
- environmental controls;
- installation of protection measures for all STIF;
- installation of protection measures for the brick kiln;
- dewatering; and
- establishment of temporary compensatory pond including removal of non-STIF vegetation as identified on the civil drawings.

Stage 2

- minor demolition;
- re-alignment of STIF protection measures and removal of permitted STIF once VPA for Biodiversity Offset Package is executed;
- final dewatering of Brick Pit; and
- civil works including excavation and filling (once excavation permit under Section 140 of the Heritage Act, 1977 is obtained).

3.7 Development Consent DA15/1134

On 2 May 2016, the Sydney East Joint Regional Planning Panel granted consent to development application DA15/1134 which provided for a mixed use retail, commercial and residential development and associated public park including 749 dwellings, fitout and use of 2 supermarkets, 1 liquor store, 9000m2 public park with

lake and surrounding forest, 1500m² community facility, torrens subdivision for road dedication, torrens subdivision of 1 lot into 2 lots for public reserve dedication, 5 lot stratum subdivision and signage strategy

The approved development has an apartment mix comprising 189 one-bed units (25%), 403 two-bed units (54%), and 157 three-bed units (21%).

4.0 PROPOSED MODIFICATION

4.1 Description of Proposed Modification

This application seeks to modify the approved Concept Plan (MP07_0076 MOD 4), pursuant to S75W of the Environmental Planning and Assessment Act 1979 by amending Condition A4A as follows to facilitate an alternative apartments mix and an increase from 749 apartments to 808 apartments:

A4A DWELLING CAP

Future Development Applications shall provide for a total number of dwellings up to a maximum of ~~749~~ 808 across the Concept Plan site.

Future Development Applications shall include a projected dwelling forecast for each remaining stage demonstrating that the total dwelling numbers will adhere to the dwelling cap.

The amendment does not result in any change to the approved maximum gross floor area, height, external envelope or the total car parking allocation for the residential component of the development as it will facilitate the splitting of 59 three bedroom apartments into 118 one bedroom apartments.

4.2 Apartment Mix

Whilst an apartment mix is not prescribed in the Part 3A Concept Plan, the amendment is proposed to facilitate the following change in apartment mix:

Apartments	Approved	Proposed
1 bedroom	189 (25%)	307 (38%)
2 bedroom	403 (54%)	403 (50%)
3 bedroom	157 (21%)	98 (12%)
TOTAL	749	808

5.0 STATUTORY PLANNING FRAMEWORK

5.1 Continuing Operation of Part 3A to Modify Approvals

In accordance with clause 3 of Schedule 6A of the Environmental Planning and Assessment Act 1979 (EP&A Act), Section 75W as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A, continues to apply to transitional Part 3A projects. Following a detailed review of impacts associated with the proposed modification, it is considered that any impacts associated with the proposed modification will have limited environmental consequences beyond those which were the subject of the original environmental assessment for the Concept Plan Approval (see *Barrick Australia Ltd v Williams* [2009] NSWCA 275).

5.2 Modification of the Minister's Approval

Section 75W(2) of the EP&A Act provides that a proponent may request the Minister to modify the Minister's approval of a project. The Minister's approval of a modification is not required if the approval of the project, as modified, would be consistent with the original approval. As the proposed modification seeks to amend the wording of Condition A4A, the modification will require the Minister's approval.

5.3 Environmental Assessment Requirements

Section 75(3) of the EP&A Act provides the Director-General with scope to issue Environmental Assessment Requirements (DGRs) that must be complied with before the matter will, be considered by the Minister. Given the minor nature of the proposed amendment, it is considered that new or amended DGRs are not required as this application sufficiently addresses the key issues relevant to the modification request.

5.4 Strategic Planning Controls

5.4.1 New South Wales 2021 (The State Plan)

NSW 2021 is a 10 year plan based around five broad strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen the State's local environment and communities.

One of the goals in relation to rebuilding the economy is to place downward pressure on the cost of living. The target in relation to this goal is to facilitate the delivery of 25,000 new dwellings in Sydney per year by continuing to set dwelling targets for local councils outlined in subregional strategies and to partner with local councils to ensure that targets for housing and growth are reflected in relevant planning proposals and in local planning instruments.

The amended proposal seeks to provide a more responsive mix of dwellings with a decrease in more expensive three bedroom apartments and increase in more affordable one bedroom apartments and the change in mix combined with the additional one bedroom apartments assists in achieving the target of 25,000 new dwellings in Sydney per year to assist in placing downward pressure on the cost of living.

5.4.2 A Plan for Growing Sydney

In December 2014, the NSW Government released A Plan for Growing Sydney which replaced the Metropolitan Strategy for Sydney 2036. A Plan for Growing Sydney differs from the previous strategy in

that it prioritises housing and jobs growth across Sydney and significantly increases minimum housing and jobs targets.

The Plan identifies that Sydney will need 664,000 homes by 2031. The Plan notes that over the last five years new housing production has grown from around 13,300 dwellings per annum to around 22,800 dwellings per annum the highest level since 2002, however, even with this growth, there is a significant gap between current housing.

The delivery of the target of 664,000 homes is to be through subregional strategies. The Plan for Growing Sydney identifies six subregions which will undergo subregional planning to ensure that the headline goals of the Plan are delivered. Subregional planning will link growth in population and housing to the infrastructure that supports communities, such as schools, health services, transport, electricity and water projects.

The Plan identifies that the fastest growing households in Sydney are single person households. In 2011, only 36.6 per cent of households were couples with children. Households that are couples with children will grow at a slower rate than both couple and single person households over the next 20 years.

The proposed amendment to the dwelling cap will facilitate a decrease in three bedroom apartments and increase in the provision one bedroom apartments on the subject site which will assist in meeting the specific and growing demand for single person households.

The proposed modification will assist in allowing the development of the site to fulfil the environmental capacity for the site consistent with the strategic direction of the Plan by increasing single person housing in a location which is well served by public transport, recreational facilities and employment opportunities.

5.4.3 Draft District Plan

The Greater Sydney Commission's District Plans which are currently on public exhibition outline how the Government will make decisions on public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the needs of communities across Greater Sydney to give effect to A Plan for Growing Sydney.

The subject site is located within the area covered by the South District and the draft District Plan identifies a 5 year housing target of 23,250 new dwellings with 5,200 dwellings to be delivered in the Sutherland Shire. The proposed additional housing as a result of a change in the residential cap which applies to the site is consistent with the objective of the Draft District Plan to provide increased housing supply in the Sutherland Shire.

5.4.4 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

SEPP 65 applies to development for the purpose of a new residential flat building, shop top housing or mixed use development, the substantial redevelopment/refurbishment of one of these buildings or the conversion of an existing building into one of these types of buildings provided the building is at least 3 or more storeys and the building contains at least 4 or more dwellings. The development meets the

definition of a residential flat building. As such the provisions of SEPP 65 are applicable to the proposed development.

SEPP 65 aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes. In order to satisfy these aims and improve the design quality of residential apartment buildings in the State, the plan sets design principles in relation to context and neighbourhood character, built form and scale, density, sustainability, landscape, amenity, safety, housing diversity and social interaction, and aesthetics.

SEPP 65 requires any development application for residential flat development to be assessed against the 9 principles contained in Schedule 1 of the SEPP and the matters contained in the Apartment Design Guide (ADG).

The Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the amended scheme with the solar access, cross ventilation, and internal and external apartment sizes is a matter to be determined during the assessment of a subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments. Notwithstanding this, Turner architects have examined the proposed amendments and the increase in apartments will be capable remaining consistent with the 9 principles of SEPP 65 and the matters contained within the ADG.

5.4.5 Sutherland Shire Local Environmental Plan 2015

The proposed modification to the Concept Plan does not result in any change to the approved mix of uses, height, FSR or building envelopes and therefore does not raise any further issues for consideration against the provisions of the Sutherland Shire Local Environmental Plan 2015.

5.4.6 Draft Sutherland Shire Development Control Plan 2015

Draft Sutherland Development Control Plan (DSSDCP) 2015 was publicly exhibited between 28 April and 26 May 2015, and again between 29 September and 27 October 2015 following a number of amendments. The Council's website identifies that whilst exhibition of the draft DCP has been completed, Council has not yet considered it, and that in the interim, the amended draft DCP has been adopted as policy for the purposes of assessing development applications lodged under SSLEP2015.

The DSSDCP is a comprehensive DCP that contains detailed provisions relating to all development types and is intended to supplement the SSLEP 2015. The relevant provisions of DSSDCP for the subject site are contained within Chapter 16 – B2 Local Centre B4 Mixed Use Kirrawee and the relevant provisions are addressed below:

Control	Comment
9. Shop-top Housing and Residential Flat Buildings	
Residential flat buildings and shop top housing should achieve the design quality principles of State Environmental Planning	The Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the amended scheme with the solar access, cross ventilation, and internal and external apartment sizes is a matter to be determined during the assessment of a subsequent S96 amendment to

Control	Comment
Policy No 65–Design Quality of Residential Flat Development and the Residential Flat Design Code. This includes buildings that are two storeys or less, and/or contain less than four dwellings.	Development Consent D15/1134 to give effect to the increase in apartments. Notwithstanding this, Turner architects have examined the proposed amendments and the increase in apartments will be capable remaining consistent with the 9 principles of SEPP 65 and the matters contained within the ADG.
A variety of dwelling types between one-, two-, three- and three plus bedroom dwellings should be provided, particularly in large developments	<p>The proposed amended to the concept plan is to support a change to the mix within the development to reduce the number of three bedroom apartments from 157 to 98 and to increase the number of one bedroom apartments from 189 to 307.</p> <p>The 'New South Wales Household and Dwelling Projections, 2008-2036: 2008 Release' prepared by the Department of Planning indicates that the average household size in Sydney is expected to continue its decline from 2.61 in 2006 to 2.49 by 2036. In addition, the population projections indicate that the lone person household is the type of household expected to experience the greatest percentage increase between 2006 and 2036 (69%).</p> <p>In addition, a Plan for Growing Sydney identifies that the fastest growing households in Sydney are single person households. In 2011, only 36.6 per cent of households were couples with children. Households that are couples with children will grow at a slower rate than both couple and single person households over the next 20 years.</p> <p>The proposed amendment to the dwelling cap will facilitate a decrease in three bedroom apartments and increase in the provision one bedroom apartments on the subject site which will assist in meeting the specific and growing demand for single person households.</p> <p>The proposed modification will assist in allowing the development of the site to fulfil the environmental capacity for the site consistent with the strategic direction of the Plan by increasing single person housing in a location which is well served by public transport, recreational facilities and employment opportunities.</p>
Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 3 hours direct sunlight between 9am and 3pm in midwinter.	SEPP 65 supersedes this control and only requires 2 hours solar access. Notwithstanding this, the Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the amended scheme with the solar access control is a matter to be determined during the assessment of a subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments. The increase in apartments will be capable of compliance with the solar access requirement.
Dwellings are to have	SEPP 65 supersedes this control. Notwithstanding this, the Concept

Control	Comment
access to private, functional open space accessed directly from main internal living spaces. Private open space is to have a minimum area of 12sqm and a minimum dimension of 2.5m.	Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the amended scheme with the private open space requirements of SEPP 65 is a matter to be determined during the assessment of a subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments. The increase in apartments will be capable of compliance with the private open space requirements.
Thirty percent (30%) of all dwellings on a site, or at least one dwelling, whichever is greater, must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299 - 1995)	The Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the 30% Adaptable Housing requirement will be addressed in the subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments.
12. Parking	
Car parking shall be provided in accordance with the table in the DCP. Where a proposed development is not listed in these controls, or where the development proposal raises unique traffic and parking issues, or where a development is identified as Traffic Generating Development then the parking requirement specified in the RMS Guide to Traffic Generating Development shall apply	<p>The car parking associated with the increase in apartments is a matter to be addressed in the subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments.</p> <p>Notwithstanding this, the proposed S75W amendment does not seek any change to the Condition No. 14a of Concept Plan sets maximum car parking standards.</p> <p>The Section 96 application will not seek any increase to the approved quantum of 1,023 car parking spaces for the residential component of the development.</p> <p>The 1,023 car parking spaces exceeds the minimum required car parking provision of 846 spaces for the proposed 808 apartments under Clause 30 (1)(a) of SEPP 65 and Part 3J of the ADG which relies on the RMS rates given the close proximity of the site to Kirrawee train station.</p>

6.0 ENVIRONMENTAL ASSESSMENT

6.1 Built Form

The proposed modification seeks to increase the number of apartments by splitting 59 three bedroom apartments into 118 one bedroom apartments. This amendment does not require change to the approved gross floor area, height or building footprints and accordingly, the proposed amendment does not generate any need for assessment in relation to the built form outcome on the site as there will be no increase to the bulk and scale of the development and the only the external visual change will be minor façade amendments as a result of the internal changes to facilitate the conversion.

6.2 Residential Amenity

The Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes. The issue of compliance of the amended scheme for an increase in apartments with the solar access, cross ventilation, and internal and external apartment size requirements of the ADG are a matter to be determined during the assessment of a subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments. Notwithstanding this, Turner architects have examined the proposed amendments and the increase in apartments is capable remaining consistent with the 9 principles of SEPP 65 and the matters contained within the ADG.

6.3 Car Parking

The car parking associated with the increase in apartments is a matter to be addressed in the subsequent S96 amendment to Development Consent D15/1134 to give effect to the increase in apartments.

Notwithstanding this, the proposed S75W amendment does not seek any change to the Condition No. 14a of Concept Plan sets maximum car parking standards.

The Section 96 application will not seek any increase to the approved quantum of 1,023 car parking spaces for the residential component of the development.

The 1,023 car parking spaces exceeds the minimum required car parking provision of 846 spaces for the proposed 808 apartments under Clause 30 (1)(a) of SEPP 65 and Part 3J of the ADG which relies on the RMS rates as follows:

Apartment	RMS Rate	Proposed Mix	Required Parking
1 bed	0.6	307	184.2
2 bed	0.9	403	362.7
3 bed	1.4	98	137.2
visitor	1 per 5 units	N/A	161.6
TOTAL			845.7

Accordingly, the approved residential car parking provision within the development under Development Consent D15/1134 of 1,023 spaces is sufficient to support a total of 808 apartments with the mix that is proposed.

6.4 Traffic Impacts

A Traffic Impact Assessment prepared by Ason Group accompanies this S75W application.

The assessment identifies that there is an established maximum possible trip generation that can occur with the development of the site without exceeding the capacity threshold of the local road network, based on the 2014 Halcrow TMAP analysis that supported the original approved Concept Plan. This also takes into account intersection upgrades associated with the development.

The assessment also identified that the approved development has a traffic generation which is considerably under the maximum threshold.

The assessment identifies the additional traffic movement associated with the proposed increase of 59 apartments and concludes that the trip generation associated with the proposed modification is still well below the maximum threshold.

These figures are provided in tabulated form below and clearly demonstrate that the increase in traffic associated with the proposed modification remains well below the established maximum traffic which can be supported by the development of the site without unacceptable impact to the performance of the surrounding road network.

Peak	Max possible traffic from site	Approved development (749 apartments)	Proposed amendment (808 apartments)
Thursday evening peak hour	1,117 trips	740 trips	749 trips (9 additional trips)
Saturday peak	1,213 trips	879 trips	894 trips (15 additional trips)

The Traffic Impact Assessment concludes:

The traffic analysis above demonstrates that the current MOD5 development, which proposes 59 additional units, is acceptable as the increase in peak hour traffic generation is negligible compared with the forecast traffic generation of the approved DA scheme and (more importantly) the forecast peak hour traffic generation of the entire Site with the additional 59 units is still significantly lower than the permissible traffic generation threshold defined by the 2011 Halcrow TMAP that supported the original Concept Plan approval.

7.0 CONCLUSION

The proposed modification retains the fundamental elements of the approved concept plan however seeks consent to split 59 three bedroom apartments into 118 one bedroom apartments.

This amendment does not change to the approved gross floor area, height, building footprints or bulk and scale of the development and therefore result in no change to the previously approved built form outcome.

The amendment will allow the development to provide a more appropriate response to the identified trend towards lone person household types identified in A Plan for Growing Sydney and will also significantly improve housing affordability.

The proposed modification does not alter the capacity of the amended development to remain consistent with the 9 principles of SEPP 65 and the matters contained within the ADG, and these are matters to be addressed during the forthcoming Section 96 amendment to Development Application D15/1134 to give effect to the proposed modification.

The residential car parking provision on the site remains capable of supporting the proposed 808 apartments and proposed mix. In addition, whilst the proposed increase in apartments results in some increase in traffic movements associated with the development these are particularly minor and the total traffic generation associated with the development will remain well below the previously identified maximum capacity associated with the site.

Accordingly, the site has also been demonstrated to have the environmental capacity to support the proposed amendment to the Concept Plan as the modification will not result in adverse impact. The proposed modification to the approved Concept Plan has been found to be consistent with the objectives of all relevant existing and draft planning provisions and it has been demonstrated that the proposed modification is appropriate for approval.

APPENDIX A

TRAFFIC IMPACT ASSESSMENT

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