

Daniel Lukic- 9710 0668  
File Ref: DN17/0009

3May 2017



Anthony Witherdin  
Director, Modification Assessments  
C/- Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Sir,

**Development Referral No.DN17/0009**

**Proposal: Section 75W Modification (MOD 5) to Concept Plan for Kirrawee Brick Pit (MP10\_0076) - amend Condition A4A to permit an alternative apartment mix and increase apartments from 749 to 808**

**Property: 566-594 Princes Highway, Kirrawee**

Thank you for the opportunity to make a submission regarding the Section 75W modification referred above.

The proposed modification seeks consent to raise unit numbers from 749 to 808, equating to a 7.8% increase. When compared to the original concept approval, the total number of units will increase by 459 (from 349 to 808), which represents a 131.5% increase in units. This is important to note as a context to equitable sharing of road capacity, discussed further below.

While it is acknowledged that the current proposal does not modify the floor space ratio or building height, the proposed changes to the apartment mix does have an impact on parking and traffic generation. Both of these issues have been contentious during the course of this development and are significant concerns in this locality.

Below is a detailed assessment of the parking and traffic concerns:

Parking

Below is a detailed car parking assessment between approved Modification No.3 and the proposed modification No.5 using the car parking rates set by the concept approval:

Apartment type	Car park rate	Approved Unit No.s	Spaces Req'd	Proposed Unit No.s	Spaces Req'd
1 b/r	1sp	189	189	307	307
2 b/r	1.25sps	403	503.75	403	503.75
3 b/r	1.5sps	157	235.5	98	147
	0.125 visitor		93.625		101
<b>TOTAL</b>			<b>1022 (rounded up)</b>		<b>1059 (rounded up)</b>

Modification No.3 approved 1023 parking spaces for the residential component of the development. The conversion of 59 three bedroom units to 118 one bedroom units results in a shortfall of 36 car parking spaces.

On-street parking is already at a premium due to a number of other traffic generating developments in the immediate area. Rail commuters also compete for parking in the locality.

There is a proposal for a supermarket and childcare centre opposite the site on Flora Street, and there is a significant amount of land nearby that has zoned unused development potential, which is anticipated to develop over the next few years.

Recent experience has shown that significant under provision of on-site parking in development in The Shire results in congestion, complaints and tension in the local community, rather than a modification of travel behaviour.

The shortfall in parking cannot be accommodated along Flora Street, Oak Road and Bath Road. The proposed shortfall of 36 parking spaces is therefore a significant deficiency that will have unacceptable impacts in the locality, and is not supported by Council.

#### Traffic Generation

Council objected to Modification No.3 based on the substantial increase in traffic generation. Any further increase to unit numbers will further exacerbate traffic concerns.

An increase in the number of units at the development site will generate up to 15 additional vehicle trips during peak AM and PM hours. Whilst this increase in movements on and off the site can be accommodated, Council's traffic modelling indicates that the surrounding road network, particularly the President Avenue and Oak Road intersections, will not operate satisfactorily.

As mentioned above, there is a significant amount of development potential already zoned into this locality and very limited spare capacity in the surrounding road network. It would be inequitable to allow this development to consume a further amount of capacity, as the end result may be the sterilisation of other nearby sites due

to traffic impacts. This is inconsistent with the objects of the Environmental planning and Assessment Act regarding the orderly development of land.

Approval of the modification will not only affect other local sites being developed, but may have regional consequences given that Princes Highway is a State Classified Road. Any additional traffic at the intersections will result in increased traffic delays and longer queues. It is understood that work planned by the RMS on Princes Highway will ease the current unsatisfactory level of performance, though not create additional capacity for unplanned traffic generation such as this.

Council is already committed to spend a significant amount of the community's money to increase capacity in the local road network to cope with current approvals and development anticipated under SSLEP2015. If the Department is of a mind to recommend approval for the current modification, it would be fair and reasonable to require the applicant to also contribute toward road work to cater for additional traffic generated. Council would be happy to discuss this further.

#### Modification of the Development Approval

Development Consent DA15/1134 was approved by the then Joint Regional Planning Panel on 2 May, 2016 for mixed use retail, commercial and residential development and the associated public park on the subject site. This detailed consent sat within the terms of the Part 3A concept approval.

On 3 April 2017, s.96 Modification Application MA17/0129 was submitted seeking to intensify the density and land use activities on the site by reconfiguring the floor plan of the commercial component. This includes increasing the number of retail tenancies from 19 to 23, introducing a 90 space child care centre and a Coles distribution centre.

The assessment of the modification is in its early stages, however, an initial review of the modification indicates that there will be a car parking shortfall of 66 spaces, potential operational conflicts within the car parking and loading dock areas, and traffic flow impacts during peak AM and PM times within the local road network.

The assessment of the MOD No.5 to increase unit numbers must consider modification application MA17/0129. Approval of both modifications would compound the traffic impacts on the public road system, locally and regionally.

#### Summary

Based on the merits of the case, Council does not support the increase in unit numbers as there will be a significant shortfall of 36 parking spaces. This increase in traffic generation and parking demand will have an impact upon the capacity of the local road system whereby the limited spare capacity will be consumed as a result of additional vehicles trips at peak AM and PM times.

If you need any clarification of the above comments, please contact Council's Development Assessment Officer Daniel Lukicon 97100668 or email [dlukic@ssc.nsw.gov.au](mailto:dlukic@ssc.nsw.gov.au) and quote the application number in the subject.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P Barber', with a horizontal line extending from the end.

Peter Barber  
Director, Shire Planning