

# Modification of Concept Approval

## Section 75W of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning, we modify the Concept Approval referred to in Schedule 1, subject to the conditions in Schedule 2.

**Member of Commission**

**Member of Commission**

Sydney

2018

### SCHEDULE 1

<b>Concept Approval:</b>	<b>MP 10_0076</b> granted by the Planning Assessment Commission on 23 August 2012
<b>For the following:</b>	Mixed use retail/commercial and residential development and associated public open space
<b>Proponent:</b>	Henroth Investments Pty Ltd
<b>Approval Authority:</b>	Minister for Planning
<b>The Land:</b>	Kirrawee Brick Pitt, 566-594 Princes Highway, Kirrawee
<b>Modification:</b>	<b>MP 10_0067 MOD 6:</b> the modification includes amendment of Future Environmental Assessment Requirement 14 to state that maximum parking rates apply for uses not listed, and to clarify that the imposition of maximum parking rates for non-residential uses is to control traffic generation and encourage alternate forms of transport.

## SCHEDULE 2

The above approval is modified as follows:

- (a) Schedule 2 Part A- Term of Approval A11A is amended by the insertion of the **bold and underlined** words / numbers and deletion of the ~~struckout~~ words/numbers as follows:

### 14. Car Parking

Future applications shall address the following:

Total number of car parking spaces for the proposed development shall not exceed the following car parking rates:

- i. residential component of the development:
  1. 1 space per 1 bedroom unit;
  2. 1.25 spaces per 2 bedroom unit;
  3. 1.5 spaces per 3 bedroom unit; and
  4. 0.125 visitor space per unit (1 space per 8 units).
- ii. non-residential component of the development (including the replacement of 40 street car parking spaces displaced by the development):
  - Supermarket – 4.5 spaces per 100m<sup>2</sup>;
  - Mini-Major (faster trade retail) – 4.0 spaces per 100m<sup>2</sup>;
  - Speciality Retail (incl. secondary retail, kiosks) – 4.2 spaces per 100m<sup>2</sup>;
  - Showroom – 2.4 spaces per 100m<sup>2</sup>;
  - Office – 2.5 spaces per 100m<sup>2</sup>; and
  - Medical – 0.9 spaces per 100m<sup>2</sup>.

**Where a land use activity is not listed in these controls, the maximum parking rate for that use shall be based on the rates in the Sutherland Shire Council's DCP or the rates in the RMS Guide to Traffic Generating Development (irrespective of whether or not the car parking control is expressed as a minimum, maximum or absolute standard, the rate shall be applied as a maximum rate for the purpose of this condition).**

**Explanatory Note: The imposition of a maximum car parking rate to the non- residential component of the development is intended to control traffic generation associated with the development and to encourage alternative forms of transport such as walking, cycling and public transport use. Any parking provision that does not exceed the maximum parking provision is compliant and acceptable.**

- a) An updated schedule of parking allocations for the site shall be prepared and submitted with each subsequent application **to ensure the maximum parking provision is not exceeded**.
- b) Parking facilities (public, commercial and bicycle) shall be designed in accordance with relevant Australian Standards.
- c) 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.
- d) the provision and implementation of a car share scheme.
- e) 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.

- f) South Village 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 if requested by Council.
- g) A community bus and taxi drop off shall be provided in a location and of a design that achieves reasonable accessibility for people with mobility restrictions between vehicles and the retail shops.

**End of Modification**