

8 June 2018

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Attention: Greg Colbran – Development Manager

Proposal: Strata subdivision of approved Stratum Lot 3
Property: South Village, 566-594 Princes Highway, Kirrawee

Dear Greg,

Ason Group has been commissioned to provide transport and traffic consultancy services to support the proposed mixed-use development at 566-594 Princes Highway, Kirrawee (the Site). The Site is located within the local government area of Sutherland Shire Council.

The work covered by this letter relates to our interpretation of Condition 14 of the Concept Plan approval that governs development on the Site, in this case residential car parking provision. The following presents the component of Condition 14 that is in question:

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

(a) residential component of the development:

- *1 space per 1 bedroom unit;*
- *1.25 spaces per 2 bedroom unit;*
- *1.5 spaces per 3 bedroom unit; and*
- *0.125 visitor space per unit (1 space per 8 units).*

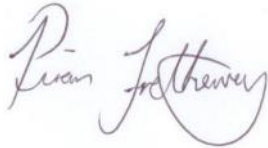
The condition above implies maximum car parking rates by the inclusion of the wording, “*shall not exceed the following car parking rates*”. The intention of this would be to minimise traffic impacts on the local road network by setting a maximum car parking provision, which would manage (and ideally discourage) car ownership and thereby result in reduced peak hour traffic generation.

The condition provides a mechanism upon which to calculate the total parking permissible residential parking provision; however, there are no clauses in the condition that directly specify the allocation of this parking. The condition does reference visitor spaces and therefore (by definition) the visitor spaces must be dedicated to ‘common title’ so they are provided for visitor use. However, the condition is worded such that the residual parking can be distributed amongst the one, two and three bed units in any manner.

Recognising that the overall objective of the condition is to manage traffic impacts, we would recommend that each unit (regardless of bedrooms) be provided with a minimum of 1 parking space, then the ‘residual’ parking spaces be allocated as ‘second’ parking spaces, with priority for the three bedroom units (as these units are most likely to have the highest demand for more than 1 parking space) and subsequently for the two bedroom units.

I trust this is sufficient for your current requirements; should you have any questions, please contact the undersigned.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Piran Trethewey', with a stylized flourish at the end.

Piran Trethewey

Director – Ason Group

Email: piran.trethewey@asongroup.com.au