

Modification of Concept Approval

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

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



Chris Ritchie
Acting Executive Director
Key Sites and Industry Assessments

Sydney *15 AUGUST*

2018

SCHEDULE 1

Concept Approval:	MP 10_0076 granted by the Planning Assessment Commission on 23 August 2012
For the following:	Mixed use retail/commercial and residential development and associated public open space
Proponent:	Henroth Investments Pty Ltd
Approval Authority:	Minister for Planning
The Land:	Kirrawee Brick Pitt, 566-594 Princes Highway, Kirrawee
Modification:	MP 10_0067 MOD 9: modify Future Environmental Assessment Requirement 14 to clarify residential parking allocation.

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 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).
- ii. **Residential parking must be allocated such that every unit has at least one car space, and residual parking spaces must be allocated as second parking spaces, with priority for 3 bedroom units, and subsequently 2 bedroom units. Any residual parking not allocated to individual units must be allocated as common property for visitor parking.**
- iii. non-residential component of the development (including the replacement of 40 street car parking spaces displaced by the development):
 - Supermarket – 4.5 spaces per 100m²;
 - Mini-Major (faster trade retail) – 4.0 spaces per 100m²;
 - Speciality Retail (incl. secondary retail, kiosks) – 4.2 spaces per 100m²;
 - Showroom – 2.4 spaces per 100m²;
 - Office – 2.5 spaces per 100m²; and
 - Medical – 0.9 spaces per 100m².
- iv. 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, whichever is lesser, (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.

- 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) A car share scheme shall be implemented.
- 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