

1 August 2019

Our Ref: P-17171

Michelle Niles

NSW Department of Planning, Industry & Environment
320 Pitt Street
SYDNEY NSW 2001
michelle.niles@planning.nsw.gov.au

Dear Michelle,

RE: MP 10_0154 MOD 3 HILLY STREET MORTLAKE - RESPONSE TO ADDITIONAL INFORMATION REQUEST

1. INTRODUCTION

City Plan acts on behalf of Holdmark, the proponents of the abovementioned application. The purpose of this correspondence is to respond to a request for information, dated 2nd May 2019, from the NSW Department of Planning, Industry & Environment (DPIE). In the first instance, we wish to thank DPIE's patience whilst the relevant searches were undertaken in order to adequately respond to the request.

Section 3 of this correspondence outlines each of the queries raised by DPIE in their request dated 2nd May 2019, after which is a response.

It should be noted that in preparing this response, City Plan, together with Turner architects, have sought to assess the parking requirements associated with Development Consent (DC) 513/2013, as referenced by DPIE, as well as DC 2015/0062. As part of our assessment, it was identified that DC 2015/0062 modified the basement associated with DC 2015/0062, despite it relating to a different building (i.e. building 7B). Therefore, to ensure adequate parking for all buildings will be provided for, our assessment considers all dwellings provided for in DCs 513/2013 (as modified) and 2015/0062.

2. EXECUTIVE SUMMARY

Attachment 1 tabulates the number of dwellings provided for in each consent, the number of car spaces referenced in each consent, as well as the required number of car spaces in accordance with Concept Approval MP 10_0154 (as modified). The table also provides an assessment of the number of car spaces required should the consents be modified in accordance with proposed Mod 3, whether this complies with the parking controls in the Concept Approval (as modified), and whether there are sufficient car spaces in the development based on the spaces already approved as part of DCs 513/2013 (as modified) and 2015/0062.

In summary, the table identifies that the development, as modified, is compliant in terms of parking for the following reasons:

- A total of 858 car spaces are approved as part of DCs 513/2013 (as modified) and 2015/0062;
- Despite 858 spaces being approved, the Concept Approval parking rates only require a total 794 spaces (therefore a surplus of 64 spaces exists compared to Concept Approval rates);
- The development, as proposed to be modified by Mod 3 (i.e. inclusive of the gym and medical centre), results in a net loss of 8 car spaces;
- The development, as proposed to be modified by Mod 3, requires a total of 814 car spaces according to parking rates provided by Concept Approval as well as parking rates provided in the Canada Bay DCP for medical centres and commercial land uses (i.e. gym); and,
- The development's parking provisions, as proposed to be modified, will exceed the Concept Approval's parking rates but more importantly, will be catered for by the surplus of car spaces already provided by DCs 513/2013 (as modified) and 2015/0062 (i.e. 858 spaces approved - net loss of 8 spaces - 814 required spaces = surplus of 36 spaces).

3. RESPONSES TO DPIE'S REQUESTS

3.1. The number of car parking spaces (based on the required location/number approved by DA 513/2013 as modified by Council) required to be removed to accommodate the proposed gym.

A total of eleven (11) residential car spaces are proposed to be deleted to accommodate the proposed 373m² gym.

3.2. A table identifying the approved (as per DA 513/2013, as modified by Council) and proposed (as per this modification) visitor, resident and accessible parking spaces.

The table in Attachment 1 provides the requested information. As discussed in Section 2, parking provisions provided in DCs 513/2013 (as modified) and 2015/0062 required consideration as DC 2015/0062 amended the basement originally approved as part of DC 513/2013.

3.3. Robust justification for any reduction in residential car parking rates approved as part of the Concept Plan and DA 513/2013.

As demonstrated in the table to Attachment 1, Mod 3 would result in a net loss of 8 car spaces. This is, nevertheless, acceptable given the development as proposed to be modified, would continue to provide a surplus of 36 spaces.

It is also worth noting, as shown in the approved strata plan for the development at **Attachment 2**, that the car spaces approved in DC 513/2013 (as modified) and proposed to be converted to a gym, have not been allocated to any particular residential dwelling. They remain in the proponent's ownership. Therefore, any reduction in parking spaces does not affect the allocation of parking spaces to existing residential allotments.

The most relevant section of the strata plan is shown on the following page, with the approximate area proposed to be used by the gym shown red.

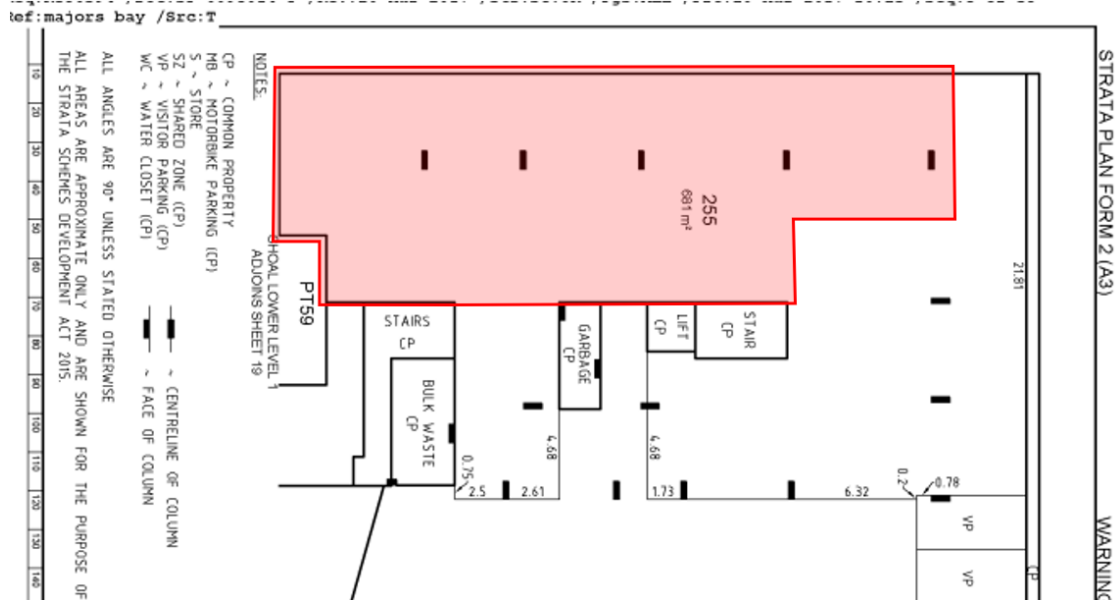


Figure 1: Extract of strata plan showing approximate outline of proposed gym

3.4. Identification of where the storage and waste areas are proposed to be moved to and whether compliance with storage and waste requirements of SEPP 65 and/or the DCP will be met.

The surplus 36 car spaces can be converted to the required waste and storage areas. Technical compliance with SEPP 65 and/or The Canada Bay DCP will be demonstrated as part of any Modification Application to Council to deliver the subject gym and medical centre. This is considered adequate for the purposes of a Concept Approval modification application.

We trust the abovementioned information adequately responds to DPIE's queries. Should further clarification be required, please contact Carlo Di Giulio on 8270 3500.

Yours Sincerely,



Susan E. Francis
Executive Director

Attachment 1 - Tables of parking assessment
Attachment 2 - Strata Plan