

RELEVANT INFORMATION FOR CENTRAL SYDNEY PLANNING COMMITTEE

FILE: D/2012/1955 **DATE:** 17 October 2013
TO: Central Sydney Planning Committee Members
FROM: Graham Jahn, Director City Planning, Development and Transport
SUBJECT: Information Relevant To Item 6 - 5 Link Road, 947 South Dowling Street
and 132-142 Epsom Road, Zetland - At CSPC 17 October 2013

Alternative Recommendation

That the Central Sydney Planning Committee approve the development application in accordance with the recommendation contained in the subject report.

However, should the Committee be of the mind to allow a total of 277 off street parking spaces, conditions (4), (21) and (22) should be modified as detailed below (deletions shown as ~~strikethrough~~ and amendments shown as **bold italics**):

(4) DESIGN MODIFICATIONS

The design of the building must be modified as follows:

Deletion of at-grade car parking spaces:

- (a) Deletion of the thirteen (13) at-grade car parking spaces (identified as parking spaces GF.(V).001 to GF.(V).(A).013, inclusive) located on the northern side of the internal driveway adjacent to the ground floor retail tenancies of Building D;
- (b) ***Relocation of these thirteen (13) car parking spaces to within the basement car park. Amended basement car parking plans shall be submitted to demonstrate the inclusion of these spaces;***
- (c) Details of an alternate treatment converting this parking area to either an extension of the pedestrian colonnade of Building D and/or an extension to the landscape treatment of the public plaza; and
- (d) **Note:** Further consideration to the appropriateness of car parking at this location should form part of a development application for the future use of one or more of the retail/commercial tenancies on the site.

Internal floor level of retail tenancy RT.01A:

- (e) The internal floor level of ground floor level retail tenancy RT.01A in Building A shall be raised by 300mm to RL 22.6 to reflect the recommendations of flood assessment report; and

- (f) Amended plans shall be submitted to demonstrate compliance with the required internal finished floor level and any modifications required to the forecourt entry as a result of the amended levels, this shall include an amended ground floor plan and elevation plans of the building.

The amended plans shall be submitted to, and approved by, Council's Director City Planning, Development and Transport prior to a Phase 1 Construction Certificate being issued.

(21) CAR PARKING SPACES AND DIMENSIONS

A maximum of ~~264~~ **277** off-street car parking spaces must be provided. The design, layout, signage, line marking, lighting and physical controls of all off-street parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Council's Development Control Plan. The details must be submitted to and approved by the Principal Certifying Authority prior to a Construction Certificate being issued for each construction phase.

(22) ALLOCATION OF PARKING

The approved parking spaces must be allocated as detailed below. All spaces must be appropriately line-marked and labelled according to this requirement prior to the issue of an Occupation Certificate for each Construction Phase or the use commencing, whichever is earlier. If the development is to be strata subdivided, the car park layout must respect the required allocation:

- (a) 153 residential parking spaces.
- (b) 19 residential visitor parking spaces.
- (c) ~~88~~ **101** retail/commercial parking spaces.
- (d) 4 car share car parking spaces.

Background

The amended development application provides a total of 277 car parking spaces. Of these, 264 parking spaces are provided in the basement car parking levels and 13 parking spaces are provided at-grade adjacent to the southern elevation of Building D.

The 13 at-grade visitor car parking spaces are notated on the plans as being provided to service future retail and commercial tenancies, notably, to provide drop-off and collection spaces for an indicative future child care centre use.

Paragraphs 87 to 91 of the planning report conclude that the provision of drop-off car parking at this location for a future land use is premature. Furthermore, at the location proposed, the at-grade car parking would be accessible to the public, would be unrestricted and outside the jurisdiction of Council's Parking Rangers. Therefore, until there is an operative use in place there is the potential that these parking spaces may be misused. As such, the planning report recommended that these 13 spaces be deleted reducing the overall parking provision to 264 parking spaces.

The applicant has made written representations requesting that Condition 21 (Car Parking Spaces and Dimensions) be amended to allow a maximum parking provision on the site to be 289 spaces. 289 parking spaces is the maximum permissible parking allowance under the Sydney Local Environmental Plan 2012, with this being based on the residential unit mix and indicative land uses.

The applicant's request to increase parking provision on the site by a further 12 spaces beyond that detailed on the plans and applied for as part of the application is not supported at this late stage.

However, if the CSPC members are of a mind to support the applicant's request to allow the 13 at-grade parking spaces to be relocated to a reconfigured basement parking level, and therefore, retain the parking provision applied for (being 277 parking spaces), then an alternative recommendation to modify Conditions (4), (21) and (22) is provided above.

Prepared by: Nicola Reeve, Senior Planner

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Approved



**Graham Jahn, Director City Planning,
Development and Transport**