

Whilst staff are recommending that the consideration of the revised planning proposal be deferred, it is worth noting that the impacts on these units could be ameliorated by amending the building envelope and setting the fifth and sixth storey back from the Cosmopolitan Centre. This could be achieved via amendments to the DCP to establish setbacks on levels 5 and 6 to provide consistency with the building separation distances in the ADG.

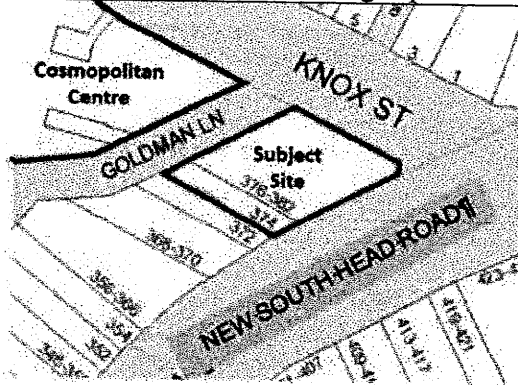


Figure 8: Map showing the location of the subject site and adjoining Cosmopolitan Centre

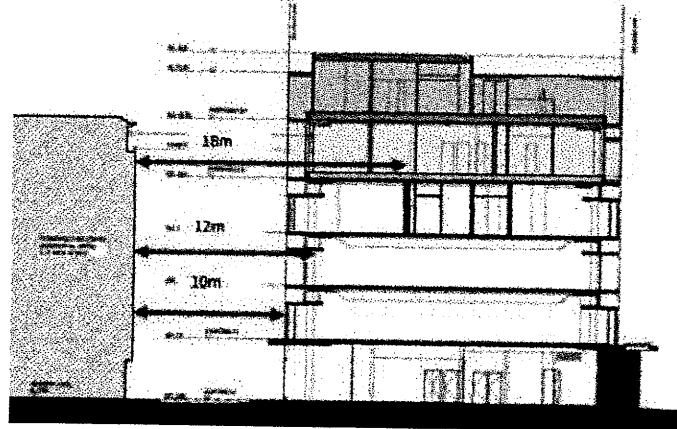


Figure 9: Section of proponent's concept indicating separation distances

4. Traffic, parking and waste management

Issues raised in submissions

- Without parking, the proposal will cause further traffic and parking problems.
- There is already insufficient parking and congestion in and around the Centre
- There is no provision to address additional waste generated from the development.

Staff response

Traffic and parking

Traffic and parking is a matter that would be considered as part of the detailed design, and then assessed as part of a development application. The Woollahra Development Control Plan 2015 (E1 Parking and Access) sets the maximum number of parking spaces to be provided for residential development, and the minimum number of parking spaces to be provided for non-residential development. Where on-site parking less than the required rate is proposed, a traffic and parking report must address and justify those inconsistencies.

Council's traffic engineers have considered the potential traffic generation of the site under the requested FSR and height standards and compared with the current controls and the current buildings on the site. The engineers identify that:

- A reduced parking demand for both the residential and the non-residential additions will be expected as the site is:
 - conveniently served by regular bus services;
 - in the vicinity of existing car sharing services; and
 - in the vicinity of retail and other services which reduces the need of vehicular trips.
- On-street parking in the vicinity is protected by resident permit parking schemes. It is Council's practice that where residential density is increased on a site, owners of the additional dwellings are not eligible for on-street parking permits, regardless of the amount of car parking provided on-site. This reduces the incentive for residents who do not have on-site car parking to own a vehicle.