

Supplementary Memorandum to Panel (Annexure 39)

Council Assessment of Applicant's Request to Modify Draft Conditions

The applicant has made a formal request to modify draft conditions of consent. The condition, applicant's request, and Council's assessment is provided in the following table:

Table 1 – Assessment of Applicant's Request to Modify Draft Conditions			
Condition No.	Draft Condition	Applicant's Proposed Condition	Council Assessment
C.8.T	<i>All residential dwellings spaces are to be provisioned with cabling (and adequate electricity capacity provided) for electrical vehicle charging.</i> <i>That is, all dwellings allocated 1 or more car parking spaces are to have private cabling provision for a minimum of 1 car parking space.</i> <i>Certification is to be provided to the certifier prior to the issue of a Construction Certificate in relation to this requirement from a suitably qualified person.</i> <i>The cabling infrastructure is to be located in such a way that the installation of a car charger would not impact parking space dimensions (e.g. infrastructure raised on tracks or similar).</i>	A total of 5 electric vehicles chargers per building (total 25 for the development) are to be provisioned with cabling (and adequate electricity capacity provided) for electrical vehicle charging. (In accordance with the ESD report submitted with the application) Certification is to be provided to the certifier prior to the issue of a Construction Certificate in relation to this requirement from a suitably qualified person. The cabling infrastructure is to be located in such a way that the installation of a car charger would not impact parking space dimensions (e.g. infrastructure raised on tracks or similar).	Not supported – LCDCP 2009 Part C Residential Localities – Locality 8 – Clause 5 Access specifies the following: <i>Provide infrastructure for potential to provide electric charging points to every car space within the internal parking basements for hybrid and electric vehicles.</i> The provision of electric charging points to each space is a requirement of the DCP. Specifically it is not the EV charger that is to be provided, but the connection point for the charger and the associated cabling and electrical capacity. The Council condition already takes a more flexible approach to this requirement by specifying 1 charging point per dwelling (compared to the DCP requiring it to 'every car space'). The provision of EV charging infrastructure compared between the DCP, the condition and the applicants request is as follows:

			<table><tr><th>Requirement</th><th>Charging Connection Points</th></tr><tr><td>DCP</td><td>372</td></tr><tr><td>Condition</td><td>294</td></tr><tr><td>Applicant</td><td>25</td></tr></table> A key tenant of St Leonards South Precinct is more sustainable transport infrastructure. The further reducing of the EV charging infrastructure beyond the existing draft condition is not supported.	Requirement	Charging Connection Points	DCP	372	Condition	294	Applicant	25
Requirement	Charging Connection Points										
DCP	372										
Condition	294										
Applicant	25										
C.9.T	<i>Car parking spaces shall be allocated to each dwelling type as per the established minimum car parking rates in Table 2 of Part R: Traffic, Transport, and Planning of the LCDCP 2009:</i> • 0.5 spaces per 1 bedroom unit • 0.9 spaces per 2 bedroom unit • 1.4 spaces per 3 bedroom unit • 1 disabled space for each adaptable housing unit <i>The allocation of parking is to comply with the following principles:</i> 1. <i>The amount of car parking spaces to be allocated to each unit type (1 bed, 2 bed, 3 bed) is to be not less than the parking rate multiplied by the number of that unit type on a per building basis. For example, Building 7 has 10 x 1 bedroom units, requiring 5 spaces to be made available for allocation to these units.</i>	The subdivision and sale of excess car parking spaces is prohibited.	Not supported – The draft condition aims to enforce what the DCP stipulates. That is, to ensure 1 bedroom, 2 bedroom and 3 bedroom units are allocated the number of spaces as per the DCP. The draft condition has a degree of flexibility by allowing for the rounding up and down of allocation within each unit type and building which provides for a suitable degree of allocation based on market demand.								

	2. <i>Once the allocation has been determined on a per unit type and building basis the following principles are to then apply:</i> a. <i>A minimum of 1 space is to be provided for each adaptable housing unit; then</i> b. <i>The remainder of the spaces are to be allocated at a rate of no more than the applicable parking rate rounded up to the nearest whole number, and no less than the applicable parking rate rounded down to the nearest whole number.</i> <i>The subdivision and sale of excess car parking spaces is prohibited.</i> <i>The schedule of allocation demonstrating compliance with this condition is to be submitted to and approved by Council's Manager Development Assessment prior to the issue of an Occupation or Subdivision Certificate, whichever occurs first.</i>		
--	---	--	--