

Our Ref: 17084

26 June 2018

Life Property Group  
P.O. Box 1097  
Dee Why Post Shop NSW 2099

**Attention:** Mr Claudio Minns

Dear Claudio,

**RE: 8 NARABANG WAY, BELROSE – DA 2017 / 0388**  
**SECTION 96 APPLICATION FOR MODIFICATION TO APPROVED MIXED USE DEVELOPMENT**  
**TRAFFIC AND PARKING ASSESSMENT**

In November 2017, development consent (with conditions) was granted for the construction of a mixed use development including industrial units, warehouse units and storage units with associated offices, caretakers residence, car parking and landscaping on the site at 8 Narabang Way Belrose.

The Transport Planning Partnership (TPPP) undertook a traffic and parking assessment of the then proposed development. This assessment report accompanied the development application (DA) to Council which was approved.

### Overview of Proposed Modifications

It is understood that a Section 96 application is to be lodged with Council which will seek approved to modify the approved development as follows.

#### Ground Floor – Storage Units

- The number of storage units have changed from 66 to 69.
- There is no change in GFA, rather some of the larger units have been subdivided to create small units.

#### First Floor – Warehouse Units

- There is no change in car parking numbers.
- The mezzanine offices have been deleted from Units 60, 62, 63, 64, 65, 66, 76 & 68.

## Second Floor – Warehouse Units

- There is no change in car parking numbers.
- The mezzanine offices have been deleted from Units 77, 78, 79, 80, 81, 82, 83, 84 & 85.

Overall there is no proposed change to the on site sites or operation, vehicle access arrangements, parking provisions or service vehicle arrangements.

## Assessment of Proposed Modifications

With regard to traffic generation, it is concluded that any minor increase in traffic flows associated with the creation of 3 additional storage units on the ground floor would more than mitigated by the reduction in GFA associated with the mezzanine offices on the first and second floors.

Overall there is expected to be a net decrease in traffic generation of the proposed modifications compared with the approved development. As such the proposed site access arrangements which remain unchanged will continue to be satisfactory.

Similarly, with regards to car parking, the removal of office space will reduce the demand for on site car parking. As the number of on site car parking spaces will not change, the provision of car parking will continue to be satisfactory for the proposed modifications.

The design of the proposed car parking, service vehicle arrangements and site access remain unchanged from the approved development. Thus the conditions of consent referring to the design requirements (ie. compliance with AS2890) of these spaces remain valid and should be retained as part of the S96 approval.

## Conclusions

In summary it is concluded that the proposed modifications (ie. effective reduction in GFA) will not have an adverse impact on the surrounding road network compared with the approved development.

If you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 02 8437 7800.

Yours sincerely,



Jason Rudd  
Director