

SECTION 75W APPLICATION

MP 10_0057

132-138 KILLEATON STREET, ST IVES

AMEND CONDITIONS B5 AND D1

JULY 2011

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ANNEXURE

1. Construction Traffic Management Plan
2. Arborist Report



1.0 INTRODUCTION

This Statement of Environmental Effects accompanies a Section 75W application by Meriton Apartments Pty Ltd to amend Major Project Approval MP 10_0057.

It is proposed to make the following changes:

- Amend condition B5, relating to construction traffic management; and
- Amend condition D1, relating to construction entrance and exit.

This application provides an assessment of the proposed changes against the relevant issues and has been undertaken as part of the design process.

2.0 SITE AND SURROUNDINGS

2.1 SITE DESCRIPTION

The subject site, being 132-138 Killeaton Street, St Ives, is situated on the southern side of Killeaton Street between Mona Vale Road and Yarrabung Road. The general location of the site is shown in **Figure 1** and the extent of the site is shown in the aerial photograph at **Figure 2**.

The site's legal description is Lot 2, DP 748682. It has a 145.5 metre frontage to Killeaton Street; a 77.0 metre rear boundary; a 209.9 metre eastern boundary; and two western boundaries of 80.2 and 121.9 metres. The total site area is 22,970 sqm. The site is essentially flat.

Currently on the site is a former monastery building and a stables building. These buildings do not have any statutory heritage significance. The site also contains a number of trees.

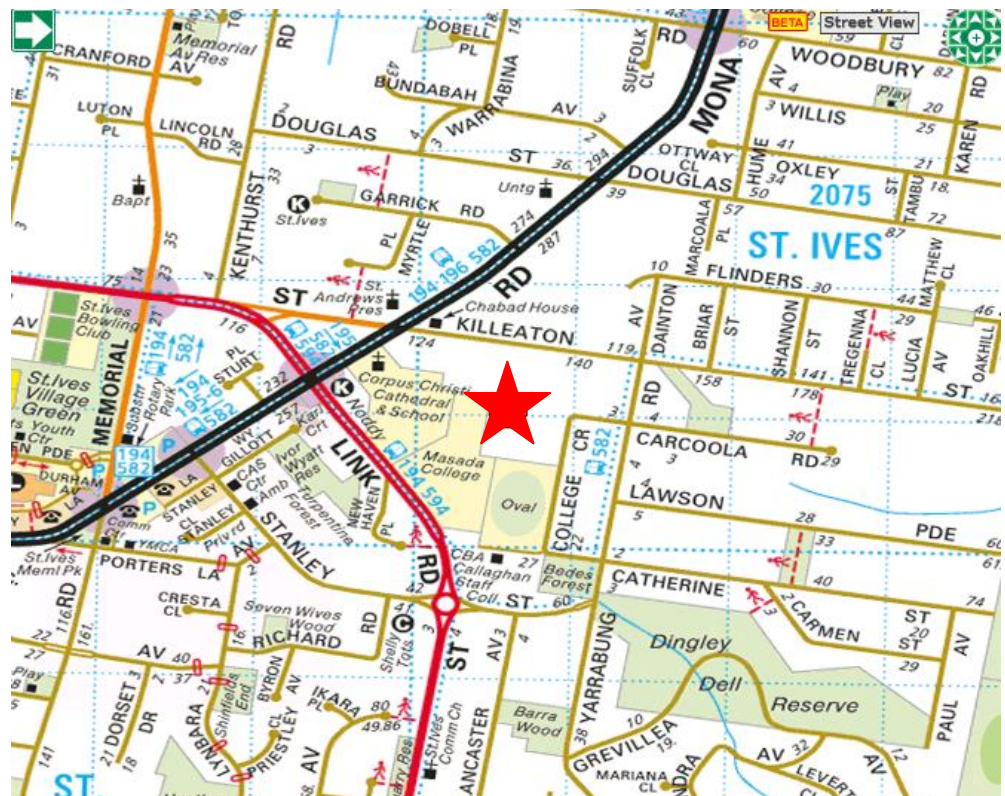


Figure 1: Location of subject site (shown marked with star)

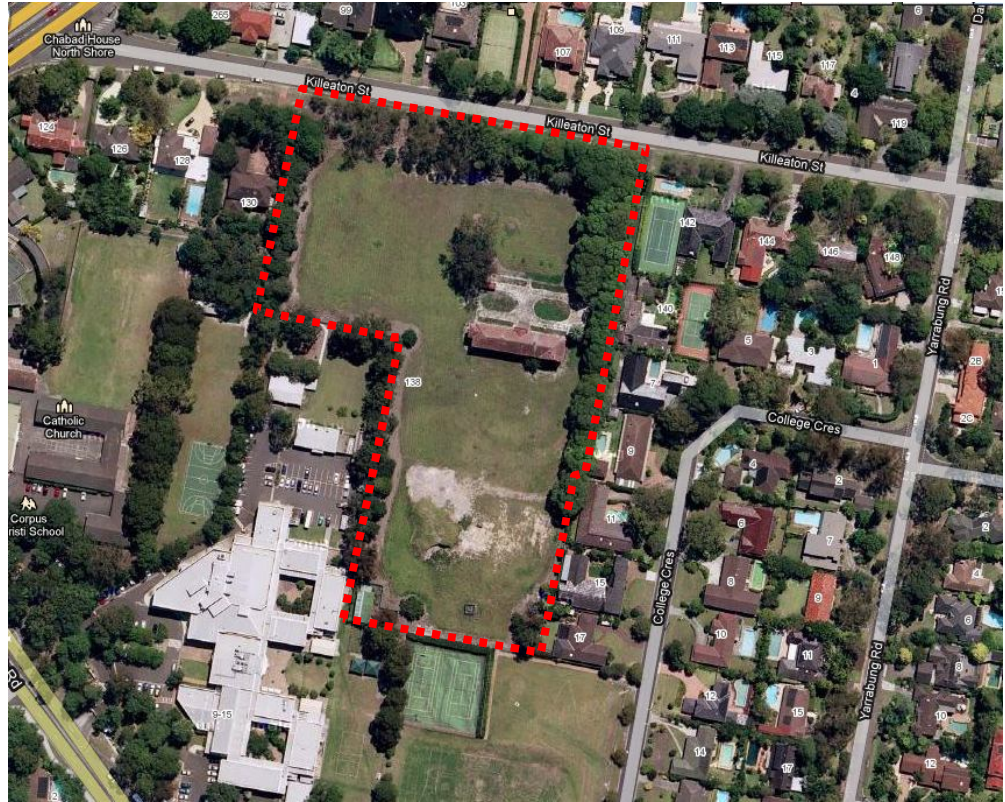


Figure 2: Aerial view of site showing approximate boundary location

2.2 SURROUNDING DEVELOPMENT

The area surrounding the site is mixed with dwelling houses and educational facilities. The surrounding development can be seen in **Figure 2**.

Adjoining the south and part of the west of the site is Masada College. The College oval is located to the south and the College buildings are located to the west. Also adjoining to the west of the subject site is a detached dwelling house.

To the east of the subject site are properties occupied with detached dwelling houses. Those properties front onto either Killeaton Street or College Crescent.

Although much of the surrounding land is occupied by detached dwelling houses that characterise a low-density environment, the new Town Centres LEP (see later in this Statement) has rezoned land in the area for higher density development. There are other areas of land in the vicinity that have been subject to these higher zonings. Therefore, the character of the area will be undergoing change in coming years as the densities under the new Town Centres LEP are realised.

3.0 PROPOSED MODIFICATION

3.1 EXISTING CONSENT

On 2 May 2011, the Planning Assessment Commission granted development consent (MP10_0057) subject to conditions, to the following development on the subject site:

- *Demolition and excavation;*
- *Construction of 6 residential buildings of 4-6 storeys in height comprising 298 apartments;*
- *Adaptive reuse of monastery building for communal facilities including pool and gymnasium;*
- *Basement parking; and*
- *Landscaping works.*

A set of approved plans relevant to the application are contained at **Annexure 1**.

3.2 PROPOSED AMENDMENTS

It is proposed to make the following changes:

Amend condition B5, relating to construction traffic management

The existing condition states that “No vehicles larger than a small rigid truck are to travel in Killeaton Street east of the site entrance and exit”.

This requirement is impractical. Any southbound or northbound larger trucks will need to travel in an in Killeaton Street east of the site entrance and exit in order to make a safe delivery to the site. Otherwise, after completing deliveries, large trucks will be making awkward and potentially unsafe maneuvers to turn around and head westwards towards Mona Vale Road.

The proposed path of travel for northbound and southbound delivery trucks is shown in the Construction Traffic Management Plan at **Annexure 1**.

Amend condition D1, relating to construction entrance and exit

The existing condition requires that an alternative construction entrance/exit is required in order to protect Trees 79-109 on the site. The approved Arborist report provides adequate measures to protect the trees during the construction phase. **Annexure 2** contains a report prepared by Tree and Landscape Consultants, which explains the trees protection measures will adequately ensure the ongoing health of the trees.

3.3 AMENDMENT TO CONDITIONS

The following conditions are to be amended as shown below.

Condition B5

It is proposed to delete the following words from condition B5:

No vehicles larger than a small rigid truck are to travel in Killeaton Street east of the site entrance and exit.

Condition D1

It is proposed to replace condition D1 with the following amended condition:

To preserve Trees 79-109, being the row of Brushbox trees along the eastern side boundary, (as detailed on the plans contained in Appendices F and G of the Arboricultural Assessment Report prepared by Tree and Landscape Consultants dated 8 July 2010), those trees shall be protected in accordance with "4.5.3 Ground Protection" contained in Appendix D of that Arboricultural Assessment Report.

4.0 PLANNING ASSESSMENT

This section undertakes an assessment of the proposal under the relevant issues raised by the proposed modifications.

4.1 ENVIRONMENTAL PLANNING INSTRUMENTS

4.1.1 Ku-ring-gai Local Environmental Plan (Town Centres) 2010

Pursuant to clause 2.2 of the LEP, the subject site is zoned R4 – High Density Residential. The proposal involves making amendments to conditions of consent for the existing approval for multi-unit housing on the site.

There are no other clauses of the LEP that are relevant in the assessment of the proposed amendments.

4.2 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft environmental planning instruments relating to the proposed modifications.

4.3 DEVELOPMENT CONTROL PLANS

4.3.1 Ku-ring-gai Town Centres Development Control Plan 2010

Ku-ring-gai Town Centres Development Control Plan was adopted by Council on 8 June 2010 and became effective on 11 June 2010. The Town Centres DCP complements the Town Centres LEP. The Town Centres DCP also replaces the Ku-ring-gai Development Control Plan No.55.

Part 7 of the DCP contains controls relating to Category 5 – Landscape Remnant. The proposal is not inconsistent with the provisions of Part 7 of the DCP, in that the trees are to be retained and measures are proposed to protect the trees.

Part 4 of the DCP contains controls relating to construction activities and management. The proposed construction traffic management plan is not inconsistent with any of the provisions of Part 4 of the DCP.

4.4 LIKELY IMPACTS

The proposed path of travel for construction vehicles has been planned to ensure that minimal disruption occurs along local residential streets. The path of travel also ensures the most efficient means of managing the movements of construction vehicles, which will ensure minimal disruption to traffic and pedestrians in front of the site. These efficiencies will, in turn, ensure that the timeline for construction activities on the site is minimised.

The methods for tree protection outlined in the approved Arborist report will ensure that trees 79 – 109 are protected from construction activities on the site. The arborist report at Annexure 2 confirms that, with these measures in place, the trees will remain stable, undamaged and viable.

5.0 CONCLUSION

The proposal seeks to make the following changes:

- Amend condition B5, relating to construction traffic management; and
- Amend condition D1, relating to construction entrance and exit.

The proposal satisfies assessment of all relevant issues including all relevant provisions contained in Ku-ring-gai Town Centres Local Environmental Plan 2010 and Ku-ring-gai Town Centres Development Control Plan 2010.

It is therefore submitted that the Minister grant approval to the Section 75W application and amend the development consent in the manner requested.

ANNEXURE 1

Construction Traffic Management Plan

ANNEXURE 2

Arborist Report