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04 December 2011

Mortlake Consolidated Pty Ltd
C/- Mecone
Suite 805, 185 Elizabeth St
SYDNEY NSW 2000

Attention: Ben Hendriks

Dear Ben

**MP10_154 Majors Bay Residential Development
One-on-one Community Consultations**

At the request of Mortlake Consolidated Pty Ltd (the proponent of the above development), Mark Shanahan Planning Pty Ltd undertook one-on-one Community Consultations with the local Mortlake community during the public exhibition of the above project.

This letter reports on the methodology and outcomes of those consultations.

The objectives of the Community Consultations were:

- to meet individually with occupants of premises in the locality;
- to provide an opportunity for them to ask any questions they may have about the project;
- to explain the project to them in clear and objective terms (using the 8 information sheets presented at the public consultation session on 3 November 2011 – **Attachment 1**);
- to invite and discuss their views and suggestions, and
- to explain how they can make a submission should they express an interest in doing so (whether positive or negative).

To ensure no misunderstanding, it was made clear to respondents that Mark Shanahan Planning Pty Ltd was an independent town planning consultancy commissioned by Mortlake Consolidated Pty Ltd, the proponent of the development, to engage with the local community; that they were free to express any view they liked, and were under no obligation to make a submission for or against the project or any submission at all. Copies of the information sheets were provided on request to several respondents to review in their own time.

A total of 156 premises were visited over six days during the public exhibition period (Wednesday 23/11/11, Friday 25/11/11, Saturday 26/11/11, Monday 28/11/11, Wednesday 30/11/11 and Friday 2/12/11).

The area in which visits were conducted is shown on the plan annexed as **Attachment 2**. Properties on the western side of Hilly St north of Edwin St and properties on the western side of Bennett St between Edwin St and Northcote St were not visited on advice that Mortlake Consolidated Pty Ltd had been in consultation with those properties for some time. It is understood that Mortlake Consolidated Pty Ltd will be reporting separately on those consultations.

Due to time constraints, visits were confined to houses, townhouses or commercial premises, and residential flat buildings were not visited.

Where no response was initially obtained due to no access, no answer or the appropriate person not being available at that time, properties were revisited on subsequent days. Responses were ultimately obtained from approximately 50% of the properties visited.

The range of responses included unqualified support, qualified support, neutral/no interest and opposition, as detailed in Table 1 below.

Street	Visited	Responded	Support - unqualified	Support - qualified	Neutral / No Interest	Opposed
Hilly St	43	18	1	4	8	5
Tennyson Rd	36	21	6	5	10	0
Edwin St	13	6	1	4	1	0
McDonald St	8	5	1	0	3	1
Bennett St	10	7	0	4	3	0
Bennett Lane	1	0	0	0	0	0
Bertram St	45	23	4	3	10	6
TOTALS	156	80	13	20	35	12

Table 1: Results of community consultations

In general terms, just over half of respondents took the opportunity to learn more about the project and express their views, while the others stated that they did not feel affected or a need to be involved. Of those respondents who expressed an interest, substantially more were in support (73%) than were opposed (27%).

The main reasons stated in support were:

- The upgrading of dilapidated and redundant structures (particularly on the Anzol Paints site) which were seen as a blight on the visual amenity and image of the area, and a magnet for anti-social behaviour;
- The co-ordinated and expedited upgrading of local streets including widening, cycleways, kerbside replanting, landscaping and drainage;
- The provision of foreshore parkland/walkway and through-site pedestrian links and view corridors;
- The opportunity for integrated architectural treatment of multiple sites;
- A reduction of heavy vehicle movements associated with industrial use;

- The provision of basement carpark with shared access, thus reducing the number of existing driveways and avoiding multiple driveways (and loss of street parking) if sites were developed individually;
- Better co-ordination and control of construction impacts through having a single developer.

Many respondents expressed a recognition and acceptance that the public facility and amenity benefits are the outcome of integrated and co-ordinated development of the landholdings funded through the proposed additional dwelling yield and would be unlikely to be obtained from individual site developments of the type that have been undertaken in the area to date.

Where concerns were expressed, these primarily related to:

- The generation of additional traffic that could contribute to existing peak-time congestion on streets leading into and out of the area;
- The generation of additional parking on local streets if on-site parking was not sufficient;
- The 9-storey height of proposed Building 2D. (There were no objections to the 6-storey height of Building 4B).

Suggestions made by respondents included:

- Improvement of local intersections and roundabouts (whilst recognising that this was primarily a Council/RTA responsibility);
- Provision of more on-site parking;
- Reducing the height of the 9 storey building by redistributing upper level units across the other buildings;
- Provision of improved public transport (more frequent buses to Burwood and city; bus to Rhodes; a ferry stop in Majors Bay).

Many respondents observed that traffic and public transport were existing issues which are the responsibility of State and local government.

The main message coming from these consultations was a recognition of the significant public benefits and better quality of development from having the site developed in an integrated and co-ordinated way rather than piecemeal development of individual properties over a protracted timeframe.

I would welcome the opportunity to discuss these findings with Mecone, Mortlake Consolidated Pty Ltd or officers of the Department of Planning & Infrastructure should this be requested.

Yours sincerely



Mark Shanahan BTP (Hons) Dip Law (LPAB) MPIA
Director



Welcome to today's community consultation session.

Mortlake Consolidated has lodged a Concept Plan with the NSW Department of Planning & Infrastructure which aims to revitalise former industrial lands at Majors Bay.

The purpose of today's session is to:

- Describe the Concept Plan and the planning pathway
- Provide information to assist you in providing feedback and making an informed submission to the NSW Department of Planning & Infrastructure on the Concept Plan

The following members of the project team are available to answer any questions that you may have:

- Ian Edwards, Mortlake Consolidated
- Ben Hendriks & Aras Labutis, Planners, Mecone
- John Richardson, Architects and Master Planners, Cox Richardson,
- Faye Woodward, Consultation, Linchpin Communications

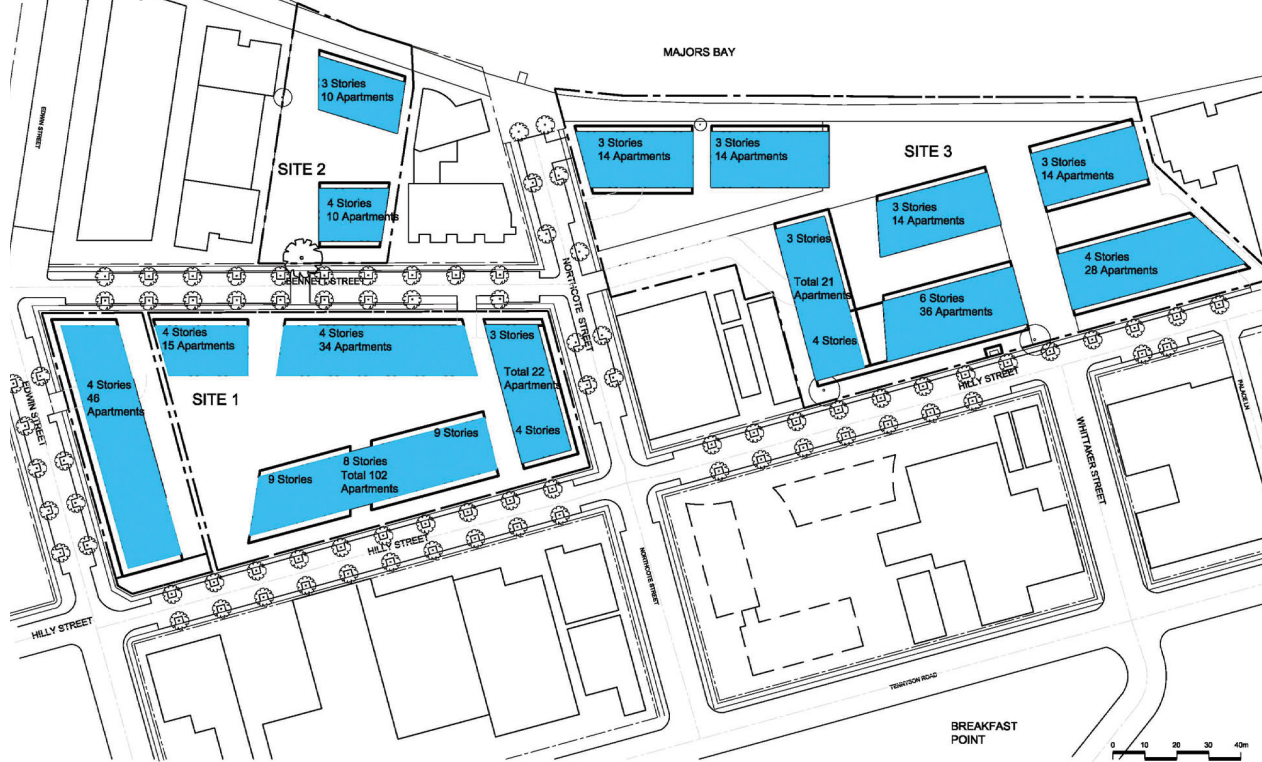
How to make a submission:

You can lodge a submission online at <http://majorprojects.planning.nsw.gov.au> under *MP10_0154- Majors Bay - Residential Development*

For further information, please call the planner, *Ben Hendriks*, on (02) 8667 8668

THE CONCEPT PLAN

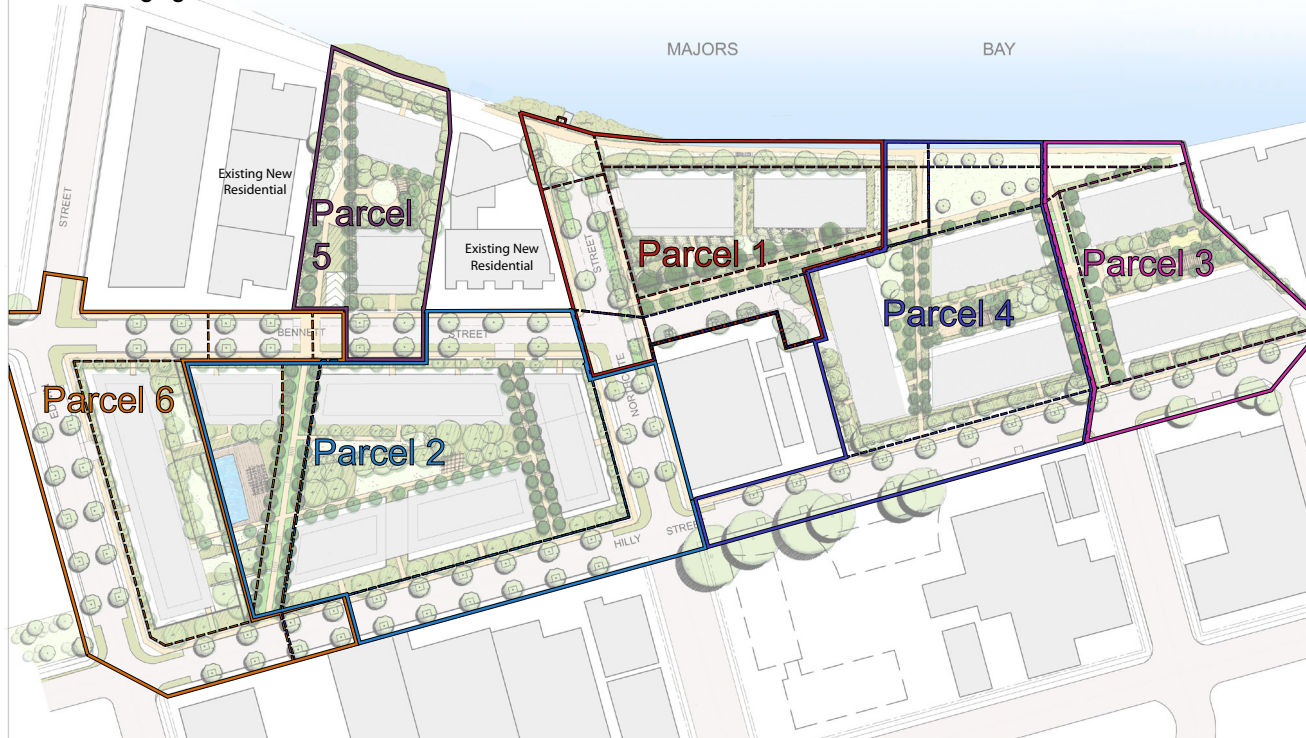
Building Heights & Approximate Apartment Totals



High quality design, extensive open space and improved public amenity result from the integrated development of multiple sites

- All waterfront buildings, small 3 storey (10-14 Apts)
- Balance predominantly 3 and 4 storey (10-46 Apts)
- Only 1 x 6 storey and 1 x 9 storey building
- Extensive public and private ecological initiatives.
- Designed to maximise solar access and views
- Improved Council infrastructure - roads and stormwater

Indicative Staging Plan

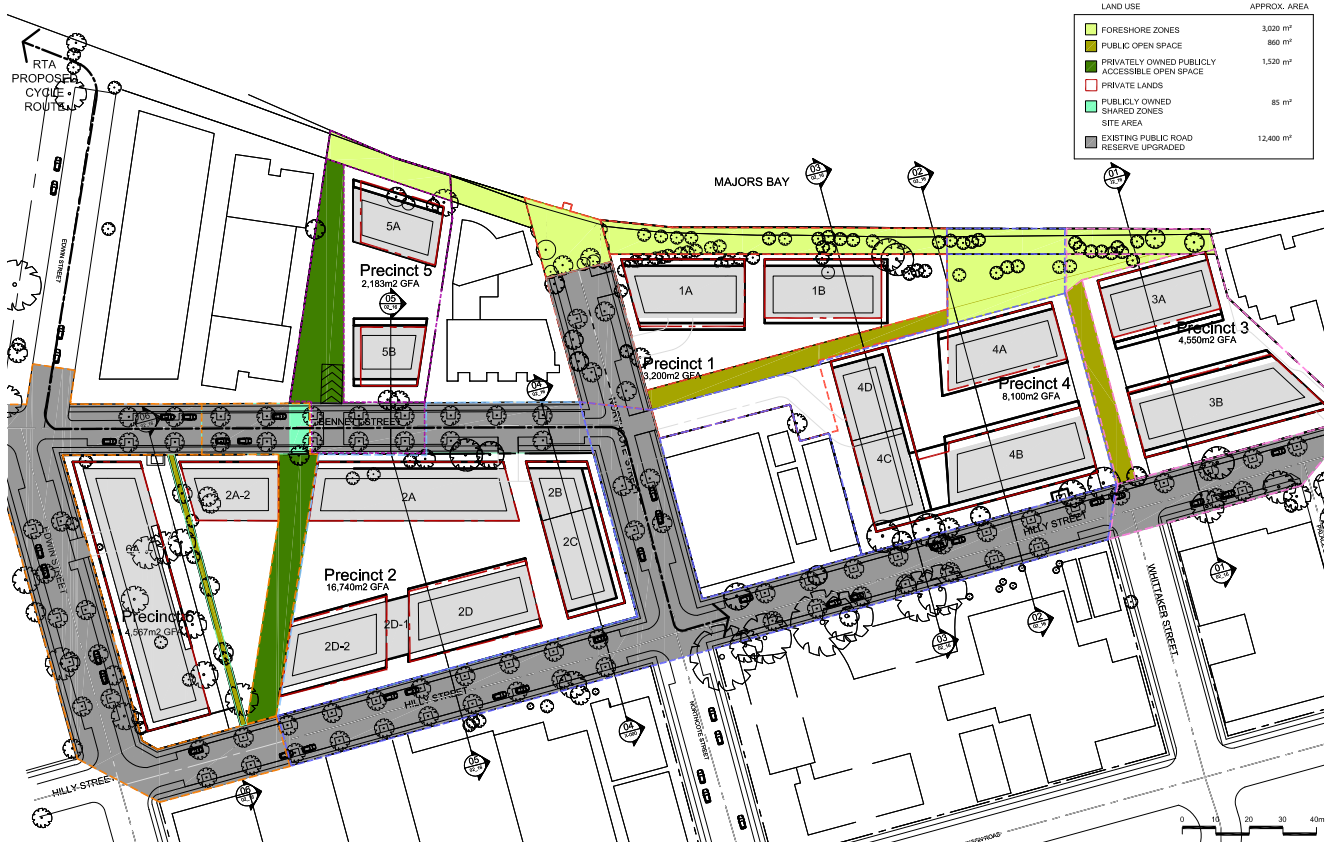


Landscape Plan

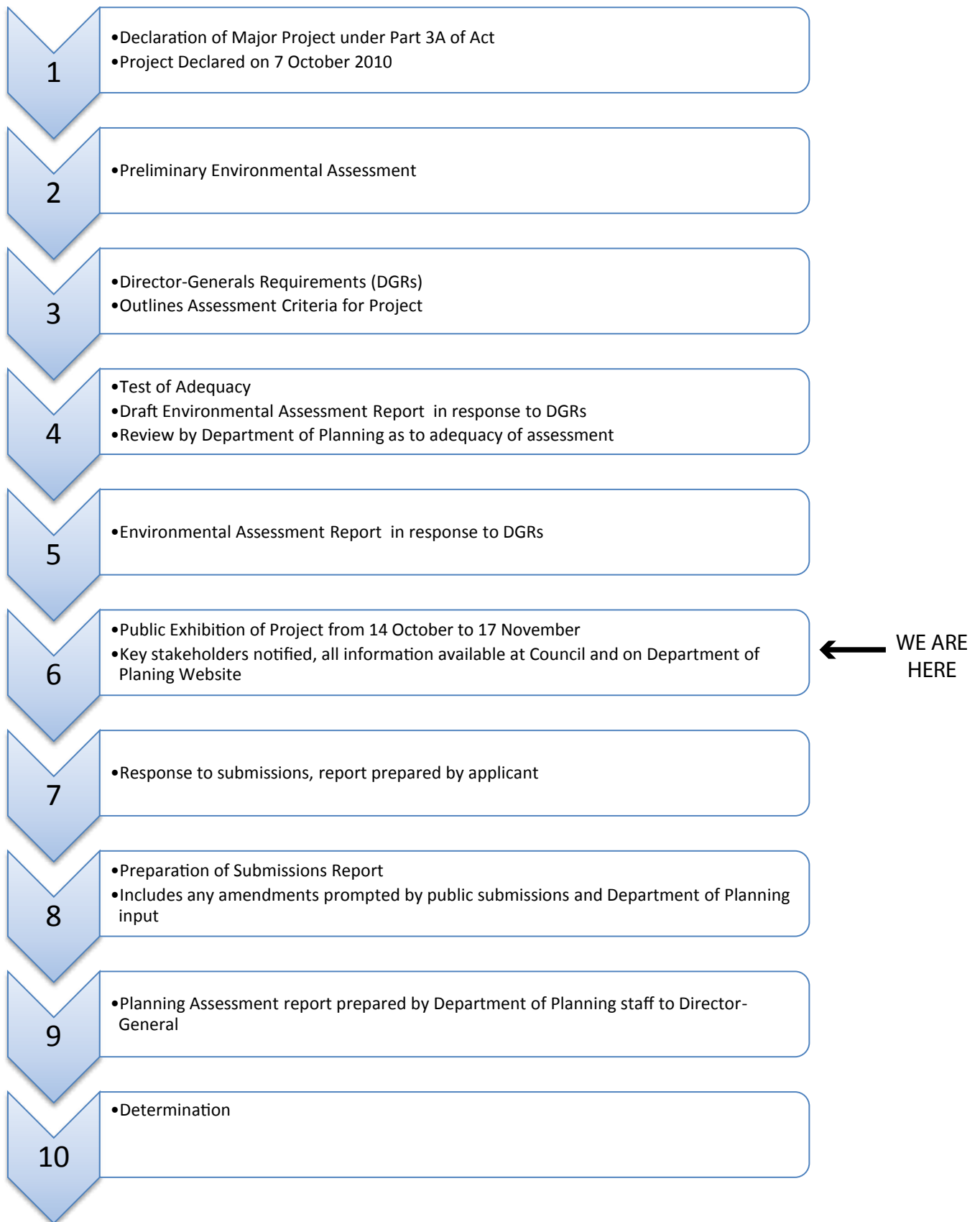


Extensive public & private open space, landscaping & public waterfront access result from the integrated development of multiple sites

- 7,000m² Approx. of landscaped space
- 3,000m² Approx. of waterfront open space & park
- Major improvements of local public domain
- Extensive Council street upgrades & tree planting



THE PART 3A PLANNING PROCESS



SUMMARY OF TECHNICAL STUDIES

Urban Design

- Amalgamation of 28 lots allows for a better quality, cohesive & consistent built environment, including:
 - * Extensive open space
 - * Access to the foreshore
 - * New foreshore path and park
 - * Comprehensive streetscape upgrades and minimisation of vehicular driveways
- Concept Design reviewed by Council's independent advisor as being compliant with *SEPP 65 – Design Quality of Residential Flat Buildings*
- SEPP65 is the principal NSW planning policy to raise the quality of residential flat development.
- Improvement in surrounding residential amenity through conversion of industrial uses and decontamination and remediation of the site.

Town Planning

- Complies with all relevant State Planning Policy
- All items in Director-General Assessment Requirements fully addressed and resolved
- The proposal will include:
 - * the dedication of foreshore walkways and new foreshore public park of approx. 3,000 m²,
 - * high quality street upgrades and
 - * numerous new visual & pedestrian links to the foreshore and
 - * upgrades to all public open space.

Community & Council Engagement

- Display, discuss and feedback sessions pre-lodgement & post-lodgement during formal public exhibition
- Preparation of report outlining public feedback and means of addressing any issues will be submitted with Preferred Project Report
- Extensive consultation has been conducted with Council during the consolidation of the sites and the design of the concept plan.
- Further consultation with Council during preparation of future Project Applications

Traffic & Parking

- No overall increase in traffic generation
- Cycleway integrated into concept plan
- Transition from industrial use to residential will result in significant reduction in heavy vehicle traffic
- Existing road network can accommodate proposed development without any worsening of Levels of Service at intersections
- New residents will add to viability of new and increased services & frequency of RTA bus services.
- Parking provided in accordance with Canada Bay parking controls

Contamination

- The scope of investigations conducted exceeds that required by the Director-General and the EPA.
- Contaminants are contained to the development sites and are generally restricted to the former paint factory site.
- Remediation will occur safely and effectively without significant environmental impact.

Heritage

- No adverse impacts on the heritage significance of any items of cultural heritage
- No adverse impacts with respect to aboriginal archaeological heritage

Environmentally Sustainable Development

- Adoption of Compliance with performance benchmarks regarding:
 - * solar access;
 - * natural ventilation;
 - * energy efficiency;
 - * water conservation
 - * water reuse; and
 - * waste minimization
- Incorporation of environmental features in the design
- Creation of new cycle ways to encourage use of bicycles

Stormwater

- Significant reduction in runoff quantity and improvements to storm water quality through:
 - * the aeration of run-off by the incorporation of bio-swales,
 - * retention / filtration systems; and
 - * significant increase in permeable ground cover and landscaping;
 - * grey water reuse.
- Street upgrades including bio-swales & refuse traps to improve quality of street water entering the bay
- Proposed upgrades of Council's stormwater infrastructure

Landscaping

- The current site has no landscaping, trees or grassed areas and will be transformed by a comprehensive landscape design
- In excess of 7,000m² of the site will be dedicated to landscaping by an award-winning landscaped architect
- Creation of numerous new publicly accessible landscaped links to the foreshore
- Creation of new public foreshore walkway and new foreshore public park of approx. 3,000m²
- Extensive coordinated landscape upgrades to existing public streets

Disabled Access

- Disabled access to all building entries
- Adaptable units and disabled parking spaces provided in accordance with relevant local, State & National planning policy
- Disabled access to and along foreshore
- Disabled access to communal private & public open space
- Disabled public parking to be created at end of Northcote Street

IMPROVED ACCESSIBILITY AND CONNECTIVITY



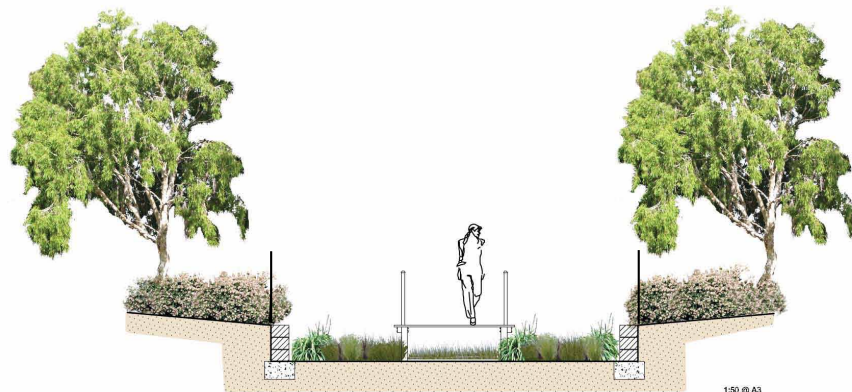
Extensive public access and connectivity result from the integrated development of multiple sites at an appropriate F.S.R

Pedestrian and cycle paths - Connectivity

- New cycle path linking Majors Bay foreshore to existing streets and the river crossing.
- Three (3) new public pedestrian paths to the foreshore
- Six (6) new visual through connections

Accessibility

- Access for disabled residents, visitors and the public to buildings and open spaces including the foreshore.
- Access to new public foreshore paths
- Access to new public foreshore park



Section through Public Access Rainwater Garden



Section - Elevation of Public Access Rainwater Garden



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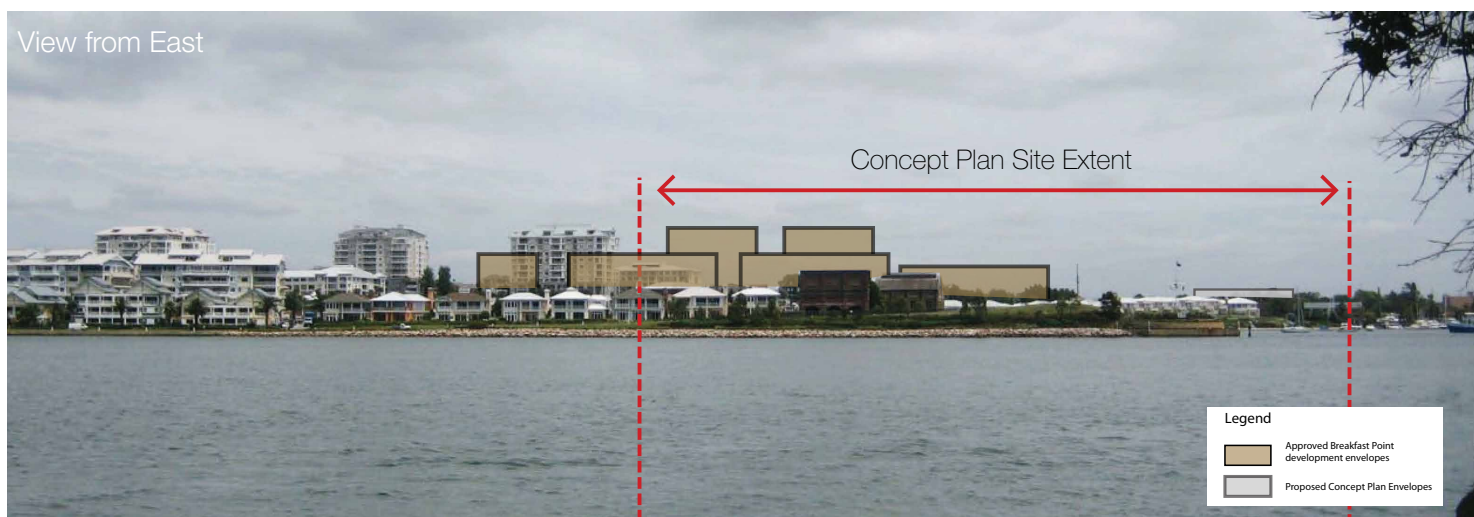
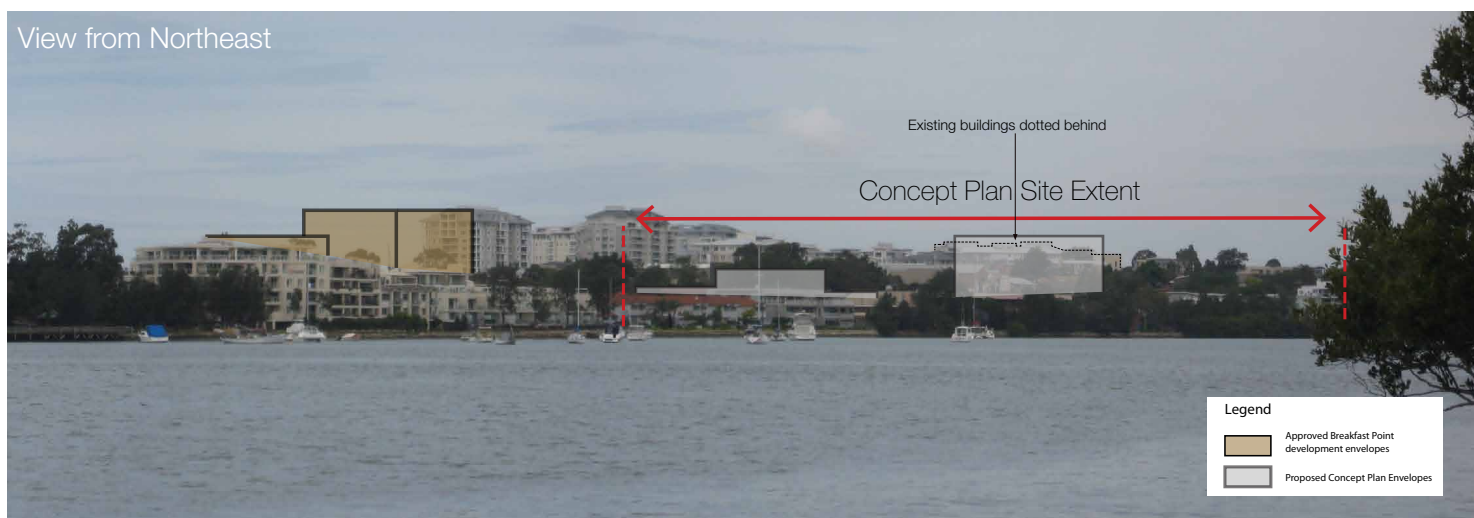
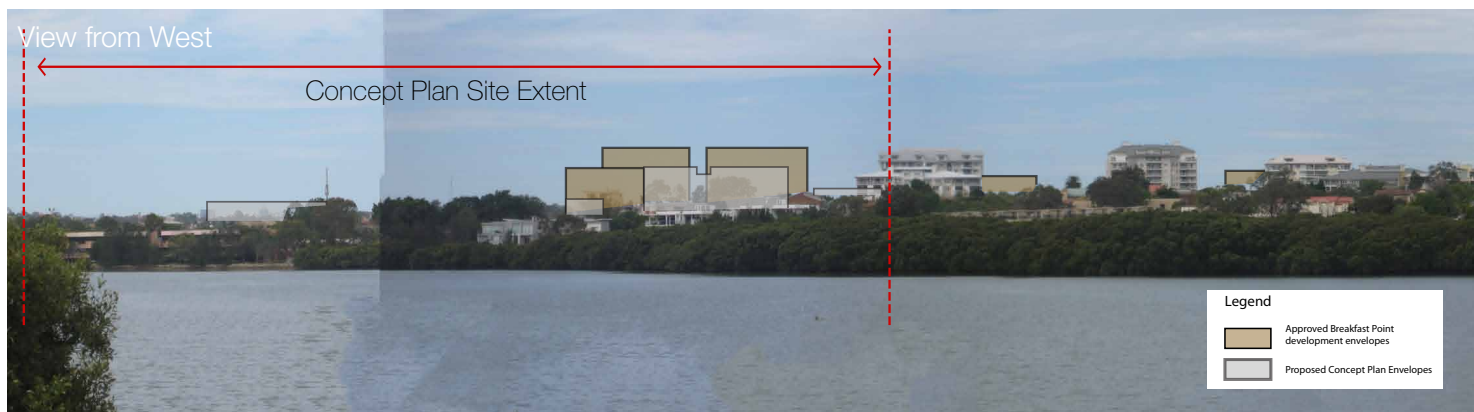
Proponent
**Mortlake Consolidated
Pty Ltd**

Statutory Planners
MECONE

Master Planners & Architects
COX

Landscape Architects
**taylor
hammer**

CONCEPT PLAN SITE EXTENT



- Proposed 3 and 4 storey buildings - generally not visible
- Proposed one (1) only 6 storey building and one (1) only 9 storey building designed and strategically located in consultation with Council to align with existing buildings i.e. Minimal increased visual impact

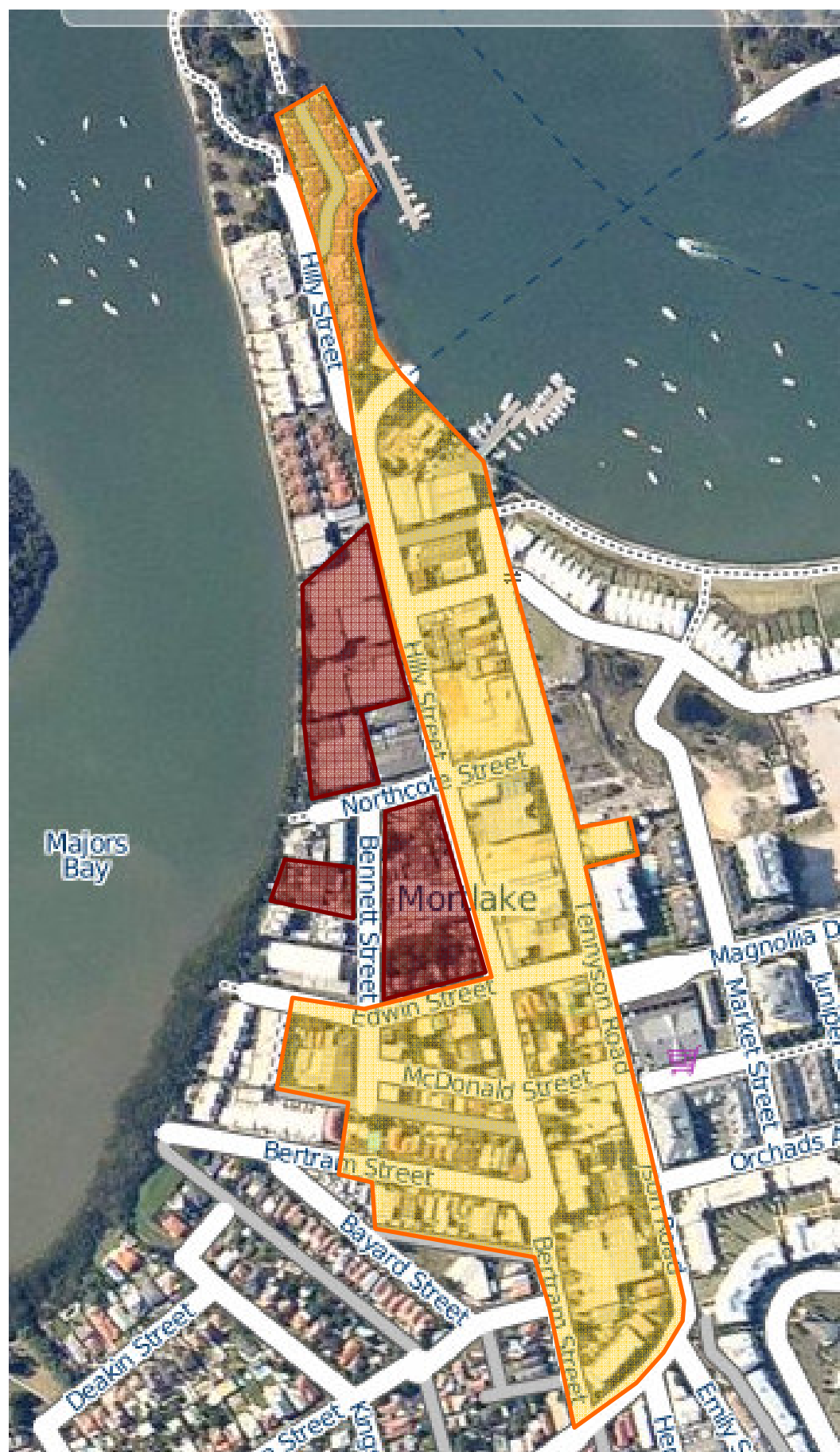
STREET VIEWS & PROPOSED UPGRADES



Extensive street upgrades result from the integrated development of multiple sites at an appropriate F.S.R

- New Pedestrian footpaths
- New Cycleways
- Extensive street and footpath improvements
- Extensive street tree planting
- Improved Council road and drainage infrastructure
- Bio-swales & refuse traps to improve quality of street water entering the bay

Attachment 2: AREA OF COMMUNITY CONSULTATIONS



CONSULTATION AREA

Base map source: NearMap, 3/12/11.