

PLANNING REPORT
SECTION 75W APPLICATION
MP 08_0195

78-90 OLD CANTERBURY ROAD, LEWISHAM
AMEND CONDITIONS AND MINOR CHANGES
TO CONCEPT PLAN

JANUARY 2013

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1. Proposed amended concept plan drawings
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1.0 INTRODUCTION

This Statement of Environmental Effects accompanies a Section 75W application by Meriton Group Pty Ltd to amend Major Project Approval MP 08_0195.

It is proposed to make the following changes:

- Minor amendments to the Concept Plan;
- Amend various conditions; and
- Amend the Statement of Commitments.

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

The subject site is located at 78-90 Old Canterbury Rd, Lewisham, which is legally described as Lot 11 in DP 774322 and Lots 6-8 in DP 977044. The site is an irregular shaped allotment that is currently occupied by an assortment of industrial buildings. As shown in **Figure 1** and **Figure 2**, the site is bounded by Longport Street to the north, Old Canterbury Road to the east, Hudson Street to the south and a green corridor (redundant freight railway corridor) to the west. A few outbuildings are located within the green corridor to the west and attached to the western boundary alignment of the subject site. The north eastern corner of the site is bounded by William Street and Brown Street. The site has a total area of 13,115sqm.

The site is subject to a recent Major Project approval that granted consent to a concept plan that will guide future redevelopment on the site. Details in this respect are at section 3.1 of this Statement.



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



Figure 2: Aerial view of site showing approximate boundary location

3.0 PROPOSED MODIFICATION

3.1 EXISTING CONSENT

On 15 March 2012, the Planning Assessment Commission granted development consent (MP08_0195) subject to conditions, to the following development on the subject site:

Concept approval is granted to the development as described below:

- a) use of the site for residential, retail, commercial and public open space;*
- b) indicative building envelopes for 7 separate buildings with heights ranging from 4 to 10 storeys;*
- c) basement level and at grade car parking;*
- d) internal and external road works;*
- e) public pedestrian and cycle pathways. Providing connections to the surrounding area, the Lewisham railway station and Lewisham West light rail stop.*

3.2 PROPOSED AMENDMENTS

It is proposed to make the following changes:

- Minor amendments to the Concept Plan;
- Amend various conditions; and
- Amend the Statement of Commitments.

The following paragraphs detail the proposed amendments.

3.2.1 Concept Plan Amendments

Amendments are proposed to the approved Concept Plan documents. The amended Concept Plan documents are contained at **Annexure 1**.

The following paragraphs describe the proposed amendments. It is noted that through design refinement of the approval and the amended building footprints, the proposal will result in a reduced GFA to 30,483 sqm, which remains below the 39,896 sqm allowable in the consent.

Amend Footprint of Buildings A and B

It is proposed to reconfigure the building footprints of Buildings A and B, in the space between those buildings. Currently, the approval provides for building footprints that cut through on a diagonal angle to the buildings. This does not provide for an efficient internal layout of apartments. Accordingly, it is proposed to change the angle to a right-angle.

Amend Location of Parking Access

The approved concept plan provides for a vehicular accessway along the western side of the site that leads to the parking ramp location between Buildings B and D. The approved plan also provides for an additional access/egress location on William Street.

Design development has found that a more efficient arrangement for parking access is to eliminate the William Street entry/exit and provide all vehicular activity via an amended, ramped accessway at the west of the site.

The proposed ramped accessway ensures a more efficient basement layout that will require less excavation on the site and a more efficient use of the basement for parking and manouvering.

The amended accessway will include a 6.4 metre carriageway and a 2 metre wide pedestrian accessway along the eastern side of the ramp. The pedestrian accessway will ensure that the pedestrianised link is maintained between the light rail stop and Longport Street.

A traffic report, prepared by Traffix, has been prepared in relation to these amendments. The report concludes that the proposed altered arrangements are acceptable. The report is at **Annexure 3**.

Increased Open Space

The proposed amendments to the location of the parking access substantially increases the amount of space available for open space and landscaping. Amended Plan 12.2 and 22.1 show the increased open space.

Refined calculation of the proposed open space and design development on the basis of the approved concept plan has also resulted in amended open space figures. The public park remains compliant with Condition B3, in that it is in excess of 3,000 sqm.

A total increase of 1,837.40 sqm of open space will result from the proposed amendments. The proposed overall amendments to the open space are shown in the table below.

	Approved	Proposed
Private Open Space	1132.30	3108.80
Public Open Space	3246.80	3119.70
Main Public Park	3054.40	3002.10
	192.40	117.60
Other Public	(cycle link between public park and Brown St and space alongside vehicle ramp)	(cycle link between public park and Brown St)
Total	4397.10	6228.50

Modulation of Approved Building Heights

Design development to comply with solar access requirements and provide improved building modulation result in minor changes to the building height plan. The changes are minor and have been made within the limitations of the existing concept approval.

The amended plan 12.5 at **Annexure 1** contains numerical references on the plan and a description of the catalyst of the amended building form.

Minor Changes to Land Uses

It is proposed to make minor amendments to the land uses plan.

The first amendment involves redefining the specific requirements for ground floor retail and commercial in Buildings A, C and G. It is proposed to introduce an allowance for 'dual use' spaces on those parts of those buildings. Dual use spaces are a 'universal' design practice that ensures a space can be used/easily adapted for either residential use or non-residential use. This practice allows important street level spaces to remain active/occupied. If retail space is in demand, the spaces would be used as such. In times of lower retail demand, the spaces could be occupied for residential purposes.

The second amendment involves deleting the requirements for non-residential landuse frontage towards the proposed north-south vehicular access ramp. It is not expected that any non-residential use would be successful in this location due to aspect and lesser pedestrian traffic.

3.2.2 Amend Statement of Commitments

Amendments are proposed to the existing approved Statement of Commitments that is referenced in the consent. The amended Statement of Commitments is contained in **Annexure 2**.

The following paragraphs describe the proposed amendments.

Ecologically Sustainable Development

It is proposed to delete the commitment to consideration of the sustainability measures provided in the ESD report contained in the Environmental Assessment report. The ESD report makes various recommendations some of which are required through BASIX. The recommendations beyond BASIX initiatives include renewable energy initiatives such as photovoltaics and co-generation.

There are no provisions that require the inclusion of energy efficiency measures within Council's current LEP or the site specific McGill Street component of the Council's DCP. It is noted that Part 2.16 of Council's DCP contains provisions relating to energy efficiency. However, the recommended renewable energy initiatives, including photovoltaics and co-generation, are not required by the DCP.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 is the primary planning instrument that requires development to meet energy efficiency standards. The proposed development will be required to comply.

Affordable Rental Accommodation

It is proposed to delete the commitment to provide for affordable housing units on the site. Currently, there is no planning control framework in place – at Marrickville Council or the State Government – that requires the provision of affordable housing units. This was also the case at the time MP 08_0195 was assessed and approved. It is noted that other Councils are able to require the provision of affordable housing because their Local Environmental Plans contain relevant provisions.

Building Height

It is proposed to delete the commitment to building heights and the seeking of the relevant required civil aviation approvals. The commitment is considered superfluous because:

- Condition 21, in Schedule 3, in the MP approval contains a condition that already requires approval from Sydney Airports Commission and Air Services Australia;
- Condition A2 (approved plans) imposes the maximum height in the consent; and
- The AHD heights listed in the commitment are too specific, and any changes that result from design development will require approval subject to condition 21 (above) in any case.

Community and Cultural

It is proposed to delete the commitment to provide public art. The provision of public art is not required by the Council's DCP.

3.2.3 Amend Conditions

The following paragraphs identify conditions that are proposed to be amended in the consent and reasons for their proposed amendment.

Schedule 2, Condition A2

It is proposed to amend condition A2. The condition is to be amended to represent the proposed changes described in section 3.2.1 and 3.2.2 above.

The condition is to be amended as follows:

The development shall be undertaken generally in accordance with:

- *the Environmental Assessment dated October 2010 prepared by Planning Ingenuity, except where amended by the Preferred Project Report dated August 2011 and the Response to PPR submissions dated 30 November 2011 including all associated documents and reports;*

- the Statement of Commitments prepared by Planning Ingenuity as amended by Meriton, dated November 2012; and
- the following drawings:

Drawing No.	Name of Plan	Drawn By	Date
12.2 <u>(Rev C)</u>	Concept Plan	Tony Owen Partners	November 2014 <u>November 2012</u>
12.3 <u>(Rev C)</u>	Traffic, Access & Parking	Tony Owen Partners	November 2014 <u>9 November 2012</u>
12.4 <u>(Rev C)</u>	Land Use	Tony Owen Partners	November 2014 <u>9 November 2012</u>
12.5 <u>(Rev C)</u>	Building Height	Tony Owen Partners	November 2014 <u>9 November 2012</u>
22.1 (800 Revision D <u>E</u>)	Green Space Calculation Analysis	Tony Owen Partners	22.11.14 <u>13.11.12</u>

except for as modified by the following pursuant to Section 750(4) of the Act.

Schedule 3, Condition 1

It is proposed to delete condition 1. The Director General's Design Excellence Guidelines specifically relate to protocol for undertaking of a design competition. The Council's planning controls do not contain any provisions that require the undertaking of a design competition. Further, considerable design development work has occurred to date and it makes sense for the same architects to remain on the project and be dedicated to preparing the architectural design for the Development Application.

The proposed deleted condition is shown below.

~~Future development applications shall achieve design excellence in accordance with the Director General's Design Excellence Guidelines.~~

Schedule 3, Condition 4

It is proposed to amend condition 4. The current condition specifically requires that 3 hours of solar access is required to 70% of units in each building on the site. It is proposed to amend the condition to allow for at least 2 hours of solar access to the units in each building.

The SEPP 65 Residential Flat Design Code allows for 2 hours solar access in areas of high density. The subject site is located in a high density area. This is evidenced by the densities permitted in the McGill Street Precinct as detailed in Council's DCP. This includes the land immediately to the north of the subject site.

It is also noted that the former Allied Mills site, immediately to the west of the subject site (MP 10_0155) at 2-32 Smith Street, Summer Hill, has allowed for 2 hours solar access in recognition that the area is to become a high density area.

The condition is to be amended as follows:

Future Development Applications shall demonstrate compliance with the provisions of the State Environmental Planning Policy 65 - Design Quality of Residential Flat Development (SEPP 65) and the accompanying Residential Flat Design Code 2002, except where modified by this Concept Plan approval. In particular, future applications shall demonstrate that:

(a) a minimum of 70% of apartments within each building receive a minimum of 3.2 hours solar access to living areas and balconies mid winter; and

(b) a minimum of 60% of apartments within each building are capable of being naturally cross ventilated.

Schedule 3, Condition 6

It is proposed to amend condition 6. The proposed amended condition is based on the discussion in section 3.2.2 under Ecologically Sustainable Development.

The condition is to be amended as follows:

Future Development Applications shall demonstrate the incorporation of ESD principles ~~in the design, construction and ongoing operation phases of the development, including the selection of fabric and materials, water conservation and management initiatives, and energy efficiency and renewable energy initiatives~~ accordance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.

Schedule 3, Condition 18

It is proposed to amend condition 18. The condition requires amendment to address proposed amendments to the requirements for William Street and the north-south private road along the western side of the site.

Part (a) of the existing condition currently requires Meriton to dedicate to Council of a strip of land 0.455 metres in depth along William Street and reconstruct both sides of William Street for pedestrian facilities and the carriageway. The dedication of the land would need to be a costed component of the VPA, but it is considered that there is no clear benefit to its requirement. It is also considered inappropriate to reconstruct the road and pedestrian facilities given that the remainder of the McGill Street precinct is yet to be redeveloped.

Part (c) of the existing condition currently references a private road. Due to traffic access/egress restrictions on the site, the road needs to be replaced with a ramped basement accessway shared with a pedestrian walkway. This is discussed in section 3.2.1 of this report.

Part (c) of the condition also stipulates specific dimensions that are to be applied, which require amendment to accommodate the proposed shared ramped accessway and pedestrian walkway. The existing approved 9.5 metre overall width is not to change. The proposed shared way includes a 6.4 metre wide ramped carriageway and a 2 metre wide footway along the eastern side.

The condition is to be amended as follows:

Future Development Applications shall provide for minimum road widths as follows:

- ~~a) William and Brown Streets shall be a minimum of 9.6 metres (6 metre carriageway and 1.8 metre footpaths on each side);~~
- a) William Street shall be a minimum of 9.145 metres (6 metre carriageway, a 1.695 metre footpath on the south side and retention of the existing 1.45 metre wide footpath on the north side);
- ~~b) Brown Streets shall be a minimum of 9.6 metres (6 metre carriageway and 1.8 metre footpaths on each side);~~
- ~~b)c) Hudson Street shall be a minimum of 6 to 8.5 metres (6 metre carriageway and 2.5 metre indented parking bays); and~~
- ~~c)d) the north-south street (private road) private accessway shall be a minimum of 9.5 metres (incorporating 5.5-6.4 metre carriageway, and 3-2 metre footpath on the eastern side and 1 metre footpath on the western side).~~

Schedule 3, Condition 21

It is proposed to amend condition 21. The condition is proposed to be amended because it will not be possible to obtain final approvals from Sydney Airports Commission and Air services Australia by the time that the Development Application is ready to lodge with Marrickville Council.

Ambidji Group has been engaged to prepare an aeronautical assessment and obtain the necessary approvals, but it is envisaged that the approvals may be several weeks away. Meriton intends to lodge a Development Application with Council early to mid December. Accordingly, the condition will need to be amended.

The condition is to be amended as follows:

Future applications shall demonstrate all necessary ~~approvals have been obtained from applications have been made to~~ Sydney Airports Commission and Air services Australia.

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 Marrickville Local Environmental Plan 2011

Marrickville Local Environmental Plan 2011 is the planning instrument that applies to the subject site.

Zoning

In accordance with clause 2.2, the subject site is zoned as follows (refer **Figure 3**):

- R4 High Density Residential
- IN2 Light Industrial
- B4 Mixed Use
- B5 Business Development

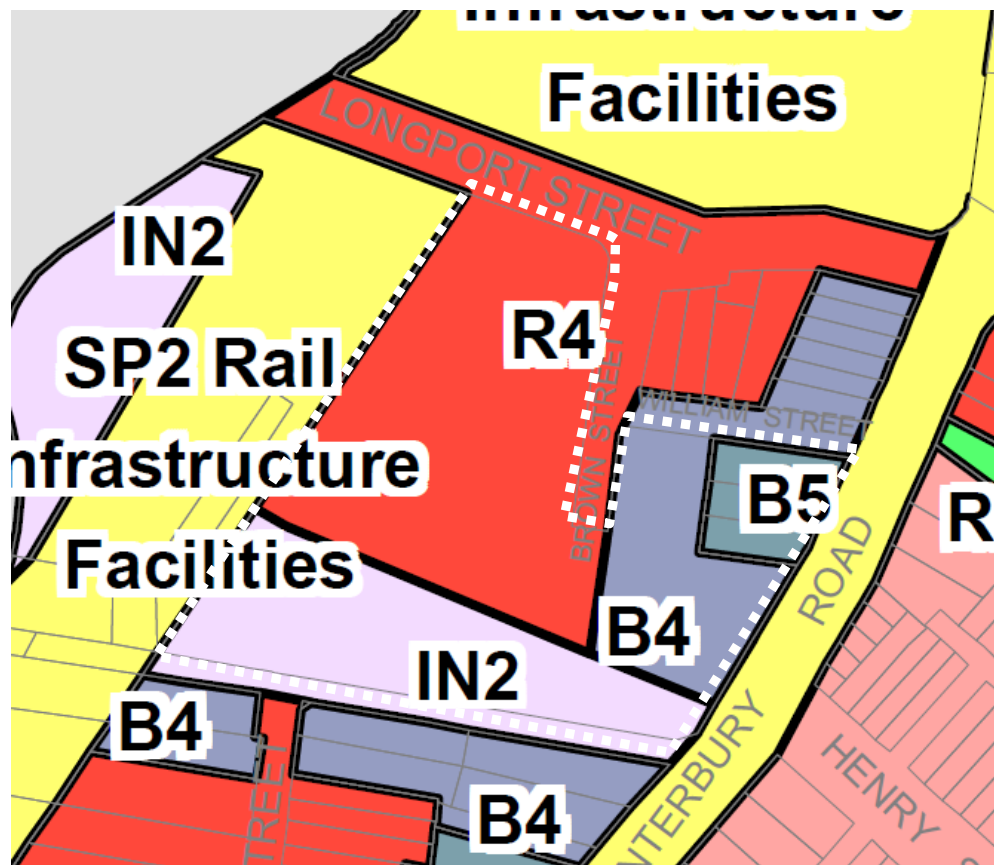


Figure 3: Extract from zoning map from LEP 2011

The proposed amendments to the approved concept plan for a mixed use development on the site are permissible in all zones except for the Light Industrial zone. However, given that the Major Project has been approved on the site, the proposed amendments are able to be considered under Section 75W.

Height

The subject site is covered by a 32-metre height limit. The minor reconfigurations to the height plan ensure that the proposal remains compliance with the 32-metre height limit. No changes will result in any increase in overall approved heights over the site.

Airspace operations

Clause 6.6 includes the following:

- (2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.*
- (3) The consent authority may grant development consent for the development if the relevant Commonwealth body advises that:*
 - (a) the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or*
 - (b) the development will not penetrate the Limitation or Operations Surface.*
- (4) The consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed.*

Meriton has engaged Ambidji Group to undertake an aeronautical assessment of the proposed development and seek approval from Air Services Australia for the building heights proposed on the site.

Seeking approval from Air Services Australia can be a very time consuming process and should not prevent the lodgment of an application to Council under Part 4 (which is currently the case). Council will give due consideration to this issue and it would be normal practice to impose a condition on any consent issued by Council.

Given the above, the proposal has the capacity to satisfy clause 6.6 of the LEP.

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 Marrickville Development Control Plan 2011

The Marrickville DCP applies to the subject site. The McGill Street section of DCP 2011 contains site specific requirements for development of the subject site.

The proposed accessway along the western side of the site is indicated in the DCP as containing an at-grade carriageway. The proposal seeks to vary this requirement to provide for a more efficient basement layout and increase open space on the site. On this basis, the proposed variation is considered acceptable.

The proposed amendments give consideration to the provisions of the DCP in the relevant parts of section 3 of this report. That consideration concludes that the proposed amendments are not inconsistent with any provisions of the DCP 2011.

4.4 LIKELY IMPACTS

The proposed amendments will not have any adverse impacts. Amendment to many of the conditions and the Statement of Commitments are intended to clarify issues in the consent and provide appropriate timing to ensure that the proposal can continue its path through the planning process.

The amended heights and building footprints are acceptable and ensure that the development remains generally the same as approved. No increase in floor space is proposed.

The altered parking and access arrangements are designed to provide a more rationalised method of vehicular traffic management. The proposed amendments in this respect will also produce more open space on the site.

The proposed amendments will ensure that the development continues to meet energy efficiency requirements of BASIX.

The proposed amended solar access requirement to the new public park will have positive results because the landscape treatment will be superior to that necessary in achieving compliance with the 50% figure.

5.0 CONCLUSION

The proposal seeks to make the following changes:

- Minor amendments to the Concept Plan;
- Amend various conditions; and
- Amend the Statement of Commitments.

The proposal satisfies assessment of all relevant issues including all relevant provisions contained in Marrickville Local Environmental Plan 2011 and Marrickville Development Control Plan 2011.

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

Proposed amended concept plan drawings

12.2 MASTER PLAN (REV C) 9 NOVEMBER 2012



Private open space to surrounding residential development

4 storeys to Old Canterbury Rd modulate the scale to the surrounding residential areas. Mixed use zone contain ground floor shop top housing and home office

Brown St retained as access and address points for Units

Dual use addresses main street Old Canterbury Road.

Retail/Dual use faces/feeds onto central green boulevard, activating the treeline park.

Central green boulevard creates a linkage from Henry St to the greenway and provides single intersection for parking and loading access

Hudson Street Retained as main site entry

Greatest height and diversity adjoining the railway line at the farthest point from existing residential

10m set back to minimise impact to the greenways to provide vehicle access to basement and address points for apartments.

large central green space addressed by majority of units

shared zone creates a plaza space as a focal point for the precinct and addresses the proposed light rail station

New light rail station

Public / private open space area to surrounding residential development.

study area boundary
higher density mixed use development
medium density mixed use development
lower density mixed use development



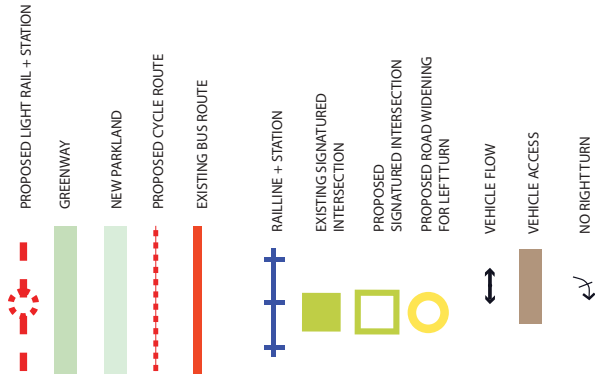
12.3 SUBJECT SITE MASTER PLAN (REV C)

9 NOVEMBER 2012

TRAFFIC, ACCESS + PARKING STRATEGY

The following attributes one features of the Access Plan:

- 1.The central boulevard provides for a single signalized intersection on Old Canterbury Rd
- 2.The wide central boulevard is the main access into the site. It provides a local green spaces, visitor parking, pedestrian amenity and capacity for vehicle and loading access for the site
- 3.The central boulevard links into McGill St to provide access and address points for new residential
- 4.The existing Brown and William St to be retained providing address and access for the residential.
- 5.New shared zone urban plaza terminates boulevard. It addresses the light rail station and is a gateway to the greenways.
- 6.Minimum 6m internal roads
- 7.Linkages to the existing street network
- 8.Entry point for basement parking and loading from internal road to minimize stress on existing road network.



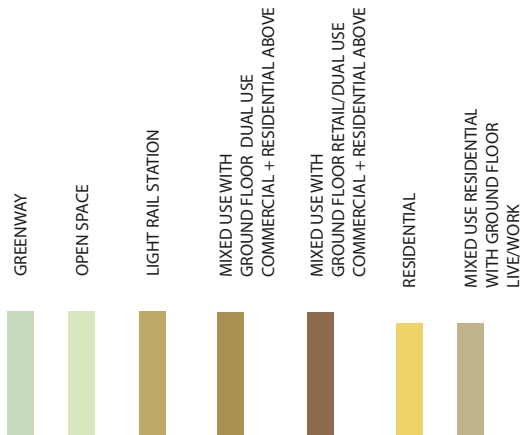
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12.4 SUBJECT SITE MASTER PLAN (REV C)
9 NOVEMBER 2012

LAND USE DIAGRAM

- Mixed use area predominantly residential with ground floor and lower level retail and shop/loft housing space
- Plaza at the southwest serves as the gateway to the proposed light rail station. Concentration of commercial space to the south to reinforce existing commercial patterns
- Ground floor dual use along Old Canterbury Road to activate the streetscape
- Ground floor dual use and retail spaces at the southern end of Old Canterbury Road to activate the streetscape.



12.5 SUBJECT SITE MASTER PLAN (REV C)

9 NOVEMBER 2012

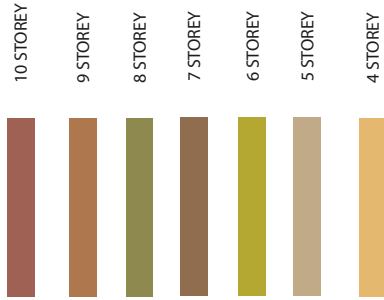
BUILDING HEIGHT

The heights of the buildings on site will be stepped from the railway corridor to the west, to the existing housing to the east.

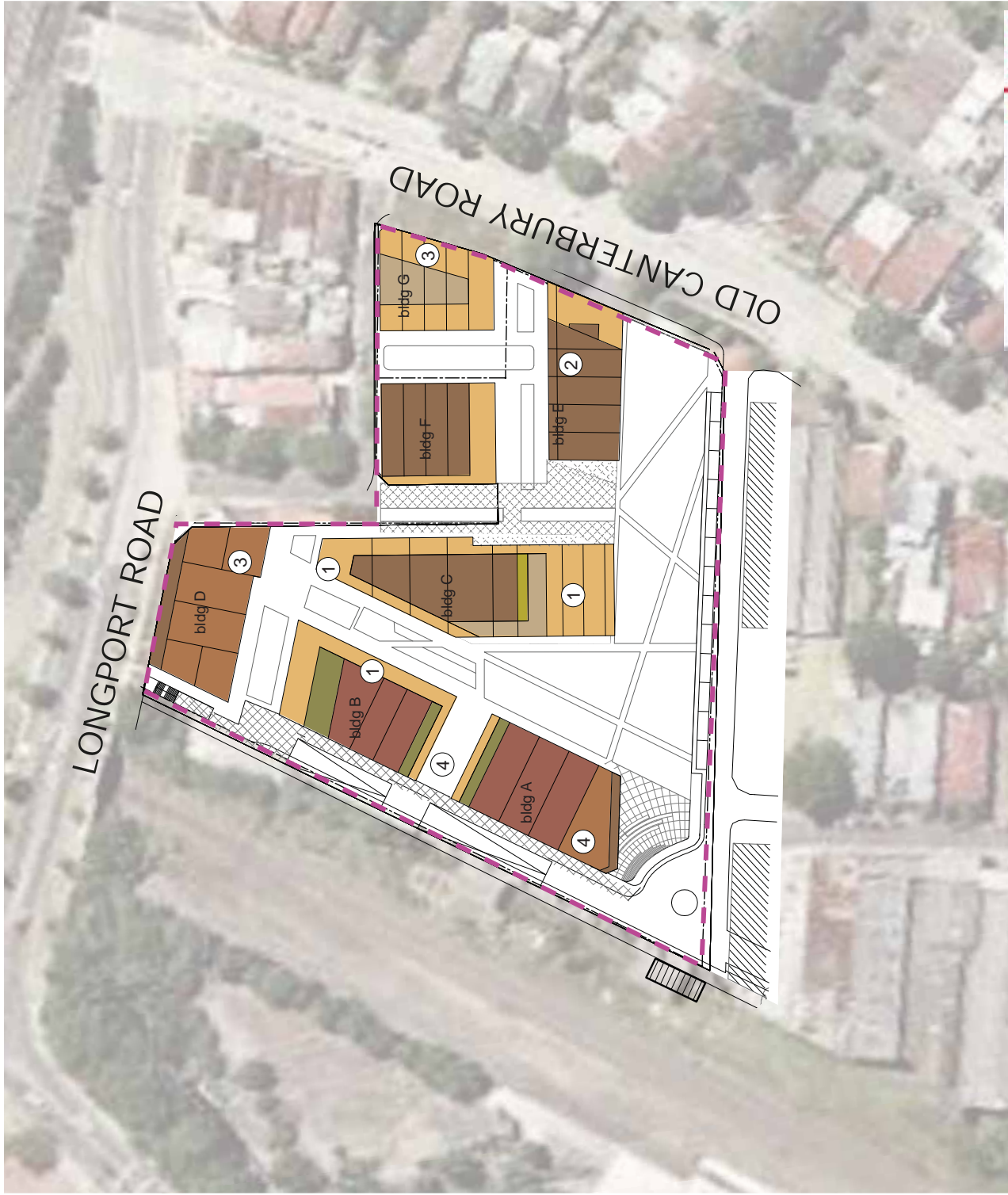
The areas to the east of Old Canterbury Road are characterized by lower rise existing housing. Several council planning studies for Railway terrace and environs have proposed a 4 storey model for this area. Therefore, it is proposed to provide a 4 storey streetscape to Old Canterbury Rd with a lower ground floor beneath.

In discussions with council, council planners have suggested that the appropriate scale for the buildings on the railway is around 9 – 10 storey. This is reflected in council's master plan for a similar site in Dulwich Hill as well as councils own master plan for the site which establishes a building height of 10 storey to the railway line.

The central zone is a transition zone and will have a typical building height of 7 storey.

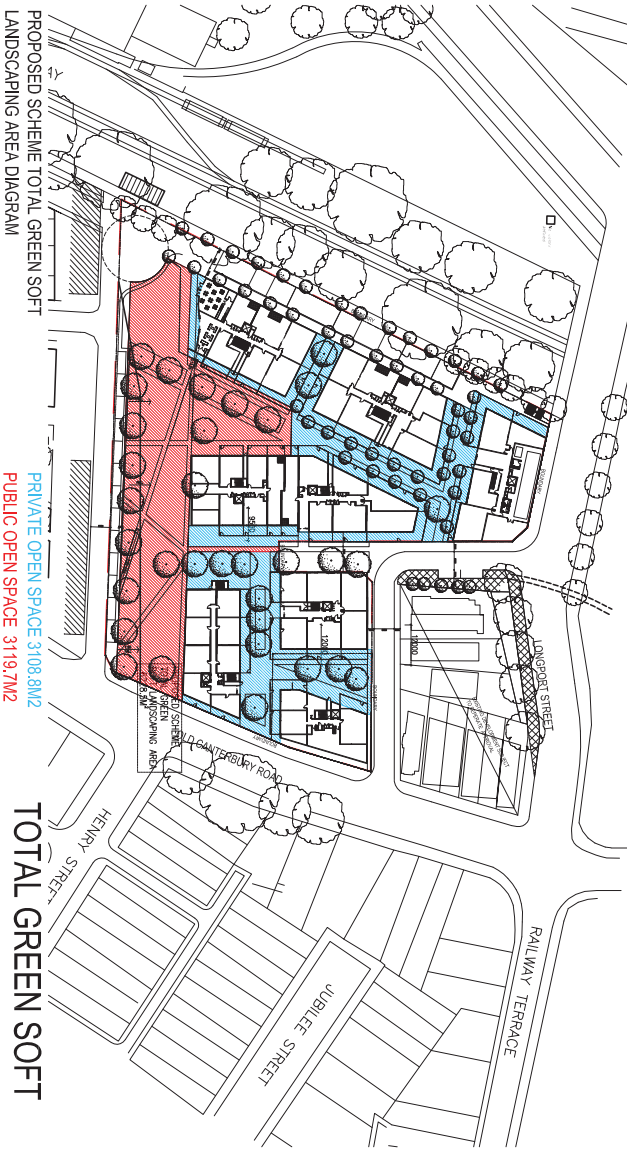


1. Reduction and massing adjustments to comply with solar access requirements for the public open space
2. Building core protrusion
3. Design development which remains within the consent setbacks
4. Reconfiguration of alignment, average is still the same



22.1_Green Space Calculation Analysis Proposed Concept Plan Green space Area Diagram

NOTES:
- ALL OPENINGS WITHIN 3m OF THE SIDE BOUNDARY ARE TO BE PROTECTED IN ACCORDANCE TO BDA CLAUSE C3.4.



TOTAL GREEN SOFT
LANDSCAPE 6228.5 m2



CENTER GREEN SOFT
LANDSCAPING AREA 3002.1m2

ANNEXURE 2

Amended Statement of Commitments

Construction Management

A detailed Demolition and Construction Management Plan will be prepared and submitted as required with future Project/Development Applications or at the Construction Certificate Stage, prior to the commencement of any demolition or construction works on site.

Traffic Management

A detailed Traffic Management Plan will be prepared and submitted as required with future Project/Development Applications or at the Construction Certificate Stage, prior to the commencement of any demolition or construction works on site.

Within the site, car share spaces will be prioritised in convenient locations under future Project/Development Applications.

RTA

The proponent commits to complying as far as practicable with the parking, loading, construction, excavation, noise, hydraulic and road safety requirements of the RTA as described in Attachment A of their submission dated 11 January 2011 and subject to any modification as a consequence of the RTA's assessment of the preferred project.

Waste Management

A detailed waste management plan (construction and operational) will be prepared and submitted with future Project/Development Applications or at the Construction Certification Stage, prior to the commencement of any works on site.

Noise and Vibration

The recommendations of the Noise and Vibration Report provided at Annexure 0 of the EA will be adopted and reflected in future Project/Development Applications. In addition, future Project/Development Applications will comply with the requirements of the Sydney Airport Corporation in terms of minimising the impacts of aircraft noise on residential premises.

Flora and Fauna

The recommendations of the Flora and Fauna Report attached at Annexure K of the EA will be adopted and reflected in future Project/Development Applications. In consideration of competing constraints on the site and adjacent GreenWay, the development will be designed where practicable to be sensitive to the needs of the fauna of the GreenWay including:

- Provision of appropriate lighting which minimises impacts on nocturnal fauna and the GreenWay generally; and
- Reinforcement of permeability between the GreenWay and the built environment for local fauna, wherever practical (e.g. raised footpath/cycle way sections at appropriate locations).

~~Ecologically Sustainable Development~~

~~The development commits to the consideration of sustainability measures as detailed in the ESD report provided at Annexure N of the EA. Details of adopted measures will be detailed in future Project/Development Applications.~~

Heritage and Archaeological

The recommendations of the Heritage Impact Assessment and the Archaeological Assessment provided at respective Annexures Q and R of the EA respectively will be adopted and reflected in future Project/Development Applications.

Geotechnical

The recommendations of the Geotechnical Report provided at Annexure P of the EA will be adopted and reflected in future Project/Development Applications and during the construction process. In addition the following reports will be updated and/or additional matters provided to reflect the following requirements of NSW RailCorp:

- Geotechnical and Structural Reports, and excavation methodology to meet RailCorp requirements; and
- Updated cross-sectional drawings providing accurate measurements and including excavation for on-site detention tank along the rail corridor boundary.



Site Contamination

The recommendations of the Environmental Site Assessment provided at Annexure F of the EA will be adopted and reflected in future Project/Development Applications and during the construction process.

Affordable Rental Accommodation

~~The proponent commits to include affordable housing units in the future redevelopment of the site. The quantum of units proposed will be resolved under future Project/Development Applications.~~

Stormwater Management

The recommendations and design outcomes of the stormwater management report and the flood report (see respective annexures F & G) will be adopted and reflected in future Project/Development Applications. In addition, the requirements of Water Sensitive Urban Design will be reflected in the stormwater design, including:

- A 90% reduction in the post development mean annual load of total gross pollutant loads.
- A 85% reduction in the post development mean annual load of Total Suspended Solids.
- A 60% reduction in the post development mean annual load of Total Phosphorus.
- A 45% reduction in the post development mean annual load of Total Nitrogen.

The stormwater design will be accompanied by a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) for submission and approval to Sydney Water. This model will be prepared in accordance with the NSW MUSIC Modelling Guidelines (SMCMA, August 2010).

Building Height

~~In terms of aircraft safety, the building height inclusive of all lifts, over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc. shall not exceed 79 metres above Australian Height Datum (AHD). In the event that the building does exceed this height, a new application will be submitted to Sydney Airport Corporation under the Civil Aviation Safety Authority. Should the height of any temporary structure and/or equipment be greater than 45.72 metres above existing ground height (AEGH), a new approval will be sought in accordance with the Civil Aviation (Buildings Control) Regulations Statutory Rules 1988 No. 161.~~



Access

The proponent commits to providing pedestrian and bicycle access connections to the future light rail stop and to Lewisham Station, including a new public footbridge extending from the northern end of Brown Street (to be resolved as part of a VPA I public benefit offer). Consultation will be held with RailCorp and Marrickville Council with respect to requirements for linking the site with Lewisham Station.

Transport Access Guide (TAG)

A TAG will be provided on the site in accordance with the requirements of the RTA. The RTA will be consulted with respect to the location and content of the TAG on the site as required.

NSW Office of Water

The requirements of the NSW Office of Water will be met where necessary under future Project/Development Applications, including all licencing and stormwater treatment measures.

Sydney Water

- The existing water main that traverses the site will be amplified as required to meet the demand of the new population on the subject site. Similarly, the existing sewer main that traverses the site will be diverted and amplified as required by the new population on the subject site. The proponent reserves their right to seek suitable compensation from Sydney Water, as may be necessary.
- A Section 73 Notice of Requirements will be obtained prior to the commencement of any works on site, noting that the proposal is for a Concept Plan only and no construction works will be authorised.

Landscaping

- Landscaping and fencing within 20m of the rail corridor will be designed to meet the requirements of RailCorp.
- Landscaping will contain locally indigenous native species in areas adjacent to the GreenWay. Such landscaping will be designed to provide opportunities for compatible and appropriately varied habitats. Selection of appropriate species may be guided through the GreenWay's documentation "Bushcare Management Plan" and Missing Jigsaw Pieces: bushland plants of the Cooks River Valley by D Benson, D Ondinea and V Bear.



- Landscaping will reflect and complement the adjacent portions of the GreenWay including both duplication of existing vegetation and companion planting.

Light Rail

- Future Project/Development Applications will be designed in consideration of the anticipated impacts created by the future light rail in terms of noise, vibration, lighting and privacy.
- A way finding and information strategy will be produced in accordance with the signage convention established for the GreenWay/Light Rail Corridor, including GreenWay branding.

Building Materials and Finishes

Buildings, furniture and structures on the site will utilise materials and colours that enhance the visual amenity of the GreenWay.

Community and Cultural

~~Investigations will be made into opportunities for street activation and/or public art and animation, particularly in the vicinity of the Light Rail stops. This may include public art, community meeting places, community celebrations and where appropriate, cafes, convenience stores adjacent Light Rail stops. Community spaces may facilitate community events and other elements supporting social cohesion. Formal spaces may generally be designed as fully accessible, multi-function areas suitable for adaptation to the varying needs of the community. Such matters will be fully resolved under future Project/Development Applications and may also form part of a VPA/public benefit offer.~~

ANNEXURE 3

Traffic Report



Traffic Impact Assessment

82-90 Canterbury Road, Lewisham – S75W
Modification

Reference: 12.282r01v04

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Document Verification

Job Number:	12.282			
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Client:	Meriton Group			
Revision		Initials	Date	Signature
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	Checked by:			
	Approved by:			
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	Approved by:			
Report v03	Prepared by:	TL	06 Dec 2012	
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	Checked by:			
	Approved by:			

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3. Car Parking	4
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Appendices

Appendix A:	Reduced Plans
Appendix B:	Swept Paths

1. Introduction

Traffix has been commissioned by Meriton Group to undertake a traffic impact assessment in support of Section 75W Modification to the approved Concept Plan for 82-90 Old Canterbury Road, Lewisham. This report therefore documents the changes now proposed to the Concept Plan and should be read in conjunction with the previous Transport Management Accessibility Plan (TMAP) and subsequent addendum prepared for the approved concept plan application.

The report is structured as follows:

-  Section 2: Describes the changes to the concept plan application
-  Section 3: Parking provisions
-  Section 4: Discusses traffic impacts
-  Section 5: Discusses the access and design aspects
-  Section 6: Presents the overall study conclusions.

2. Concept Application Plan

2.1 Approved Concept Plan Application

The approved Concept Plan development related to the establishment of a mixed use development for residential, commercial and retail uses with associated car parking facilities and public domain improvements, as follows:

- Development of an internal road network to serve individual buildings, which will form part of the public road network;
- Creation of individual sites to be developed in stages, with a resulting development yield as follows:
 - A maximum of 430 residential units, including 19 SOHO units; and
 - 739m² of general (neighbourhood) retail area

2.2 Proposed Concept Plan

The proposal has been substantially reduced as a result of ongoing detailed design and now proposes the following components, with the relative change from the previously approved Concept Plan outlined in brackets () for ease of reference:

- Development of an internal road network to serve individual buildings, which will form part of the public road network. It is noted that basement access to the building is no longer proposed via William Street.
- Creation of individual sites to be developed in stages, with a resulting development yield as follows:
 - A total of 365 residential units, including 3 studio, 136 one bedroom, 213 two bedroom 13 three bedroom units. (a reduction of 65 units); and

- 226m² of general (neighbourhood) retail, including 125m² retail and 101m² cafe floor area (a reduction of 513m²)

The traffic implications associated with the now proposed development are discussed in more detail in Section 4. Reference should also be made to the reduced plans, included in **Appendix A**.

3. Car Parking

The approved concept plan requires car parking to be provided at the rates indicated in **Table 1**, below, which is based on the bedroom yields as indicated by the schedule of areas included in Appendix A.

Table 1: Approved Concept Parking Requirements

Type	Area / No.	Council Parking Rates	Spaces Required
<i>Residential</i>			
Studio & 1 Bedroom	139	1 / 4 units	35
2 Bedroom	213	1 / unit	213
3 Bedroom	13	1 / unit	13
Visitors	365	1 / 10 units	37
Retail & Restaurant (Cafe)	226m ²	1 / 45m ²	5
Totals			303

A total of 303 parking spaces are nominally required under the parking rates approved under the Concept Plan. Two basement levels are proposed which is expected to accommodate this required parking and therefore all necessary car parking can be readily accommodated with these basement levels with additional space available for accessible parking, bicycle parking and/or storage being available, as necessary.

Nevertheless, the proposed car parking layout is considered a detailed matter that can readily be addressed as part of a subsequent development application(s).

4. Traffic Implications

4.1 Proposed Traffic Generation

Residential

The 365 residential units proposed will generate in the order of 106 vehicle trips per hour during peak periods based on trip rate of 0.29 trips per unit, as recommended by the Roads & Maritime Services (RMS) *Guide to Traffic Generating Developments*. In this regard, the subject site is unique in that it has excellent access to bus, rail and future light rail services, with a restrained parking provision. The adoption of reduced parking in close proximity to excellent public transport services is also considered to be sound transport policy, aimed at reducing car travel, particularly for the journey to work.

Retail

The RMS's *Guide to Traffic Generating Developments* recommends a trip rate of 4.6 trips/100m² for secondary retail. However, a trip rate of 2.3 trips/100m² has been adopted for the purposes of this assessment (as per the original concept plan) which takes the following into consideration:

- Car parking for the proposed retail uses is limited and will be substantially less than that envisaged under the RMS's Guide; and
- The relatively small size of the retail area is expected to service a very localised market, including the subject site whereby many visitors will be able to walk to the site. Furthermore, any moderate use of private vehicles would be expected to occur as part of a 'linked trip' thereby reducing the effect of additional traffic associated with this use.

Having regard for the above, the retail uses will generate in the order of only 5 vehicles per hour, with the majority of these movements related to staff arrivals and departures.

Combined Traffic Generation

The proposed development will generate in the order of 111 vehicle trips per hour during peak periods.

4.2 Traffic Impacts

The previous modelling undertaken as part of the TMAP assessment prepared in support of the approved concept plan adopted a peak hour traffic generation of 200 vehicles per hour associated with the subject site. As such, it can be seen that the previous modelling significantly overstated the traffic volumes associated with the yields now envisaged for the development.

Furthermore, these significant reductions in traffic volumes are considered to off-set any potential implications associated with the redistribution of traffic associated with the removal of the previously proposed basement access to William Street. In this regard, additional modelling is not considered necessary as a result of the proposed modifications.

5. Access & Internal Design Aspects

Access to the site is proposed via a single basement ramp to Hudson Street along the western site boundary. This is generally consistent with the original application, with the following noteworthy exceptions:

- ⑦ A secondary vehicle access to William Street is no longer proposed.
- ⑦ The basement ramp to Hudson Street will now provide basement level service vehicle parking for up to 3 service vehicle spaces. The reduced driveway gradients permitted for commercial vehicle access has resulted in this drive structure commencing in a north-south direction along the western site boundary.

These access arrangements are generally considered supportable and will operate safely and efficiently. Reference should be made to the swept paths included in **Appendix B** which demonstrate access to the site and proposed loading area by up to 8.8m medium rigid vehicles. The availability of vehicles to this size to service the subject development, particularly in relation to garbage collection, shall be confirmed at detailed design stage, prior to construction.

The design of the basement car park is generally in accordance with AS2890.1 and AS2890.6 for accessible parking spaces and will be subject to further review at detailed design and development application stage.

6. Conclusions

In summary:

- Car parking is to be provided as per the car parking rate approved under the original Concept Plan approval and can be readily accommodated within the two (2) basement car parking levels proposed.
- The reduced development yield will result in traffic generation of up to 111 vehicles per hour during peak periods associated with the development. This equates to a net reduction of 89 vehicles per hour from the previous modelling undertaken in support of the previously approved Concept Plan which assessed the impacts of the development based on a site traffic generation of 200 vehicles per hour. As such, the now proposed development is also supportable on traffic planning grounds.
- The reduced traffic generation associated with the site is considered to off-set any redistribution of traffic resulting from the removal of the William Street site access driveway.

It is therefore concluded that the proposed development concept envisaged under the amended Concept Plan is supportable on traffic planning grounds and the proposed development will operate satisfactorily.

Appendix A

Reduced Plans

[illegible]



Preliminary

Schedule of Areas

Project:	Lewisham		Project No.	884	Date:	04/12/12
Project Address:	82-90 Old Cantebury Rd					
Site Area :	13,115 sqm					
Consent Authority:	Marrickville					
Current Design & Issue No:	3					

Unit Total	0	0	0	0	3	9	1	36	7	34	36
	0%			0%	8%	64%	25%	100%	19%	94%	
	8%					89%	3%				

Building G

LEVEL	Retail/Cafe	Studio	1 Bed	1 + Study	2 Bed (Sm)	2 Bed	3 Bed	Solar	K. Ventilation	N. Ventilation	Res. Total
Lower Ground			5					3	3	4	5
Ground Level			2	1	1	2		4		5	6
Level 1			2	1	1	2		4		5	6
Level 2			2	1	1	2		6		5	6
Level 3							1	1	1	1	1
Unit Total	0	0	11	3	3	6	1	18	4	20	24
	0%		46%	13%	13%	25%	4%	75%	17%	83%	
	58%					38%	4%				

Buildings A, B, C, D, E, F and G

LEVEL	Retail/Cafe	Studio	1 Bed	1 + Study	2 Bed (Sm)	2 Bed	3 Bed	Solar	K. Ventilation	N. Ventilation	Res. Total
Lower Ground	4	0	18	9	1	18	0	27	8	29	49
Ground Level	0	0	22	2	16	21	1	45	12	48	62
Level 1	0	0	16	2	16	16	1	36	9	41	51
Level 2	0	0	16	2	16	23	1	49	10	46	58
Level 3	0	0	10	1	5	15	3	29	11	25	34
Level 4	0	0	11	1	3	21	2	33	14	29	38
Level 5	0	0	11	1	4	13	1	25	12	22	30
Level 6	0	0	7	0	1	9	2	13	9	13	19
Level 7	0	0	7	0	2	6	2	15	9	13	17
Level 8	0	0	0	0	0	7	0	7	4	7	7
Unit Total	4	0	118	18	64	149	13	279	98	273	365
Residential Unit Mix		1%	32%	5%	18%	41%	4%	76%	27%	75%	
			38%	137%		58%	4%				

Unit Total (including Retail, Cafe and Dual Use)	369
Solar Analysis (Min. 70% for 2 hours)	76%
Natural Ventilation (Min. 60%)	75%
Kitchen Ventilation (Min. 25%)	27%

Gross Floor Area

LEVEL	Block A	Block B	Block C	Block D	Block E	Block F	Block G	Total
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Preliminary

Schedule of Areas

Project:		Lewisham		Project No. 884		Date:		04/12/12	
Project Address:		82-90 Old Cantebury Rd							
Site Area :		13,115 sqm							
Consent Authority:		Marrickville							
Current Design & Issue No:		3							
Lower Ground		663	730	1151	666	547	544	400 sqm	4,701.00 sqm
Ground Floor		678	679	1069	609	555	513	410 sqm	4,513.00 sqm
Level 1		678	679	969	609	523	513	441 sqm	4,412.00 sqm
Level 2		678	679	870	609	555	513	441 sqm	4,345.00 sqm
Level 3		654	460	575	609	523	378	229 sqm	3,428.00 sqm
Level 4		637	428	440	609	395		sqm	2,509.00 sqm
Level 5		637	428	396	609	364		sqm	2,434.00 sqm
Level 6		605	428		546			sqm	1,579.00 sqm
Level 7		559	315		530			sqm	1,404.00 sqm
Level 8		415	291					sqm	706.00 sqm
Total GFA's		6204.00	5117.00	5470.00	5396.00	3462.00	2461.00	1921.00	30031.00 sqm

Site Area : 13115.00 sqm 2.29 :1 (Max. 39,896) (Max. 3,04:1)

CAR SPACES REQUIREMENTS					Required/Provided		Requirement	
Unit Type	No. of Units							
Studio + 1 bedroom	139				34.75		(1 PER 4 UNIT)	
2 bedroom	213				213		(1 PER UNIT)	
3 bedroom	13				13		(1 PER UNIT)	
visitors					37		(1 PER 10 UNIT)	
Residential Total	365				297			
Accessible	73				73		(1 PER UNIT)	
Retail	125				3		(1 PER 45 sqm)	
Cafe	101				2		(1 PER 45 sqm)	
Accessible	0.69				1		(1 PER 4 RETAIL SPACES)	
Commercial Total					5			
Total Requirement and Provided					302			

OTHER					Provided		Requirement	
Unit Type	No. of Units							
Motorcycle	302				15		(5% OF CAR SPACES)	
Motorcycle Total					15			
Residential	365				183		(1 PER 2 UNITS)	
Visitor	36.5				4		(1 PER 10 UNITS)	
Retail	125				0		(1 PER 300 sqm)	
Cafe	101				1		(1 PER100 sqm)	

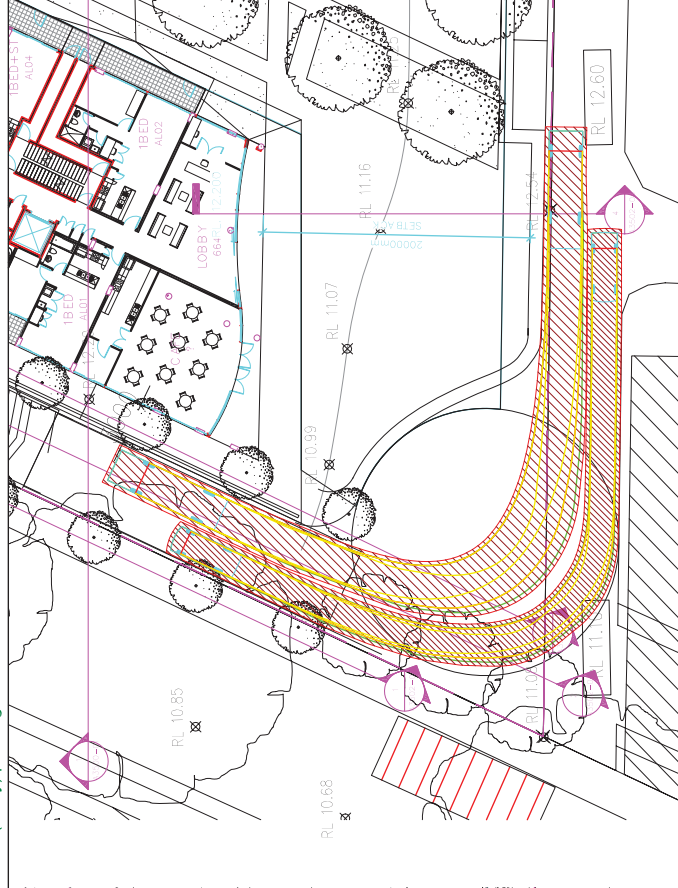
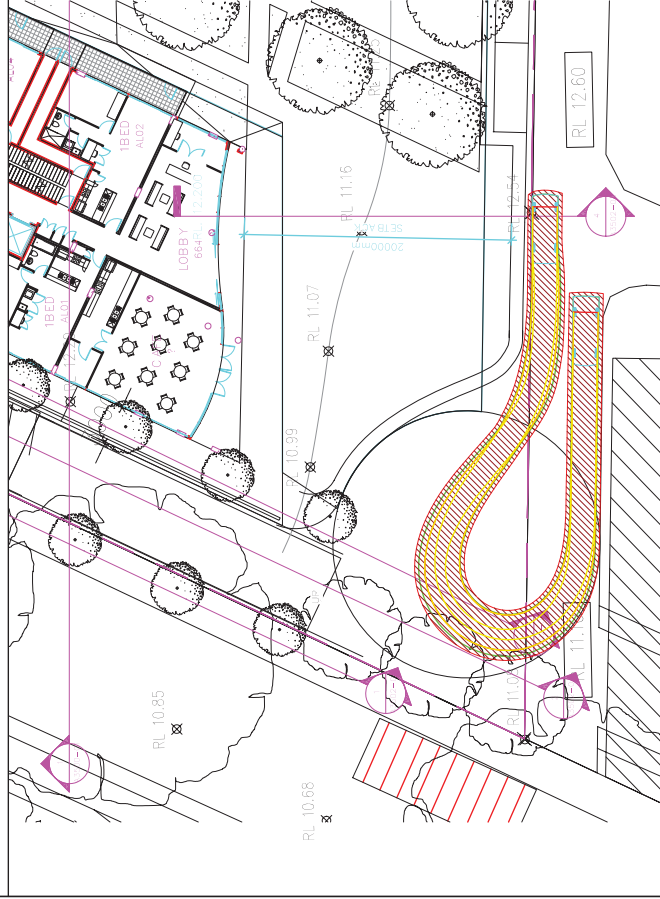
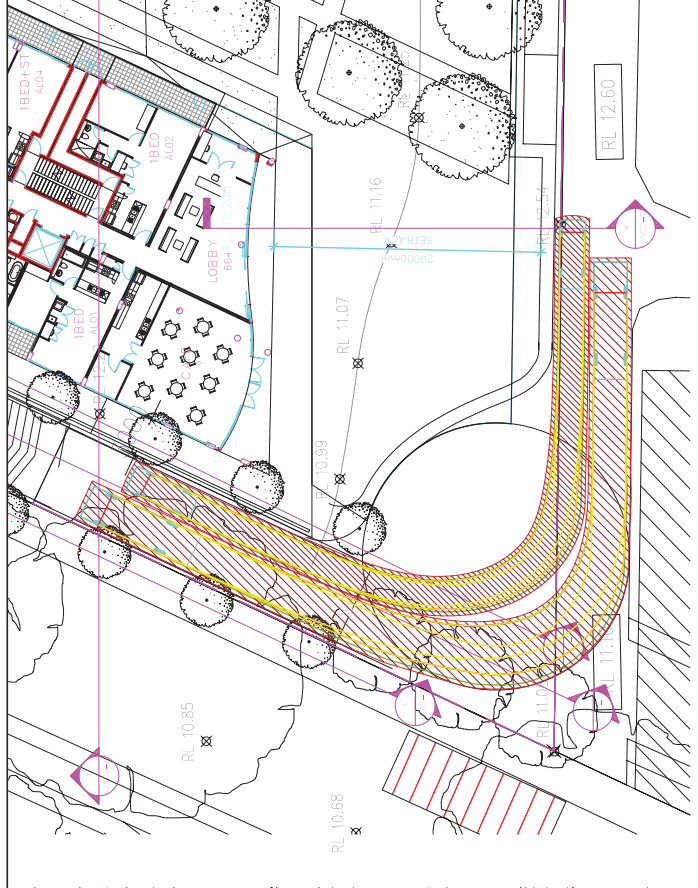
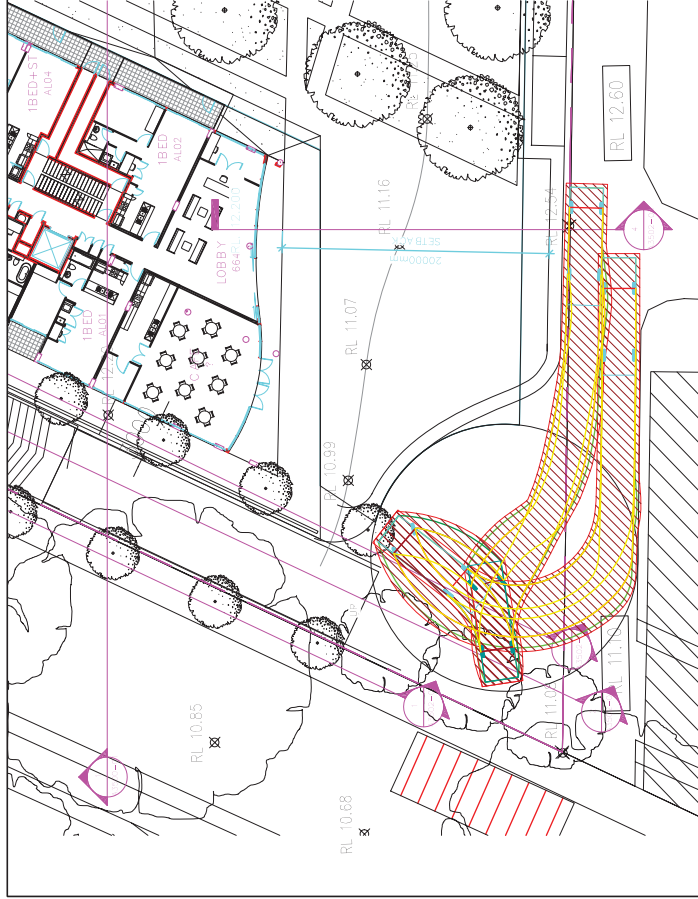
Preliminary

Schedule of Areas

Project:	Lewisham	Project No.	884	Date:	04/12/12
Project Address:	82-90 Old Canterbury Rd				
Site Area :	13,115 sqm				
Consent Authority:	Marrickville				
Current Design & Issue No:	3				
Bike Total				188	Day

Appendix B

Swept Paths

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