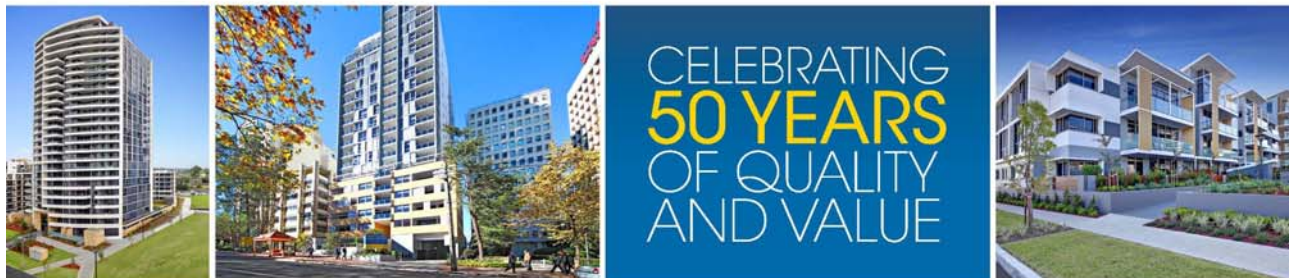


Preferred Project Report

78-90 Old Canterbury Road, Lewisham

MP08_0195MOD1

23 April 2013



PREPARED BY

MERITON PROPERTY SERVICES PTY LTD
ABN 69 115 511 281

KARIMBLA CONSTRUCTIONS SERVICES (NSW) PTY LTD
ABN 67 152 212 809

Level 11, Meriton Tower
528 Kent Street, Sydney NSW 2000
Tel: (02) 9287 2888
Fax: (02) 9287 2777
Web: meriton.com.au



Contents

1	Introduction	1
2	Changes to the Proposal.....	1
2.1	Amended Proposal.....	1
2.2	Amended Statement of Commitments	1
3	Public Submissions	2
3.1	Submissions Received.....	2
3.2	Response to Submissions.....	4
4	Response to Department of Planning and Infrastructure comments.....	7
4.1	Key Issues	7
5	Conclusion.....	10

Annexure 1: Copies of Submissions Received

Annexure 2: Department of Planning and Infrastructure Comments

Annexure 3: Amended Plans

Annexure 4: Statement of Commitments

Annexure 5: ESD Report

Annexure 6: Amended Conditions

1 Introduction

A modification application under Section 75W of the Environmental Planning and Assessment Act was lodged with the Department of Planning and Infrastructure (the Department) on 19 November 2012 to amend various aspects of the concept plan approved under MP08_0195. The Section 75W application (MOD1) was publicly exhibited from 21 January 2012 to 1 March 2013.

Following exhibition of the Application, the Department website hosted submissions received during the exhibition period, a copy of which is attached to **Annexure 1**.

On 14 March 2013, the Department forwarded a letter detailing the issues raised in its preliminary assessment of MOD1. A copy of the letter is at **Annexure 2**.

This Preferred Project Report has been prepared in accordance with Section 75 of the Environmental Planning and Assessment Act, 1979. The report addresses all relevant issues raised during the notification period and those raised by the Department in its preliminary assessment of the proposal.

This report:

- Summarises the changes to the design of the proposal;
- Outlines the issues raised in the submissions received during the notification period;
- Details the issues raised by the Department in its letter dated 14 March 2013;
- Identifies and describes the response to the submissions received and issues raised and details the proposed improvements to the project; and
- Provides a conclusion to the report.

2 Changes to the Proposal

This Preferred Project Report involves making changes to the documentation to directly respond to the issues raised in the submissions and the Department's letter.

2.1 Amended Proposal

The amended plans are at **Annexure 3**. The changes to the proposal and documentation are summarised below and are detailed elsewhere in this report:

- The proposed driveway access locations (western side of site and William St) are to be reinstated as originally approved in the concept plan (refer sections 3.2.2 and 4.1.2 of this report);
 - Amend the apartment solar access requirements to achieve between 2-3 hours (refer section 4.1.4 of this report);
 - The open space allocations have been reconfigured to reinstate the public open space generally as originally approved (refer sections 3.2.1 and 4.1.3 of this report);
 - ESD commitments have been provided in an amended report prepared by Efficient Living (refer sections 3.2.6 and 4.1.6 of this report);
 - Affordable rental housing provision has been clarified (refer sections 3.2.7 and 4.1.5 of this report);
 - The proposal to delete the requirement for public art is withdrawn from MOD1 (refer sections 3.2.8 and 4.1.7 of this report); and
 - The proposal to delete the requirement for design excellence is withdrawn from MOD1 (refer section 3.2.9 of this report).
- PAC initially imposed condition B2 on the consent, which requires the deleted loading facilities originally shown on the concept plan. Since the consent was issued, extensive consideration has been given to the possible location of these facilities on the site given the various constraints. It has been determined that the best possible location is beneath the eastern end Building D, as indicated on amended drawing No. 12.3 (refer **Annexure 3**).

It is proposed to amend condition B2 to ensure that details of the proposed loading dock and associated manoeuvring area to ensure that the facilities will be designed to operate efficiently and effectively. The proposed amended condition B2 is at **Annexure 6**.

Annexure 6 contains proposed amended conditions to address the above.

2.2 Amended Statement of Commitments

The changes to the proposal include amendments to the Statement of Commitments, which are included at **Annexure 4**. Relevant references to the amended Statement of Commitments are explained elsewhere in this report.

3 Public Submissions

MOD1 was publicly exhibited from 21 January 2012 to 1 March 2013. Submissions were received by Marrickville and Ashfield Councils, NSW Transport, Transport for NSW, Greenway, No Lewisham Towers Inc and four private submissions.

This section:

- Identifies the issues raised in the submissions; and
- Provides a response to each of the issues raised.

3.1 Submissions Received

3.1.1 Marrickville Council

A copy of Marrickville Council's submission is at **Annexure 1**. Following is a summary of the issues raised by Marrickville Council in respect of the application:

- Changes to the quantity and location of public and private open space – due mainly to severance of public pedestrian and cyclist access through the site;
- Deletion of the William Street car park access point and amendment to the car park access ramp on the western part of the site – due mainly to the impact of the ramp on the free movement of pedestrians and cyclists to and from the future GreenWay corridor;
- Reduction of footpath width along William Street – due to the impact on pedestrian movements along the footpath, particularly wheelchair users;
- Alteration of the footprint at the southern end of Building A – due to the impact on sight lines from the central open space corridor to the light rail stop and Allied Mills site;
- Ability to convert retail/commercial space to residential in Buildings A, E & G – due to the need to maintain active frontages to the public area near the light rail stop and along Old Canterbury Road;
- Deletion of beyond-BASIX energy efficiency requirements – due to the impact on Council's desire for the development to represent best practice sustainable design;
- Deletion of affordable rental housing requirement -due to the impact on Council's desire for the development to represent best practice sustainable design;
- Deletion of requirement to provide public art – due to the impact on Council's desire for the development to represent best practice sustainable design;
- Deletion of requirement to comply with Director General's Design Excellence Guidelines due to impact on Council's desire for the development to represent best practice sustainable design; and
- Reduce solar access requirement from 3 to 2 hours – due to on Council's desire for the development to represent best practice sustainable design

3.1.2 Ashfield Council

A copy of Ashfield Council's submission is at **Annexure 1**. In summary, Ashfield Council raises the following issues:

- Proposed access ramp along the western side of the site; and
- Proposed change to the retail spaces at ground level.

3.1.3 NSW Transport (Roads and Maritime Services)

A copy of the submission from Roads and Maritime Services (RMS) is at **Annexure 1**. RMS has raised no objections to the proposal.

3.1.4 Transport for NSW

A copy of the submission from Transport for NSW is at **Annexure 1**. In summary, Transport for NSW raises the following issues:

- Location of western car park ramp;
- Reduced public open space between William and Hudson Street;
- Proposed roundabout on Hudson Street; and
- Accessible parking.

3.1.5 Greenway

A copy of the Greenway submission is at **Annexure 1**. In summary, the issues raised in the submission are as follows:

- Increase in private open space;
- Deletion of William Street access ramp;
- Reduced footpath width on William Street;
- Modifications to Building A and B footprints;
- ESD commitments;
- Public art commitments;
- Design excellence requirements; and
- Details on pedestrian access to/from Lewisham Station.

3.1.6 No Lewisham Towers Inc.

A copy of the No Lewisham Towers Inc. submission is at **Annexure 1**. The issues raised in the submission are as follows:

- Affordable Housing;
- ESD Initiatives;
- Design Excellence;
- Public Art; and
- Location of Car Park Ramp.

3.1.7 Private submissions

A total of 4 resident submissions were received in relation to the proposal. Collectively, the issues raised are as follows:

- Design excellence;
- Proposed roundabout on Hudson Street;
- Location of Car Park Ramp;
- Reduced public open space between William and Hudson Street;
- Pedestrian permeability and connectivity; and
- Public Art.

3.2 Response to Submissions

The following provides a response to each of the issues raised by the submissions outlined above.

3.2.1 Changes to public and private open space

The public open space between Buildings C and F has been reinstated as originally approved in the concept plan to ensure the integrity and amenity of the public pedestrian and cyclist access through the site. Refer Drawing 22.1 at **Annexure 3**.

3.2.2 Deletion of William Street carpark access

The vehicular access point in William Street is proposed to be reinstated. The access point will be located beneath Building F, as originally approved in the concept plan. Refer to amended Drawing No.12.3 at **Annexure 1**.

The ramp along the western side of the site has been deleted from MOD1 and the amended plans reinstate the at-grade street in accordance with the original approval. The vehicular access point at the western side of the site has been reinstated to its original approved position. Refer amended plans at **Annexure 1**.

3.2.3 Reduction of footpath width on William Street

Existing condition 18 of the consent requires Meriton to dedicate to Council of a strip of land 0.4 metres in depth along William Street and reconstruct both sides of William Street for pedestrian facilities and the carriageway. The dedication is required to achieve a total road reservation of 9.6 metres required by the condition – the existing road reservation is 9.2 metres.

It is proposed to amend the condition to remove the requirement to dedicate the 0.4 metre strip of land. The existing road reservation can accommodate a 6-metre carriageway with 1.6 metre footpaths on either side, as detailed in the Voluntary Planning Agreement currently being publicly exhibited at Marrickville Council. This is 0.2 metres less than required footpath widths in existing condition 18. Footpaths of 1.6 metre widths are adequate to provide for shared pedestrian/cyclist pathways. The propped width also complies with the required 1-metre width to allow for wheelchair passage.

It is proposed to amend condition 18 as shown in **Annexure 6**.

3.2.4 Alteration of building footprints

The amended building footprints ensure that a view corridor is retained between Buildings A and B. The distance between the buildings remains essentially unchanged. The public open space extends northwards to align with the space between Buildings A and B, allowing a view through the proposed buildings towards the Greenway and Allied Mills site.

For these reasons, no change is proposed to this aspect of MOD1.

3.2.5 Conversion of retail space

This aspect of MOD1 seeks to ensure that street activation is optimised. Inflexible retail spaces that sit unleased do not activate street frontages. The proposed 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.

For these reasons, no change is proposed to this aspect of MOD1.

3.2.6 ESD requirements

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 is the primary planning instrument that requires development to meet energy efficiency standards. In addition to these measures, it is proposed to provide ESD initiatives set out in the amended ESD report included at **Annexure 5**. The proposed initiatives are wide-ranging and will ensure that substantial sustainability measures continue to extend well beyond the requirements of BASIX.

The Statement of Commitments has been amended (refer **Annexure 4**) to reference the updated ESD report.

3.2.7 Affordable housing requirements

It is proposed to reinstate the requirement for affordable housing on the site. However, it is sought to clarify the manner of provision by seeking affordable housing through NRAS (National Rental Affordability Scheme) - or similar scheme at the time - or an in-lieu cash contribution to Marrickville Council or another designated authority.

The Statement of Commitments has been amended (refer **Annexure 4**) to reference the above proposal.

3.2.8 Public art provision

It is proposed to withdraw this aspect of MOD1 (reinstate the requirement for public art). The Statement of Commitments has been amended accordingly - refer **Annexure 4**.

3.2.9 Design excellence requirements

It is proposed to withdraw this aspect of MOD1 (reinstate the requirement for design excellence).

3.2.10 Solar access to units

Refer to section 4.1.4 of this report in relation to solar access.

3.2.11 Hudson Street roundabout

MOD1 does not seek to make any changes in this respect.

3.2.12 Accessible parking

MOD1 does not seek to make any changes in this respect.

3.2.13 Pedestrian access to/from Lewisham Station

MOD1 does not seek to make any changes in this respect.

This information is detailed in the Development Application that has been submitted to Marrickville Council.

3.2.14 Pedestrian permeability and connectivity

MOD1 does not seek to make any changes in this respect.

4 Response to Department of Planning and Infrastructure comments

On 14 March 2013, the Department forwarded a letter detailing the issues raised in its preliminary assessment of MOD1. A copy of the Department's letter is at **Annexure 2**.

The following provides a response to each of the issues raised in the Department's correspondence.

4.1 Key Issues

4.1.1 Traffic and Access

The vehicular access point in William Street will be reinstated. The access point will be located beneath Building F, as originally approved in the concept plan. Refer to amended Drawing No.12.3 at **Annexure 1**. Accordingly, no amended/additional traffic reporting (as requested by the Department) is necessary.

4.1.2 Urban Design / Western Basement Access Ramp

The ramp along the western side of the site has been deleted from MOD1 and the amended plans reinstate the at-grade street in accordance with the original approval. The vehicular access point at the western side of the site has been reinstated to its original approved position. Refer amended plans at **Annexure 1**.

4.1.3 Open Space, Public Domain and Streetscape

The public open space areas, including between Buildings C and F, have been reinstated as originally approved in the concept plan to ensure the integrity and amenity of the public pedestrian and cyclist access through the site. Refer Drawing 22.1 at **Annexure 3**. The plans also confirm that the Hudson Street public park will achieve the 3,000 sqm metre area required by condition B3 of the consent.

4.1.4 Solar Access Requirements

The subject site is located in a high density area in the middle of the McGill Street Precinct as detailed in Council's DCP and as shown in **Figure 1** on following page. The Precinct includes land immediately to the north and south that will also accommodate high density residential development.

The SEPP 65 Residential Flat Design Code allows for 2 hours solar access in areas of high density. The table below provides a summary of how the subject proposed buildings perform with regards to solar access. The table shows, for example, that 74% of units in Building A will receive a minimum of 3 hours of solar access.

Building	Minimum hours solar access	Number units / % of total
A	3 hours	55 units / 74%
B	2 hours	42 units / 70%
C	2 hours	45 units / 70%
D	2 ½ hours	48 units / 75%
E	2 ½ hours	28 units / 70%
F	2 ½ hours	27 units / 75%
G	2 hours	18 units / 75%



Figure 1: McGill St Precinct (red border), showing subject site shaded red

Instead of requiring the development to comply with either a 2 or 3 hour rule, it is proposed to provide apartments with 2 - 3 hours. Therefore, it is proposed to amend condition 4 (in Schedule 3) as shown in **Annexure 6**.

The proposed amended condition is considered to be an appropriate solution to ensure a level of solar access that complies with SEPP 65. The highest possible amount of solar access has been achieved on the site given the orientation of the site and the approved building footprint locations.

4.1.5 Affordable Housing

It is proposed to amend MOD1 to retain the requirement for affordable housing. However, it is proposed to further clarify the manner in which the affordable housing is to be provided. It is sought to provide for a choice between providing affordable rental housing on site, in accordance with the National Rental Affordability Scheme (or similar scheme), or to provide a monetary contribution to Marrickville Council or another designated authority. The Statement of Commitments has been amended accordingly (refer **Annexure 4**).

4.1.6 ESD Initiatives

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 is the primary planning instrument that requires development to meet energy efficiency standards. In addition to these measures, it is proposed to provide ESD initiatives set out in the amended ESD report included at **Annexure 5**. The proposed initiatives are wide-ranging and will ensure that substantial sustainability measures extend well beyond the requirements of BASIX.

The Statement of Commitments has been amended (refer **Annexure 4**) to reference the updated ESD report.

4.1.7 Public Art

It is proposed to withdraw this aspect of MOD1 (reinstate the requirement for public art). The Statement of Commitments has been amended accordingly (refer **Annexure 4**).

5 Conclusion

Issues raised by the Department of Planning and Infrastructure and arising from the notification period of MOD1 have been adequately addressed in this Preferred Project Report. The Statement of Commitments has been amended in this report. The proposed development is considered to address all relevant issues raised and is worthy of approval.

Annexure 1: Copies of Submissions Received

Helen Mulcahy - Submission re Lewisham development

From: Tamara Winikoff <tamara@visualarts.net.au>
To: <Helen.Mulcahy@planning.nsw.gov.au>
Date: 4/4/2013 6:26 PM
Subject: Submission re Lewisham development

Dear Ms Mulcahy

**Re: Application to Modify Major Projects MP08 0195 78/90 Old Canterbury Road
Lewisham**

I am writing to follow up on the submission from the No Lewisham Towers Inc Committee re the above proposal from the developer to challenge some of the conditions attached to the concept plan approval.

The reason for this correspondence is to raise with you the urgent question of ensuring some reasonable design quality for the development.

I understand that Meriton has made a request to be exempted from the Director General's Design Excellence guidelines for individual buildings.

On behalf of the local residents, the No Lewisham Towers Committee (of which I am the chair) tried to persuade Marrickville and Ashfield Councils to share the creation of a Design Review Panel. Its purpose would be to provide expert assistance to the two councils in their having a much higher level of responsibility than in the past, resulting from the above development and that being proposed for the adjacent Allied Mills site in the creation of virtually a new suburb.

Sadly we were not successful.

This means that without the requirement for a Design Competition approach, there will be no expert oversight to ensure that there will be at least some degree of design quality in the development.

What is currently being proposed does not give us confidence that the developer has this objective in mind. It proposes poor quality urban landscape and very undistinguished 'off the shelf' architecture.

From looking at the Design Excellence guidelines, I see that the grounds for exemption are that "demonstrated design excellence will be achieved, such as where concept drawings are submitted for a manifestly outstanding building, and the architect has a reputation for delivering buildings of the highest quality". The current DA proposal lodged with Marrickville Council does not demonstrate that either of these requirements are met, so I can see no legitimate grounds for exemption.

Through a small competition of 3 chosen architects judged by a jury of 3/5 members we would feel much more confident that a result we can live with will be possible.

In such a major project as this, it is important for the Department to ensure that a good quality urban environment and architectural excellence will be provided both for new and existing residents.

Being required by a jury of experts to meet good design standards would be a much more

likely formula for success than relying on the judgement of a developer like Meriton (with all due respect).

The inclusion of a public art strategy would add further value for the people who use the space both as residents and travellers through the development to other destinations. The cultural experience provided by good architectural design, art and built and natural landscape adds immeasurably to the quality of people's lives.

I am also concerned at the very poorly designed proposals for pedestrian and vehicular traffic including:

- the placing of a roundabout at the light rail stop creating significant pedestrian and car conflict
- excessive traffic impact at this roundabout caused by the change of car park entry creating a long ramp along the western boundary of the development
- the deleterious impact of this ramp on the ground floor units of block A and B
- lack of good public pedestrian and cyclist permeability through the development
- lack of connectivity to the proposed open space in the Mills development.

I respectfully request that you put yourself in our shoes and try to imagine what it would be like to live with what is being proposed for our much loved suburb.

I therefore strongly urge you and the Department to not to allow an exemption from the requirement to meet the Director General's Design Excellence guidelines and public art contribution, nor to to allow the bad traffic design to be approved.

Yours sincerely

Tamara Winikoff
35 year resident in Victoria Street, Lewisham.



26 March 2013

DeskSite ref: 2369866_2

Sam Haddad
Director General
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Helen Mulcahy, Director – Metropolitan & Regional Projects South

Dear Ms Mulcahy

**RE: Section 75W Modification — 78-90 Old Canterbury Road, Lewisham
(MP08_0195 MOD 1)**

I refer to the Department's request for submissions during the exhibition of the section 75W modification application for the approved mixed use development at 78-90 Old Canterbury Road, Lewisham (Ref: MP08_0195 MOD 1).

TfNSW notes that the approved development is located adjacent to the Lewisham West stop on the Inner West Light Rail Extension (IWLRE) Project. As the Department is aware, TfNSW commenced construction on the IWLRE Project in 2012 and light rail services are anticipated to commence on the line in early 2014.

TfNSW has reviewed the proposed modification and provides the following comments:

1. The proposed roundabout in Hudson Street does not provide for the safe crossing of pedestrians (at the end of Hudson Street), and there is the potential for significant conflict between cars exiting the car park ramp and pedestrians accessing the light rail stop.

The proposed roundabout design needs to include provision for safe, at-grade access for all users of the light rail stop.

2. The proposed roundabout design should include a kiss & ride zone to provide for safe and convenient short term pick ups and drop offs.
3. The roundabout urban design/architectural treatment adjacent to the light rail stop should be well designed to minimise visual impacts and to maximise visual amenity.
4. The proposed car park ramp creates a physical barrier to pedestrian/cycle movements along this edge (especially with respect to the deferred Greenway). TfNSW suggests that this design be reconsidered.

5. Pedestrian/cycle access through the development from the light rail stop to Longport Street is limited. The north-south public access path between Hudson Street and William Street is narrow and does not provide for good public pedestrian/cyclist permeability through the development.
6. To provide for accessibility, one of the 13 on-street parking spaces should be a disabled parking space and located at the western end of the street (in proximity to the Lewisham West light rail stop).

If you have any queries in this regard, please do not hesitate to contact Aaron Bowden, A/Senior Manager, Planning on 9422 5451 or at aaron.bowden@projects.transport.nsw.gov.au.

Yours sincerely



Louise Sureda
Principal Manager, Planning & Assessments
Transport Projects Division

Helen Mulcahy - Lewisham Estate - modification of consent

From: Sustainable Urbanism <sustainable.urbanism@gmail.com>
To: <Helen.Mulcahy@planning.nsw.gov.au>
Date: 4/3/2013 3:20 PM
Subject: Lewisham Estate - modification of consent
Attachments: 78-90 old canterbury rd, lewisham - photomontage 2.pdf

Dear Helen,

I am a resident of Lewisham, at the southern end of the Boulevarde, and have been assisting the No Lewisham Towers Action Group.

I am an expert Urban Designer, former chair of the Urban Design Chapter of PIA, and I represent the Planning and Urban Design professions on Australia's peak body for design, the Australian Design Alliance. I also teach urban design at UWS, as well as overseas, being a practitioner-expert for the Eco-City Laboratory at the Technical University of Berlin. I mention these so that you might understand that I do know what I am speaking about in regard to design.

I am writing to you because I am deeply concerned about design quality and the Lewisham proposals, especially Meriton's request to exempt from the Design Competition approach for individual buildings.

I note that there is no Design Review Panel for Marrickville Council, hence there is no mechanism/"group" at all to assess Design Quality for this development. Thus the condition, regarding Design Quality/design competitions for each building/different architects, is the only mechanism that is currently available to address Design Quality. It is a good condition, as it stands between no real means to assess, and even enforce design quality, and a means to ensure that there is some degree of design quality in the development. It is essential to be retained.

Victorian Park is a good precedent, where different buildings by different architects created a sense of diversity across a large estate. Internationally, it is becoming more and more standard for design competitions to ensure design quality and a better quality urban environment that has a sense of diversity, not sameness. For example, across much of Europe, and many parts of Asia, this is standard for any development the size of Lewisham.

If the Development Application lodged with Marrickville Council is the example we need to judge by, having all the buildings the same will produce a monotonous poor quality urban landscape. From my international experience, I can attest that the design as lodged to Marrickville Council would not meet any international design quality standards for either urban design, landscape design, nor architecture. The buildings do not activate the streets in an interesting and effective manner. The facades lack detail, and patterned/coloured panels does not represent good design. The differentiation between public and private space is incredibly poor.

Further, the montages, especially the one showing the perspective from the Light Rail stop (attached), shows that there is no understanding of Transit-Oriented design, which the proposal was approved on the basis of. Any reasonable urban design can inform that you never place a roundabout at a light rail stop, because of the need of kiss and ride/taxi drop-off, and you need a high quality pedestrian path/shared zoned through to any public space/footpath. The montage shows that there are plants all along the light rail, with no paths or connections, hence they are ignoring the light rail stop, as well as the wider landscape connectivity through to the proposed open space at the Mills development. Even the raised lip for the cafe area shows that there is no idea of connecting this for how people will come from the light rail. This is very bad design quality. I point this

example out to emphasis the need for the design quality condition to remain.

I could go on for pages about the lack of design quality exhibited in what has been lodged with Marrickville Council.

Further, for such a large development, Public Art is a good idea to create some interest in the public spaces, and add some value to the wider community. This condition should not be deleted, but perhaps could be modified to ensure that Meriton give the funding for this and dedicated spaces to Marrickville Council.

It is also incredibly disappointing to read that Meriton also seek to stay at the minimum BASIX level for sustainability. BASIX has not changed in years, and how the world sees sustainability has advanced considerably. It is not rocket science to design good sustainable buildings, nor does it necessarily cost more. It just takes a good architectural team to develop the design so that good sensible sustainability is embedded in the design, and is not a whizz-bang expense add-on. All the reports for the Australian Government on the sustainability has indicated that energy efficiency in buildings is one of the lowest hanging fruit to achieve a lower carbon emissions, and better urban outcomes. It is not difficult to design a low-energy building, even a passive building of this scale. Thus it comes down to getting the right architect, rather selecting any old architect who has no or little understanding of good sustainability. It is not hard to achieve a better standard of water use. It is not hard to select more sustainable materials. It is not an unreasonable ask to require Meriton to go above and beyond BASIX, and I would urge the Department to retain this condition.

Also, the change of car park entry, a long ramp along the western boundary of the development will effect the ground floor units of block A and B and I understand that it will be the only entry to the underground car park, which means more traffic on Hudson Street, and it will mean that there will excessive traffic in the roundabout already mentioned which will affect the attractiveness of the light rail, and will create significant pedestrian/car conflicts for those using the light rail, and open space.

Overall, I urge the Department to not change these conditions, especially the Design Quality condition, as they are what will make this development better than poor-average. I would be happy to elaborate further on my comments, should that be necessary.

Yours,

Peter Robinson

BTP (Hons 1) M.Des.Sci(Comp) GDip(UD) MA(UD) MPIA CPP CEU

Australia: Level 5 | 68-72 Wentworth Avenue | Surry Hills N.S.W. 2010 || P: 02 9281 9410 | F: 02 9281 3171 | E: sul.pdsi@gmail.com

New Zealand: PO Box 9743 | Wellington N.Z. || M: +64 211 587874 | E: sul.pdsi.nz@gmail.com

United Kingdom: Baltic 39 - 31-39 High Bridge | Newcastle upon Tyne NE1 1EW || T : +44 191 261 6400 | E: sul.pdsi.uk@gmail.com

Sweden: Hökens gatan 2 | Stockholm Sweden SE 116 46 || E: sul.pdsi.se@gmail.com

Our Reference: SYD13/00202
Your Reference: MP08_0195 MOD1
Contact: Xi Lin
Telephone: 8849 2906



Transport
Roads & Maritime
Services

Director
Metropolitan and Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Helen Mulcahy

**SECTION 75W MODIFICATION REQUEST TO MIXED USE
DEVELOPMENT 78-90 OLD CANTERBURY ROAD, LEWISHAM**

Dear Ms Jones,

I refer to the Department's letter of 18 January 2013 regarding the abovementioned Section 75W modification application (Ref: MP08_0195 MOD1) forwarded to the Roads and Maritime Services (RMS) for comment.

RMS has reviewed the proposed modifications and raises no objection.

Further enquiries on this matter can be directed to the nominated Assistant Transport Planner Xi Lin on phone 8849 2906 or via email at xi.lin@rms.nsw.gov.au.

Yours faithfully

James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

7 March 2013

Roads and Maritime Services

Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

27th February 2013

Dear Sir/Madam

**Re: Submission from No Lewisham Towers Inc Committee
re Application to Modify Major Projects MP08 0195
78/90 Old Canterbury Road Lewisham**

No Lewisham Towers Inc Committee has reviewed the application to modify the above approval and wishes to object to several aspects of the application.

1. Affordable Housing

There is no plausible case made by the applicant for the waiving of the affordable housing requirement. While it may be not part of Marrickville Council policy, there are strong social equity reasons to include affordable housing in any large urban renewal project including this one, especially in such a location. In enforcing this requirement, the Department of Planning and Infrastructure (DoPI) and the Planning Assessment Commission (PAC) are simply applying current policy that is applicable across many LGAs.

It should be noted that the Allied Mills site approval has also included an affordable housing component. Compliance with the condition would ensure consistency across the two major urban renewal projects in the area.

2. ESD initiatives

Environmental sustainability must be a standard applied consistently to achieve any worthwhile results. Given the size of the project a simple BASIX compliance should be only a starting point. The extra FSR awarded to this project would provide the revenue base to more than absorb the costs involved with set up of such schemes as Photovoltaic and co-generation.

3. Design Completion

The applicant seeks to delete the requirement for future Development Application to be subject to the Director General's Design Excellence Guidelines with regard to design completions. The applicant makes no reasonable argument for their requested amendment beyond their own convenience.

Given the scale of the project and the opportunity for achieving reasonable design quality for this site, we feel this condition should be retained. Several precedents exist within Sydney where this approach has provided sound planning outcomes. (eg Victoria Square Zetland and Homebush Bay). The design development to date is preliminary at best, providing a framework only. We would assume a much greater level of detail would be required at DA stage providing opportunities for a variety of architectural language that can only enrich this new precinct. Assigning the whole project to one architectural firm could produce a uniformity of building type to the disadvantage of the end user.

4. Public Art

The applicant requests the deletion of any requirement to include public art or street activation (see Annexure 2 - requested amendments to statement of commitments).

While the Planning Report only mentioned the public art component of this requirement, the actual commitment is broader in its intent. We are particularly concerned that the developer of a site of this scale should be required to pay close attention to public spaces and ensure as part of good design practice the activation of the public realm. This should include, but not be limited to the inclusion of public art.

The developer's reasoning is that there is no requirement under the Council DCP to include public art. Whilst this might be so, the applicant did not apply for planning approval through Marrickville Council. The applicant has been granted approval under the Major Projects SEPP, and has been granted substantially greater FSRs than would be allowable under Council's LEP for this site.

Given the importance of the quality of the public space to the success of the project, we assert that the Director General's Design Excellence requirements should apply to this component of the project as well.

5. Location of the car park ramp

The car park ramp has been relocated to the Western edge of the site. This will cut off the apartments of block A and B from the street, providing only the narrowest of pedestrian paths along what should be a major link from the light rail stop to the north edge of the site.

A better planning solution would be to place the car park ramp under a building. While it may require the deletion of one or two units to comply with this, it would free the street interface and mitigate its visual impact.

Conclusion

The amendments requested by Meriton noted above, are not backed up by any rigorous planning rationale. The applicant is putting forward arguments based on costs and compliance with Marrickville Council planning policy.

The assessment of these modifications should be based on whether they are in the public interest not the applicant's profit levels. To use repeatedly the argument that the requirements are onerous because they would not be required as part of the LGA policy is ridiculous given the applicant's refusal to seek approvals through Council.

Given that the Major Projects application pathway has provided them with building densities far greater than the Council's LEP allowance for this site resulting in greatly increased profitability, we see no reason that the requirements of the original approvals should be modified.

We look forward to your positive response to these objections.

Yours sincerely



Tamara Winikoff
On behalf of No Lewisham Towers Inc Committee
c/o 38 Victoria Street, Lewisham, NSW 2049

**SUBMISSION BY MARRICKVILLE COUNCIL
ON THE PROPOSED SECTION 75W MODIFICATION TO
CONCEPT APPROVAL FOR A MIXED USE DEVELOPMENT
AT 78-90 OLD CANTERBURY ROAD, LEWISHAM**

MARCH 2013

Introduction

Council appreciates the opportunity to comment on these proposed Concept Plan modifications. By way of background, Council has always supported the redevelopment of this site for an appropriately-scaled medium/high-density development, particularly as the site has good access to public transport and services, including the new light rail extension.

However, as planning of the site has progressed, the Council and the community have expressed opposition to the excessive scale of the proposal compared to that permitted by Council's planning instruments and masterplan for the McGill Street precinct. Council recognises that this opposition has contributed to a small reduction in the scale of the development as approved. Notwithstanding, Council maintains the view that the scale of the development is excessive. This is not only an important issue in its own right, but has contributed to some of the design issues within the s.75W modification.

As is apparent from the list of modifications below that are not supported (in whole or in part), Council is concerned that the overall impact of these modification will be negative. Some of these issues stem from the excessive scale of the development and can only be addressed by reducing the scale, some by redesign and others by a commitment by the proponent to providing a well-designed development that incorporates best-practice sustainability measures.

Summary of modifications not supported by Council

Whilst several of the s.75W modifications are supported, or at least raise no issues, several raise concerns for Council and are not supported. Modifications that are not supported are:

- *changes to the quantity and location of public and private open space* – due mainly to severance of public pedestrian and cyclist access through the site;
- *deletion of the William Street car park access point and amendment to the car park access ramp on the western part of the site* – due mainly to the impact of the ramp on the free movement of pedestrians and cyclists to and from the future GreenWay corridor;
- *reduction of footpath width along William Street* – due to the impact on pedestrian movements along the footpath, particularly wheelchair users;
- *alteration of the footprint at the southern end of Building A* – due to the impact on sight lines from the central open space corridor to the light rail stop and Allied Mills site;
- *ability to convert retail/commercial space to residential in Buildings A, E & G* – due to the need to maintain active frontages to the public area near the light rail stop and along Old Canterbury Road;
- *deletion of beyond-BASIX energy efficiency requirements* – due to the impact on Council's desire for the development to represent best practice sustainable design;
- *deletion of affordable rental housing requirement* - due to the impact on Council's desire for the development to represent best practice sustainable design;

- *deletion of requirement to provide public art* – due to the impact on Council's desire for the development to represent best practice sustainable design;
- *deletion of requirement to comply with Director General's Design Excellence Guidelines* - due to impact on Council's desire for the development to represent best practice sustainable design; and
- *reduce solar access requirement from 3 to 2 hours* – due to on Council's desire for the development to represent best practice sustainable design.

Comments on each of the modifications

Note the modifications have been numbered by Council, not by the proponent in the s.75W application.

Modification 1 – changes to the quantity and location of public and private open space

With regard to the quantity of public and private open space, Council notes the modifications result in a slight decrease in public open space, but provision will remain above the 3,000 sqm minimum set by the Concept Approval. Notwithstanding the fact that this reduction in public open space is minor and within approved limits, Council does not support any reduction in the quantity of open space provided. The substantial increase in private open space is also not supported, as this has negative impacts on public access.

While not discussed in the proponent's s.75W report, one of the most significant modifications proposed is the alteration of *Drawing 22.1 Green Space Calculation Analysis (800 Revision E)*, which is linked to Condition A2 of the Concept Approval. This amended drawing will result in significantly reduced public access through the development as a result of the conversion of previously public open space to private open space.

Of particular importance are the north-south pedestrian connections between the light rail stop and William Street. Council notes in the amended drawing that a narrow 1m wide north-south public access path will be provided through the site from Brown to Hudson Street. This width is inadequate. All these pedestrian connections, previously advocated by Council, not only facilitate pedestrian permeability through the site but also assist pedestrian movements away from Old Canterbury Road at Hudson Street where no signalised crossing will exist.

Council notes that Figure 12.3 of the proponent's modification report includes a proposed signalised intersection at Old Canterbury Road and Hudson/Henry Streets, but these signals have been rejected on multiple occasions as a possibility by Roads & Maritime Services (RMS). Furthermore, s.75W report Figure 12.2 includes a statement that the boulevard along Hudson Street *"creates a linkage from Henry Street to the greenway and provides single intersection access..."*, which in fact will not be the case. This means pedestrians and cyclists will need to use the existing crossing at Old Canterbury Road/Longport Street and will access this crossing using the north-south links.

Condition 15 should also be amended to ensure the public access link outlined in the proposed modification between the light rail stop and Longport Street has legal status, as follows: *"private road adjacent to the light rail corridor and pedestrian link, between the light rail stop and Longport Street"*.

Council therefore strongly objects the proposed reallocation of private and public open space as it will result in the severance of most key publicly accessible pedestrian links through the

site and reduce pedestrian permeability across the precinct in general. Council requests that the approved public/private space arrangement be maintained. The approved drawing in combination with Condition 15 will ensure adequate public rights-of-way are maintained through the development in perpetuity.

It is also noted that the drawing 12.5 Building Height shows the south end of buildings E and C penetrating into the pathway on the northern end of the main open space, which appears to reduce the required 20m minimum width of the open space (excluding on-street parking and adjacent footpath) under condition B3 of Part B: *Modifications of the Concept Approval*. This is unacceptable and should be rejected to maintain a clear width of path and view, with Building A being as a minimum behind that view line, but preferably set back as per the original approved plans.

Finally, Annexure 2 (Access) describes a “*new public footbridge extending from the northern end of Brown Street*” – it is not clear where this footbridge will lead to, nor is there any indication of any such footbridge on the provided maps/diagrams.

Modification 2 - deletion of the William Street car park access point and amendment to the car park access ramp on the western part of the site

From a purely vehicular traffic management perspective, the deletion of the William Street vehicular access point (with all traffic using Hudson Street) has merit, and it is noted the potential impact of additional traffic on Hudson Street would be negated by a reduction in traffic from a reduction in GFA. Council also notes the ramp complies with the relevant Australian Standard AS2890.2:2002

If this modification were to be adopted, development traffic would be eliminated from William/Brown Streets, and there would be no need to ban the right turns at William and Brown Streets. Therefore condition 19 (Schedule 3) could be amended as follows: “*Future Development Applications shall provide for left in left out access to the development via Hudson and McGill Streets at all times. The proponent shall comply with the Local Traffic Committee requirements in relation to banning right turns at these intersections.*”

However, from a wider transport and urban design perspective, the deletion of the William Street access ramp and creation of the ramped driveway along the western boundary of the site adjacent to Buildings A and B is not supported. The proponent’s main rationale for this ramp - a more efficient basement layout - is difficult to assess without a basement layout plan being included in the s.75W application.

The ramp is not supported as it would create a considerable visual and physical barrier to pedestrian movements between the development and future GreenWay on the eastern side of the light rail line. It will also remove any potential to create a shared-zone along this section of roadway. The ramp also represents a significant reduction in what would otherwise be useable public open space, and should not come at the expense of diminished functionality and visual appeal of a key publicly accessible corridor between Building A and B and the Greenway Corridor.

Council had always envisaged through its *McGill Street Masterplan* that the road along the western boundary of the site would be an attractive and seamless link to the Greenway corridor. Whilst the redesigned ramp arrangement increases open space in the area between buildings B and D, it reduces the functionality and visual appeal of the road along the western boundary of the site. The ramp arrangement also results in the creation of a narrow footway constrained by walls or fences. This is further erosion of site permeability, including the attractiveness of access to/from the Light Rail Stop and the GreenWay.

The function served by this ramp could instead be met by accommodating the ramp predominantly within the building form in a suitable location. Alternatively, it could be met by extending the ramp further into the area between building B and C, although this option is less preferred.

Modification 3 - reduced footpath width along William Street

Council notes the application proposes to amend Condition 18 (Schedule 3) which sets out the minimum road and footpath widths adjacent to the site. The applicant wishes to amend the condition to reflect the changes proposed to the private access road and to reduce the width of the footpath proposed on the development side of William Street.

Council does not support the proposed reduction of the footpath width along the development side of William Street from 1.8m to 1.45m, particularly as no justification has been provided for the reduction. A width of 1.8m (excluding the kerb) is the desired minimum footpath width recommended by Austroads to allow for wheel chair access (Guide to Road Design Part 6A – Pedestrian & Cycle Paths). A footpath width of 1.8m also allows for the inclusion in the footpath of light poles, street signs, street trees and other public infrastructure, while still maintaining adequate pedestrian access.

It is therefore proposed that Condition 18 (Schedule 3) be amended as follows:

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

- (a) The footpath on the south side of William Street shall be a minimum of 1.8 metres. The existing carriageway and footpath on the northern side shall be maintained at their current widths;*
- (b) Brown Street shall be a minimum of 9.6 metres (6 metre carriageway and 1.8 metre footpaths on each side);*
- (c) Hudson Street shall be a minimum of 6 to 8.5 metres (6 metre carriageway and 2.5 metre indented parking bays); and*
- (d) the north-south private accessway shall be a minimum of 9.5 metres (incorporating 6.0 metre carriageway and 2.1 metre footpath on the eastern side.”*

As is discussed under Modification 1 above, the absence of a signalised crossing or any other form of crossing at the Old Canterbury Road / Hudson Street / Henry Street intersection has repercussions for the movement of pedestrians and cyclists to, from and through the site. Pedestrian links from the light rail stop to the signalised crossing at the Longport Street / Old Canterbury Road intersection are particularly important. Included in these links is the William Street footpath. This adds weight to the argument that the William Street footway not be narrowed.

Modification 4 - alter the footprint of buildings A and B

Council notes from that proponent's s.75W report that through building footprint alterations, the proposed development will have a total GFA of 30,483 sqm, which remains below the 39,896 sqm approved. Whilst Council accepts the GFA is below the permitted maximum, the GFA approved is in Council's view excessive.

No concerns are raised with the redesign of the gap between Buildings A and B to alter the angle of the open space area and provide greater separation/amenity between buildings A and B. However, it appears this has resulted in the ground floor of Building A being moved further south into the main open space area adjacent to Hudson Street. It now protrudes

into the line of sight of the footpath running adjacent to buildings E and C. This is not supported as it may obstruct the sight line connecting across to the future potential GreenWay and through to the open space of the former Allied Mills redevelopment.

Modification 5 - minor changes to building heights

Council notes that the modified heights are within approved height limits, and accepts the rationale for this modification as being compliance with solar access requirements and improved building modulation. Council also notes the proposed remodelling of the buildings will result in a slight reduction in building height adjacent to the open space. It will also result in the setting back of some of the higher building elements and lower elements which wrap around the building to create a more attractive podium form for Buildings B, C, F and G. This is however not the case for Buildings A, D E.

Concern is still raised about the excessive scale, especially in relation to the interface of buildings A and E with the main open space corridor. Concern is also raised about the excessive stepping of the built form, which may be aesthetically unappealing. In this regard, it is critical that the architectural design creates a unified design, not simply a design based on achieving the maximum GFA within allowable building envelopes to comply with solar access requirements.

Modification 6 - allow retail to residential conversion (and vice-versa) if warranted by demand, and permanently convert retail to residential along the north-south ramp

Council notes the first part of this modification - the proposal to redefine the requirements for ground floor retail and commercial in Buildings A, C and G to allow for dual-use spaces on those parts of those buildings. This is to ensure these spaces can be readily adapted for either residential use or non-residential use according to demand. The stated reason for allowing for such conversion is to avoid such spaces sitting vacant.

Council notes the rationale for allowing flexibility in converting retail to residential use and raises no objection to such conversion in any building except for:

- Building A in the area fronting Hudson Street on the ground floor, which should be required to have retail/commercial uses to serving the light rail station and main open space; and
- Buildings E & G fronting Old Canterbury Road on the ground floor, where initially retail and/or commercial use should be required activate Old Canterbury Road.

Any changes to land use in the future should be required through changes to Marrickville Local Environmental Plan (MLEP) 2011. Council also notes there are currently inconsistencies regarding the proposed land uses under the approved drawings 12.2 *Concept Plan* and 12.4 *Subject Site Concept Plan – Land use Diagrams*, referred to in A2 of the Concept Approval. These inconsistencies should be clarified in the amended approval.

The second amendment involves deleting the requirements for non-residential landuse frontage towards the proposed north-south vehicular access ramp. Council raises no objection to this amendment as it is agreed that retail/commercial use would not likely be viable in this location due to aspect and low pedestrian traffic.

Modification 7 - delete energy efficiency requirements beyond BASIX

Council does not support the deletion of the commitment to the beyond-BASIX sustainability measures provided in the Ecologically Sustainable Development (ESD) report within the

Environmental Assessment (EA) report. In developing the *McGill Street Masterplan* and MLEP 2011 and MDCP 2011, Council had always envisaged that a development of this size and location should showcase best practice sustainability. A commitment to energy efficiency measures beyond the minimum mandatory standard of BASIX is considered to be an important part of this initiative.

Modification 8 - delete affordable rental housing requirement

The arguments provided in support of removing provisions requiring the proponent to provide affordable rental housing via the VPA process are not supported. The absence of a planning framework at the State or local level is not a justification for this development to exclude some provision. Despite the absence of such a framework, affordable housing contributions have recently taken place as part of other large scale rezonings, such as those at Barangaroo and Harold Park.

As part of its submission on the Concept Plan, Council had sought to have affordable housing provisions included in MLEP 2011, but this was not supported by the DP&I at that time. Moreover, Council argued that as part of any rezoning process (which the site would have been subject to in the absence of the now repealed Part 3A) affordable housing provisions would have formed part of any VPA associated with any rezoning, as has occurred at Harold Park for example.

It is also noted that the proponent's statement of commitments included a commitment to provide affordable housing on the site, and this issue is currently being addressed as part of the VPA negotiations. To remove these provisions would represent a failure on the part of NSW Government to assist in the provision of affordable housing. This is particularly the case for this site, given the significant upzoning that has occurred, and the benefits that the site enjoys as a transit-orientated development.

Modification 9 - delete aviation authority height approval within the Statement of Commitments

Council raises no objection to this modification, noting that aviation authority height approvals are already covered in Concept Approval conditions.

Modification 10 - ability to gain airport authority approvals after lodging development application – as there is not sufficient time to gain these approvals beforehand

Council raises no objection to this modification, noting that the proponent is already preparing to apply for aviation authority approvals.

Modification 11 - delete requirement to provide public art

Along with affordable housing and beyond-BASIX energy efficiency provisions, Council had always envisaged that provision of public art was integral to creating a best practice sustainability development on this site. Council therefore does not support the deletion of the Concept Approval's requirement for public art.

Modification 12 - delete requirement to comply with Director-General's Design Excellence Guidelines

Council does not support the deletion of this requirement, as it is reasonable to expect for a development of this size that a design competition would be convened. Such a competition would help ensure the design was at an appropriate scale for the site and did not result in

several of the negative issues discussed in this report, such as those discussed under Modifications 1, 2, 4, 6, 7, 8, 11 and 13. It would ultimately assist in producing a development that could be showcased as a good practice example of visually appealing and sustainable design.

Modification 13 - reduce solar access requirement from 3 to 2 hours

Although the modification sought would comply with the Council's DCP and SEPP 65 requirement of 2 hours of solar access to the specified percentage of dwellings, Council would like to see a higher standard apply to this development, which could be achieved if the scale of the development was appropriate. The fact that development surrounding the site is of lower density adds further argument for achieving a higher solar access standard.

Modification 14 - miscellaneous procedural amendments

Council raises no objection to miscellaneous procedural amendments to the Concept Approval necessary to implement the above modifications which are supported by Council.

Dear Ms Mulcahy

**Re: Application to Modify Major Projects 'Lewisham Estate' MP08 0195 78/90
Old Canterbury Road Lewisham**

I live in Summer Hill not far from the proposed development. I am also a Councillor on Ashfield Council but write this in a private capacity.

While not a planning expert myself, I note and support the submissions by Ashfield Council, Marrickville Council and members of the No Lewisham Towers Committee who have considerable expertise. I supply my own interpretations of the exhibited plans while drawing upon that expert analysis.

I am writing to you because I am deeply concerned about design quality and the Lewisham proposals, especially Meriton's request to be exempt from the Design Competition approach for individual buildings. The condition imposed by the PAC regarding design excellence, is an important mechanism for developing what will be a highly dense and, in reality, constrained site, set in an otherwise low density context. The Meriton DA proposal lodged with Marrickville Council does not demonstrate that the results will be **'a manifestly outstanding building', and that 'the architect has a reputation for delivering buildings of the highest quality.'**

This and the adjacent Mill site are the largest developments ever in this area and it is important to get the quality of design right. This condition needs to stand as no other means is available to enforce design quality. The existing residents of this area will have to live with the development long after Meriton has departed. Future residents of this estate also need to be considered. We do not need to repeat the mistakes of other such developments.

With this level of density we must try to achieve the best possible design outcomes, not sameness and monotonous buildings which do not activate the streets effectively. While I have previously argued to improve the outcomes for the adjacent Mill site, what is proposed here is inferior. The street level activation needs to be far more imaginative, considering the number of people who will be living in an urban island surrounding by very busy roads on three sides. There needs to be much improved permeability. As to the buildings themselves the facades are dull and uninteresting – monotonous. Public and private space is not well differentiated and the limited, non- active open space needs to be enhanced. It seems the battle to provide much needed active open space has been already lost.

The long ramp along the western boundary of the development, as pointed out in the Transport for NSW submission, is a poor option. One of the slender hopes for future and nearby residents is the construction of the light rail, which may, to some degree improve the access to and from the site, as well as permeability.

In summary:

- a roundabout at a light rail stop is unacceptable because of the need of kiss and ride;
- a high quality pedestrian path/shared zoned through to any public space/footpath is needed;
- no adequate paths or connections are apparent to the light rail;

- connectivity to the light rail stop, as well as the wider connectivity through to the proposed open space at the Mills development should be enhanced not ignored;.
- the cafe area is poorly designed in terms of connecting to pedestrian flow from the light rail.

The fore-mentioned ramp will also affect the ground floor units of block A and B and seems to be the only entrance to the car park. Hudson Street will need, therefore, to carry more traffic meaning more traffic flow, in turn, through the roundabout, affecting access and the safety of those wanting to use the light rail.

This will be a large, crowded development in what will be a dense precinct. Amenity within the development will be paramount. Thus, Public Art set as a condition will help to retain interest in the public spaces with less need to travel outside the precinct for people to enjoy 'down time. 'It will also help to add interest for those in nearby neighbourhoods, enhancing the integration of this development. This condition should not be deleted. If Meriton is not interested in fulfilling this requirement, they should fund Marrickville Council to do so.

There remains some opportunity to get the best possible outcomes in what has already been an example of much opportunity missed. Design excellence remains as an opportunity to improve what may become a very poor development. The best architects should be in charge of design, including the achievement of the most achievable sustainability. Meriton must be required to go beyond BASIX. I believe the PAC was wise to insist on this condition in the circumstances inherited by the commissioners.

The Department must not change any of the conditions set by the PAC. The imposed conditions are an attempt to make a bad concept somewhat better. Nothing should be changed to make matters worse for the future residents of this development and those in surrounding areas.

Yours Sincerely,

Councillor Alex Lofts

27 Kensington Rd,

Summer Hill 2130

0401 14 756

Helen Mulcahy - Re: Application to Modify Major Projects MP08 0195 78/90 Old Canterbury Road Lewisham

From: Michael Johnston <majkam@bigpond.net.au>
To: <Helen.Mulcahy@planning.nsw.gov.au>
Date: 4/4/2013 10:44 PM
Subject: Re: Application to Modify Major Projects MP08 0195 78/90 Old Canterbury Road Lewisham

Dear Ms Mulcahy

I am writing to follow up on the submission from the No Lewisham Towers Inc Committee re the above proposal.

There is simply no doubt that you stand between the ordinary citizenry and the commercial ambitions and desires of the applicants in this matter. The vast majority of citizens have no idea what fate befalls them. There is to be a massive development in their suburb about which they possess scant knowledge and awareness. The trust we have in public officials to represent a community - dare I say collective - interest as regards the impact of developments pursued by individual corporations now rests with you. It is an onerous task.

One is reminded of the tragedy of the commons as it is writ large in the situation that confronts us.

The facts are that the community has little or no knowledge of the applications being considered by Government. The latest DA application to Marrickville Council regarding a small part of the McGill precinct development runs to over 30 items some of which are in excess of 60 pages. Ordinary citizens are ill-equipped to critique such documentation. We rely on you.

What do you rely on?

Can you have regard to design excellence? Do you have access to qualified professionals to advise you on the efficacy and implications of the applicants's designs?

I understand that Meriton has made a request to be exempted from the Director General's Design Excellence guidelines for individual buildings. Is this the same applicant who developed the World Square project? Have we, the body politic, learned anything from the World Square project?

The proposed application represents nothing less than an imposition of a whole new suburb onto an otherwise harmonious community setting. There has been little regard for infrastructure support in terms of roads, schools, open space and, I think, drainage, electricity, water and other amenities. Emergency access was made paramount in a recent fire at the mattress factory on Old Canterbury Road which, had it occurred in peak hour, could easily have resulted in loss of life as emergency vehicles would have found the site inaccessible.

Without the requirement for a Design Competition approach, there will be no expert oversight to ensure that there will be at least some degree of design quality in the development.

What is currently being proposed does not give us confidence that the developer has this objective in mind. It proposes poor quality urban landscape and very undistinguished 'off

the shelf' architecture.

There are no no legitimate grounds for exemption for this developer to avoid design excellence. It's fine for this developer to make a lot of money from this development but not at the cost of the community. We should not have to cross-subsidise their bottom-line profit and loss account. We can have a degree of confidence in the design excellence of a body of peer architects and design professionals and we seek your support to ensure that , at least in this regard, government is with the community.

The inclusion of a public art strategy would add further value for the people who use the space both as residents and travellers through the development to other destinations. The cultural experience provided by good architectural design, art and built and natural landscape adds immeasurably to the quality of people's lives

I am also concerned at the very poorly designed proposals for pedestrian and vehicular traffic including:

- the placing of a roundabout at the light rail stop creating significant pedestrian and car conflict
- excessive traffic impact at this roundabout caused by the change of car park entry creating a long ramp along the western boundary of the development
- the deleterious impact of this ramp on the ground floor units of block A and B
- lack of good public pedestrian and cyclist permeability through the development
- lack of connectivity to the proposed open space in the adjacent Mills development.

I respectfully request that you put yourself in our shoes and try to imagine what it would be like to live with what is being proposed for our much loved suburb.

I therefore strongly urge you and the Department to not to allow an exemption from the requirement to meet the Director General's Design Excellence guidelines and public art contribution, nor to to allow the bad traffic design to be approved.

Yours sincerely

Michael Johnston and Christian Moloney, long term residents of 4 Dover Street, Summer Hill



Major Projects Unit
Department of Planning & Infrastructure
23-33 Bridge Street
Sydney 2000

Attention: Helen Mulcahy, Senior Planner
Metropolitan and Regional Projects South

7 March 2013

Re: 78-90 Old Canterbury Road, Lewisham

MP08_0195 MOD 1 - Amendment of building footprints, access arrangements to onsite parking, open space, building heights, building use and conditions of the approval and Statement of Commitments

A. Preamble

This submission relates to proposed amendments to the above mixed use residential and retail development, known as the Meriton site.

The Meriton site and adjacent Allied Mills site are in a critical location between the “urban villages” of Summer Hill and Lewisham, at the junction of the Western Rail Line, the Inner West Light Rail, the GreenWay Shared Use Path and two heavily trafficked roads (a regional and a state road). The two sites combined have the potential to showcase best practice urban design and sustainable living and could become a vibrant, attractive, accessible, safe, pedestrianised and prosperous hub in a prime inner city location. The development will be judged not just by the quality of its built form, but how well it connects to the precincts around it.

We object to a number of the modifications proposed, as detailed below, because they appear to undermine the very qualities of pedestrian accessibility, sustainability, community connections and best practice urban design which a development of this nature should demonstrate. In our view the proposed modifications significantly impact on the qualities of the development precinct and its ability to relate to the Lewisham West light rail stop, the GreenWay and the adjacent (mainly) residential precincts in an appropriate and meaningful way.

Ashfield Council
260 Liverpool Road,
Ashfield NSW 2131

PO Box 1145
Ashfield NSW 1800

T: (02) 9716 1814
greenway@ashfield.nsw.gov.au

**www.
greenway
.org.au**

Working towards a recognisable
environmental, cultural and
non-polluting transport corridor
linking the sub-catchments of
the Cooks River and Iron Cove.





B. Introduction to the GreenWay

The GreenWay and Inner West Light Rail corridor runs North/South through the middle of the Allied Mills Flour Mill/Meriton site precinct. The GreenWay is approximately 5km long and follows the route of Hawthorne Canal and the Inner West Light Rail corridor (see map).

The GreenWay is a multi-purpose corridor containing cycling and walking paths, significant open space, recreational and sporting areas, bush regeneration sites, infrastructure and a range of sites of cultural, built form and historical significance. Several thousand people enjoy “getting out and about” in the Greenway every week, which makes it a significant resource for Inner West residents and visitors.

The GreenWay Program is funded principally by Canterbury, Marrickville, Leichhardt and Ashfield councils. Over the years funding has also been allocated by the NSW Government to several GreenWay projects eg open space and storm water improvements, sport, education and public art. In 2009 the GreenWay received a \$1.8 million grant from the NSW Environmental Trust. An Urban Sustainability Project team was established from 2009 to 2012. Project outcomes included bush regeneration, cycling events and training, the GreenWay website, resident surveys, GreenWay Primary Schools Sustainability project, the GreenWay Festival and a number of GreenWay “Hub Days”. The project developed comprehensive strategies dealing with key GreenWay issues, including active transport, biodiversity, public art and bush regeneration.

Following completion of the Environmental Trust funded project in 2012, the four councils committed on-going funding for two part-time positions, a GreenWay Place Manager and a GreenWay Coordinator. Their role is to implement the outcomes of the Urban Sustainability Project and continue to develop and implement the GreenWay vision in partnership with the community, the state government and key stakeholders.

The redevelopment of the Allied Mills/Meriton site presents a unique opportunity to achieve pedestrian and cycle access to the light rail and GreenWay, enhance community connections, increase activation and achieve other key aspects of the Greenway vision, most particularly best practice place making/management and improved urban sustainability.

Ashfield Council
260 Liverpool Road,
Ashfield NSW 2131

P0 Box 1145
Ashfield NSW 1800

T: (02) 9716 1814

greenway@ashfield.nsw.gov.au

**www.
greenway
.org.au**

Working towards a recognisable
environmental, cultural and
non-polluting transport corridor
linking the sub-catchments of
the Cooks River and Iron Cove.



C. Detailed comments on the proposed modifications

C 1 open space adjustments and subsequent impacts on pedestrian access

The modification proposes a significant increase in private open space. This is not supported, because the result is a significant reduction in ease of public access through the site, particularly in a North – South direction from Brown St to Hudson St. The amendment proposes that the North – South pathway be reduced to 1m width which is unacceptable. It will restrict pedestrian flow, significantly reduce sightlines/surveillance and will make the path feel constricted and unsafe for pedestrians. This is contrary to what the development as approved should be trying to achieve, which is to maximize pedestrian safety and comfort, encourage permeability and sightlines and to facilitate pedestrian access to and through the site. We therefore object to any modifications which are going to restrict or eliminate comfortable and safe pedestrian access to and through the site. The approved public/private open space provision and pedestrian access ways should therefore be maintained.

C 2 pedestrian access to and across Old Canterbury Rd/Longport St

There is a lack of clarity about how pedestrians are most likely to cross Old Canterbury Rd or Longport St. to access Lewisham Station. This is a vital consideration and needs to be clarified by the proponent. For example, Fig 12.3 of the proponent's modification report proposes a signalized intersection at Old Canterbury Rd and Hudson/Henry St., which has been rejected by the Roads and Maritime Services on several occasions. Similarly, Annexure 2 (under access) identifies a proposed public footbridge from the North end of Brown St., which presumably will go across Longport St. to the railway embankment? The drawings do not detail this overhead bridge. These very important pedestrian linkages need to be properly articulated by the developer and consistent with the traffic authorities' requirements.

C 3 deletion of William St car park access and construct a ramp on Western side of site

We object to the creation of a car park access ramp along the Western boundary of buildings A and B because:-

- it is a major visual and physical barrier between the site and GreenWay/light rail corridor;
- it removes any potential to create a shared vehicular/pedestrian zone along the Western boundary, adjacent to the GreenWay and also significantly reduces room to establish street trees and/or appropriate landscaping along this important boundary;
- it severely restricts comfortable and safe pedestrian access from the site, across the proposed at-grade road, to the GreenWay/light rail corridor;
- it creates a narrow footway "hemmed in" by car ramp walls and fences which will restrict pedestrian flow, significantly reduce sightlines/surveillance and will make the path feel more constricted and unsafe for pedestrians, and
- The car park could be vulnerable to basement flooding, because sections of the site occupied by Buildings A, B and D are within the 1 in 20 year ARI flood zone. Engineered approaches to flood mitigation would exacerbate the ramp's visual/ physical barrier effects.

C 4 narrowing of footpath width on William St

We object to the proposed reduction in footpath width along William St. There is no obvious justification for this and, once again, it restricts pedestrian comfort and safety along a road which will be used by pedestrians to access the site, GreenWay and light rail from Lewisham Station.

C5 modifications to building footprint and ground floor retail/commercial uses

The proposed modification to the building A footprint is not supported because it will restrict sightlines from the Eastern side of the site to the GreenWay/light rail corridor and physically encroach on the access hub and community/open space area on the site's south western corner, adjacent to the light rail stop. Similarly, the proposed elimination of dual use and potential ground floor retail/commercial uses for buildings A , C and E is not supported. Both of these modifications will restrict the potential for activation of this important part of the site, which is adjacent to the main access way to the GreenWay and light rail (see also C 7 below).

C6 amended statement of commitments (Annexure 2) - removal of ESD

We object to the proponent's removal of the requirements to implement best practice ESD (ecologically sustainable development) and, instead, to just adopt the minimum requirements under BASIX. As mentioned in section A above, the development site has the potential to be a high quality and sophisticated model for sustainable, 21st century living. It has excellent potential to reduce car dependency and increase walking and cycling (and associated fitness, community connections and general community well-being) because of its proximity to light rail, heavy rail, the GreenWay and the urban villages of Summer Hill and Leichhardt. It follows that the development can also model best practice ESD in respect of energy, water and waste management. We support the approved statement of commitments (section 3.22) which advocates use of photo voltaics, co-generation, best practice water conservation/management (eg through water sensitive urban design) and appropriate selection of materials and fabrics to compliment and enhance the development.

C7 amended statement of commitments (Annexure 2) - remove community and cultural

We object to the proponent's removal of the requirements to implement community and cultural activities and to provide appropriate public domain, community buildings/facilities and/or public art. These important elements will activate the site, facilitate community connections and encourage a range of social and cultural activities of benefit to site residents and the broader community.

The precinct surrounding the light rail station (on both sides of the rail tracks) is potentially a very important community hub for people of all ages. It has great potential to be an attractive, safe, accessible and vibrant place. Not only will this enhance the liveability and prosperity of the development site, but it will also encourage maximum use by the community of the light rail

and GreenWay during the day and into the evening. This will directly benefit the residents and other users of the development site and the broader community as a whole. The programs and facilities outlined in the statement of commitments to support community and cultural activities should be retained. Appropriate negotiations should take place between the developer, the Councils and the GreenWay Place Manager during the preparation of future projects/DA's and/or VPA's to establish and maintain a tangible, place-based approach to the provision of community and cultural facilities which can be sustained by the stakeholders in perpetuity.

A number of strategic documents have been prepared by the GreenWay stakeholders which outline the importance of enhancing community well-being and safe, activated, connected communities. The documents also contain practical suggestions about how this might be achieved through an integrated, place-based approach which can be applied to the Lewisham West light rail precinct and the approaches to it. The documents include:-

- council strategic plans eg "Our Place, Our Vision" – Marrickville Community Strategic Plan
- issues specific council strategies eg Marrickville Council precinct plans, public art strategy
- GreenWay Active Transport Strategy and Action Plan (2012)
- Draft Design Principles for Major Development Fronting the GreenWay (2011)
- Interim GreenWay Arts and Community Culture Strategy (2011)

Strategies for public art and community culture are currently being prepared by Ashfield Council and Tf NSW which are directly applicable to the GreenWay and Inner West Light Rail. These documents can inform ongoing negotiations about community and culture activities and facilities within the development site and in the public spaces and access ways adjacent to it.

C8 amended statement of commitments (Annexure 2) - *remove design excellence*

The proponent's desire to delete the need to achieve design excellence is not supported. As outlined in section A above, the site has the potential to showcase best practice sustainable living and design excellence because of its unique qualities and its proximity to light rail, the GreenWay and the heritage rich urban villages of Summer Hill and Lewisham. Design excellence will enhance the site's look and feel and will make it a more valuable, prosperous and sustainable place for residents and visitors into the future.

It is recommended that negotiations take place between the proponents, council representatives, the GreenWay Place Manager and other stakeholders about how best to achieve design excellence in an appropriate and balanced way.

D Conclusions and recommendations

We appreciate the opportunity to make this submission on the proposed modifications to the conditions of consent for the Meriton site development.

Our recommendations are as follows:-

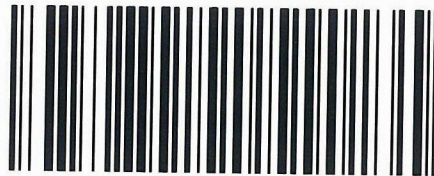
- (i) **Increase in private open space.** Not supported due to consequent reduction in pedestrian access to/through the site and the impacts on permeability and pedestrian comfort and safety.
- (ii) **Pedestrian access to/across Longport Street and Old Canterbury Rd.** More detail and clarification needed about how pedestrian access to/from Lewisham Station will be achieved.
- (iii) **Deletion of William St car park access and construct a ramp on Western side of site.** Not supported as this would significantly impact on pedestrian access to/from Lewisham West Light Rail Stop and the GreenWay . It would impact on amenity, sight lines, pedestrian comfort and safety and the potential for street trees and landscaping. It may also increase vulnerability to basement flooding.
- (iv) **Narrowing of footpath width on William St.** Not supported due to impacts on pedestrian access to/from the site and Lewisham West Light Rail Stop.
- (v) **Modifications to building A footprint and ground floor retail/commercial uses in buildings A, C and E.** Not supported as this would reduce sight lines to the light rail stop and GreenWay and undermine activation potential.
- (vi) **Amended statement of commitments (Annexure 2) - removal of ESD .** Not supported. The development should incorporate ESD best practice, as outlined in the approved Statement of Commitments.
- (vii) **C7 amended statement of commitments (Annexure 2) - remove community and culture.** Not supported. This would significantly impact on the potential for the Lewisham West Light Rail Stop precinct to become an activated, prosperous, safe and attractive community hub for residents, visitors and users of the light rail and GreenWay. Negotiations should take place during the preparation of future projects/DA's and/or VPA's to establish and maintain a tangible, place-based approach to the provision of community and cultural facilities which can be sustained by the stakeholders in perpetuity.
- (viii) **Amended statement of commitments (Annexure 2) - remove design excellence.** Not supported. The development should incorporate design excellence, as anticipated in the approved Statement of Commitments. Negotiations should take place at appropriate stages during the development process to achieve design excellence in an appropriate and balanced way.

Yours sincerely

Nick Chapman
GreenWay Place Manager



Ashfield Council



PCU042469

12 March 2013

Major Projects Unit
Department of Planning & Infrastructure
23-33 Bridge Street
Sydney 2000

Department of Planning
Received
13 MAR 2013
Scanning Room

Attention: Helen Mulcahy, Senior Planner
Metropolitan and Regional Projects South

Dear Ms Mulcahy

**78-90 Old Canterbury Road, Lewisham
MP08_0195 MOD 1 – Proposed Amendments to Concept Plan Approval**

Thank you for the opportunity to provide comments on the proposed amendments to the concept plan approval for the above application.

Council has strong concerns about the proposed amendments to the 'western internal road' adjacent Buildings A and B, and the proposed 'dual use' of the ground level floors of Buildings A, C and E along the Hudson Street open space area, for the following reasons:

The urban design outcome for development sites adjoining the proposed light rail corridor (future GreenWay) is very important. These sites will form the background to the GreenWay, and also the future pedestrian link between Hudson Street, including the bridge over the Lewisham West light rail station, and Smith Street, Summer Hill. It is expected that a large number of people will use these areas. This part of the GreenWay and the pedestrian links which will be created through the Lewisham Towers and Flour Mills proposals will provide a major public benefit and have been well supported by the local community.

The current concept plan approval makes reference to the vehicular basement entry being concealed from public view by being under Building B and accessed off the 'western internal road'. This would allow any future Development Application (or Project Application) to sensitively treat the architecture of the western elevations of Buildings A and B plus the flat roadway and 3m wide verge area, and so address appropriately the interface with the GreenWay corridor. This is very important since the area will spatially enclose 9 to 10 storey buildings either side of the GreenWay.

ENGLISH

IMPORTANT

This letter contains important information. If you do not understand it, please ask a relative or friend to translate it or come to Ashfield Council to discuss the letter with Council staff using the Telephone Interpreter Service.

CHINESE

重要说明

本信件包含重要信息。如果您不理解信中的内容，请让亲友为您翻译成中文，或前往艾士菲市议会通过电话传译服务向市议会员工询问信中的内容。

ITALIAN

IMPORTANTE

Questa lettera contiene informazioni importanti. Se non capite, chiedete ad un parente o a ad amico di tradurla oppure rivolgetevi al Comune di Ashfield per discutere della lettera con il personale del Comune attraverso il Servizio di Interpretariato Telefonico.

GREEK

ΠΡΟΣΟΧΗ

Η επιστολή αυτή περιέχει σημαντικές πληροφορίες. Αν δεν καταλαβαίνετε το περιεχόμενό της, παρακαλώ ζητήστε από ένα συγγενή ή ένα φίλο να σας το μεταφράσει ή ελάτε στο Δημαρχείο του Ashfield να συζητήσετε την επιστολή με το προσωπικό του Δήμου χρησιμοποιώντας την Τηλεφωνική Υπηρεσία Διερμηνέων.

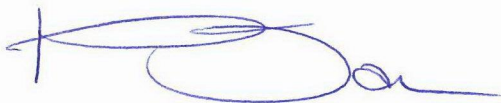
The amendment to the concept plan proposes the internal at grade road along the western boundary of the site (adjacent Buildings A and B) be replaced with a long length of road containing ramps leading down to the basement levels. It is relevant in assessing this to note that the surrounding and nearby areas is potentially subject to flooding as has been pointed out by various civil engineering reports submitted for the Flour Mills concept plan and submissions and concerns raised by Sydney Water. This means that for public safety reasons there might be a need to elevate in the future the entry level of the ramps (which would provide access to the basement levels), in order for the ramp entry to be above any floodplain level.

Noting the above, the proposal to turn the 'western internal road' into a type of utilitarian service road/area is objected to, due to the likely potential for a very poor urban design and visual impact outcome. This will result from vehicular driveways and ground level openings for the ramps, potentially large exposed structural wall embankments and fencing, or future amendments which may require raised roadway levels to address any flooding issues.

The current concept plan approval for the public open space area along Hudson Street requires Buildings A, C, and E to have commercial uses fronting this space in order to 'activate' this area and to provide surveillance for public safety and urban design reasons. It is anticipated that there will be large numbers of people using this pedestrian route, including residents from Summer Hill and other parts of Ashfield. The proposed amendment to have the ground level commercial areas become a 'dual use' in order to allow for their use as residences is therefore objected to, as this would be contrary to best practice principles for activation of the Hudson Street open space corridor.

Council trusts the above comments will be taken into consideration in the assessment of the proposed amendments to the concept plan.

Yours faithfully,



Phil Sarin
Director Planning & Environment

Annexure 2: Department of Planning and Infrastructure Comments



Planning

Contact: Helen Mulcahy
Phone: (02) 9228 2016
Fax: (02) 9228 6455
Email: helen.mulcahy@planning.nsw.gov.au
Our ref.: MP08_0195 MOD 1

Mr Walter Gordon
Manager, Planning and Development
Meriton Property Services Pty Ltd
Level 11, 528 Kent Street
SYDNEY NSW 2000

Dear Mr Gordon,

Subject: Exhibition of Request for Modification for a Mixed Use Development at 78-90 Old Canterbury Road, Lewisham (MP08_0195 MOD1)

The exhibition of the Environmental Assessment for the above project concluded on 1 March 2013. All submissions received by the Department during the exhibition of the project are available on the Department's website.

In accordance with section 75H of the *Environmental Planning and Assessment Act 1979*, the Director-General requires the proponent to respond to the issues raised in these submissions.

The Department has reviewed the submissions received and considered the proposal as detailed in the EA. The Department has identified a number of issues with the proposal relating to traffic and access, urban design, amenity, visual and physical permeability / connectivity and open space in addition to some of the proposed modifications to the Statement of Commitments. These issues are outlined in **Schedule 1**.

The Department's primary concerns regarding the proposal are the flow-on effects of the proposed changes to the vehicular ingress / egress in terms of intersection performance and traffic distribution; and urban design issues associated with the proposed changes to the vehicular access and the rationalisation of the open space.

The other issues are largely matters of detailed design that should be resolved at this stage.

It is considered that a Preferred Project Report (PPR) should be prepared identifying how you have addressed issues raised by the Department and in the submissions, and, how the PPR minimises the environmental impacts of the proposal. A revised Statement of Commitments is also to be provided incorporating any amendments following your response to the submissions.

Your contact officer for this proposal, Helen Mulcahy, can be contacted on (02) 9228 2016 or via email at Helen.Mulcahy@planning.nsw.gov.au. Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely,

Karen Jones
Director

14/3/13

Metropolitan & Regional Projects South

SCHEDULE 1 – KEY ISSUES

Traffic and Access

- The Department requests a more detailed assessment and analysis of the traffic implications of the proposed changes to the vehicular ingress / egress to the site. In particular this should include further information about the performance of the Hudson Street / Old Canterbury Road intersection (including levels of service assessment) and the implications of concentrating all traffic generated by the proposed development at this intersection.

Urban Design / Western Basement Access Ramp

- The Department considers that the location of the proposed vehicle access ramp is problematic in urban design terms and is unlikely to be supported.
- The Department concurs with Marrickville Council's concerns about the basement access ramp set out in its submission dated March 2013. The matters raised in the Council submission should be addressed and alternative vehicular access arrangements should be investigated.

Open Space, Public Domain and Streetscape

- It is not clear from the plans or the information submitted in support of the application what has precipitated the reduction in the size of the Public Park on Hudson Street from 3,054m² to 3,002m². The Department requests that further justification be provided in this regard.
- The Department is concerned about the impact of the additional private open space on site permeability and the apparent loss of publicly accessible open space when compared to the approved Concept Plan.
- The Department requests clarification about the anticipated treatment of the private open spaces (areas shown in blue on Drawing No. 22.1) and the treatment of the interface of these spaces with the public open spaces.

Solar Access Requirements

The Department notes that the original Concept Plan provided 70% of dwellings with 3 hours of solar access in mid-winter (between 9.00am and 3.00pm). Further information and justification should be provided in support of the reduction to 2 hours as proposed. This should have regard to:

- the ability of the Concept Plan as approved to achieve 3 hours solar access to 70% of dwellings in mid-winter; and
- the predominant scale of existing development in the immediate vicinity (one and two storey buildings) which affords the site a high level of solar access.

Affordable Housing

The proposal to amend delete the requirement for the provision of affordable rental accommodation is not likely to be supported. The Department recommends that an appropriate level of affordable housing be retained in the Concept Plan having regard to local policy requirements and similar large scale residential development in the area.

ESD Initiatives

The proposal to amend the Condition 6 (Schedule 3) and the Statement of Commitments which will have the effect of eliminating the need for the Proponent to give any further consideration of incorporating sustainability measures beyond those required under SEPP (BASIX) 2004 is unlikely to be supported.

The Department's assessment of the Concept Plan considered the development in relation to the ESD principles set out in the *Protection of the Environment Administration Act 1991*. Approval was subsequently granted in cognisance of the Proponent's commitment to give further consideration to the implementation a range of ESD initiatives as part of the development including building materials, methods of heating and cooling, renewable energy and water conservation. It was recommended that a future assessment requirement be imposed to require future development applications to incorporate best practice ESD measures. It was on this basis that the department is satisfied that the proposal is consistent with the principles of ESD.

Furthermore, it is considered that the significant upzoning that will be realised under the terms of the Concept Plan Approval and scale of the development warrants demonstration of best practice sustainability.

Public Art

The Department raises concern with the proposed deletion of the requirement to investigate opportunities for street activation and / or public art and animation. It is considered that the deletion of this Commitment would compromise the integrity of the Concept Plan Approval and would diminish the public benefits delivered by the project.

SCHEDULE 2 – ADDITIONAL INFORMATION REQUIRED / COMMENTS

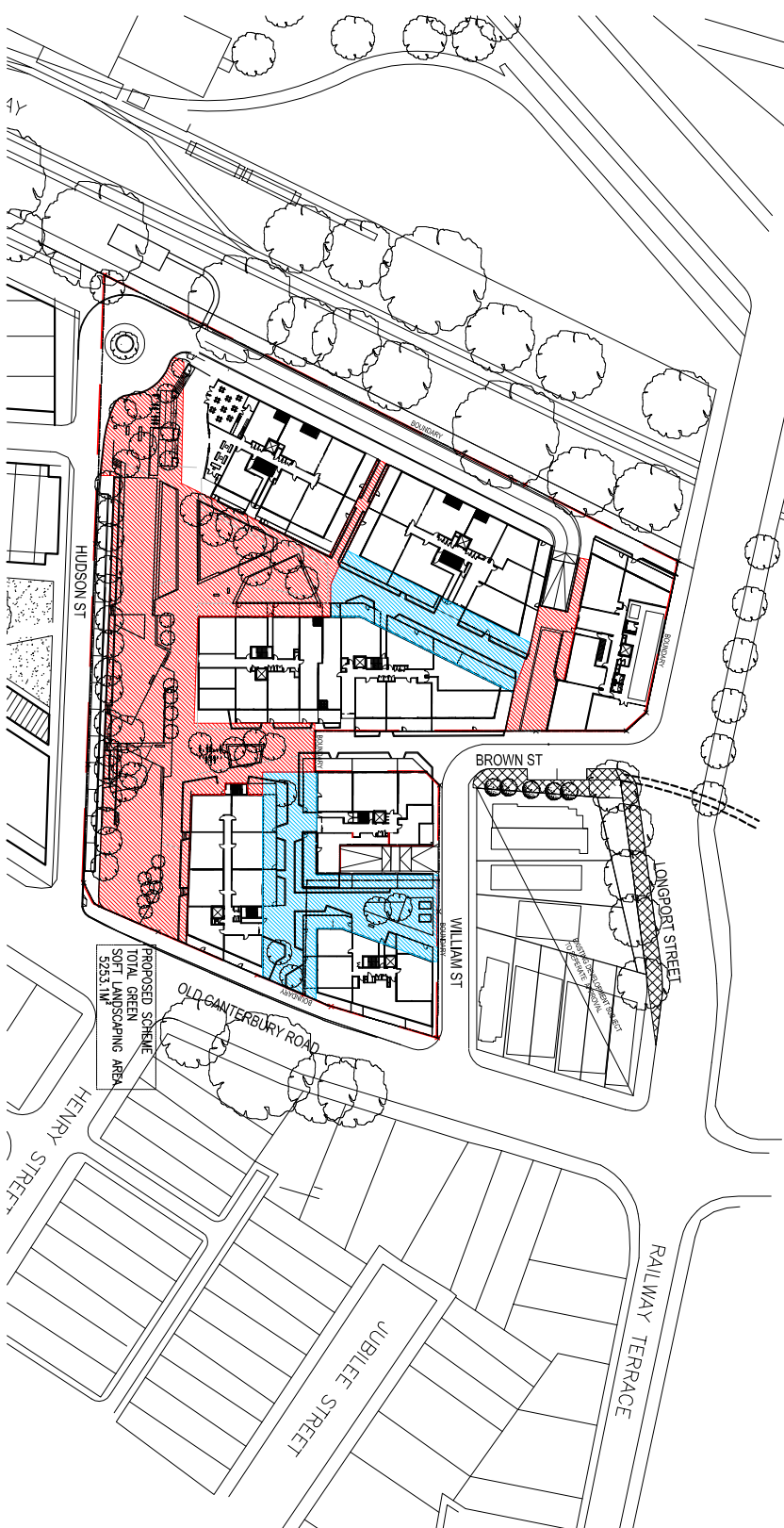
In addition to any revised master plan drawings and supporting documentation, including analysis and responses reflecting the issues identified in **Schedule 1**, the following information is also required:

- plans and perspectives detailing the treatment of the western access ramp and its interface with the adjacent light rail corridor, including a landscape concept;
- further information is required to address potential noise impacts associated with the western vehicle access ramp on those dwellings in Buildings A and B which have a westerly aspect;
- clarification of the southern alignment of Building A where it interfaces with the Public Park;
- a revised Statement of Commitments, where appropriate, providing a response to the Department's key issues; and
- address the issues raised in each of the submissions received in response to the public exhibition.

Annexure 3: Amended Plans

Proposed Concept plan Green space Area Diagram

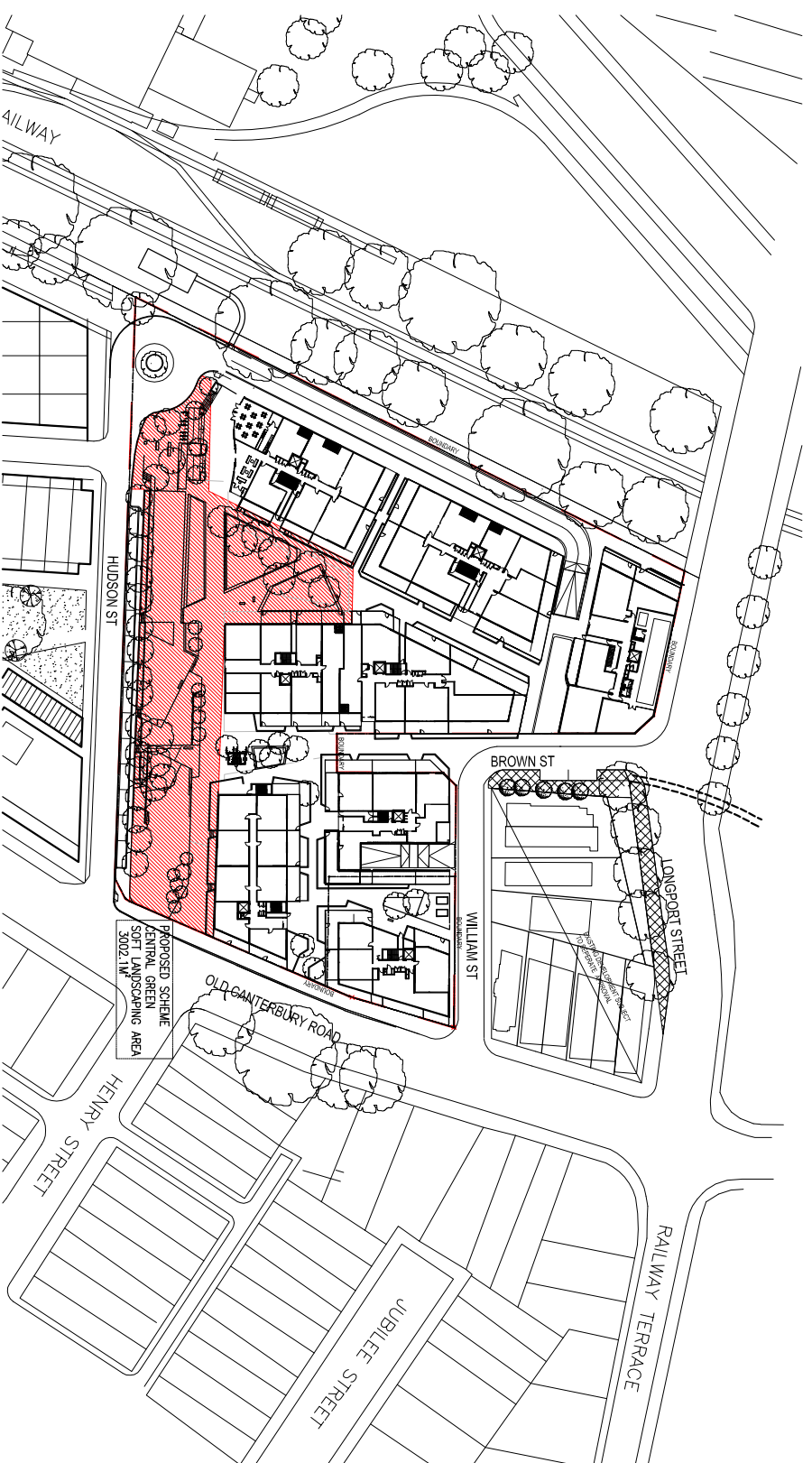
ALL DOCUMENTS WITHIN SCOPE OF THE SIDE DOCUMENT MUST BE PROTECTED IN ACCORDANCE TO BCA CLAUSE C3.4.



PROPOSED SCHEME TOTAL GREEN SOFT LANDSCAPING AREA DIAGRAM

PRIVATE OPEN SPACE	1565.9.2M2
PUBLIC OPEN SPACE	3687.2M2

TOTAL GREEN SOFT
LANDSCAPE 5253.1 m2



PROPOSED SCHEME CENTRAL GREEN SOFT LANDSCAPING AREA DIAGRAM

CENTER GREEN SOFT
LANDSCAPING AREA 3002.1m2

Row	Description	Date
A	CONCEPTUAL PLAN SUBMISSION	12/17/10
B	REVISED PLANS	02/05/11
C	REVISED PLANS	10/06/11
D	REVISED PLANS	22/11/11
E	REVISED PLANS	13/11/12
F	REVISED PLANS	19/06/13

DISSEMINATION

THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROJECTED DEVELOPMENT AND IN CONSULTATION WITH THE CONTRACTING AGENCIES. THE CONTRACTING AGENCIES ARE NOT TO BE RESPONSIBLE FOR THE CONTENTS OF THESE DRAWINGS OR FOR ANY USE THEREOF BY THE DRAWINGS ARE FINAL, AND THAT THE PROJECTED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS."

BEFORE CARRYING OUT ANY WORK ENSURING THAT THE DRAWINGS USED CARRY THE LATEST AMENDMENT No.

NOTES

DIMENSIONS MADE TO A LARGER SCALE AND THOSE SHOWING OVERSTATED DETAIL OF THINGS SHALL TAKE PRECEDENCE OVER DIMENSIONS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES

WHERE ANY DISCREPANCY EXISTS BETWEEN FOULDED AND SCALED DIMENSIONS, THE FOULDED DIMENSIONS SHALL PREVAIL.

BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FUNDINGS

THESE DOCUMENTS AND ANY WORKS DERIVED AS A RESULT OF THESE DOCUMENTS SHALL BE SUBJECT TO THE COPYRIGHT CONDITIONS SET OUT IN THE CONDITIONS OF ENFORCEMENT

Legend

Consultants	
-------------	--

Client

LEWISHAM
ESTATE
PTY LTD

Architects

BOB
JOHN S

Level 2
11-12 Ocean Street
Oxford OX1 2JG
Tel: 01865 206000
Fax: 01865 206001
E: bookery@johns.co.uk

Project	LEWISHAM INDICATIVE CONCEPTUAL PLAN
Project address	

MCGILL STREET PRECINCT

Key plan

CONCRETE

N

Scale SCALE: 1:200 @ A3 Date APRIL 2018

0 2.5 5 7.5 10 12.5

0186-2008

GREEN LANDSCAPE AREA DIAGRAM

Drawn	-	800	F
-------	---	-----	---

CONCEPT PLAN

12.5 SUBJECT SITE MASTER PLAN (REV D)
22 MARCH 2013

BUILDING HEIGHT

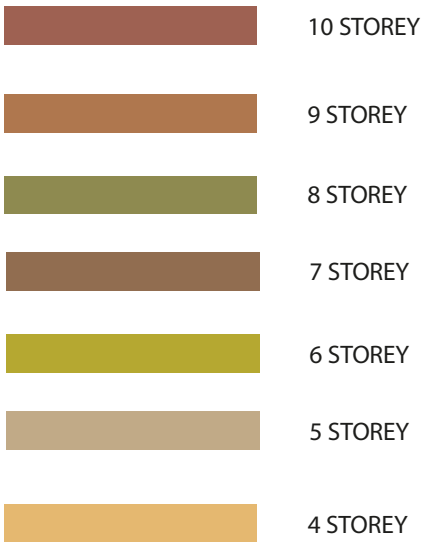
The heights of the buildings on site will be stepped from the railway corridor to the west, to the existing housing to the east.

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 Dullwich 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



12.4_SUBJECT SITE MASTER PLAN (REV D)
22 MARCH 2013

LAND USE DIAGRAM

Mixed use area predominantly residential with ground floor and lower level retail and shoptop 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.

- GREENWAY
- OPEN SPACE
- LIGHT RAIL STATION
- MIXED USE WITH GROUND FLOOR COMMERCIAL RESIDENTIAL ABOVE
- MIXED USE WITH GROUND FLOOR RETAIL/ COMMERCIAL + RESIDENTIAL ABOVE
- RESIDENTIAL
- MIXED USE RESIDENTIAL WITH GROUND FLOOR LIVE/WORK

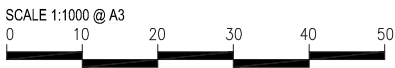
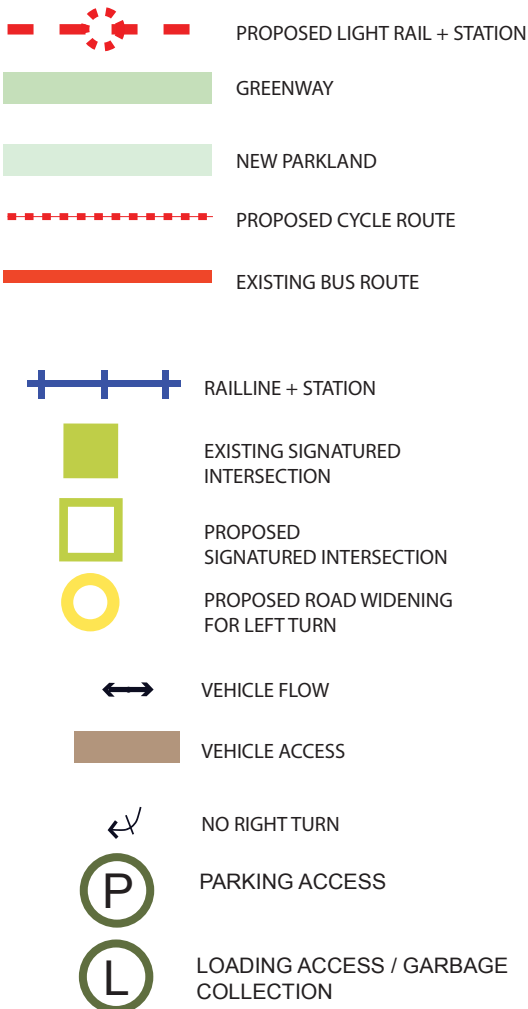


12.3_SUBJECT SITE MASTER PLAN (REV D)
22 MARCH 2013

TRAFFIC, ACCESS + PARKING STRATEGY

The following attributes one features of the Access Plan:

- 1.The central boulevard provides for a single signaled intersection on Old Canterbury Rd
- 2.The wide central boulevard is the main access into the site. It provides a focal 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.



12.2_MASTER PLAN (REV D)

22 MARCH 2013



Annexure 4: 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 prepared by Efficient Living, dated 3 April 2013~~. 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. This may be provided as affordable housing under the National Rental Affordability Scheme (NRAS) – or similar scheme - or as a cash contribution to Marrickville Council or other designated authority.

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 5: ESD Report

BUILDING
SUSTAINABILITY
CONSULTANTS



■ FRIENDLY ■ INFORMATIVE ■ EFFICIENT ■ KNOWLEDGEABLE

Ecological Sustainable Development (ESD) Report

78-90 Old Canterbury Rd, Lewisham

3 April 2013





Efficient Living Pty Ltd
ABN: 82 116 346 082
ACN: 116 346 082

13/13 Lagoon St
NARRABEEN NSW 2101

PREPARED FOR		PREPARED BY	
Meriton Apartments Pty. Ltd. Level 11/528 Kent Street Sydney NSW 2000 Contact Phone (02) 9287 2888 Fax (02) 9287 2777		Efficient Living Pty Ltd 13/13 Lagoon St Narrabeen NSW 2101 Contact Phone (02) 9970 6181 Fax (02) 9944 0293	
Document history			
Issue	Date	Prepared by	Description
A	25/03/13	TC	Draft
A	3/04/13	TC	Final

CONTENTS

1. INTRODUCTION	4
1.1 Documents referenced	4
1.2 Proposal description	4
2. LOCATION	5
2.1 Site Description	5
2.2 Local Topography and Climate	5
3. COMMITMENT OVERVIEW	6
4. WATER MANAGEMENT	7
4.1 Water Efficiency	7
4.2 Rain Water Collection	7
4.3 Storm Water Management	7
4.4 Native Planting	7
4.5 Pool and Spa	7
5. THERMAL COMFORT	8
5.1 Thermal simulation results	8
6. ENERGY EFFICIENCY	9
6.1 Hot Water	9
6.2 Lighting	9
6.3 Heating and Cooling	10
6.4 Ventilation	10
6.5 Clothes drying facilities	10
6.6 Pool and Spa Heating	10
7. FURTHER ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD) INITIATIVES	11
7.1 Public Transport	11
7.2 Pedestrian and Bicycle Access	11
7.3 Car Share Facilities	11
7.4 Bicycle parking facilities	11
7.5 Roof top facilities	11
7.6 Demolition - Waste Management Plan	11
7.7 Recycling Facilities	11
7.8 Volatile Organic Compounds (VOC)	11
8. CONCLUSION	12

1. INTRODUCTION

Efficient Living has been engaged by Meriton Apartments Pty Ltd to author and articulate the Ecological Sustainable Development (ESD) actions undertaken by Meriton for their development at 78–90 Old Canterbury Road, Lewisham, including but not limited to all Building Sustainability Index (BASIX) commitments undertaken.

1.1 Documents referenced

The following documents have been referenced in the completion of this report:

- Cardno ITC Pty Ltd – Proposed ESD initiative dated Oct 2010
- Efficient Living BASIX assessment dated December 2012
- Conditions of approval
-

1.2 Proposal description

The proposal is for a mixed use development which includes residential, commercial and recreational spaces. In addition to this significant site improvements have been proposed by the creation of large open outdoor green spaces, pedestrian thoroughfares, new streets and associated car parking spaces. Seven (7) built forms comprise the development with heights ranging from five (5) to ten (10) storeys.



3. ESD commitments that have been implemented in the Lewisham development

WATER MANAGEMENT	
Showerheads	3 star water saving showerheads
Toilets	4 star toilets
Tap ware	4 star taps in all dwellings
Appliance(s)	3 star WELS dishwashers provided throughout the development
Rainwater collection and re-use	3 OSD / rain water reuse tanks proposed with a total volume of 269,000L. To be used for irrigation of all landscaping and car washing bays
Low water use planting	98% of plant species are low water or indigenous
Pool	Pool to be located indoors to reduce rates of evaporation
Spa	Spa to be provided with a cover to reduce rates of evaporation
THERMAL COMFORT	
<ul style="list-style-type: none"> All windows and glass doors to have a minimum solar tint to reduce summer heat gain External envelope appropriately insulated including insulation to all roof space that has either roof or balcony over habitable rooms Covered balconies and selected sun shading devices to further minimise solar heat gain Hebal wall system used between units to minimise both heat and sound transfer In depth thermal comfort analysis to identify and implement where additional insulation or performance glazing may be required Ventilation Thermal mass / small areas of external wall 	
ENERGY EFFICIENCY	
COMMON AREAS	
Car park ventilation	Carbon monoxide monitor and variable speed drive fan to be used to increase the efficiency of all car park ventilation
Car park lighting	Zoned switching plus motion sensors to be use throughout all car parks
Plant area ventilation	Ventilation interlocked to light switches to ensure ventilation provided only when needed
Plant area lighting	Efficient fluorescent lighting to be used in all plant areas
Lobby and hallway ventilation	All lobbies and hallways to use supply air only in place of less efficient air-conditioning systems
Lobby and hallway lighting	Light emitting diodes (LED) to be used throughout with zoned switching and motion sensors to further increase efficiencies
Lift lighting	Light emitting diodes (LED) to be used in all lifts
Pool area ventilation	Supply air only in place of less efficient air-conditioning systems
Pool area lighting	Compact fluorescent lighting throughout
Pool and spa heating	Electric heat pump – both pumps to also be controlled by timers
WITHIN UNITS	
Lighting	Fluorescent lighting to be used in all bedrooms, bathrooms and laundries with dedicated fittings provide to bedrooms to ensure on going use. Dimmer switches are also proposed for the living spaces.
Hot water	Central gas fired boiler to service all apartments. R1.0 insulation to be used on ring main and supply riser to minimise heat loss.
Heating and Cooling	Air-conditioners to be provided with zoning to maximise efficiency
Appliances	Gas cook-tops to be provided throughout 3 star dishwashers to be provided to all units
FURTHER ESD INITIATIVES	
<ul style="list-style-type: none"> Allocation of space to bicycle parking Creation of cycle/walking paths for fitness and ease of access to public transport The provision of two (2) car parking spaces on Hudson street for the sole allocation of share cars Installation of community herb gardens and compost facilities The use of rooftop spaces for outdoor clothes drying areas and communal spaces 15% cement replacement for all concrete provided by Boral 90% of all material collected from the demolition of the site will be reused or recycled Low VOC products to be used where practical Provisions for separating waste streams into general waste, bottles, paper & cardboard and green waste 	

4. WATER MANAGEMENT

There are many approaches to successful water management. The obvious aims are to reduce the total consumption of potable water, limit the amount of water lost through inefficiencies and finally capture and use as much rainwater as is feasibly possible. By complying with the BASIX requirements for water Meriton are already saving at least 40% more potable water than the average Pre-BASIX development in NSW.

The BASIX study is completed at a preliminary stage in design development and as such; rain tank volumes, harvested roof areas, extent of native planting, flow rates of taps and showers and number of car washing bays are committed to at a minimum level. In many cases Meriton's final built product will over comply with the required water savings in the BASIX certificates.

4.1 Water Efficiency

Pre BASIX homes had little regard for water efficiency and this proved to be a big concern for many areas in NSW over the last period of drought. Water efficient technology in all fixtures and appliances has come a long way since then. The proposed development will use a fraction of the water required of buildings that are 5 - 10 years old.

All shower roses will deliver a maximum of 9L per minute. Dual flush toilets will be fitted at a 4 star level throughout, which use 75% less water per flush than an average toilet. All apartments will have 4 stars taps which use 66% less water per minute than average tap fittings.

All dishwashers provided are WELS (Water Efficiency Labeling and Standards) approved at a 3 star level.

4.2 Rain Water Collection

The harvesting of rain water is of key importance in all new developments as it reduces storm water loads, assists garden maintenance especially at times of water restrictions and reduces reliance on potable water supplies.

- **Minimum BASIX commitment:** Collection of the main roof areas only into a single 50,000L tank.
- **ESD initiatives exceeding BASIX:** The actual built product will combine the OSD systems with the rain water reuse systems. The site will have a total of 3 tanks supplying a volume of 269,000L this will deliver 5 times the water volume available for reuse, than required by the BASIX certificate.

4.3 Storm Water Management

Water sensitive urban design strategies will be implemented in the Lewisham development including;

- A 90% reduction in the post development mean annual load of total gross pollutants
- 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

4.4 Native Planting

There is now wide spread acceptance of the importance of planting appropriately for a particular area. Sturt Associates landscape consultants were engaged to complete the landscape design and 98% of all plants nominated are low water / easy maintenance species.

- **Minimum BASIX commitment:** A minimum of 56m² of low water plants.
- **ESD initiatives exceeding BASIX:** The final gardens will deliver a low water planting solution more than 20 times that of the BASIX commitment.

4.5 Pool and Spa

Water is lost through evaporation in heated pools and spas. The Lewisham development has the pool and spa located indoors. This greatly reduces the water loss.

The spa will also have a cover to further reduce evaporation, reduce condensation with-in the room and help retain heat.

5. THERMAL COMFORT

Thermal comfort deals with how comfortable a person will feel within a space and whether, given the conditions around them, they may feel too hot or too cold. For the purpose of analysis thermal comfort is quantified in Mega Jules per metres squared (MJ/m²) per annum and is calculated by how often a particular design falls outside of a comfortable temperature range thus requiring mechanical heating or cooling to return it to the suitable temperature. Thermal comfort can be broken down into several categories, these are:

- Insulation - Ventilation - Orientation - Thermal Mass - Glazing

5.1 A detailed thermal comfort analysis has been undertaken on the Lewisham development using BERS Pro Plus, thermal simulation software approved under the NatHERS scheme. BASIX sets minimum heating and cooling caps for all new buildings.

- Minimum BASIX commitment:**

Average Heating: 51 MJ/m ²
Average Cooling: 45 MJ/m ²

- ESD initiatives exceeding BASIX:**

The thermal comfort results of the Lewisham development far exceed the required targets set by BASIX as a result of extensive use of double glazing to reduce heat loss in winter and grey tinted windows which reduce solar heat gains in summer.

Building A

Average Heating: 43.8MJ/m ²	14% less heating energy required
Average Cooling: 23.1MJ/m ²	48% less cooling energy required

Building B

Average Heating: 44.7MJ/m ²	12% less heating energy required
Average Cooling: 25.6MJ/m ²	43% less cooling energy required

Building C

Average Heating: 32.7MJ/m ²	36% less heating energy required
Average Cooling: 38.3MJ/m ²	15% less cooling energy required

Building D

Average Heating: 36.5MJ/m ²	28% less heating energy required
Average Cooling: 20.9MJ/m ²	53% less cooling energy required

Building E

Average Heating: 35.1MJ/m ²	31% less heating energy required
Average Cooling: 28.9MJ/m ²	36% less cooling energy required

Building F

Average Heating: 41.1MJ/m ²	20% less heating energy required
Average Cooling: 30.3MJ/m ²	33% less cooling energy required

Building G

Average Heating: 45.7MJ/m ²	10% less heating energy required
Average Cooling: 33.3MJ/m ²	26% less cooling energy required

These reductions in heating and cooling loads directly relate to significant savings in energy required to air-condition the units with-in this development.

6. ENERGY EFFICIENCY

Wide spread acceptance of global warming from world leaders has meant every country has to make their own commitment to reduced greenhouse gas emissions. Energy consumption within homes is a major contributor to Australia's energy total foot print. As the Department of Planning's response to achieving reduced energy consumption in new buildings the BASIX tool was introduced.

Energy efficiency in new buildings in NSW is significantly higher than that of the other Australian states and territories.

6.1 Hot Water

Hot water heating is always one of the highest energy consumers in any residential dwelling. A multi-unit development has the benefit of grouping the hot water needs of the buildings into a central plant.

The hot water heating system will be delivered through manifold gas fired boilers. Multiple plant rooms are proposed for the Lewisham development and will be located to ensure the minimum run lengths between the heating source and the required destination. Heat losses through the ring main can be significant and Meriton will be using insulation to the ring main at much higher levels than is considered industry standard.

- **Minimum BASIX commitment:** Gas fired boilers in a single plant room with R0.6 (25mm) insulation to the ring main.
- **ESD initiatives exceeding BASIX:** Multiple plant rooms are proposed across the site, located to reduce the length of the ring main and the pipe insulation will be increased to R1.0 (38mm).

6.2 Lighting

Lighting throughout the Lewisham development has been considered from an energy efficiency point of view and designed with low watt fittings and control strategies to ensure energy consumption is kept to a minimum.

Lighting within units

Compact fluorescent lights (CFL's) will be used in all bedrooms, bathrooms and laundries.

The main living area will have halogen lights that can be controlled by dimming switches.

Lighting within common areas

The car park areas will have fluorescent lighting. These will have selected lights on at all times for safety reasons. When someone moves into the space, motion sensors will activate the rest of the lighting.

All service rooms will have fluorescent lighting with varied switching to suit the usage patterns of the space.

All hallways within the development will have LED lighting and as per the garage, low level lighting will stay on all the time and when someone moves into the space motion sensors will activate the rest of the lighting.

The lighting to the outdoor areas will have daylight sensors, zoned switching and motion sensors.

- **ESD initiatives exceeding BASIX:** The BASIX hallway lighting requirement only specified florescent lighting but Meriton have committed to a low-power LED lighting solution for this area.
- Meriton are painting all garage and fire stair walls white in order to reflect light and reduce the level of mechanical lighting required.
- BASIX does not nominate any requirements for outdoor lighting. All outdoor lighting efficiencies are above and beyond BASIX requirements.

6.3 Heating and Cooling

Detailed thermal analysis has been completed on this development and the results show that there is significantly lower dependence on air-conditioning in this building than on an average residential dwelling. The proximity to the ocean, cooling sea breezes, accelerated wind speeds due to the heights of the buildings, tinted windows, double glazing, covered balconies, external shade structures and high thermal mass all play a part to creating living environments that will naturally stay very comfortable year round.

For the occasional day when additional heating and cooling will be required individual split system reverse cycle air-conditioning units have been provided. The air-conditioning systems will be zoned.

ESD initiatives exceeding BASIX: The total cooling loads on this building are 36% lower than the allowable loads set by BASIX. The total heating loads on this building are 21% lower than the allowable loads set by BASIX.

6.4 Ventilation

Significant energy consumption goes into the ventilation systems in a complex of this type. Effective systems are critical to the indoor air quality and health of future occupants.

Lewisham development has a significant under ground car park. The ventilation system in this area will be connected to a variable speed drive with a carbon monoxide monitor. This is by far the most energy efficient solution for ventilation in this area.

The hallways within this development do not have external windows which is typical of a building of this scale. As such all hallways will have a fresh air supply. This constant input of air will rely on release through the apartments which helps control cooking smells from circulating in common areas.

Condensation within units has become an increasing problem with BASIX compliant buildings as they are now so well air-sealed. To overcome this the Lewisham development will have all bathrooms and laundries individually ducted to the facade or roof. This ventilation method saves significant power and suction losses compared to central systems.

6.5 Clothes drying facilities

Mechanical clothes dryers consume huge amounts of energy, produce condensation issues within apartments and reduce the longevity of your clothes thus the requirement to replace on a more regular basis.

- **ESD initiatives exceeding BASIX:** The Lewisham development intends to utilize the roof top of each building for communal screened clothes drying facilities.

6.6 Pool and Spa Heating

Gas or electric resistant pool heating systems have been traditional installations in pools across Australia for decades. Both of these unfortunately consume huge amounts of power and cost a considerable amount to run.

The Lewisham development will instead install an electric heat pump pool and spa heating system. These systems run at a 300% efficiency and save a considerable amount in energy use.

The pool and spa within the Lewisham development is located indoors. The increased ambient air temperature will greatly reduce the heating loads on the pool.

The spa will have a cover to help maintain temperature.

The pool is proposed to be chlorinated which allows for considerable energy savings for the cleaning mechanism over the requirements of a salt water pool. The pool pump will be connected to a timer.

- **Minimum BASIX commitment:** The only minimum requirement to satisfy BASIX is a cover to the spa and timer to pool pump.
- **ESD initiatives exceeding BASIX:** The electric heat pump heating system, indoor pool location and selection of chlorine pool will all deliver energy improvements above and beyond BASIX.

7. FURTHER ESD INITIATIVES OUTSIDE OF BASIX

7.1 Public Transport

The proposed site is well positioned between the existing Lewisham railway station and the proposed Lewisham west light rail station, a number of buses also service this area. Reducing the need for private car use and also the allocation of car parking per dwelling has a significant impact on reduced carbon emissions.

7.2 Pedestrian and Bicycle Access

Meriton will provide pedestrian and bicycle access connections to the future light rail and train station in accordance with the development approval.

7.3 Car Share Facilities

In order to further reduce the reliance on privately owned cars, 2 car parking spaces can be allocated to car share services on Hudson Street.

7.4 Bicycle parking facilities

Allocation of 75 bicycle parking spaces has been provided with-in the site.

7.5 Roof top facilities

The Lewisham development intends to utilize the roof top of each building for communal outdoor living spaces, and screened clothes drying facilities.

This initiative will help create a sense of community within the complex with more opportunities for neighbours to meet and socialize. Outdoor furniture will accompany this space to make a relaxed and enjoyable zone for all residents to enjoy.

A separate screened area will also be provided with clothes drying lines. This will greatly reduce energy consumption associated with mechanical clothes dryers.

7.6 Demolition - Waste Management Plan

Earthworkx has been engaged for the demolition of the site. The waste management plan details the follow re-use and recycling commitments;

Concrete / brick - 100% recycled - Concrete recyclers, St Peters

Metals - 100% recycled - Sell & Parker, Banksmeadow

Timber - 100% recycled - Sita Environmentals

Green waste - Onsite - Mulching tree protection zones

Asbestos - Recycling by Sita Environmentals

7.7 Recycling Facilities

Garbage and recycling rooms are located on all levels of this development to encourage and facilitate appropriate recycling once the development is in use. Collection of garbage facilities separate green waste, paper and cardboard, bottles and glass and general waste.

7.8 Volatile Organic Compounds (VOC)

VOC's are commonly found in carpets, paints, adhesives and sealants. The compounds are released into the indoor environment and can make occupants of new buildings feel quite sick. They are also of particular concern to the tradesmen who work with these products all day, everyday. Thankfully technology has come a long way and there are now many low or no VOC products on the market.

Taubman's Pure Performance paints will be used in the Lewisham development. It is low in VOC's and also inhibits the growth of mold and mildew. Other low VOC products will be incorporated where practical.



Efficient Living Pty Ltd
ABN: 82 116 346 082
ACN: 116 346 082

13/13 Lagoon St
NARRABEEN NSW 2101

8. CONCLUSION

Urban density plays a key role in the creation of sustainable cities for the future. The benefits of this are apparent in the Lewisham area where population numbers are high enough to support the creation of new light rails, cycle paths and new public outdoor spaces. Keeping as many people as possible close to employment, service and leisure destinations reduces the use of and / or need for private cars.

The eco-foot print of a couple residing in a unit is also a fraction of that of a person in a 4 bedroom home in the suburbs. Consumerism in Australia is among the highest in the world and part of this problem is our attachment to huge houses occupied by small numbers of people. If we have smaller areas in which we can store things we are likely to buy less furniture, clothes, appliances, consumables. This in turn makes people more conscious of the purchases they do make and they often invest in better quality items which result in longer time spans and even less consumerism.

House size also plays a key role in reduced energy consumption as occupants are more likely to spend time in the great outdoors enjoying all the benefits at their door step instead of being at home consuming power with lighting, TV's, air-conditioning etc.

Along side all the benefits that high density living brings Meriton have embraced a huge range of environmental initiatives in this complex above and beyond BASIX across all sectors including;

- Thermal comfort;
- Water reduction and reuse;
- Energy reduction and management;
- Waste management;
- Indoor environment;
- Transport initiatives; and
- Creation of new outdoor leisure areas

The new Meriton development at Lewisham is in line with the vision for sustainable cities of the future.

Annexure 6: Amended Conditions

Schedule 2, Condition A2

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~~ Meriton, dated April 2013; and
- the following drawings:

Drawing No.	Name of Plan	Drawn By	Date
12.2 (Rev D)	Concept Plan	Tony Owen Partners	November 2011 22 March 2013
12.3 (Rev D)	Traffic, Access & Parking	Tony Owen Partners	November 2011 22 March 2013
12.4 (Rev D)	Land Use	Tony Owen Partners	November 2011 22 March 2013
12.5 (Rev D)	Building Height	Tony Owen Partners	November 2011 22 March 2013
22.1 (800	Green Space Calculation	Tony Owen Partners	22.11.11 22/03/13
Revision D E	Analysis		

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

Schedule 2, Condition B2

~~The ground level loading area adjacent to Building Envelope D and the light rail corridor is to be deleted from the Concept Plan. The area is to be landscaped and provided as a publicly accessible through site link. Detailed plans of the proposed loading dock beneath Building D and associated manoeuvring area shall be submitted with a future Development Application.~~

Schedule 3, Condition 4

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~~ at least of 70% of apartments within ~~each building~~ Building A should receive a minimum of 3 hours solar access to living areas and balconies mid winter; and
- ~~b) at least of 70% of apartments within Buildings D, E and F should receive a minimum of 2 ½ hours solar access to living areas and balconies mid winter; and~~
- ~~a)c) at least of 70% of apartments within Buildings B, C and G should receive a minimum of 2 hours solar access to living areas and balconies mid winter; and~~
- ~~b)d) a minimum of 60% of apartments within each building are capable of being naturally cross ventilated.~~

Schedule 3, Condition 6

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 the ESD Report prepared by Efficient Living, dated 3 April 2013.

Schedule 3, Condition 18

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 9.2 metres (6 metre carriageway, and 1.6 metre footpaths on each 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

(d) the north-south street (private road) shall be a minimum of 9.5 metres (5.5 metre carriageway, 3 metre footpath on the eastern side and 1 metre footpath on the western side).