

ATTENTION: Director, Metropolitan Projects

31 December, 2010

Major Project Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Email: plan_comment@planning.nsw.gov.au

RE: Application No: MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM CONCEPT PLAN

I object to the above Concept Plan, for which an Environmental Assessment is currently on exhibition, for the following reasons:

- The number of residential buildings proposed, with their height ranging up to nine (9) storeys, and containing some 400 flats, is a gross overdevelopment of this site. It provides for a density and scale which is completely at odds with the established and valued character of the surrounding locality.
- The proposed retail/commercial floorspace is excessive and the 2,800 sq metre supermarket is not warranted. There are more than adequate shopping facilities (including four supermarkets) within 15-20 mins WALK of this site, at Leichhardt Marketown, Summer Hill, Dulwich Hill and Petersham. The neighbourhood shops at Lewisham Station (5 mins walk) need some support, not competition.
- The provision of public open spaces is grossly inadequate. The developer wants the needs of his 1000 or so future residents and retail/office users to be met on land SOUTH of Hudson St., beyond his site and on land he doesn't control. The proposed 900sq.m. 'green boulevard' is just that – a divided street with trees down the middle! Open space needs should be met on-site. The open areas shown between the buildings are likely to be accessways and private courtyards, not usable public spaces.
- The adjoining and nearby main roads are heavily used and gridlocked at peak periods. The suggested line-marking and signage restrictions reflect what the traffic already does – nothing is proposed to cater for the cars and trucks to and from the 400 units and 6,300 sq. m. of supermarket, shops and offices. The long-term traffic measures are far from certain as they require redevelopment of sites and street changes SOUTH of Hudson St., again beyond the developer's control.

I wish to make some further comments about this Concept Plan :

We greatly value the character of this particular area and the development as proposed does not contribute to the community and is not wanted. We have more than enough shops & the area could have more cycleways / green areas / community-based spaces, but we do not want development of this kind. Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME: Mary-Jayne House
& Brett Haydon

ADDRESS: 47 Railway Tce,
Lewisham 2049.
NSW

ATTENTION: Director, Metropolitan Projects

29... December, 2010

Major Project Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Email: plan_comment@planning.nsw.gov.au

RE: Application No: MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM CONCEPT PLAN

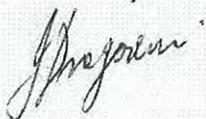
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I wish to make some further comments about this Concept Plan :

Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME: JERRY DRAGOSEVIC ADDRESS: 4 CARLTON CRES, SUMMER HILL
NSW 2130



December 25, 2010

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Director
Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001
plan_comment@planning.nsw.gov.au

Dear Sir/Madam,

Application No MP08_0195, 78-90 Old Canterbury Road, Lewisham – Concept Plan

Thank you for the opportunity to provide comment on the Concept Plan for this development. We understand that the proposed development is for a building of up to nine storeys, containing approximately 400 apartments, as well as substantial floor space for retail outlets.

We are very concerned about the proposed development. We moved into Summer Hill just over 2 years ago and enjoy the wonderful suburb we are proud to live in. Unfortunately, the Lewisham Towers and future Allied Mills development are entirely out of character with the surrounds. Although we appreciate the growing population needs of our city, we are of the view that the proposal is excessive and inappropriate.

In particular, we have noted the following problems with the Concept Plan:

1. Excessive floor to space ratio (FSR) – The majority of dwellings in the vicinity are single to double storey. This has allowed the character of the suburb to be maintained. The suburb is one in which an FSR of 1.7 to 1 is appropriate. The proposed FSR for the development of 3.5 to 1 is excessive, and is likely to have significant impacts, both aesthetically and population wise on the area.
2. Lack of green space – The public open space planned is inadequate. The 'green boulevard' unfortunately is insufficient. The planned open areas, wedged between multistorey buildings, will be used as accessways, but are not viable as public space. Suburbs need public space in order to thrive. The lack of green space also diminishes the aesthetic of the development and therefore suburb itself.
3. Increase in traffic and congestion – The area surrounding the proposed development already suffers from traffic congestion during peak hours. If the proposal goes ahead the increase in population will cause the already congested traffic situation to become dangerous and impractical. This is unlikely to be ameliorated by the introduction of light rail, which we understand is planned.
4. Commercial development – Given the surrounding shopping facilities in nearby suburbs, there is no need for a large commercial development on the premises. In fact we are concerned that the shopping facilities will challenge the existing businesses, particularly in Lewisham and Summer Hill.

We are also very concerned that the development was approved under Part 3A and therefore at a State Government level, rather than at a Local Government level. Local Governments are the best placed to assess the impacts of proposed developments on local suburbs. We understand that the Local Councils are opposed to the development because they do not view them as appropriate for the area. We are very concerned that they have been bypassed in this process.

We submit that the area is appropriate for development, but the planned development is inappropriate and excessive. This development needs significant reassessment. We sincerely hope it is reassessed accordingly.

Please do not hesitate to contact us if you have any questions about this letter.

Yours sincerely,

Jason Balgi & Hong Foo
1/27-29 Smith Street
Summer Hill NSW 2130
Email : hong_foo@yahoo.com.au



ATTENTION: Director, Metropolitan Projects

31 December, 2010

Major Project Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Email: plan_comment@planning.nsw.gov.au

RE: Application No: MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM CONCEPT PLAN

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I wish to make some further comments about this Concept Plan :

For 20 years I drove from Junction Road down Old Canterbury Road to work. The time to travel from the lights at Junction Road could often be 20 minutes - This development will make it worse

Marrickville Council and the community's planning for this area should not be impeded or pre-empted - this Concept Plan should be rejected.

NAME: Jane Clarke

ADDRESS: 37 Prospect Rd
Summer Hill

1/1/2011

Attention: Director, Metropolitan Projects
Major Project Assessment
Dept of Planning
G.P.O. Box 39 SYDNEY NSW 2001.

Re Application No: MPOS 0195 78-90 Old Canterbury
Rd Newsham Concept Plan.

I object to the over development of this site. Keep it to the existing floor to space ratios. There is no reason to extend it, and remove 95% of the retail area. Make this site a place people will want to live in.

The large site between Langport Rd, Old Canterbury Rd and Edward St is due for a re-development and with the highly likely light rail there is an opportunity for a wonderful development for people to live in.

However this is not what the proposal will do :-

Firstly there are far too many units - keep to the floor/space ratios recommended. Often people buy these apartments - then have kids - they can't afford to move and so the population in the blocks swells. There seems nowhere for people to go outside their apartments - Not even a swing on the whole property.

The floor will sit over the other ~~side~~ side is about the same acreage but has significantly less apartments.

The Traffic from Smith St, Carlton Cres. and Cavenor Cres merge at the roundabout to Langport Street (3 into 1) then again at the Traffic lights of Old Canterbury Rd. Here the 4 roads converge to 2 lanes - 1 under the

railway and one beside the railway (Forget any pedestrian access here).

This is already a significant traffic problem day and most hours of the night. Additional traffic being removed via Toothill St (a short street with two schools) is not a solution - because it just moves it on to New Canterbury Road - already a disaster.

The green boulevard is a joke. Massive trucks refilling the high retail area would prevent the trees spreading to create a boulevard look, and how could it provide a safe open area for pedestrians - the 1000+ new residents and any locals trying to access the light rail.

It also cuts the main site into 2 - making future developments to the west less viable.

There are no plans to provide safe access to residents or pedestrian shoppers/locals to ~~the~~ use the site safely or to get onto or off the site safely. This can't be left to the state govt, or local councils after the development has occurred. It must be addressed as part of the plan.

The retail section is a massive and unneeded overdevelopment. Sure a 7/11, cafe and preschool are probably needed - but there are plenty of good shopping centres nearby. and the lack of parking would mean to make the shops viable, many, many car movements would need to take place. And as mentioned before - there is no where for the cars to access and depart the site without

Further chaos. There is no good pedestrian access either in the plan.

As a long time resident of the Summerhill Ashfield area I have watched the urban consolidation take place here. Indeed Ashfield has done its 'bit' to support this development and has always been ahead of planning in the development of residential apartments unlike some other council areas - so criticism of this site's overdevelopment it is not just to stop any development - taking place - we just want, as residents, a good place for new residents to come to and enjoy.

Not an overdevelopment that produces a poor quality of life for new residents, shopkeepers going broke, and unbearable traffic congestion.

Yours faithfully
JANE CLARKE
for Charlie

37 Prospect Rd
Summer Hill

2130

97987073

27th December 2010

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

ATTENTION: DIRECTOR, METROPOLITAN PLANNING

Dear Sir/Madam,

**RE: Application No. MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM
CONCEPT PLAN**

My wife and I do not support Application No. MP08_0195 for the property at 78-90 Old Canterbury Road, Lewisham. We object to the application for the following reasons:

I. McGill Street Precinct Master Plan

The application does not conform to the **McGill Street Precinct Master Plan** prepared by Marrickville Council that forms part of the Marrickville Draft Local Environmental Plan (LEP) 2010, which is currently on display. The McGill Street Master Plan has been prepared as part of the planning process implemented by the NSW State Government and Planning NSW and is consistent with the "Sydney Metropolitan Strategy 'City of Cities' (2005)", the "Draft South Subregion Strategy (2007)", the "Marrickville Urban Strategy (2007)" and the "Marrickville Integrated Transport Strategy (2007)".

A. Floor Space Ratio

The **McGill Street Precinct Master Plan** has been prepared with after extensive community consultation and allows for a generous return on investment for any developer wishing to develop within the **McGill Street Precinct**. We believe the applicant should be forced to comply with the Floor Space Ratio (FSR) of 1.8:1 for the entire **McGill Street Precinct** and 1.7:1 for the proponents site (see attached FSR diagram from the **McGill Street Precinct Master Plan**). The proponents Concept Plan provides for an FSR of 3.5:1 which is more than double the **McGill Street Precinct Master Plan** allowance and is a gross over development of the site.

B. Retail

The proposed Concept Plan includes 6305m² of retail floor space compared with 636m² in the **McGill Street Precinct Master Plan**. The proponent is seeking a

1000% increase in the retail floor space above the **McGill Street Precinct Master Plan** allowance.

C. Public Open Space

The proposed Concept Plan has moved the majority of the Public Open Space identified in the **McGill Street Precinct Master Plan** from the proponents land to the surrounding lands. The proponent is the only property within the **McGill Street Precinct Master Plan** which is currently seeking planning approval, it is also by far the largest land holding under a single ownership. Therefore, the only way to guarantee the provision of the open space allocation by the **McGill Street Precinct Master Plan** is for the bulk of the proposed Public Open Space to be within the proponents land (see attached comparison plan showing positioning of Public Open Space by the proposed Concept Plan and the **McGill Street Precinct Master Plan**).

Not only does the Concept Plan increase the FSR for the proponent's land, but at the same time it reduces the burden for the provision of Public Open Space. This is another example of the proposed gross over development of the proponent's site.

Those areas within the subject site identified as Public Open Space by the proposed Concept Plan will be mostly paved areas and walkways

II. Traffic

A. Traffic Volume

The documentation accompanying the application does not take into account the volume of traffic that will be generated by the proposed Mungo Scott Flour Mill development which also is currently being considered by the Department of Plan under Part 3A. The Flour Mill proposal seeks to add a further 300 units on to the proponents 400 units adding around 1000 additional vehicles to the immediate area, with the traffic generated by the proposed retail component in addition.

B. Internal Road Network

The proposed internal road network in the proposed Concept Plan will result in McGill Street becoming the main north south entry / exit to the proponents site as traffic seeks to avoid the Toothill Street and Longport Street traffic lights (especially during the morning peak traffic periods. McGill Street is 9.145 metres wide with a 6.095 wide carriageway. McGill Street currently serves 6

residences, 5 factories and a hardware retail store. The residences do not have off street parking, there is a Marrickville Council operated residents parking scheme with 2 hour restricted parking on the eastern side of McGill Street. McGill Street is effectively only available for one lane of traffic and when factories have trucks are loading McGill Street is often blocked completely. Therefore, McGill Street will not cope with the increased traffic generated by 400 residential units and 6305m² of retail.

C. Parking

As stated, McGill Street has a residents parking scheme in operation on the eastern side of with 2 hour parking restrictions. The parking scheme is in place because McGill Street currently does not cope with the lack of available parking spaces. The Concept Plan not only seeks to add a further 400 residential units and 6305m² of retail, but they intend to restrict the number of carspaces provide for both. This will result in the surrounding streets (including McGill Street) providing the additional unallocated parking for the proposal. McGill Street will also be used for the retail overflow.

D. Loading Docks

The Concept Plan does not disclose where the intended loading docks for the retail component will be positioned or how they will be accessed. We are concerned that McGill Street may be used to access the loading docks. As stated McGill Street has a narrow carriageway and is not suitable for access to the proposed site by large trucks and semi-trailers.

III. Impact on the Greenway

A. Over Shadowing

Given the overall mass of the proposed Concept Plan, we are concerned with possible over shadowing of the Greenway to the west of the proposal.

IV. Bulk and Scale

- A.** The overall bulk and scale of the proposed Concept Plan greatly exceeds anything including the existing Mungo Scott Flour Mills (which have heritage significance). The proposed Concept Plan will take the focus away from the historic Flour Mill which has dominated the skyline for more than a life time.

B. Visual Impact

The visual impact of the oversized buildings will have an enormous impact on the surrounding community which mainly consists of late 19th and early 20th century single storey residential dwellings. One of the reasons the development site is attractive to the proponent is the character of the area. The proposed bulk and scale of this development will significantly degrade the character of the surrounding area.

V. Site Survey

We would also like to point out that the existing site survey prepared by "Stratasurv" does not comply with the Director General's Requirements (DGRs) relating to Australian Height Datum. Page 7 of the DGRs, under "Plans and Documents", point No.1 "An existing site survey plan" it states "**all levels to be to Australian Height Datum**". The site survey is on "Assumed Datum" and does not relate to Australian Height Datum. Without Australian Height Datum it is not possible to check the 1 in 100 year flood level and compare levels on the subject site to surrounding sites.

VI. Conclusion

We are vehemently opposed to the proposed Concept Plan. The proposal does not conform with Marrickville Council's Draft LEP 2010 or the **McGill Street Precinct Master Plan**, the bulk and scale of the development is excessive, the retail is unnecessary and excessive, the provision of Public Open Space is grossly inadequate, traffic will be unsustainable, the traffic report is lacking details of the Mungo Scott Flour Mill proposal, parking will be impossible, the visual impact of the site will have an adverse effect on the surrounding properties and the proposal will degrade the amenity of the entire surrounding community. The only beneficiary of the approval of the proposed concept plan would be the proponent to the detriment of the surrounding community. Therefore, we request that Concept Plan Application No. MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM be refused.

Your faithfully,


Gregory Frith

7 McGill Street

Lewisham NSW 2049

0417 236 472


Anna Cooper

[illegible]

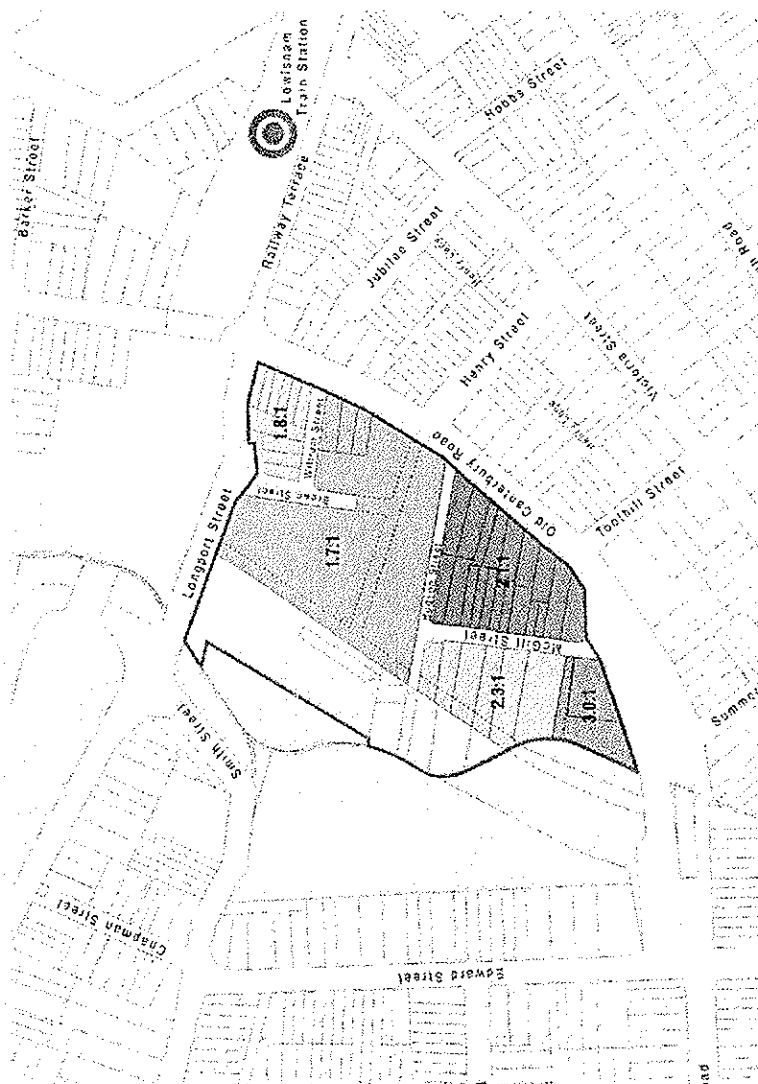
ANNOUNCING THE RESULTS

- Construction of and reliance on the new legislative body (the County Board), a new local council and a new high school, and a new secondary school.
- Encouraged new commercial and retail and use developments around the area, primarily along Brighton Street, to give the station position of the new station proper. These measures are now expected to help strengthen and enhance the street character throughout the precinct.
- Continued development to be achieved in a high density, low-rise residential suburb and adjacent retail areas.
- Local progressively reduced in scale, pound for the work density, higher density development along the boundary, a density which allows a different outlook and amenity to an inner-suburban pattern of residential.
- Brown Street and Mitchell Street to have a five-storey residential tower. It is suggested that development should be restricted to a five-storey building, as a sign of the new town, and not only along the way, but also into the existing and older suburb. This is a result of a generally planned throughout the existing day.

A check drawn on the various bank used within each subject set is listed page 48 for the corresponding category and an aggregate total GFA for each kind set is shown in the table below.

| Sl. No. | Particulars | Amount |
|---------|---|--------|
| 1 | Salaries & Wages | 10000 |
| 2 | Gratuity | 5000 |
| 3 | Provident Fund | 2000 |
| 4 | Employees' State Insurance | 1000 |
| 5 | Income Tax | 1000 |
| 6 | Professional Fees | 1000 |
| 7 | Repairs & Maintenance | 1000 |
| 8 | Travel & Conveyance | 1000 |
| 9 | Postage & Stationery | 1000 |
| 10 | Telephone | 1000 |
| 11 | Electricity & Water | 1000 |
| 12 | Depreciation | 1000 |
| 13 | Interest on Loans | 1000 |
| 14 | Dividend Income | 1000 |
| 15 | Profit on Sale of Assets | 1000 |
| 16 | Loss on Sale of Assets | 1000 |
| 17 | Income Tax Paid | 1000 |
| 18 | Gratuity Paid | 1000 |
| 19 | Provident Fund Contribution | 1000 |
| 20 | Employees' State Insurance Contribution | 1000 |
| 21 | Professional Fees Paid | 1000 |
| 22 | Repairs & Maintenance Paid | 1000 |
| 23 | Travel & Conveyance Paid | 1000 |
| 24 | Postage & Stationery Paid | 1000 |
| 25 | Telephone Paid | 1000 |
| 26 | Electricity & Water Paid | 1000 |
| 27 | Depreciation Paid | 1000 |
| 28 | Interest on Loans Paid | 1000 |
| 29 | Dividend Income Received | 1000 |
| 30 | Profit on Sale of Assets Received | 1000 |
| 31 | Loss on Sale of Assets Received | 1000 |
| 32 | Income Tax Received | 1000 |
| 33 | Gratuity Received | 1000 |
| 34 | Provident Fund Received | 1000 |
| 35 | Employees' State Insurance Received | 1000 |
| 36 | Professional Fees Received | 1000 |
| 37 | Repairs & Maintenance Received | 1000 |
| 38 | Travel & Conveyance Received | 1000 |
| 39 | Postage & Stationery Received | 1000 |
| 40 | Telephone Received | 1000 |
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| 42 | Depreciation Received | 1000 |
| 43 | Interest on Loans Received | 1000 |
| 44 | Dividend Income Received | 1000 |
| 45 | Profit on Sale of Assets Received | 1000 |
| 46 | Loss on Sale of Assets Received | 1000 |
| 47 | Income Tax Received | 1000 |
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FSR



Study Area Boundary
indicative outline of new road layout

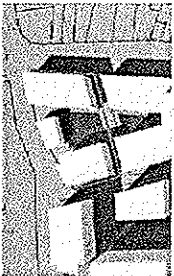
The floor space ratio (FSR) controls represent the maximum floor space permitted on a site expressed as a proportion of the site area. FSR refers to the ratio of gross floor space of a building to the area of the site on which the building is to be erected.

The methodology used to determine the FSR on the land within the Designated Street (DSS) refers to the desired future built form shown in this master plan.

The methodology follows a four-step calculation:

1. A three-dimensional building envelope has been determined on each site. Note: the building envelope represents the maximum height and volume of any building and is substantially higher than the resulting building to offer some flexibility in siting and design.
2. Only 45% of this three-dimensional building envelope is permitted to be occupied, this is to account for building design elements such as modulation, articulation, fenestration etc. This area is referred to as the Gross Building Area (GBA).
3. Only 85% of the GBA is then used to attain a Gross Floor Area (GFA) for development. The GFA represents the maximum floor space permitted on that building.
4. Finally, the gross floor area (GFA) is then divided by the site area to generate an appropriate FSR control.

The table below illustrates the above methodology used to determine the FSR requirements for one sample site within the precinct.



| | |
|-----------------------------|-----------------------|
| Site Area | 2,116 m ² |
| Building Envelope Footprint | 1,409 m ² |
| Volume | 24,509 m ³ |
| GBA (45% of Volume) | 5,110 m ² |
| GFA (85% of GBA) | 4,343 m ² |
| FSR (GFA / site area) | 2.05 |

- Building Envelope:** The three-dimensional space within which a building can sit.
- Gross Building Area (GBA):** The total area of a building's footprint, including setbacks and covered walkways.
- Gross Floor Area (GFA):** The sum of the area of each floor of the building, other than the area of the building's volume to be the area within the outer face of the external enclosing walls, including circulation areas (stairways, ancillary storage space, etc.) and service areas (garage, etc.).
- Floor Space Ratio:** The ratio of the GFA to the site area.

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ATTENTION: Director, Metropolitan Projects

31. December, 2010

Major Project Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Email: plan_comment@planning.nsw.gov.au

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I wish to make some further comments about this Concept Plan :

FURTHER RE THE TRAFFIC - IF YOU VISIT THE NEW CANTERBURY
ROAD/LONGPORT STREET/RAILWAY TERRACE, NOW YOU'LL SEE
IT IS HUGELY CONGESTED FOR MOST OF THE DAY
ALREADY. THIS ADDITIONAL TRAFFIC WILL MAKE
PARRAMATTA ROAD LOOK LIKE A STROLL IN THE PARK!!

Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME: JOHN CHALLNER ADDRESS: P.O. Box 31, SUMMER HILL
J. Chalner 2130.

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ATTENTION: Director, Metropolitan Projects

23 December, 2010

Major Project Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Email: plan_comment@planning.nsw.gov.au

RE: Application No: MP08_0195 78-90 OLD CANTERBURY ROAD, LEWISHAM CONCEPT PLAN

I object to the above Concept Plan, for which an Environmental Assessment is currently on exhibition, for the following reasons:

- The number of residential buildings proposed, with their height ranging up to nine (9) storeys, and containing some 400 flats, is a gross overdevelopment of this site. It provides for a density and scale which is completely at odds with the established and valued character of the surrounding locality.
- The proposed retail/commercial floorspace is excessive and the 2,800 sq metre supermarket is not warranted. There are more than adequate shopping facilities (including four supermarkets) within 15-20 mins WALK of this site, at Leichhardt Marketown, Summer Hill, Dulwich Hill and Petersham. The neighbourhood shops at Lewisham Station (5 mins walk) need some support, not competition.
- The provision of public open spaces is grossly inadequate. The developer wants the needs of his 1000 or so future residents and retail/office users to be met on land SOUTH of Hudson St., beyond his site and on land he doesn't control. The proposed 900sq.m. 'green boulevard' is just that – a divided street with trees down the middle! Open space needs should be met on-site. The open areas shown between the buildings are likely to be accessways and private courtyards, not usable public spaces.
- The adjoining and nearby main roads are heavily used and gridlocked at peak periods. The suggested line-marking and signage restrictions reflect what the traffic already does – nothing is proposed to cater for the cars and trucks to and from the 400 units and 6,300 sq. m. of supermarket, shops and offices. The long-term traffic measures are far from certain as they require redevelopment of sites and street changes SOUTH of Hudson St., again beyond the developer's control.

I wish to make some further comments about this Concept Plan :

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Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME: JENNIFER WATSON

ADDRESS: 17/40 JUNCTION ROAD
SUMMER HILL NSW
2130

(148)

4 January 2011.
... December, 2010

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THE MAXIMUM HEIGHT OF THE BUILDINGS SHOULD BE
REDUCED TO 4 OR 5 STOREYS WHICH, EVEN THEN, IS
HIGHER THAN ANY ~~THE~~ OTHER DEVELOPMENTS NEARBY.
EVEN THE PROPOSALS FOR HARAD PARK, MUCH CLOSER
TO THE CITY, SEEK A MAXIMUM OF 8 STOREYS

Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME: CHRISTINE WRIGHT
C. Wright

ADDRESS: 55 VICTORIA ST, LEWISHAM 2049

From: Jeffrey Herron <jeffherron@unwired.com.au>
 Subject: Lewisham Estate Concept Plan
 Date: 15 June 2010 10:04:42 PM
 To: lewishamestate@urbis.com.au

COMMENTS ON LEWISHAM ESTATE CONCEPT PLAN
 ST. LEWISHAM 2049

FROM: JEFF HERRON, 55 VICTORIA

Thank you for the opportunity to comment on the proposed Lewisham Concept Plan. Whilst the comments may be interpreted as largely critical, I hope you will also find some aspects of the comments as constructive and worthy of consideration.

KEY COMMENTS

1. Redevelopment of the area is not opposed.
2. The development should be viewed in the context of other development plans for the Lewisham/Summer Hill rail corridor and should not be rushed through in isolation.
3. The present scale of the development is too large to be accommodated at the site and in the adjacent neighbourhood, in particular, the proposed FSR and the maximum height are inappropriate.
4. Several of the key principles can be challenged and the proposal, as it stands, does not specifically meet or implement several stated key principles.
5. The proposed changes to the road network, while well intentioned, will act to the detriment of existing traffic flows.
6. The concept plan as outlined by Urbis provides inadequate detail in many respects.

These points are elaborated in more detail below:

1 and 2. Development context.

There is considerable development proposed within a tight area along the Lewisham/Summer Hill rail corridor (Marrickville Council McGill Street Precinct Masterplan, Summerhill Flour Mill Project plus Greenway and Light Rail considerations). Whilst Sydney rates last in a recent capital city planning survey, a Part 3A application should in principle provide the opportunity for a proper overview of this project in this context.

Also the Developer should be cognisant of the risks of the possible repeal of existing Part 3 A legislation and review of poorly thought through approvals so it is important for a robust case and community interest to be established.

3. Scale of the development

It is contended that the scale of the present concept is inappropriate for a relatively small constrained access site. The FSR of 3.5:1 is excessive in comparison to similar developments and well in excess of that of 1.7:1 recommended in the Marrickville Council's Masterplan.

The proposed maximum height of 9 storeys is out of all proportion with the surrounding area creating an eyesore and clashing with what could be a sympathetic development at the adjacent flour mill site. A cramped development of 4 to 9 storeys will not create a village type environment and could set a precedent for the adjacent development bounded by Hudson St and Old Canterbury Rd. The community should not be totally ignored and it is not unreasonable that they do not warm to the idea of a mini Chatswood or Strathfield in an area where the adjacent road infrastructure is already seriously congested at peak hours and is inadequate for a major development even allowing for hopefully good links with rail.

The revised Plan can be commended for placing "the greatest height and densityadjoining the railway line". However "4 storeys along Old Canterbury Road to modulate the scale to the surrounding residential areas" is excessive and inappropriate. It is unclear how this relates to the information in the notes comparing initial Part 3A with the latest proposal ie.

"Provision is made along Old Canterbury Road for a two-storey setback zone containing home office and shop top housing. This zone provides an active streetscape and a contextual relationship with the two-storey existing residential fabric to the east". Existing residential fabric to the east is actually one storey and 4 storeys along Old Canterbury Road is excessive. The reference to a 2 storey setback zone requires further specification and elaboration.

In short a reduction of height levels by as much as 50% as a compromise might go some way to appeasing local reaction and realising a development more sympathetic to the district.

4. Key Principles

The validity of the need for a mixed use zone including retail, commercial, shop-top housing and home offices in this location can be questioned; and particularly the provision of retail amenity to serve the local community.

The local community is more than adequately serviced by existing retail amenities and supermarkets within a short distance of Lewisham including, for example, Summer Hill, Ashfield, Leichhardt, Dulwich Hill and Marrickville. These facilities are more than capable of servicing the additional population of sensible housing developments along the Lewisham /Summer Hill rail line. Any expansion at the Lewisham complex would be primarily at the expense of local small business, adding to the vacant retail premises already evident in the area, particularly along the main thoroughfares in Petersham and Dulwich Hill, along with the small shopping villages previously killed off in Lewisham and North Petersham.

The provision of a green boulevard is a desirable Key Principle. However it is not clear that it is locked into the proposal, how it co-exists with Hudson Street and whether it relies on a contribution of any adjacent development under the Marrickville Council's McGill St. Master Plan before it actually come into pass.

The proposal as it stands with 4 to 9 storey development will not provide a village-type environment.

Linkages to Lewisham and Dulwich Hill Light Rail is a bit of a motherhood statement as it stands. Linkage to Lewisham station is no easy feat from the development site. Who will improve it and when. In practice it will probably mean get across the road at the lights as best you can. One can be more optimistic about incorporating a linkage with the Dulwich Hill light rail station whenever and wherever that may be.

5. Proposed Changes to the Road Network.

- Brown St left-in left-out. OK but left turn deceleration lane will require designation of first part of Longport as clearway as vehicles are currently able to park here.

- Designated left turn lane eastbound approach of Longport St to Old Canterbury Rd. This is counter productive.

Most eastbound traffic goes straight ahead here (not turning left into Canterbury Rd.) and the left lane filters in to the right lane which is faster than just having a single lane. A dedicated left turn lane would prevent this filtering. Also a dedicated left turn lane will prevent vehicles going around vehicles turning right (which they can now do outside peak hours) thus unnecessarily delaying all through traffic.

(A similar circumstance applies to traffic travelling north along Old Canterbury Road and which filters into one lane to go under the rail bridge. A dedicated left hand turn here --which is not proposed-- would cause havoc. Same principle applies in Longport).

- Clearway restrictions along both sides of Old Canterbury Road between Railway Terrace and McGill St. This would undoubtedly improve traffic flow but will certainly upset locals who park there.

- Median strip in Old Canterbury Rd opposite William St should be no problem.

- No right turn Old Canterbury Rd (southbound) into Hudson St no problem.

However the provision of a right turn median storage facility to enable right hand turn exits from Hudson St. conveniences the few (ex the proposed development) and inconveniences the many. For example, because of the new median, traffic would be no longer able to turn right from Henry St (nearly opposite Hudson) into Old Canterbury Rd which is quite popular. Also traffic travelling north on Old Canterbury Rd would be forced earlier into one lane instead of two at present which would probably slow traffic through the Toothill St lights. Hudson St should just turn left or take their chances to the right like everyone else. Please reconsider this proposal.

- Linemarking in Railway Terrace to create a dedicated left hand turn lane in Railway Terrace for the movement into West St. Contrary to the situation in Longport (and Old Canterbury Rd) this could improve traffic flow. This is because the Railway Terrace is narrower and the traffic is only comfortable in one lane and thus does not filter here across this intersection. However there is actually room for two lanes and if one was dedicated left turn this would speed up traffic to the left and shorten the queue of through traffic.

6. Additional Detail/Clarification would be helpful

- a comparison with the HASSELL Precinct Master Plan would be helpful

- the proposed height of each block is not clear from the site plan

- a built form diagram would enable a better appraisal

- it is not clear from the site plan where the roads are eg. Hudson St and "the road along the railway boundary".

- where is the "internal road and pedestrian network"

- it would be interesting to have rough estimates of how many separate housing units are likely, and how many parking spaces there would be with the units, and how many parking spaces would be provided for retail and other uses.

One suspects these details would bring home the reality of living with such a high density development as presently proposed. Hopefully there is more water to flow under the bridge and sensible compromise to be further developed.

I would appreciate acknowledgement of receipt of this email: and any comments/reactions that may be available in due course.
Thank You, Jeff Herron.

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I wish to make some further comments about this Concept Plan :

THERE IS ANOTHER DEVELOPMENT ALSO
PLANNED NEXT DOOR. THIS MAKES FOR AN
IMMENSE OVER-DEVELOPMENT OF THE AREA.
REDUCE THE HEIGHTS, INCREASE THE
OPEN SPACE REJECT THE CURRENT PROPOSAL

Marrickville Council and the community's planning for this area should not be impeded or pre-empted – this Concept Plan should be rejected.

NAME:

PAMELA
CHALMER

ADDRESS:

716 WESTON ST
DULWICH HILL.