



Planning

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Our ref.: MP08_0195

Lewisham Estates Pty Ltd
C/- Mr Lindsay Fletcher
Planning Ingenuity
PO Box 715
MIRANDA NSW 1490

Dear Mr Fletcher,

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

The exhibition of the Environmental Assessment for the above project ended on 7 January 2011. All submissions received by the Department during the exhibition of the project are available on the Department's website at the following location:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=2923

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 height, built form and density, traffic, open space, public domain and streetscape, and retail floor space. These issues are outlined in **Schedule 1**. Additional information required to address these issues is outlined in **Schedule 2**.

The Department's primary concern regarding the proposal is the amount of retail floorspace proposed and this should be substantially reduced. The other issues are largely matters of detailed design, but in particular, issues identified with respect to specific building heights and public open space need to be resolved now.

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, Amy Watson, can be contacted on (02) 9228 6379 or via email at amy.watson@planning.nsw.gov.au. Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely,

Michael Woodland
Director
Metropolitan Projects

4/2/2011

SCHEDULE 1 – KEY ISSUES

Height, Built form and Density

- Further analysis of building heights is required, including options for reductions in the heights of Building D fronting Longport Street to 6 storeys and the southern portion of Building C fronting the proposed public open space to 4 storeys. The height and footprint of Building A also requires revision taking into account other requirements detailed below and should adopt a stepped form with the height at the southern end being a maximum of 6 storeys.
- Further analysis and options for the location and configuration of building envelopes should be considered to provide for an increased area of public open space with improved useability, and an improved interface with the proposed light rail station/Greenway corridor. It is considered that a larger contiguous area of public open space should be provided adjacent the rail corridor in the vicinity of the proposed station.
- Although the Department supports increased density on the site, it is considered that in conjunction with the reduced height and revised building envelopes, the dwelling yield should be revised to improve overall residential amenity for future occupants and minimise amenity impacts on the existing locality.

Retail floor space

- The amount of retail floor space on the site is not supported and is inconsistent with the Metropolitan Plan for Sydney 2036, the draft Subregional Strategy and Council's Masterplan for the site. The proposal includes a large amount of retail floorspace on a site which is not located within an identified local centre. Further, the proposed amount of retail floorspace is a major contributor to potential traffic impacts. In this regard, a significant reduction to the proposed area of retail floor space is required to mitigate these impacts and to ensure the proposal is consistent with current local and regional strategic planning policy.

Traffic

- Further assessment and analysis of the traffic implications of the proposal, including detailed consideration of specific issues raised by the RTA and Marrickville Council should be provided. These should include additional traffic modelling, consideration of intersection upgrades and justification for trip distribution. Consideration should be given to the cumulative traffic impacts taking into account the Concept Plan proposal for the Former Allied Mills site.
- To minimise traffic generation and to encourage use of public transport, the car parking provision (in particular visitor car parking) should be reduced given the site's close proximity to public transport.

Open Space, Public Domain and Streetscape

- Further justification and analysis of the amount of open space proposed on site should be provided. The proposed area of open space on site is inconsistent with the McGill Street Precinct Masterplan. Given the significant increase in GFA, dwelling yield and population density above and beyond the Masterplan, a larger area and proportion of the site should also be allocated to public open space. The area available for deep soil planting should also be increased in accordance with SEPP 65 and the Residential Flat Design Code.
- Consideration should be given to increasing activation of public spaces within the site, particularly the south-west corner of the site adjacent to the proposed light rail station and may involve the provision of limited additional non-residential uses at ground level, such as restaurants/café's, retail premises and business premises.
- Building A should be provided with a high quality corner treatment as it marks the entry to the precinct from the proposed light rail station/Greenway corridor. In particular, options for the re-design and/or re-location of loading docks and associated facilities should be considered.

- Further analysis is required of linkages between the site and surrounding transport facilities and services including options to maximise pedestrian safety and amenity. This analysis should include consideration of public domain upgrades both within and outside of the site boundaries, which may form part of a Voluntary Planning Agreement with Council.

SCHEDULE 2 – ADDITIONAL INFORMATION REQUIRED / COMMENTS

In addition to any revised architectural plans and supporting documentation, including analysis of options and designs reflecting the issues raised in **Schedule 1**, the following information is also required:

- Plans detailing the level of the basement, lower ground, ground level and overall height of proposed buildings in metres AHD.
- Clarification on the number of basement car parking levels proposed and extent of excavation.
- Revised TMAP, including revised intersection modelling in accordance with the RTA's requirements, consideration of weekend traffic implications, and justification for trip distribution. Refer to the RTA's letter dated 11 January 2011.
- A revised Statement of Commitments, where appropriate, providing a response to the requirements of other agencies and the Department's key issues.
- Address Council's comments in relation to flooding and drainage.
- Clarify errors within the EA. The Department notes that the submitted EA and accompanying concept plans do not correlate in terms of open space provision. The EA states that open space provision is 6,609.5m² or 50% of the site, however the Concept plans depict significantly less open space, and detail a quantum of approx 1,300m².