



The Hon Mr Brad Hazzard MP,  
Minister for Planning and Infrastructure,  
Level 33, Governor Macquarie Tower,  
1 Farrer Place,  
SYDNEY NSW 2000.

10<sup>th</sup> August 2011

Dear Mr Hazzard;

### **Development of the Former Allied Mills Site at 2-32 Smith Street, Summer Hill**

The GreenWay Steering Committee would like to submit the following comments on the proposed development at the former Allied Mills site in Summer Hill.

- Addressing the Greenway – the development should address the Greenway as a frontage property recognising the space as an active frontage with substantial visual and environmental benefits, as well as an active transport corridor.
- Consideration of the Lewisham Estate development: it is imperative that this development considers what is proposed for the Lewisham Estate site located on the opposite side of the GreenWay and the Light Rail. We want to avoid the GreenWay and the Light Rail being “built out” by these two vast developments that unfortunately are being considered separately.
- Spaces Adjoining the Greenway –landscape plans should include areas of open space designed to provide sympathetically linkage to, or integration with the Greenway, physically, visually and environmentally.
- General Access to the GreenWay corridor – to protect the biodiversity in the GreenWay corridor it is essential that access

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is limited to designated paths, and structures are put in place to prevent people trampling vegetation.

- The proposal for emergency access over RailCorps land (Pg 5) in case of extreme flooding would impact the adjacent GreenWay and the biodiversity in the corridor. The GreenWay is going to be built on this land. Any access will need to be worked out with the GreenWay stakeholders to prevent damage to the GreenWay asset.
- Pedestrian and cycle access – the Summer Hill Flour Mill development should maximize the opportunity for residents and other users of the site to use active transport. This includes the provision of bicycle parking for residents and visitors in convenient easy to access locations, and an internal bicycle and pedestrian networks which link to the Greenway.
- Use of Weston Street for access to the site: the GreenWay shared path is currently proposed to run along Weston Street.
- Car-share needs to be actively encouraged in the proposal, by the provision of a range of car share vehicles. The site is well served by active transport and public transport. A proper commitment to the provision of car share will help minimise the need for car ownership by residents of this site.
- Overshadowing – The GreenWay Steering Committee has concerns about the height and bulk of the buildings adjacent to the GreenWay Corridor. This will cause overshadowing of Greenway particularly during the winter months. This overshadowing will impact on the native vegetation of the GreenWay corridor and the enjoyment of the people using the GreenWay and light rail.
- View Corridors – the Summer Hill Flour Mill development should be designed to create new, and enhance existing, view corridors both to and through the Greenway
- Visual Form – developments should use materials and colours that enhance the visual amenity of the Greenway.
- Materials in Spaces Adjoining the Greenway – any furniture/structures adjoining the Greenway should be designed

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to complement both the Greenway's visual and philosophical concepts. In accordance with the sustainability philosophies of the Greenway all timber structures associated with adjoining spaces (including fencing, barriers and furniture) should use materials from verifiable sustainable sources and any heavyduty plastic furniture/structures should use recycled products.

- Sustainability - In accordance with the sustainability philosophies of the Greenway the GreenWay Steering Committee would like to see the development achieve 4 green star minimum.
- Water Sensitive Urban Design (WSUD) – this development should demonstrate best practice WSUD (e.g: swales, recycled water, rain water tanks, retention basins, artificial wetlands).
- Biodiversity –the landscape plans for the development should ensure that they incorporate the planting of locally indigenous native species in areas adjacent to the Greenway. Such landscaping should 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.
- Endangered Population of Long Nosed Bandicoots: there is a population of long-nosed bandicoots living within the vicinity of the proposed development. A survey undertaken by the developer did not find any. However that this population of bandicoots are known to live under old buildings rather than in the more usual patches of bushland. We would like further survey work done before any work commences on the site.
- Accommodation of Flora Needs – the development should provide landscaping which reflects and complements the flora of adjacent portions of the Greenway including both duplication of existing vegetation and companion planting.
- Accommodation of Fauna Needs – the development should be designed to ensure that they are sensitive to the needs of the fauna of the Greenway including:

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- Provision of lighting which minimises lighting impacts on nocturnal fauna and the Greenway generally
  - Reinforcement of permeability between the Greenway and the built environment for local fauna, wherever practical (eg raised footpath/cycleway sections at appropriate locations)
  - Provision of a native vegetation buffer between the GreenWay and the development of a minimum of 3 metres.
- Community Involvement - the community at should be provided opportunities to be actively involved in the design and development of spaces adjoining the Greenway.

Yours sincerely,

*Ros Gibbons*

GreenWay Coordinator

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