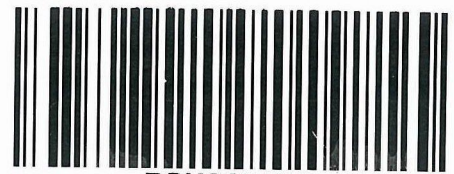




Transport



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

Attention: Amy Watson

Dear Mr Woodland,

**EXHIBITION OF EA FOR CONCEPT PLAN APPLICATION – MIXED USE
DEVELOPMENT OF THE FORMER ALLIED MILLS SITE, 2-32 SMITH
STREET, SUMMER HILL MP10_0155**

I refer to your letter dated 27 June 2011 regarding the above Concept Plan application. DoT's comments for your consideration are in Attachment A.

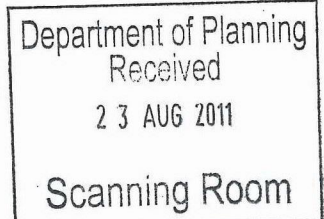
As you would be aware, the NSW Government has committed to the extension of the light rail from Lilyfield to Dulwich Hill. Planning approval enables design and construction work to commence in 2011. The proposed light rail stop at Lewisham West, immediately adjacent to the site, is critical to the use of light rail by residents and the local commuter catchment, therefore integration with this site needs to be addressed adequately.

Should you have any further queries regarding the light rail project please contact Jeremy Kidd on 8202 3038 or jeremy.kidd@transport.nsw.gov.au. For all other matters, please contact Rowena Phua on 8202 2286 or rowena.phua@transport.nsw.gov.au.

Yours sincerely

James Li
**A/ Principal Manager, Statutory Planning
Centre for Transport Planning**

CD11/08275



Attachment A

Department of Transport comments for 2-32 Smith Street, Summer Hill (MP10_0155)

Parking & Travel Planning

- Given the Director General's Requirements request an appropriate level of car parking for the site due to its very high accessibility to public transport, the DoT supports a reduction in the number of car parking spaces for the development. The retail, commercial and on-street visitor parking components could be reduced to encourage workers and visitors to travel to site via public or active transport modes;
- As indicated in the TMAP, DoT also supports timed on-street parking within the site and resident parking schemes off-site to manage commuter carparking with the development of the light rail stop;
- The Statement of Commitments includes the requirement for only one car share space as a minimum. An increase in the number of carshare spaces, to be provided on-street within the site, should be encouraged to aid a further reduction of car parking spaces provided on-site;
- As requested in the DGR's, DoT supports the development of a Workplace Travel Plan (WTP) or Travel Access Guide (TAG) for workers, residents and visitors to site to encourage public transport use. This measure should be included as part of the final conditions of consent in future project applications. Further information on WTP or TAG resources can be found at the Premier's Council for Active Living (PCAL) website, <http://www.pcal.nsw.gov.au/>, or the Roads & Traffic Authority's website, <http://www.rta.nsw.gov.au/>, respectively;

Light Rail - Access & Traffic

- The current Concept Plan design allows for a primary pedestrian/cycle connection (approximately 3 metre wide shared walk/cycle path) to provide a convenient, safe and direct access route through the site. This connection is supported and should be provided early to allow connectivity to the future light rail stop, the proposed 'GreenWay' shared path, Smith Street, and Summer Hill railway station;
- The proposed lift and stairs up to Longport Street provide pedestrian connectivity with Lewisham railway station. This facility is supported subject to addressing land ownership issues with RailCorp, and that its ongoing operation and maintenance is borne by the developer;
- The proposal should consider the provision for 'kiss & ride' and a disabled on-street parking space within proximity of the light rail stop and with an accessible path of travel;

Adjoining Rail Corridor

- The *Environmental Assessment* indicates approval is sought for the demolition of the rail sidings and encroachments into RailCorp's rail corridor (Section 4.3, page 23). As these structures fall within RailCorp's land ownership boundaries, the proponent will need to seek land owner's consent from RailCorp in regards to any structural changes, noting however the Minister's Condition of Approval B12 for the Sydney Light Rail – Inner West Project (MP10_0111) includes the requirement to implement the following recommendation identified in the project Heritage Impact Assessment (September 2010, page 91):

"The former Mungo Scott Flour Mills' siding should be retained and integrated into the project design to ensure that the relationship between the operational mill and the goods line is not lost. The siding is an integral part of the historic and technical significance of the former mills site".

Therefore, the Concept Plan cannot assume the demolition of the rail sidings for development;

Heavy Rail

- The TMAP refers to the Western Express Project. The NSW Government is currently reviewing its long-term rail plans with the short-term rail priority being delivery of the North-West rail link. It is unlikely the Western Express Project will have a substantial influence on public transport mode share for this development;

Bus Servicing

- The installation of bus priority measures in the northern kerbside lane on Canterbury Road, as raised in the TMAP, is also not considered appropriate by the DoT. The level of service along this route does not justify priority measures and therefore is not supported;

Active Transport

- As stated in the draft Statement of Commitments, DoT notes the inclusion of bicycle facilities and storage to be provided in accordance with Council's Development Control Plan. As well as bicycle facilities and storage for residents in basement parking levels, DoT also supports the inclusion of bicycle parking facilities at-grade, near entrances for visitors and workers to site. Bicycle parking should be in a weather protected location, subject to casual surveillance and included in the final Conditions of Consent for each project application; and

Construction Management Plan

- As indicated in the DGRs, the Construction Management Plan should also mitigate any potential impacts to accessibility, amenity and safety for public transport use, walking and cycling during construction. These should be included in the final conditions of consent for each project application.