

SJB Planning



Environmental
Assessment Report

Summer Hill Flour Mill
Redevelopment

2-32 Smith Street,
Summer Hill

Project Application
Stage 1

March 2013

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Environmental Assessment

Prepared under Part 3A of the *Environmental Planning and Assessment Act 1979*.

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Proponent and Land Details

Proponent: EG Funds Management
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Subject Site: 2-32 Smith Street, Summer Hill

Lots and DPs: Lot 1 DP73521, Lots 1-2 DP131120, Lot 1 DP171676, Lot 1 DP302585, Lot B DP171931, Lot B DP172600, Lot 1 DP182276, Lot 16 DP130884, Lot 11 DP315, Lot 13 DP315, Lot 14 DP315, Lot 15 DP315, Lot A DP302421, Lot B DP302421, Lot 1 DP955001, Lot 1 DP951124, Lot 100 DP221222 and Lot 1 DP900501.

Summary of Project: Project Application for Stage 1 of an adaptive mixed use residential, retail and commercial development, proposing the demolition of existing structures and construction of:

- 44 dwellings
- 443m² of commercial/retail space
- Basement car parking for 53 vehicles
- Two (2) new public streets
- Access to Lewisham West light rail stop

Declaration

I certify that I have prepared the content of this environmental Assessment and to the best of my knowledge has been prepared, in accordance with the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*, and that it is true in all material particulars and does not mislead nor by presentation or omission of information materially mislead.



Scott Barwick
22 February 2013

Executive Summary

This Environmental Assessment (EA) has been prepared in accordance with amended Director-General's Requirements (DGRs) issued on 22 August 2012 for MP10_0180 and the recommended instrument of approval for Concept Plan application MP10_0155 issued by the Department of Planning and Infrastructure (DP&I).

The Project Application is for the development of Stage 1 of the Concept Plan for the mixed use redevelopment of the Summer Hill flour mill site at 2-32 Smith Street, Summer Hill.

Stage 1 will involve the demolition of the existing administration building, storage shed to the north of the Mungo Scott building and encroachments into the light rail corridor. The new work will involve the construction of two (2) new streets linking Smith and Edward Streets and the construction of a pedestrian access to the Lewisham West light rail stop. New buildings proposed are:

- Building 1C – a new two (2) level retail/commercial building;
- Building 4A – a new four (4) storey residential building with retail space fronting Smith Street;
- Building 4B – a new six (6) storey residential flat building; and
- Building 4C – a new part two (2), part three (3) storey building comprising terrace form dwellings fronting Edward Street.

All parking is proposed within an integrated basement accessed off the new east-west aligned street.

The buildings are generally consistent with the Concept Plan building envelope, and are consistent with the land uses detailed in the Concept Plan.

Subdivision is proposed to create six (6) lots comprising:

- Lot 1 – Accommodating building 4A, 4B and 4C of Stage 1;
- Lot 2 – Proposed new roads to be dedicated to Ashfield Council;
- Lot 3 – Future publicly accessible open space;
- Lot 4 – Proposed light rail access link to be dedicated to Ashfield Council;
- Lot 5 – Accommodating building 1C of Stage 1; Ashfield Council
- Lot 6 – Residual lot containing future Stages 2, 3 and 4.

The EA is consistent with the DGRs issued for the development and the Statement of Commitments prepared in support of the Concept Plan. The Project Application delivers the first stage of the development comprising well designed dwellings of high quality and amenity. Stage 1 delivers significant public benefit through the provision of new streets and links through the site to connect with the light rail stop and Lewisham beyond.

This application for Stage 1 demonstrates that:

- The building layouts have been designed with specialist modelling to demonstrate that habitable floor levels and basement crests are above the 1 in 100 ARI event;
- Potential flood hazard has been appropriately managed;

- High levels of residential amenity have been delivered consistent with the guidelines contained within SEPP 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC);
- ESD principles have been embedded into the design satisfying the requirements of SEPP (BASIX);
- Four (4) adaptable dwellings are provided in accordance with the requirement of the Concept Approval;
- Public access through the site to the light rail stop has been provided and will integrate with the light rail design being undertaken by Transport for NSW (TfNSW);
- The design of the buildings and open spaces have considered crime prevention through environmental design and will ensure that the new spaces integrate with the existing urban form and provide an attractive location through which to access the light rail;
- The new streets are consistent with Austroads standards and integrate WSUD design principles;
- The design reduces pollution and improves water runoff quality consistent with the guidelines established by SWC;
- The demolition of the structures proposed will not detrimentally impact upon the heritage significance of the site and that the new buildings will not detract from the significance and context of those buildings to be retained and reused in Stages 2 and 3;
- The necessary infrastructure to support the development is available to the site;
- The proposed works can achieve consistency with the requirements of the BCA; and
- The construction impacts can be appropriately managed through the implementation of a Construction Management Plan.

Approval of the application is sought, with this outcome being in support of the transformation of this former industrial precinct into a vibrant mixed use precinct central to a new public transport mode.

1.0 The Site and its Context

1.1 The Site

The site subject to the Concept Plan proposal (MP 10_0155) is known as 2-32 Smith Street, Summer Hill (refer Figure 1) and comprises 18 separate parcels as detailed within Table 1. The majority of the land is located within the Ashfield Council local government area. A small portion of the total redevelopment site, to the east of the Hawthorne Canal which bisects the site, is within the Marrickville Council local government area. The Hawthorne Canal forms the administrative boundary between these two (2) local authorities. The Hawthorne Canal is owned by Sydney Water.



Figure 1: Aerial photo of the subject site (Source: www.six.lands.nsw.gov.au).

The proposed Stage 1 works the subject of this EA (MP10_0180) are located wholly within the Ashfield Council area.

Stage 1 is predominantly located within the north-western section of the site and enjoys road frontage to Smith and Edward Streets. Stage 1 is configured to provide a physical link for cycle and pedestrian access through the site to the Lewisham West light rail stop and the light rail corridor.

The area the subject of this Project Application currently contains the former Allied Mills administration building and truck weighbridge area.

The site enjoys road frontages and vehicular access from Smith Street and Edward Street. The site also has a frontage to Old Canterbury Road and Longport Street but does not currently have any direct vehicular access onto these roads. The eastern boundary of the site presents directly to the former freight rail corridor that is currently being converted to an extension of the inner west light rail.

Legal Description	Local Government Area	Land covered by Project Application
Lot 1 DP73521	Ashfield	Yes
Lots 1-2 DP131120	Ashfield	Yes
Lot 1 DP171676	Ashfield	Yes
Lot 1 DP302585	Ashfield	Yes
Lot B DP171931	Ashfield	Yes
Lot B DP172600	Ashfield	Yes
Lot 1 DP182276	Ashfield	Yes
Lot 16 DP130884	Ashfield	Yes
Lot 11 DP315	Ashfield	No
Lot 13 DP315	Ashfield	No
Lot 14 DP315	Ashfield	No
Lot 15 DP315	Ashfield	Yes
Lot A DP302421	Ashfield	No
Lot B DP302421	Ashfield	No
Lot 1 DP955001	Ashfield	No
Lot1 DP951124	Ashfield	No
Lot 100 DP221222	Ashfield	No
Lot 1 DP900501	Marrickville	No

Table 1: Legal description of development site

The site has a total site area of 24,738m². Stage 1 covers an area of 7,112m².

The total development site is essentially bound by Old Canterbury Road to the south, Edward Street to the west, Smith Street and Longport Street to the north and the former freight rail corridor to the east.

The site is located within easy walking distance to the Summer Hill and Lewisham villages.

1.2 Public Transport Context

The subject site is located within an easy 400m walk to Summer Hill and Lewisham Stations and has easy access to the Sydney Buses bus route utilising Old Canterbury Road (Route 413).

Further public transport options for the site will be available with the completion of the Inner West light rail extension. The Lewisham West light rail stop adjoins the site, with Stage 1 providing pedestrian and cycle access to the light rail stop from the west of the light rail line. The design of the access through the site has been developed in conjunction with TfNSW to ensure a smooth integration of the two (2) projects.

Access from the east of the light rail line is provided via Hudson Street, Lewisham.

1.3 Pedestrian and Cycle Access

The configuration of Stage 1 provides a pedestrian cycle linkage through the site from Smith and Edward Streets to the proposed Lewisham light rail stop.

The access through the site via dedicated access link from Smith Street or via the proposed new street off Edward Street provides permeability through the site. The proposed link integrates with the alignment of Hudson Street, Lewisham and in conjunction with the light rail stop will physically connect Lewisham and Summer Hill with an at grade path for pedestrian and cycle traffic.

The new streets and path will also enable connection to a future cycleway within the Greenway should this be pursued by government. The design and configuration of the proposal will allow future integration to any Greenway and will provide casual surveillance of this potential thoroughfare. The proposed design does not preclude future treatments of the rail corridor as a Greenway from being implemented.

The Statement of Commitments for Concept Plan MP10_0155 includes a commitment to the undertaking of upgrade works to the surrounding pedestrian and cycle facilities as part of Stage 1. These works are detailed within Attachment 7.

2.0 Proposed Development

2.1 Project Description

The application covers Stage 1 of Concept Plan MP10_0155.

The scope of works proposes the demolition of:

- The former administration building at the north-western corner of the site;
- Demolition of all encroachments into the light rail corridor, including the awning structures over the rail sidings to the Mungo Scott building and adjacent to the timber silos; and
- Demolition of the northern metal shed addition to the Mungo Scott building to facilitate access to the light rail corridor.

Building work comprises the construction of buildings 1C, 2B, 4A, 4B and 4C as described within the Concept Plan application. A detailed overview of the proposed Stage 1 development is provided below.

2.1.1 Stage 1 Project Application

Stage 1 comprises the construction of four (4) new buildings comprising buildings 1C, 4A, 4B and 4C. The architectural plans are provided at Attachment 1.

Building 1C is a new two (2) level retail/commercial building located to the immediate north of the Mungo Scott building. This building, in conjunction with the future reuse of the Mungo Scott building as part of Stage 3, will frame the public access path to the Lewisham West light rail stop. The building comprises 288m² of floor space over (2) levels and has been configured to accommodate a ground floor open seating area in a curtilage adjacent to the future public open space area.

Buildings 4A, 4B and 4C are predominantly residential, with a small retail component within the ground floor level of building 4A adjacent to the Smith Street frontage.

Stage 1 comprises a total of 44 dwellings comprising:

- 3 x 1 bed dwellings;
- 29 x 2 bed dwellings;
- 3 x 3 bed dwellings; and
- 9 x 3/4 bed terrace style dwellings.

The total retail/commercial space is 443m².

A common basement containing 53 spaces, including five (5) accessible spaces, services the development. The basement also accommodates bicycle parking, storage, garbage rooms, plant rooms and rainwater storage facilities.

Car parking to serve the small commercial/retail spaces is accommodated within the on-street car parking proposed to be accommodated within the new streets. The street layout includes a dedicated loading zone adjacent to the retail space within building 4A.

Stage 1 in the Concept Plan includes building 2B. This building is an existing annex to the Mungo Scott building proposed to be refurbished for retail/commercial purposes. The Project Application proposes no work to be undertaken to this building. Preliminary fire engineering and BCA upgrade considerations have determined that it will be more efficient to upgrade the annex in conjunction with the entire Mungo Scott building. Therefore, it is intended that building 2B works be deferred and undertaken as part of Stage 3.

The proposal provides for the construction and dedication of a new street linking Edward and Smith Streets. This new street link forms the boundary to the block upon which buildings 4A, 4B and 4C will be constructed.

The second major element of public infrastructure is the construction and dedication of the pedestrian/cycle link that will provide public access through the site from Smith Street through to the Lewisham West light rail stop. This link will form the southern boundary to the landscaped open space proposed to be dedicated as part of Stage 3.

Accommodation Provision

A detailed breakdown of each building is provided in Table 2.

Building 1C	Use	Area/number
Two (2) levels	Retail/commercial space	286m ²
Building 4A	Use	Area/number
Ground floor	Retail/commercial space Two (2) bed dwelling	157m ² 3 (inc 1 adaptable)
First floor	One (1) bed dwelling Two (2) bed dwelling Three (3) bed dwelling	1 3 (inc 1 adaptable) 1
Second floor	One (1) bed dwelling Two (2) bed dwelling Three (3) bed dwelling	1 3 (inc 1 adaptable) 1
Third floor	One (1) bed dwelling Two (2) bed dwelling Three (3) bed dwelling	1 3 (inc 1 adaptable) 1
Building 4B	Use	Area/number
Ground floor	Two (2) bed dwellings	2
First floor	Two (2) bed dwellings	3
Second floor	Two (2) bed dwellings	3
Third floor	Two (2) bed dwellings	3
Fourth floor	Two (2) bed dwellings	3
Fifth floor	Two (2) bed dwellings	3

Building 4C	Use	Area/number
Part two (2), part three (3) level terrace dwellings	Three (3) bed dwelling	5
	Four (4) bed dwelling	4

Table 2: Detail of proposed development within Stage 1

In addition to the building works, Stage 1 includes the construction and dedication of two (2) new streets to Ashfield Council, including street tree planting and paving. The pedestrian linkage from the new streets to the Lewisham West light rail stop is also to be constructed and dedicated to Council. The total dedication of land to Ashfield Council comprises:

- 2,045m² of new roads; and
- 270m² of open space containing the access linkage.

Gross Floor Area

A summary of the total gross floor area of the proposed works in Stage 1 is provided below in Table 3.

Building Identification	Proposed Works	Gross Floor Area
1C	New commercial retail building	286m ²
4A	New mixed use residential / residential flat building (RFB)	1,791m ²
4B	New residential flat building (RFB)	1,548m ²
4C	New terrace form attached dwellings	1,500m ²
Total		5,125m²

Table 3: Summary of proposed building works

2.2 Parking and Access

All car parking for the proposed dwellings are provided within a basement below buildings 4A, 4B and 4C. This basement is accessed from the south off the new street that intersects with Edward Street. The basement provides car parking for a total of 53 vehicles.

The new street provides on street car parking for 13 vehicles, of which two (2) spaces are proposed to be reserved for car share scheme vehicles. A dedicated kiss and ride bay is also provided in the south-east corner of the new streets and two (2) are loading zones.

2.3 New Streets

The new link street will be constructed to Austroads standards and dedicated to Ashfield Council. The streets will be embellished with landscaping and incorporate the construction of street level car parking spaces. The intention is that these spaces would be time limited car parking to serve the low level retail and commercial development and to avoid its conversion to long term commuter car parking use.

The street design has been designed to incorporate WSUD principles to ensure that the water quality management and pollution reduction targets are met.

The existing weighbridge will remain in situ within the new road carriageway to assist in the interpretation of the heritage of the site.

2.4 Public Domain

The new streets and access linkage to the light rail stop will be embellished to provide an accessible path of travel through the site to the light rail stop. This access will afford linkage to the McGill Street precinct beyond.

As detailed in Attachment 12, the access through the site has been designed in consultation with TfNSW.

2.5 Land Uses

Proposed buildings 4B and 4C are residential buildings. Proposed building 4A is a mixed use building providing small scale retail space at the ground floor level adjacent to the site entry. The balance of building 4A will comprise residential uses. Building 1C will provide small scale retail/café space at ground level and commercial space at first floor level.

Building 1C is located to assist in the activation of the link to the light rail and will be a future amenity abutting the open space to be dedicated as part of Stage 2 of the development.

2.6 Subdivision

The application seeks consent for the subdivision of the site to create six (6) lots, as detailed in the following table:

Lot	Lot size	Purpose
Lot 1	3,300m ²	Accommodating building 4A, 4B and 4C of Stage 1
Lot 2	2054m ²	Proposed new roads to be dedicated to Ashfield Council
Lot 3	763m ²	Future publicly accessible open space
Lot 4	270m ²	Proposed light rail access link to be dedicated to Ashfield Council
Lot 5	725m ²	Accommodating building 1C of Stage 1
Lot 6	17,626m ²	Residual lot containing future Stages 2, 3 and 4

Table 4: Proposed subdivision details

The proposed pattern of subdivision is consistent with the intent of the Concept Approval and will facilitate the delivery of the Concept Plan through the proposed four stages of development including dedications proposed to Ashfield Council of new roads and open space.

3.0 Key Assessment Issues

The DGRs set out 27 key assessment issues to be addressed by the EA. The following table provides a key to identify where these issues have been addressed.

Key Issues	Response Location
1. Relevant EPIs, policies and guidelines	
· Objects of the <i>EP&A Act 1979</i>	Section 3.1.1
· NSW State Plan	Section 3.1.2
· Draft Inner West Subregional Strategy	Section 3.1.3
· SEPP (Major Development) 2005	Section 3.1.4
· SEPP (Infrastructure) 2007	Section 3.1.5
· SEPP No. No 65—Design Quality of Residential Flat Development	Section 3.1.6 and Attachments 2 and 3
· SEPP (Building Sustainability Index: BASIX) 2004	Section 3.1.7
· SEPP No 55—Remediation of Land	Section 3.1.8
· Draft SEPP (Competition) (2010)	Section 3.1.9
· Ashfield LEP 1995	Section 3.1.10
· Draft Ashfield LEP 2012	Section 3.1.11
· Ashfield DCP 2007	Section 3.1.12
2. Built Form/Urban Design	Section 3.2 and 3.21
3. Land Use	Section 3.3
4. Public Domain/Open Space	Section 3.4
5. Environmental and Amenity Impacts	Section 3.5
6. Transport and Accessibility (Construction and Operational)	Section 3.6 and Attachment 7
7. Economic Impact Assessment	Section 3.7
8. Noise and Vibration	Section 3.8

Key Issues	Response Location
9. Ecologically Sustainable Development (ESD)	Section 3.9 and Attachment 5
10. Heritage and Archaeological	Section 3.10 and Attachment 6
11. Drainage/Water Management/Flooding	Section 3.11 and Attachment 4
12. Groundwater Management	Section 3.12 and Attachment 14
13. Rail Impacts	Section 3.17
14. Contamination	Section 3.14 and Attachment 9
15. Flora and Fauna	Section 3.15 and Attachment 9
16. Contributions	Section 3.16
17. Consultation	Section 3.17
18. Utilities	Section 3.18 and Attachment 4
19. Staging	Section 3.19
20. Statement of Commitments	Section 3.20
21. Urban Form and Design	Section 3.21
22. Public Domain/Open Space	Section 3.22
23. Heritage	Section 3.22
24. Drainage/Flooding	Section 3.24
25. Staging and Infrastructure	Section 3.25
26. Construction Impacts	Section 3.26
27. Ecologically Sustainable Development (ESD)	Section 3.27

Table 5: Location of responses to DGRs Key Issues

3.1 Relevant Environmental Planning Instruments

The following sections address the relevant Environmental Planning instruments and policy documents to be considered in an assessment of the proposal.

3.1.1 Objects of the *EP&A Act 1979*

The objects of the *EP&A Act 1979* are provided below in Table 5, along with an assessment of the proposal against each object.

Object	Consideration
(a) to encourage:	The proposal represents sound management of existing urban land to provide additional housing, employment and recreational opportunities in a location that can utilise existing and future transport infrastructure as well as existing utility capacity. The application provides a public benefit through the delivery of public access through to the inner west light rail, supporting a significant public investment in transport infrastructure provision.
(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,	
(ii) the promotion and co-ordination of the orderly and economic use and development of land,	The proposal facilitates the re-use of currently redundant land to provide for housing, employment and recreation opportunities in a location that is well serviced by transport and necessary urban support infrastructure and facilities.
(iii) the protection, provision and co-ordination of communication and utility services,	The proposal will take advantage of existing and proposed infrastructure in an existing urban area that is no longer viable for light industrial use. The proposal is able to be serviced utilising existing infrastructure services.
(iv) the provision of land for public purposes,	The proposal includes the provision of new public roads to facilitate access to the Inner West light rail extension and a publicly accessible pedestrian linkage through the site.
(v) the provision and co-ordination of community services and facilities, and	The site is well located and accessible to a range of services and facilities including schools, hospitals, tertiary education, open space, and retail and commercial services to support the incoming population and workforce.
(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and	The proposal has been assessed to have no adverse impact upon native flora and fauna or any threatened or endangered communities or the habitat of any threatened or endangered communities or populations.
(vii) ecologically sustainable development, and	The project has been assessed as being able to incorporate ESD measures and involves the retention and reuse of existing structures in a transit oriented development.
(viii) the provision and maintenance of affordable housing, and	The proposal contributes to the diversity and availability of housing stock in a well serviced accessible and desirable location.

Object	Consideration
(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and	The proposal is a Project Application for which the Director General is the consent authority. Ashfield Councils have been consulted on the preparation of the DGRs and will be further consulted when the proposal is publicly exhibited.
(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.	The proposal has been the subject of preliminary public consultation and will be the subject of further consultation consistent with the DGRs issued for the project.

Table 6: Assessment against the objects of the EP&A Act 1979

3.1.2 NSW State Plan

The State Plan is the state government strategy for the delivery of services to the people of NSW. A number of initiatives and goals are relevant for consideration with the Concept Plan. The relevant matters are addressed below.

Better transport and Liveable Cities:

- *improve the public transport system, and increase the share of commute trips made by public transport.*

The provision of an initial 44 of an approved 300 dwellings within an existing walkable catchment to two (2) railway stations and a new light rail station adjacent to the proposed development will encourage and facilitate increased commuter use of public transport consistent with the State Plan target.

Increase walking and cycling:

- *increase the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, to 5% by 2016.*

The proposal includes the provision of pedestrian linkages to the proposed public transport facilities and will be adjacent to the proposed pedestrian and cycleway to be implemented as part of the extension of the Inner West light rail. The Project Application includes a range of upgrades to existing to improve pedestrian accessibility. Ready access to these facilities from proposed housing and employment opportunities will support walking and cycling consistent with the State Plan target.

Increase the number of jobs closer to home:

- *increase the percentage of the population living within 30 minutes by public transport of a city or major centre in Metropolitan Sydney.*

The proposal will be within 30 minutes by public transport to the Global Sydney centre and the major centre of Burwood consistent with the State Plan target.

3.1.3 Draft Inner West Subregional Strategy

The Draft Inner West Subregional Strategy was exhibited in 2007, and remains in draft form. Under the Draft Inner West Subregional Strategy, the land the subject of this EA and located within the Ashfield Council area was identified as Category 1 employment land which should be retained for industrial uses.

The key directions and targets identified in the Draft Inner-West Subregional Strategy of relevance to the precinct include:

- IW A1.1.1 – Provide sufficient zoned commercial and employment land to meet the employment capacity targets of 500 new jobs;
- IW A 1.9.1 – Explore opportunities to revitalise strategic employment lands;
- IW B4.2.1 – Undertake integrated land use and transport planning to ensure that opportunities to benefit from transport infrastructure investment are realised;
- IW C1.3.1 – Plan for sufficient zoned land to meet dwelling targets, with 2000 additional dwellings for Ashfield required;
- IW C2.1.1 – Ensure the location of new dwellings maintains the subregions performance in increasing the proportion of people living within 30 minutes by public transport of a Strategic Centre;
- IW C2.1.2 – Provide capacity for the significant majority of new dwellings to be located in strategic and local centres;
- IW C2.2.1 – Review the capacity for future dwelling growth in strategic and local centres and investigate potential major sites for residential development within centres; and
- IW D3.1.1 – continue to upgrade walking and cycling facilities to improve everyday access within and between neighbourhoods.

The Concept Approval of the site recognised the suitability of the site for mixed use development that would complement the new light rail and the redevelopment of the adjoining land within Marrickville Council to mixed uses. The approval and redevelopment of the site will contribute towards the housing and employment targets of the strategy.

3.1.4 State Environmental Planning Policy (Major Development) 2005

The application has been prepared in accordance with the Concept Plan prepared for the redevelopment of the site and the recommended instrument of approval for Concept Plan application MP10_0155.

The proposal requires no additional assessment under the provisions of the SEPP not covered by this EA and the Concept Plan.

3.1.5 State Environmental Planning Policy (Infrastructure) 2007

The provisions of SEPP Infrastructure require consideration of the application for traffic generating development and development within the vicinity of a rail corridor.

In relation to rail corridors, clause 84 requires consideration for excavation greater than 2.0m in depth within 25m of a rail corridor.

The area of basement excavations for Stage 1 is well beyond 25m from the rail corridor. The footings for building 1C do not require penetration of the ground by greater than 2.0m and are greater than 25m from the rail corridor.

Concurrence from the rail authority is therefore not required for Stage 1.

In considering traffic generating development, clause 104 of the SEPP identifies circumstances where referral is required to the RMS.

The access proposed for Stage 1 is not to a classified road (Edward and Smith Streets) and is not within 90m of a classified road.

Referral is required for access to any road where:

- 300 or more dwellings are proposed; or
- Parking for 200 or more cars is proposed; or
- Shops of 2,000m² are proposed; or
- Shops and commercial premises of 4,000m² are proposed.

The scope of Stage 1 proposes a total of 44 dwellings, 445m² of retail/commercial space and 53 car parking spaces.

The scope of development for Stage 1 therefore does not require referral of the proposal to RMS.

3.1.6 State Environmental Planning Policy No.65 Design Quality of Residential Flat Development

The proposal has been designed by Hassell and an assessment of the consistency of the proposal with SEPP 65 and the Residential Flat Design Code (RFDC) is provided at Attachments 2 and 3.

These assessments identify that the proposal achieves the objectives of SEPP 65 in delivering high quality residential flat development.

3.1.7 State Environmental Planning Policy (BASIX) 2004

Certification of the compliance with the requirements of BASIX is provided at Attachment 5. The certification demonstrates that the proposed design has met the water and energy consumption reduction targets required by the SEPP in conjunction with the ESD strategy prepared for the development.

3.1.8 State Environmental Planning Policy 55 – Remediation of Land

A Remediation Action Plan (RAP) has been prepared for the Stage 1 area which includes investigation of the areas beneath the encroachments into the light rail corridor that are proposed to be demolished as part of the Stage 1 works. The RAP, including an Environmental Management Plan, concludes that the site will be suitable for the proposed mixed use development of the Stage 1 development area. The RAP is included at Attachment 9.

3.1.9 Draft State Environmental Planning Policy (Competition) (2010)

The draft SEPP was considered in the Economic Impact Assessment for the Concept Approval. The current Project Application proposes 443m² of retail/commercial space. This is within the maximum approved floor space for the site and is of a low scale that is unlikely to have an adverse impact upon the performance and viability of existing centres.

3.1.10 Ashfield LEP 1985

The land covered by the Project Application for Stage 1 is zoned 4(b) Light Industrial under Ashfield LEP 1985.

The proposed mixed use development of the land is currently prohibited in this zone. The permissibility of the proposed land uses has been established by Concept Approval MP10_0155 dated 7 December 2012.

Under the Ashfield LEP 1995, the current 4(b) Light Industrial zone is subject to a maximum FSR of 1:1 pursuant to clause 17. The Concept Plan authorises a total gross floor area of 40,000m², which equates to an FSR of 1.6:1.

While the permitted FSR exceeds the current control that would apply to light industrial development, the permitted volume of floor space is consistent with what would be anticipated for a mixed use residential development located on a transport corridor in an existing inner urban area.

3.1.11 Draft Ashfield LEP 2012

The exhibited Draft Ashfield LEP 2012 proposes to zone the subject site IN2 Light Industrial and imposes a maximum FSR of 1:1 and maximum height of buildings of 10.0m. The site is proposed to be identified as a heritage item, but will not be within a conservation area.

The proposed development would be prohibited under the provisions of the Draft LEP 2012 as exhibited.

For reference, the adjoining sites at 32-46 Edward Street are proposed to be zoned B4 Mixed Use and be subject to a maximum Height of Buildings of 13.0m and a maximum FSR of 1.5:1.

The proposed development of Stage 1 of the subject land would be a permitted development were the B4 Mixed Use zone to apply. Further, the mixed use development proposed is consistent with the B4 Mixed Use zone objectives, being:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To enhance the viability, vitality and amenity of the Ashfield Town Centre as the primary business activity, employment and civic centre of the Ashfield local government area.*
- *To encourage the orderly and efficient development of land through the consolidation of lots.*

The suitability of the site for the proposed development is supported by the Ashfield Council Urban Planning Strategy. The Urban Planning Strategy has been prepared to guide and inform the Draft Ashfield LEP 2012.

The strategy includes recommendations to consider a mixed use redevelopment of the Summer Hill Flour Mill site to revitalise this former industrial land and to provide residential, employment and recreational opportunities on the site.

The Concept Approval and this Project Application are consistent with the desired outcome for the site detailed in the strategy.

3.1.12 Ashfield Development Control Plan

The provisions of the Ashfield DCP 2007 have been considered where the provisions would not conflict with the Concept Plan. The following table details the consideration of Stage 1 against the relevant DCP provisions.

DCP Provision	Proposed	Consistent
3.6 Fences and Walls - Max 1.2m high if solid - Max 1.8m high if 50% transparent	1.2m	Yes.
4.2 Density	Consistent with Concept Plan	N/A
4.6 Floor Space Ratios	Consistent with Concept Plan	N/A

DCP Provision	Proposed	Consistent
4.11 Maximum Dwelling Size	Consistent with Concept Plan.	N/A
5.4 Front Setback — Consistent with adjoining	Front setbacks have been established by the Concept Plan.	N/A
5.6 – 5.8 Orientation and Siting	Orientation and siting has been established by the Concept Plan.	N/A
5.9 – 5.14 Building Height	The proposed buildings are consistent with, or less than, the building heights established in the Concept Plan.	N/A
5.15 – 5.16 Solar Access		
- 80% dwellings to have at least one (1) living room window with a north aspect	100% of dwellings are dual aspect. Five (5) have a due north orientation with the remaining dwellings having an easterly and westerly orientation, consistent with the Concept Plan.	The design is consistent with the intent to maximise solar access to proposed dwellings.
- 50% of P.O.S. to receive 3 hours of sunlight in mid-winter between 9.00am and 3.00pm.	The P.O.S. of 43/44 (97.7%) dwellings will receive three (3) hours of sunlight.	Yes.
- Maintain solar access to 40% of adjoining glazed areas.	The proposal does not impact upon the solar access of adjoining dwellings.	Yes.
6.3 – 6.10 Privacy, Views and Outlook	<ul style="list-style-type: none"> Internal separations are a minimum of 12.0m consistent with the RFDC rules of thumb and the Concept Plan. The dwellings are separated from existing dwellings by existing roads. No views or outlooks are adversely impacted upon by the proposal. 	Yes.
8.7 Private Open Space - Minimum 35.0m ² for ground level P.O.S. - Minimum 10.0m ² for balconies.	<ul style="list-style-type: none"> The nine (9) terraces have 28.0m² at ground floor level in addition to balconies at Level 1 and 2. The apartments have balconies ranging from 8m² to 12m², consistent with the RFDC guidelines. 	No, but consistent with Concept Plan.
8.11 Landscaping	Landscaping has been provided consistent with the Concept Plan requirements.	N/A.

DCP Provision	Proposed	Consistent
8.13 – 8.15 Tree Preservation	The proposal has been assessed by an arborist who has recommended removal of the Chinese Elm and Bottle Brush at the intersection of Edward and Smith Streets. It is proposed that these trees be replaced by new plantings.	No.
8.16 Street Trees	The proposal does not impact upon or require the removal of street trees. New street trees are proposed for the Edward Street frontage consistent with the Concept Plan and detailed in the landscape plan.	Yes.
Section 9 Safety & Security	As required by the Concept Plan, the CPTED principles have been addressed in this EA. Territorial reinforcement has been embedded in the design.	Yes.
Section 10 Design for Climate	100% of dwellings are dual aspect to promote natural ventilation and access to natural light. No dwellings rely upon a southerly aspect. All dwellings achieve BASIX compliance.	Yes.
Section 11 Stormwater Drainage	Stormwater is to be collected and piped to the Hawthorne Canal. The design includes stormwater harvesting and nutrient and sediment reductions as required by the Concept Plan.	Yes.
Section 12 Site Facilities		
Waste	An 80m ² garbage room is provided in the basement for bin storage. The apartment bins will be presented to the new streets for collection.	Yes.
Contaminants	SEPP 55 has been addressed at section 3.1.5.	Yes.
Storage	In excess of 8.0m ² has been provided for storage for each dwelling.	Yes.
Mailboxes	The Edward Street terraces will be provided with individual mailboxes. Buildings 4A and 4B will accommodate mailboxes within the lobby areas.	Yes.
Clothes Drying	The terraces have clothes drying areas within the courtyards. The proposed	Yes.

DCP Provision	Proposed	Consistent
	balconies could provide clothes drying.	
Television Aerial	Each building is served by a single aerial.	Yes.
Part C1 Access & Mobility	In accordance with the Concept Plan, 10% of the apartments are to be adaptable housing. A total of 35 apartments are proposed, requiring 3.5 adaptable dwellings. A total of 4 (4) are proposed within Building 4A. It is noted that all 35 apartments will also be accessible to their front doors.	N/A
Part C11 Car Parking	Basement parking for 53 vehicles, including five (5) accessible spaces, is proposed.	N/A

Table 7: Ashfield DCP assessment table

3.2 Built Form/Urban Design

As detailed within the architectural package prepared by Hassell at Attachment 1, the Project Application design is contained within the building envelopes established by the Concept Approval. This includes provision of public access to the Lewisham West light rail stop, and provision of active ground floor uses opposite the public open space that will be delivered as part of Stage 2. The public domain delivery includes new streets incorporating car share spaces, delivery zones, kiss and ride drop off zone and rain gardens for water quality management.

A detailed assessment and consideration of the proposed urban form and design has been provided in section 3.21, addressing the relevant key issues assessment.

3.3 Land Use

The Concept Approval authorises a maximum gross floor area of 40,000m², comprising a maximum of:

- 33,500m² residential;
- 4,000m² commercial; and
- 2,500m² retail floor space.

The proposal includes 4,682m² of residential accommodation, 165m² of commercial space and 278m² of retail space which are within the limits established by the Concept Plan. Further, no single proposed retail tenancy exceeds 500m² as required by condition 7 of the Concept Approval.

The mix and distribution of land uses is consistent with the Concept Approval.

3.4 Public Domain/Open Space

The Project Application includes the delivery of new public streets providing access into the site from Edward and Smith Streets consistent with the Concept Approval. Consistent with the Concept Approval and Statement of Commitments, the proposal includes the provision of a public access to the Lewisham West

light rail stop which will be dedicated to Ashfield Council. This access will abut and become part of the open space to be dedicated to Ashfield Council as part of the Stage 2 development of the site.

Communal open space consistent with the Concept Approval has been provided within the central courtyard created by the proposed development.

The site planning remains consistent with the Concept Approval.

3.5 Environmental and Amenity Impacts

The DGRs require consideration of solar access, overshadowing, acoustic privacy and view loss from the proposed development. Each of these issues is addressed relative to the Project Application in the following sections.

3.5.1 Solar Access

Sheet DA700 within Attachment 1 demonstrates that 43 of the 44 dwelling will receive in excess of three (3) hours of solar access in mid winter. The only dwelling to receive less than three (3) hours of solar access is terrace 4C-1 fronting Edward Street. The provision of three (3) or more hours of solar access to 97.7% of dwellings is well in excess of the Residential Flat Design Code (RFDC) rule of thumb guideline of 70% of dwellings. The assessment confirms the suitability of the site planning for the Concept Approval and the ability to provide dwellings of high amenity. It is also noted that 100% of dwellings provide natural cross ventilation, again well in excess of the RFDC rule of thumb requirement.

3.5.2 Overshadowing

A sun study prepared by Hassell is included within the documentation within Attachment 1. The analysis of the Concept Approval envelopes confirms that between 9.00am and 3.00pm in mid-winter, surrounding residential properties will not be impacted by shadows. The proposed buildings for Stage 1 are smaller than the envelopes modelled for the sun study, ensuring no adverse overshadowing to residential properties will result. Similarly, the overshadowing impact to the future public open space has been minimised through the site masterplanning undertaken leading to the Concept Approval.

3.5.3 Acoustic Privacy

Stage 1 is the most removed from the light rail and Old Canterbury Road, being the major noise sources identified, other than aircraft noise.

As detailed within the acoustic assessment for the Concept Plan application, the design is considered readily capable of satisfying the requirements of Part 5 of the BCA, the requirements of which would be incorporated into the required construction documentation.

3.5.4 Visual Privacy

The separations between proposed dwellings and to existing dwellings exceed the rule of thumb guidelines contained within the RFDC. The design has utilised the access galley to the west of building 4A to provide screening to the western sun and as a further barrier to manage potential inter-looking between proposed dwellings. The site planning has carefully considered the provision and orientation of windows to avoid direct views into windows and terraces ensuring each dwelling is maximised in regards to privacy and amenity.

The proposal is considered to deliver a high quality amenity in regards to visual privacy.

3.5.5 View Loss

The proposed buildings place a part two (2) part three (3) level office building and are located to the west of taller buildings in the form of silos and the Mungo Scott building. The proposed buildings are considered to have no adverse impacts upon existing views from surrounding properties.

3.6 Transport and Accessibility

The required TMAP was prepared for the Concept Approval and consistent with the Statement of Commitments, a series of upgrades to pedestrian facilities in the locality have been identified to be undertaken as part of the Stage 1 work. These facilities are detailed within the traffic and Transport assessment prepared by ARUP at Attachment 7.

This assessment confirms that the proposed road provision and roundabout design provide appropriate access for delivery and service vehicles and that the design will promote safe usage of these new streets. Through site usage is promoted through the implementation of left in and left out restrictions from the Smith Street access consistent with the Concept Approval.

The assessment has also confirmed that the basement car park provides appropriate manoeuvring and access commensurate with the proposed usage.

The expected impact upon traffic and the surrounding network is consistent with the impacts anticipated under the Concept Approval.

3.7 Economic Impact Assessment

Stage 1 provides a total of 443m² of retail/commercial space. This represents less than 7% of the maximum 6,500m² of retail and commercial space authorised under the Concept Approval.

This minor level of space provided is consistent with the Concept Approval and does not justify further economic impact assessment in this instance given the low level of impact identified for the full development in the initial assessment for the Concept Approval.

3.8 Noise and Vibration

As detailed within the acoustic assessment for the Concept Plan application, the design is considered readily capable of satisfying the requirements of Part 5 of the BCA the requirements of which would be incorporated into the required construction documentation. Stage 1 is remote from the light rail line and is considered unlikely to be impacted by the future operation of the light rail line in relation to rail noise.

The potential impact of aircraft noise as identified can be addressed via Part 5 of the BCA at detailed construction documentation.

3.9 Ecologically Sustainable Development

An ESD statement and BASIX certification prepared by ARUP are provided at Attachment 5. The statement identifies the measures and strategies that have been considered in the design development to support the incorporation of ESD principles into the development.

3.10 Heritage and Archaeological

The Stage 1 works are supported by a Heritage Impact Statement prepared by John Graham and Associates (Attachment 6).

The assessment addresses the demolition of the former milling and baking centre building, the weighbridge office, the warehouse adjacent to the Mungo Scott building, and the awning coverings above the rail siding that encroach into the light rail corridor.

The assessment concludes that the proposed demolitions will not have an intrusive impact upon the heritage buildings to be retained, and that the replacement buildings are appropriate in this context.

3.11 Drainage/Water Management/Flooding

The Concept Approval was supported by a preliminary analysis of flood water impacts, and conditions 31 to 38 detailed requirements relating to detailed modelling to be undertaken for the precinct to guide detailed design development. The detailed modelling has been undertaken and endorsed by Sydney Water Corporation (SWC) (refer Attachment 13). The following sections confirm that the detailed design is consistent with the management of flood hazard strategies development for the Concept Approval.

3.11.1 Flood Risk Management

Detailed modelling has been undertaken of the development precinct to assist in the formulation of design strategies and management for flood risk. The modelling is included in the report at Attachment 4.

The assessment includes confirmation of design flood levels, an infrastructure management plan and stormwater concept plan. The assessment is based upon modelling undertaken in conjunction with SWC to demonstrate that the proposed management of stormwater flows does not result in additional adverse impacts to surrounding properties and that storm flows can be managed and directed back into the Hawthorne Canal.

The assessment confirms that appropriate design levels have been adopted to minimise flood damage and to manage flood hazard, including evacuation paths for future stages of the development. Appropriate sensitivity testing has been included to address climate change and blockage scenarios.

3.11.2 Drainage and Water Management

As detailed at section 3.11.1, the project application is supported by a comprehensive analysis of stormwater management and impact. This includes the design of roads to include gross pollutant management, location of swales, on-site detention and drainage lines. The plan details the proposed pipe drainage system, the incorporation of Water Sensitive Urban Design (WSUD) initiatives and demonstrates achievements of the required improvements in the water quality of run-off.

As detailed within Attachment 4 the design and assessment has accommodated:

- Inflows from the light rail corridor;
- Mitigation of minor flood impacts through additional drainage provision in Edward and Smith Streets, thus reducing existing overland flows in Smith Street;
- Establishment of residential floor levels a minimum of 500mm above the 100 year ARI flood event;
- Flood proofing of retail floor levels up to 500mm above the 100 year ARI flood event; and
- Preparation of an Emergency Flood Response Plan.

3.12 Groundwater Management

Included at Attachment 14 is a statement from Aargus Consulting, confirming the opinion that the proposed basement for Stage 1 will not intersect with the groundwater table. On this basis, a detailed groundwater assessment is not required or justified in this instance.

3.13 Rail Impacts

The proposed works for Stage 1 are beyond the zone of potential influence for the light rail. Further detailed assessment for Stage 1 works is not required.

3.14 Contamination

A Remediation Action Plan (RAP) is included at Attachment 9. The assessment concludes that the site will be suitable for the proposed mixed use development of the site.

3.15 Flora and Fauna

The requirements of condition 27 of the Concept Plan relating to Flora and Fauna will be implemented as required at construction stage. The site fencing will allow Long-nosed Bandicoot movement as it has also been required to be designed so as not to impede flood movement. This has involved the uses of open palisade style fencing to the Hawthorne Canal which does not fully extend to ground level. This will allow animal movement beneath the fencing and debris during storm events so that blockages do not result.

3.16 Contributions

Consistent with the Statement of Commitments, s94 contributions consistent with the Ashfield S94 Contributions Plan will be paid.

3.17 Consultation

Consultation for the Concept Plan application was undertaken as required. It is expected that the Project Application will be exhibited at the DP&I offices and the offices of Ashfield Council.

3.18 Utilities

The Flooding, Stormwater and Utilities report at Attachment 4 details the required infrastructure required to service Stage 1, and considers the need to augment infrastructure to support the subsequent stages.

In summary:

- Adequate capacity exists in existing sewers to service the entire site (all four (4) stages);
- Adequate portable water supply is available to service the entire site (all four (4) stages);
- Stage 1 will be served for electricity from the existing South Street substation. The existing Dulwich Hill zone station has capacity to serve the entire development;
- Gas is available in Edward Street, however servicing of the site will be a commercial decision by the supplier; and
- Telecommunication services are available to the site.

3.19 Staging

The Project Application is Stage 1 of the Concept Approval. The works for stage 1 are not proposed to be staged.

3.20 Statement of Commitments

No further commitments are proposed as part of Stage 1. The preparation of this Project Application has been undertaken to be consistent with the Statement of Commitments prepared and endorsed with the

Concept Approval. The following table references the consistency of the Project Application with the commitments relevant to Stage 1.

Commitment Number	Consistency
2 BCA compliance	The application is supported by a BCA compliance report (Attachment 10).
3 Augmentation of Facilities	The application is identified as capable of being serviced as detailed with the Flooding, Stormwater and Utilities report (Attachment 4).
5 Public Domain	Through site access to the Lewisham West light rail stop has been included and will be dedicated to Council
6 Remediation of Land	An RAP has been prepared for the Stage 1 works (Attachment 9).
7 Transport Management	The Edward and Smith Street intersection is to be upgraded along with undertaking of pedestrian facility upgrades as detailed within the Infrastructure and Traffic Management Report (Attachment 7).
8 Car share	Two on-street car share car parking spaces have been nominated on the architectural plans (Attachment 1)
9 Bicycle Facilities	Bicycle parking is provided within the proposed basement parking area detailed in the architectural plans (Attachment 1)
10 Ecologically Sustainable Development (ESD)	The application is supported by an ESD Statement and BASIX certificate (Attachment 5)
11 Water Sensitive Urban Design (WSUD)	WSD principles have been incorporated into the design as detailed with the Flooding, Stormwater and Utilities report (Attachment 4).
12 Flood Management	Potential flood risk and mitigation has been incorporated into the design as detailed with the Flooding, Stormwater and Utilities report (Attachment 4).
13 Noise Mitigation	Relevant acoustic treatment have been detailed with the BCA compliance report (Attachment 10).

Table 8: Response to relevant commitments

3.21 Urban Form and Design

The following sections address the key assessment issues relating to the built form of the proposal.

3.21.1 SEPP 65 and the Residential Flat Design Code

The provisions of SEPP 65 have been addressed in detail by Hassell, the project architects at Attachment 2. A detailed assessment of the RFDC has also been prepared and is included at Attachment 3.

3.21.2 Building Design and Public Domain Interface

As detailed in the architectural plans, a predominantly two (2) storey presentation is provided to Edward Street as recognition of the scale of development to the west. The remaining buildings (buildings 1C, 4A and 4B) are all within the heights established by the Concept Plan building envelopes. The building form provides an articulation of building scales to reflect the pattern of lower scale buildings at the site edges, stepping up to taller buildings towards the central areas of the site.

The configuration of the buildings creates a courtyard development providing communal open space for the proposed dwellings while ensuring all dwellings also orient to the existing and proposed public domain areas.

The range of materials include face brickwork, concrete and timber which acknowledge the industrial heritage of the site and which will integrate with the buildings to be retained.

The façade treatments display clear entries, delineate private and public spaces and form a positive relationship with the existing and proposed streets through the use of combinations of solid elements and openings.

3.21.3 CPTED Consideration

Crime Prevention Through Environmental Design (CPTED) entails four (4) principles to minimise the opportunity for crime.

The four (4) principles to be considered are:

- Surveillance;
- Access control;
- Territorial reinforcement; and
- Space management.

The consistency of the Stage 1 Project Application with the principles is assessed below.

Surveillance

Stage 1 establishes a new framework of public streets and an access path to connect to the light rail stop. These spaces are open and designed to facilitate access and activation by vehicle, cycle and pedestrian traffic.

These spaces are addressed by new development that engages with these public spaces and provides casual surveillance.

The new streets and access ways will be provided with street lighting to increase visibility and provide a sense of comfort. The landscape treatment does not provide concealment opportunities and the access way is provided with small scale retail opportunities that provide activation of the space as well as fostering pedestrian activity.

Access Control

Buildings 4A, 4B and 4C effectively establish a perimeter courtyard development. The dwellings within building 4C provide traditional front door access off Edward Street. Buildings 4A and 4B provide access via access controlled entry lobbies that clearly delineate between public and private domains.

Territorial Reinforcement

The new streets will integrate with the surrounding street network and provide access through the site to the new light rail stop, and through to Lewisham beyond.

These linkages will provide a positive public amenity which, in conjunction with the future public open space areas, will encourage access and use by the wider community.

The residential elements are generally bound by new streets which form the separation between the private and public spaces. This is a very traditional and well understood pattern of urban development that clearly signals areas that are public and areas that are private.

Space Management

The new public streets and access paths will be embellished to a high standard prior to dedication. The design seeks to minimise the need for extensive maintenance intervention.

3.21.4 Private and Public Open Space

All dwellings are provided with a range of courtyards and balconies that are consistent with the RFDC guidelines.

In addition, Stage 1 has a central communal open space area of 560m². The area provides an additional amenity for the future residents of Stage 1.

Stage 1 proposes the dedication of 2,054m² for new streets and 270m² for the new access path to the light rail stop. The 270m² of path will be the initial contribution of the total of 4,806m² of open space to be embellished and dedicated to Council.

3.22 Public Domain and Open Space Provision

The following sections address the key assessment issues required to be addressed relating to the public domain considerations of the project.

3.22.1 Public Open Space and Public Access

Stage 1 provides public access linkages via two (2) new streets that connect Smith and Edward Streets. These access options are supplemented by a pedestrian and cycle path connecting to the Lewisham West light rail stop to be located adjacent to the Mungo Scott building.

The streets and access paths are to be dedicated to Ashfield Council, and the new streets are designed to Austroads standards and incorporate appropriate stormwater treatment facilities.

The pedestrian cycle path is designed to provide access to the light rail stop and has been designed to provide access above the 1 in 100 AEP level, as well as at an accessible grade. The design and configuration has been undertaken in conjunction with Transport for NSW (TFNSW) (refer to Attachment 12).

This design has ensured the provision of an accessible path of travel and the integration with the TFNSW for the light rail stop design to ensure overland stormwater flows in the rail corridor are managed and conveyed into the Hawthorne Canal. This has required a partially elevated structure traversing part of the site from the flour mill site to the light rail platform.

3.22.2 Public Open Space Design Treatment

In addition to the new internal streets, the open space dedication as part of Stage 1 is the pedestrian connection between the new street fronted by buildings 4A and 4B and the light rail stop.

The access path will be a paved surface which will incorporate a suspended platform section. The suspended footbridge provides clearance for flood flows to re-enter the Hawthorne Canal from the light rail corridor while providing an accessible path of travel connecting to the light rail stop.

The landscape treatment proposes an avenue treatment to the south of the path to complement the existing avenue plating to the north. The area to the north of the access path will be dedicated as part of future Stage 2 works.

The landscape treatment of the access path and new streets is detailed in Attachment 1.

3.22.3 New Street Design

The two (2) new streets have been designed to accommodate two-way traffic with kerbside car parking for 13 vehicles, including two (2) dedicated loading bays and kiss and ride drop-off point.

The north-south running street connecting to Smith Street provides kerbside planting and rain garden abutting the future public open space. The east-west running street linking to Edward Street provides a central landscaped median. A break in the median provides access into the basement proposed to serve the Stage 1 development.

The new streets accommodate footpaths and parking bays as depicted in the plan at Attachment 1.

Stage 1 is supported by a proposed upgrade to the existing intersection of Edward, Smith and Chapman Streets. The upgrade comprises a new roundabout treatment of this intersection, including line marking, signage, blisters and pram ramp relocations. The treatment has been designed in conjunction with the project hydraulic engineer to ensure stormwater flows are not adversely affected by the intersection treatment. The intersection design prepared by ARUP is provided at Attachment 7.

3.22.4 Flood Risk Management

This issue has been addressed at section 3.11.

3.23 Heritage

This issue has been addressed at section 3.10

3.24 Drainage and Flooding

This issue has been addressed at section 3.11.

3.25 Staging and Infrastructure

This issue has been addressed at section 3.18.

3.26 Construction Impacts

The following sections address the key assessment issues relating to the management of construction impacts.

3.26.1 Interim Light Rail Access

Stage 1 has two (2) street frontages and access to large areas for staging and storage of construction materials.

During construction, access to the light rail stop will be available via Hudson Street to the east of the site. At the completion of Stage 1, an embellished permanent access link to the light rail stop will be dedicated to Council. This access and the establishment of the pathway are integral to the scope of Stage 1 works.

Subsequent stages will not impact upon the availability of this access. The amenity of the access will be augmented by the dedication of the adjoining open space area as part of the Stage 2 works.

3.26.2 Construction Management

Prior to the commencement of construction works, a Construction Management Plan (CMP) will be finalised. A base CMP is provided within Attachment 1 at sheet DA-040.

Construction vehicle and deliveries will be via Edward Street in the location of the former weighbridge. This area, as part of the Stage 1 works, will become a new public road to be dedicated to Council. This access is removed from adjoining residential dwellings on the eastern side of Edward Street and provides excellent site lines to re-enter the Edward Street carriageway.

The CMP will detail:

- Traffic access control;
- Dust mitigation;
- Noise mitigation;
- Hours of construction;
- Materials handling locations; and
- Sedimentation control.

All loading and unloading for Stage 1 will be accommodated within the site boundaries. As the public access link between Smith Street and the light rail stop will not exist until after the completion of Stage 1, access by the public through the site will be precluded.

This avoids potential conflict between public transport users, pedestrian and cyclists during Stage 1 constructions.

Emergency vehicle access will be available from two (2) locations from Edward Street, being the location of the current weighbridge and the access into the current car park that will accommodate Stage 2.

Further access for emergency vehicles can be accommodated from Smith Street adjacent to the existing substation.

Construction of car parking for Stage 1 will be accommodated within the existing car park off Edward Street, which has a capacity of approximately 75 vehicles.

Construction Traffic

The proposed basement has a volume of 6,440m³. With a bulking factor of 1.7, the total volume of material to be disposed of will be approximately 11,000m³. At a capacity of 15m³ for each truck and trailer, a total of 735 vehicle movements are expected. At an average of 15 trucks per day, the completion of bulk excavation is expected to take 8-9 weeks. Truck movements associated with the excavation will be the primary

generator of truck movement associated with the construction phase. The remainder will be infrequent delivery truck movements averaging 2-3 movements per day.

3.27 Ecologically Sustainable Development (ESD)

This issue has been addressed at section 3.9.

3.28 Concept Plan Requirements

The Concept Plan approval details a range of matters to be addressed in the subsequent Project and Development Applications.

The relevant matters raised are addressed in the following table.

Requirement	Response
Schedule 2	
A4 Building Envelopes	As detailed on the architectural plans, all proposed buildings are within the approved building envelopes.
A5 Maximum Gross Floor Area	Stage 1 comprises the following GFA:
Maximum residential GFA – 33,500m ²	Residential 4,682m ² (residue = 30, 818m ²)
Maximum commercial GFA – 4,000m ²	Commercial – 165m ² (residue = 3,835m ²)
Maximum retail GFA – 2,500m ²	Retail – 278m ² (residue = 2,222m ²)
Maximum total GFA – 40,000m ²	Total GFA = 5,125m ² (residue = 34,875m ²)
A6 Maximum Residential Units - Max 300	Stage 1 accommodates 44 dwellings (residue 256 units)
Schedule 3	
1. 70% of apartments to receive a minimum of three (3) hours solar access in mid-winter.	97.7% of apartments in Stage 1 receive three (3) hours of solar access in mid-winter.
Minimum of 60% of apartments are to be natural cross ventilated.	100% of apartments in Stage 1 are cross ventilated.
2. ESD	
Applications to demonstrate incorporation of ESD principles.	An ESD statement has been prepared by ARUP and is included at Attachment 5. This is in addition to the BASIX assessment completed for the development.

Requirement	Response
3. Car Parking	<p>Car parking for 53 vehicles has been provided in the basement in accordance with the following provision rates:</p> <p>1 bed dwellings – 0.25 space 2/3 bed dwellings – 1 space 4+ bed dwellings – 1.5 spaces Visitors – 1 space /10 dwellings Commercial/retail – 1 space/80m²</p> <p>The car parking rates require:</p> <ul style="list-style-type: none"> - 43.75 residential spaces - 4.4 visitor spaces - 5.53 retail/commercial spaces <p>This results in a maximum car parking provision of 53.68 vehicles. The basement accommodates 53 vehicles. It is noted that consistent with Ashfield Council's DCP, the adaptable dwellings will have accessible car parking spaces, and one of the visitor spaces is also an accessible car space.</p>
4. On-street Car Parking	<p>A minimum of 50 on-street car parking spaces are to be provided. Stage 1 contributes 13 spaces to this requirement, two (2) of which are proposed car share spaces, two (2) of which are identified as loading zones and two (2) for car share spaces plus a kiss and ride drop off point.</p>
5. Bicycle Parking	<p>A minimum of 30 bicycle spaces are required to be provided.</p> <p>A dedicated bicycle parking area of 17m² to accommodate 18 bicycles has been provided, each of the nine (9) terraces has storage areas and the basement is capable of accommodating a further nine (9) bicycles. Bicycle storage for the retail terraces will accommodate at least a further four (4) bicycles with bike rails in the accessible open space areas incorporated into the landscape treatment of the areas.</p>
6. Car Share	<p>Two (2) of the on-street car spaces in Stage 1 have been identified for allocation to car-share schemes.</p>
7. Retail Tenancies	<p>The two (2) retail tenancies have a total area of 278m² in area, well below the maximum tenancy size of 500m² imposed.</p>

Requirement	Response
10. Heritage	<p>A Statement of Heritage Impact has been prepared for the structures to be demolished.</p> <p>The structures are not of high significance or contain materials worthy of salvage, reuse or interpretation.</p>
11. Local Street Design	<p>Ashfield Council does not maintain specific road design standards. The new internal streets have been designed to Austroads design standards. The street design includes kerb and gutter treatment, street trees, footpath paving, and on-street parking bays. The roads once constructed will be dedicated to Ashfield Council.</p>
13. Edward Street Footpath	<p>The frontage of Edward Street adjacent to building 4C is to be repaved, and incorporates street tree planting as detailed on the Landscape Plan at Attachment 1.</p>
14. Service Vehicle Access	<p>All waste collection will be via the existing or new streets. Servicing of the small retail tenancies will be via a dedicated loading zone within the new street.</p>
15 ,16 & 17 Road Infrastructure Upgrades	<p>A Infrastructure and Traffic management plan and roundabout design for the Edward and Smith Street intersection has been designed by ARUP. The schedule of pedestrian/cycleway upgrades is also included in the report prepared by ARUP at Attachment 7.</p>
22 Landscaping	<p>The landscape treatment for Stage 1 includes appropriate indigenous species as detailed within Attachment 1.</p>
23. Open Space / Public Access	<p>Stage 1 proposes the embellishment and dedication of 270m² of public open space, contributing to the minimum requirement of 4,806m².</p>
24. Publicly Accessible Open Space	<p>Proposed Lots 3 and 5 comprise 1,488m² of area which will be embellished to provide publicly accessible areas, contributing to the minimum requirement of 5,827m².</p>
25. Public Access	<p>Stage 1 does not require the creation of any rights of public access.</p> <p>The new streets and access to the light rail stop are to be dedicated to Ashfield Council as public roads via the subdivision of land process.</p> <p>These new streets and the new access will be public land accessible to the public.</p>

Requirement	Response
26. Light Rail Access	The Stage 1 design includes an access path and embellishment that has been designed in consultation with TfNSW. The path will be dedicated to Council at subdivision stage.
27. Flora and Fauna	The proposed Construction Management Plan will include worker induction on the Long-Eared Bandicoot. The site will be checked by an ecologist prior to works commencing. The treatment of Stage 1 does not include permanent fencing that will preclude movement across the site.
28. S94 Contributions	Contributions in accordance with the Ashfield s94 plan will be paid prior to the release of a subdivision certificate.
29. Noise and Vibration	Stage 1 does not include dwellings within close proximity to the light rail line or high traffic volume roads. No further noise impact assessment is required for Stage 1.
30. Adaptable Housing	A total of 35 apartments (excluding townhouses) is proposed, requiring 3.5 adaptable dwellings. A total of four (4) are proposed to be accessible.
31 & 32 Flooding	Flood modelling for the entire site has been undertaken to confirm flood levels, flood hazards and impacts. This modelling has established all relevant design parameters for all stages. The measures are detailed in the report of NPC at Attachment 4 which confirms: <ul style="list-style-type: none"> · Freeload of 500mm above 100 year ARI design level for residential flood and basement entry crests; and · Sensitivity testing.
33. Flooding	Smith Street flows are to be piped to the Hawthorne Canal as detailed in the NPC report at Attachment 4.
34. Flood Emergency Response Plan	A draft flood emergency response plan is provided in the NPC report at Attachment 4.
36. Transport for NSW Consultation	The development of the light rail station access has been prepared in consultation with TfNSW to avoid adverse flood impacts arising from the design. The correspondence is provided at Attachment 12.
38. SWC Consultation	Consultation has been undertaken with SWC to advise of the results of the modelling undertaken. The modelling confirms that the entry of floodwater

Requirement	Response
	into the Hawthorne Canal is not impeded and that public exposure to high flood hazard areas have been avoided. Copies of the relevant correspondence is included at Attachment 13.
39. SWC Requirements	The report from NPC at Attachment 4 confirms the WSUD treatment plan achieves the required pollution and nutrient load reductions in stormwater runoff.
40. Stormwater Discharge	The NPC report at Attachment 4 includes stormwater concepts for the management and discharge of stormwater flows.
41. Groundwater	The assessment at Attachment 14 confirms no further groundwater assessment is required for Stage 1.
42. Contamination	A Remediation Action Plan is provided at Attachment 9.
43. RailCorp Requirements	<p>Stage 1 does not involve applications for structures within 25m of the rail corridor and involving ground penetration greater than 2 metres.</p> <p>No discharge of stormwater into the light rail corridor is proposed and the design of fencing to the corridor has been undertaken in conjunction with TfNSW.</p> <p>The RAP (Attachment 9) has addressed the removal of encroachments from the light rail corridor and the removal of potential contaminants.</p> <p>As detailed in Attachment 12 discussion have been held with TfNSW and are expected to be on-going.</p>

Table 9: Concept Plan requirements

3.29 Ecologically Sustainable Development

An ESD strategy has been prepared for the development by ARUP. This strategy is provided at Attachment 5.

The strategy confirms the ability of the Stage 1 development to comply, where relevant with BASIX, NatHERS, and Section J of the BCA.

In addition, the strategy details the measures and approaches adopted relating to energy efficiency, water use minimisation, internal environmental quality, transport options, material selection and waste reduction and reuse.

3.30 BCA Assessment

A BCA capability report has been prepared for Stage 1 (Attachment 10) to address the consistency of the proposal with relevant requirements.

The report has identified that the proposal is capable of achieving compliance with the BCA 2012, subject to the imposition of the recommendations for construction methodology. This includes access and circulation for people with a disability.

3.31 Arborist Assessment

An arborist assessment has been undertaken of the Bottle Brush and Chinese Elm trees at the Edward and Smith Street frontage of the site. The report (Attachment 11) recommends that these trees be removed. It is considered more prudent to remove these trees as their long term health and vigour cannot be guaranteed. Accordingly, replacement trees are proposed that will adapt to the new site conditions and match the new street tree planting proposed for the Edward Street frontage.

4.0 Conclusion

This Project Application for Stage 1 has been prepared consistent with the scope of Concept Approval MP10_0155 for the mixed use redevelopment of the former Summer Hill flour mill site. The application removes existing encroachments from the light rail corridor and delivers the first 44 dwellings of a maximum 300 for the site, and two (2) areas of retail/commercial space that activate the Smith Street entry and the access path through the site. The application also undertakes subdivision of the land to facilitate the creation of development lots for stage 1, dedication of new roads and public access lot, with the balance of the land to be developed in stages 2, 3 and 4 with in a residue lot (proposed lot 6).

The critical public domain improvements are the delivery of the two (2) new streets and the pedestrian path which will, for the first time in over 100 years, open the site to public access. This public access supports the pending Lewisham West light rail stop which will form the central node to the redevelopment of the Summer Hill flour mill site and the Lewisham West precinct to the east. This access through the site has been developed in conjunction with TfNSW to ensure integration with the works associated with the light rail line. These discussions are ongoing to ensure delivery is smoothly integrated and achieved.

The new buildings are within the building envelopes established by the Concept Plan approved by the Planning Assessment Commission (PAC). Similarly, the proposed land uses of the buildings are consistent with the framework established within the Concept Plan. The application has also demonstrated consistency with the requirements of the Concept Approval determination.

The preparation of the detailed architectural design has included the undertaking of extensive flood modelling of the site to test and confirm the preliminary modelling undertaken for the Concept Plan. This further modelling has definitively established required minimum floor levels for all stages of the proposed development and the implementation of proposed flood mitigation measures. The modelling has also guided the preparation of the Emergency Flood Response plan that has been prepared for the site.

The design of the buildings is of a high architectural standard utilising a range of materials that reflects the industrial past of the site and will visually integrate with the reuse of the buildings to be retained and adapted to alternate uses as part the Stage 2 and 3 works. The design and configuration of the buildings within the Concept Plan envelopes has demonstrated that the resulting dwellings will have high levels of residential amenity. All dwellings are dual aspect affording natural ventilation and all have private open space and access to communal open space. Further, 43 out of 44 dwellings receive three (3) hours of sunlight to the private open space areas in mid-winter, easily exceeding the guidelines within the Residential Flat Design Code.

The proposed works include the upgrade to the street tree planting in Edward Street, new roundabout at the Smith and Edward Street intersection and upgrades to pedestrian facilities in the vicinity of the site. The development delivers on the identified upgrades to the public domain to integrate the site into the surrounding development.

The proposal has addressed to a high standard the delivery of the built form contemplated by the Concept Plan and will be a positive addition to the urban form of Summer Hill and Lewisham that will deliver a high quality private and public domain.

Approval of the Project Application is sought to continue the transformation of the area surrounding the Lewisham West light rail station from an underused industrial area into a mixed use precinct that supports the light rail providing residential and employment opportunities in a location that is well serviced and located to

support sustainable development. Approval would be consistent with the Concept Plan and the assessment and consideration of the proposal development to date.



Attachments

Attachment 1: Architectural Plans – prepared by Hassell

(A3 plans provided under separate cover)

Attachment 2: SEPP 65 assessment – prepared by Hassell

Attachment 3: RFDC assessment – prepared by SJB Planning

Attachment 4: Flooding, Stormwater and Utilities report – prepared by NPC

Attachment 5: ESD Statement and BASIX certificate – prepared by ARUP

Attachment 6: Statement of Heritage Impact – prepared by John Graham and Associates

Attachment 7: Infrastructure and Traffic Management Report – prepared by ARUP

Attachment 8: Access Report prepared by Accessibility Solutions

Attachment 9: Remediation Action Plan – prepared by Aargus

Attachment 10: BCA Assessment – prepared by Vic Lilli and Associates

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Attachment 11: Arborist Report – prepared by Stuart Pittendrigh

Attachment 12: Letter to TfNSW and Response

Attachment 13: Letters to and response from SWC

Attachment 14: Groundwater Assessment – prepared by Aargus