



2 May 2013

DeskSite ref: 2440873

Sam Haddad  
Director General  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Attention: Mark Brown, Senior Planning Officer

Dear Mr Haddad,

**RE: Project Application for a Mixed Use Development  
Former Allied Mills Site, 2-32 Smith Street, Summer Hill (MP 10\_0180)**

I refer to the Department's request for submissions during the exhibition of the major project application for the proposed mixed use development at the former Allied Mills site, 2-32 Smith Street, Summer Hill (MP 10\_0180).

TfNSW notes that the proposed development is located adjacent to the Lewisham West stop on the corridor of the Inner West Light Rail Extension (IWLRE) Project which was approved by the Minister for Planning on 16 February 2011 (MP 10\_0111). As the Department is aware, TfNSW commenced construction on the IWLRE Project in 2012 and light rail services are anticipated to commence on the line in early 2014.

TfNSW has reviewed the proposed development and provides the following comments:

1. The proposed through site link from the light rail stop (shown to have a nominal width of 3m) to the new road connections with Edward and Smith Streets should be designed to cater for all users, including those with disabilities, and provide for good public pedestrian / cyclist permeability through the development. It is not clear whether the access in the vicinity of the commercial/ retail Building 1C with the level changes shown is accessible (in accordance with the required access standards).
2. On-street car parking for the stage 1 development includes 13 spaces, however none of these have been identified as accessible spaces. It is recommended that at least one of the 13 allocated spaces should be accessible (in accordance with the required access standards) or that an extra parking space be provided. This parking space should be in proximity to the connection with the through site link and have a safe and accessible path of travel to the light rail stop. It is suggested that this be considered adjacent to the proposed kiss and ride (ie consider opposite space 08), to ensure the driver or occupants have adequate circulation space.

3. Consideration should be given to including an additional kiss & ride zone on the western side of the new internal street (for traffic entering the site via Edward Street). Car space locations 08 and 09 would be the preferred location for this. This would serve to minimise unauthorised kiss & ride from potentially unsafe locations that would also inhibit traffic flow.
4. Section 3.26.1 of the Environmental Assessment Report (Interim Light Rail Access) advises that during construction, access to the light rail stop will be available via Hudson Street to the east of the site. This will not provide suitable access for customers in Summer Hill / to the west of the rail corridor. Therefore, to ensure that satisfactory access is provided from the western side of the rail corridor, it is recommended that a temporary access way (including with suitable lighting) is provided through the development site linking either Smith Street or Edward Street and the light rail stop.
5. The development application includes references to TfNSW having agreed to an elevated accessway from the development site to the light rail stop and lowering ground levels on the western side of the rail corridor to reduce flood levels and allow floodwaters to pass beneath an elevated accessway (refer details in Attachment 12 – SK02).

TfNSW is currently reviewing the flood modelling prepared for the light rail project to determine the requirement for flood storage and flow capacity arising from the construction of the light rail stop in this area. Accordingly, discussions between TPD and the Proponent are ongoing to gain agreement between both parties regarding the location and scope of any flood mitigation works (if required).

It should also be noted that the longer term option identified to provide for a future shared pathway through the rail corridor (refer Attachment 12 – SK01) would result in increased infrastructure and costs due to the extent of suspended structures that would be required.

6. Any works to be undertaken as part of the development within the rail corridor needs to allow for a future shared pathway proposed under the Inner West Light Rail Extension Project Approval MP 10\_0111, which is currently deferred.

If you have any queries in this regard, please do not hesitate to contact Tracy Reid, Senior Manager, Environment on 02 9200 0967 or at [tracy.reid@projects.transport.nsw.gov.au](mailto:tracy.reid@projects.transport.nsw.gov.au).

Yours sincerely



Ben Groth  
A/Principal Manager, Planning & Assessments  
Transport Projects Division

Cc Simon Hussey, Project Director, Inner West Light Rail Extension