

19 March 2020

Laura Locke
Acting Director, Eastern and South District
NSW Department of Planning, Industry and Environment
320 Pitt Street,
Sydney NSW 2000

Att: Melissa Halloran

Planning Proposal: 469-483 Balmain Road, Lilyfield

Dear Ms Locke,

This letter is in response to additional Government Agency submissions received following notification of the Planning Proposal for 469-483 Balmain Road, Lilyfield (the Site), which were forwarded to us by email from Melissa Halloran on 6 March 2020.

Responses to the additional Government Agency submissions are provided under the relevant headings below:

Transport for NSW

Transport for NSW (TfNSW) note that the property is within the WestConnex corridor and that future Development Applications (DA) will be subject to Clause 103 of *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP), and will be required to demonstrate no adverse impacts on the adjacent infrastructure.

We understand that the M4-M5 Link Rozelle Interchange section of WestConnex is in close proximity to the Site. Attachment 1 shows that a ventilation and operational equipment tunnel slightly encroaches into the Site at the southern boundary and is approximately 69m deep in this location. The redevelopment of the Site is unlikely to have any adverse impact, however, the requirement of Clause 103 of the Infrastructure SEPP will be addressed at the DA stage.

TfNSW has requested that all access be removed from Balmain Road and vehicular access be located as far as practicable from traffic signals. On street parking will also need to be removed along Balmain Road and Council should determine if additional parking is to be provided on site to offset this loss.

No access to the Site is proposed to be provided from Balmain Road. The location of basement car parking entrances will be determined at the DA stage in accordance with any Council requirements although indicative locations have been shown within the Urban Design Report from Fred Street and Alberto Street. Parking will also be provided in accordance with the requirements of the *Leichhardt Development Control Plan 2013*.

TfNSW raised concerns about the potential pedestrian impacts of the Planning Proposal, including the possible need to provide missing pedestrian phases at the Balmain Road / Cecily Street intersection to provide access directly from the Site across Balmain Road, with this to be supported by an updated traffic study. It is considered appropriate that this matter be addressed at the DA stage when the ultimate development of the Site is determined. Noting this, TfNSW supports the proposed footpath widening along Balmain Road, including the retained alignment of the two character buildings.

DPIE – Callan Park Trust

The Callan Park Trust as the site manager for parts of Callan Park has raised concern about the potential impacts of the Planning Proposal on Callan Park including:

- The potential adverse impacts on heritage significance of Callan Park and the Kirkbride Complex, noting that these are State heritage listed sites
- The amenity of Callan Park including noise, air quality, visual, solar and streetscape amenity
- Impact of increased traffic flows and potential conflict between the car parking entry and the primary entry to Callan Park
- The potential increase of cars parking at Callan Park and negative impact to amenity and safety.

The Planning Proposal includes heritage advice from NBRS Architecture which concludes that the Planning Proposal would not impact or alter the heritage significance of the Callan Park State heritage listing. The Urban Design Study which forms part of the Planning Proposal includes viewpoints of the Site from Callan Park and other locations around the Site. This has been enhanced with additional visual impact analysis from the three key view points identified within Callan Park including Callan Park House, Broughton House and the Kirkbride Complex (see Attachment 2). The additional visual impact analysis clearly demonstrates that the Planning Proposal results in minimal visual impact from Callan Park.

The traffic study for the Planning Proposal has demonstrated that the Planning Proposal will not have any adverse impact on the adjacent road network. Access to basement car parking will not be located on Balmain Road. Final basement parking locations will be determined at the DA stage and will be located to ensure no conflict with adjacent intersections.

The Site currently accommodates light industrial uses and therefore the Planning Proposal is not expected to result in any increased noise and air quality impacts on Callan Park. A solar access analysis has been prepared by Roberts Day which demonstrates that the Planning Proposal does not result in any overshadowing impact on Callan Park, which is located to the north of the Site.

Car parking will be provided on Site in accordance with *Leichhardt Development Control Plan 2013*. This will ensure that any demand for car parking at Callan Park is not adversely impacted.

Heritage NSW

Heritage NSW highlights the State Heritage Listed Callan Park Conservation Area and buildings is located adjacent to the Site and requests that the Planning Proposal adequately considers the impact of the increased height on the social, historical and aesthetic heritage values associated with views and site lines to and from Callan Park.

As stated previously, heritage advice has been provided which concludes that the Planning Proposal would not impact or alter the heritage significance of the Callan Park State heritage listing. Further, the additional visual analysis clearly demonstrated that the Planning Proposal results in minimal visual impact from Callan Park.

We would welcome any feedback on the responses provided in this letter and whether any additional information is needed to enable the Planning Proposal to be finalised.

Thank you for the opportunity to respond to these matters and your ongoing support in progressing this Planning Proposal.

Regards,



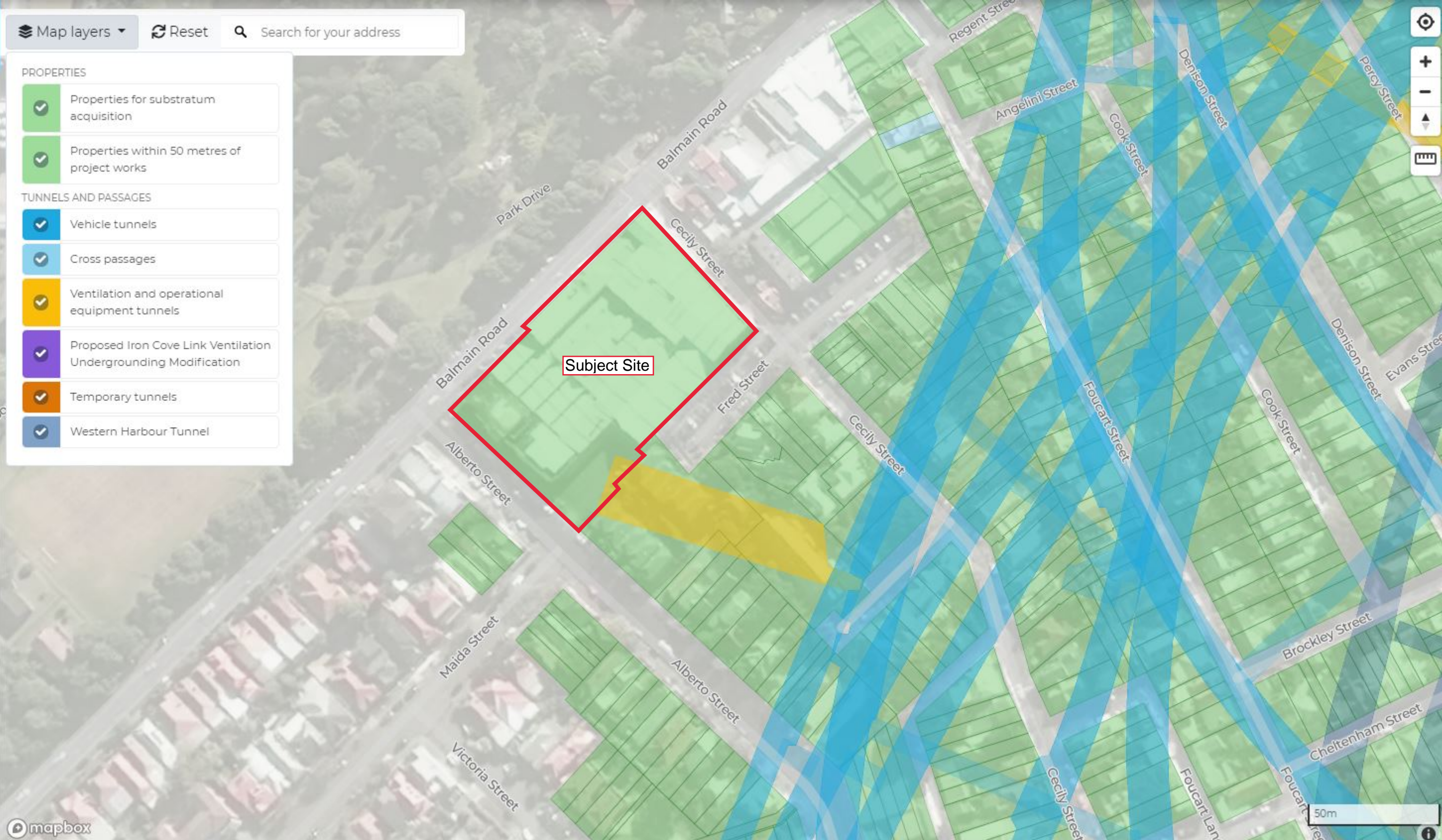
Michael File

Director

Phone: 0433 458 984

E-mail: Michael@fileplanning.com

Attachment 1 WestConnex layout and acquisitions



- PROPERTIES
- ☒ Properties for substratum acquisition
- ☒ Properties within 50 metres of project works
- TUNNELS AND PASSAGES
- ☒ Vehicle tunnels
- ☒ Cross passages
- ☒ Ventilation and operational equipment tunnels
- ☒ Proposed Iron Cove Link Ventilation Undergrounding Modification
- ☒ Temporary tunnels
- ☒ Western Harbour Tunnel

Attachment 2 Callan Park visual impact analysis



- Heritage Item
- Line of site location
- The Site



1. Broughton Hall



2. Callan Park House



3. Kirkbride Complex