Contact: Adam Richardson

Ref: DA0133/13

1 July 2013

Coles Group Property Developments Ltd
C/- Facilities Manager NSW
Level 2, 6 Giffnock Avenue
MACQUARIE PARK NSW 2113

Dear Sir/Madam

Application No.:	DA0133/13
Proposed development:	Demolition of existing building and infrastructure and construct new supermarket, car parking, associated landscape works and signage
Property:	1 Ray Street TURRAMURRA NSW 2074

We have undertaken an assessment of your application. We advise that the following matters will need to be resolved to progress the application's assessment:

Owners Consent:

The content of the works comprising the application span beyond the boundaries of land owned by Coles and into Council owned land as well as the adjoining road reserve. Subsequently it will be necessary for owners consent to the development within Council land to be obtained from Council's General Manager.

The obtaining of this owners consent is a separate matter to that of the Development Application and will need to be obtained under separate cover. Written consent of the General Manager shall be provided, else their signature to the DA form would be equally acceptable.

Planning Matters:

The following planning matters / issues have been identified and shall be addressed in an amended submission:

- The preliminary contamination information / investigation submitted to Council concludes that the site is contaminated and that further investigation in this regard is necessary. Further contamination investigation suggested shall be undertaken, with this information being used for the preparation of a RAP, remediating the site to a standard suitable for its proposed commercial use.

- The draft DCP that supports the Local Centres LEP provides for zero setbacks to all boundaries, with the exception of Forbes Lane, with a 5m setback to the frontage being required. This setback is then to be used to allowing for the widening of Forbes Lane to two lanes of traffic and pedestrian space. This setback and the subsequent design response is derived from a works program detailed within Council's current Contributions Plan. It is also detailed within the adopted Public Domain Plan.

  Having regard to this, it will be necessary to consider the above issue and justify the proposed design, noting that the current scheme would inhibit the ability of the Contribution Plan to be implemented.

- On the point of setbacks, a zero setback to the eastern boundary adjoining the Council Lot (Lot 1 DP 519532) is to be addressed. Maintaining the current openings for ventilation would impact upon the redevelopment opportunity of Council's lot as it would for BCA reasons, have to respect the setback for such opening on the boundary. Furthermore, the proposed development has the effect of isolating Council's Lot, as it restricts the ability of that Lot to achieve a 20m primary street frontage for development in business zones, as specified in Clause 6.7 of the Local Centres LEP.

- The draft DCP requires that new commercial buildings achieve a 4 star green star building rating under the GBCA star rating tool. Information is sought as to the proposed development's rating against this assessment criteria.

- Both the draft DCP and supporting accompanying public domain plan provide controls for the provision of public access through the site linking the Ray Street frontage with Higgs Lane and William Street, but also Forbes Lane and the proposed town square at the rear of Council's existing library. Accepting that a stand alone supermarket does not necessarily facilitate a medium to provide such access, it is considered necessary and reasonable that a dedicated footpath 1m wide be provided along the Forbes Lane frontage. It is requested that the scheme be altered so as to provide for a 1m footpath along the frontage with Forbes Lane, extending down to the intersection with Higgs Lane.

- Further details shall be provided to Council detailing that screening to the plant on top of the building sufficiently to ensure that the plant is not visible from the public domain. Moreover, it would be preferable for the cladding being used on the mezzanine level to include extend to the plant area to provide for a more unified design.

- Council accepts and acknowledges the need and requirements for the fire booster hydrant at the front of the building. However, given that this is located on the most prominent corner of the building and a focal point of the streetscape, it is requested that whilst maintaining its operational functions that it be screened and better integrated into the building. In addition to this, consideration is to be given to providing a secondary access point into the building on the Ray Street frontage where the site intersects with Forbes Lane. Note that this would be consistent with the draft DCP control requiring the Forbes Land frontage to be active, where possible.

- Conformation is sought that signage associated with the proposal (other than the under awning signage) does not project beyond the boundaries of the site.

- The proposed supermarket layout plan conflicts with the architectural plans. The rear lift position is altered. This shall be addressed.

Construction Management:

Details shall be provided to Council in respect of how the development is to be delivered. Specifically, a construction management plan shall be provided to Council demonstrating how the availability of public car parking will be maintained when works are being undertaken on Council land. It is considered essential that the operational capacity of Council's car park not be comprised during the construction works.

Landscaping:

Council's landscape assessment officer has reviewed the proposed development (particularly with the regard to the removal of trees on Council land). The following issues have been identified by Council's landscape assessment officer:

1. All existing trees identified in the arboricultural impact assessment report are to be accurately plotted (to centre of trunk) on the survey plan/s.

2. Provide the diameter of and proposed method for installation of the proposed stormwater line between the north-eastern corner of the proposed Coles store and the gully pit at eastern bend in William Street that will pass through the

planting bay and within the 12 metre radius tree protection zone of Tree 11: *Lophostemon confertus* (Brushbox).

3. An amended landscape plan is to be provided, including the following:

   - The landscape plan proposes trees, shrubs and groundcovers in isolated planters and the existing lineal planter along the southern boundary of the Turramurra Library site. Ornamental understorey trees should be replanted along the southern planting strip of Turramurra library to replace the existing trees to intermittently screen the northern façade of the Coles building from Turramurra library.

   - The north point on each sheet of the landscape plan is to be consistent with the architectural plans.

Engineering Matters:

Council development and traffic engineers have considered the proposed development and through the assessment process have identified the following issues:

- It is requested that the ARUP report be expanded to include a survey of the existing operational use of the existing combined library / Coles car park. Council is seeking to determine what percentage of parking demand is generated by people attending Coles, what percentage of parking demand is generated by people attending Council library and what percentage of parking demand is generated by other uses (ie commuters).

- Approved road modifications to Ray Street at intersection with Pacific Highway (related to the previous consent) should be implemented, per the request of the RMS, with the development plans appropriately amended.

  The previous consent was for expansion of the existing Coles Supermarket from 1,650m2 Gross Floor Area to 2,580m2 Gross Floor Area (an increase of 56%) together with additional car parking and expanded loading facilities. The impact of this development on the intersection of Ray Street/Pacific Highway is critical with the Ray Street approach currently experiencing a level of service E during the PM Peak Period under existing conditions. Additional traffic therefore would only add further pressure on this approach. This assessment was done (at the time) using SCATES modelling software, which analyses a series of linked traffic signals.

  It was found that the following modifications were required to cater for the increased traffic flows resulting from the expansion:

i Widening of the trafficable pavement on the southern and north eastern sides of Ray Street to provide two right turn lanes and one left turn lane from Ray Street onto the Pacific Highway to increase the approach capacity and to enable a 12.50m heavy rigid vehicle to negotiate the left turn from the Pacific Highway into Ray Street;
ii Installing of a median island across Forbes Lane to ensure that this road operates with a left in and left out movement preventing any possibility of traffic queuing back onto the Pacific Highway; and
iii Reducing the extent of the 1 hour on-street parking restrictions on the Northern and Southern sides of Ray Street to accommodate the median island across Forbes Lane and associated widening.

The current proposal is for expansion from 1,650m2 Gross Floor Area to 3,275m2 Gross Floor Area (an increase of 98%). Clearly, the previously approved modifications should be a minimum consideration (by virtue of a large rigid truck turning left from Forbes Lane into Ray Street), but should be checked for suitability and where necessary expanded under the current proposal as further modifications may be necessary.

- The use of 19m articulated vehicles to service the site is not supported.

  The transport impact assessment suggests that 19m articulated vehicles could access the loading dock via Pacific Highway>William Street> Forbes Lane. The Austroads swept path for the 19m articulated vehicle was applied to this route and found that there were conflicts at the intersection of William Street and Forbes Lane. Even if the existing route (Pacific Highway/Ray Street/William Street/Forbes Lane) was used by a 19m articulated vehicle to access the loading dock, there would be conflicts at intersection of William Street and Forbes Lane. The constraints at this intersection are highlighted by the fact that there is a prohibition on access into Forbes Lane (from William Street) for vehicles over 6m long.

  Furthermore, when the 19m articulated vehicle leaves the loading dock and enters Ray Street, the swept path crosses onto the opposite side of Ray Street which is not acceptable. Even under the approved road modifications to Ray Street related to the previous consent, the 19m articulated vehicle would still sweep across onto the opposite side of Ray Street. Therefore, restrictions would need to be placed on the largest vehicle servicing the site.

  The modification to Ray Street catered for a 12.5m large rigid truck however there is concern that even this size of vehicle would not be able to access Forbes Lane (whether from Pacific Highway or Ray Street). Therefore, the

applicant should check that the suggested routes can cater for the swept paths of the largest expected vehicle servicing the site. If vehicles longer than 6m are proposed to enter Forbes lane, this would need to be to the satisfaction of Council, then require local traffic committee and RMS approval to alter the current restriction of entry to Forbes Lane for vehicles longer than 6m.

- Visitor bicycle parking location is not desirable.

- The proposed location in the basement car park is not considered desirable and unlikely to encourage visitors/customers to cycle. Visitor spaces should preferably be accessed from street level and be in a location offering good passing surveillance.

- Further details are required on the proposed parking controls to prevent all day parking on the site.

- On site detention is required and is to be shown on the stormwater management plan. The volume and permissible site discharge are to be determined using Council's On site Detention Calculation Sheet in Appendix 3 of DCP 47.

- The rainwater tank is to be shown on the Stormwater Management Plan and the documentation is to indicate how the retained roofwater is to be re-used.

Urban Design:

To assist in the assessment of the application, Council engaged the services of an external urban design consultant to provide advice on the buildings function, form and contribution to the surrounding area. The following comments have been made and are relevant to the assessment of the application:

- *The address to Ray Street and corner with Forbes Lane has provided a glazed frontage enabling a view from the street into the store. This intervention is supported in principle although internal planning results in a view of escalators rather than activities within the supermarket. When looking at the site arrangement, people will be approaching the new supermarket from the carpark to the east rather than from Ray Street to the west. This generates a conflict for pedestrian desire lines and location of the building entry.*
- *It is considered that opportunities for a built form that articulates internal functions expressed three dimensionally in façade composition that brings them to the street and engages with it. To achieve this, it is suggested that the internal layout be considered to provide a more cohesive building in its spatial context.*

- *The scheme proposes to maximize internal operational capacity, with the aim being to optimize the customer retail experience. It is considered that the location of the main entry needs to consider more carefully the relationship of the supermarket to the precinct. From where are pedestrians actually going to arrive? Does the location of the entry adequately reflect that path? Is there a way to provide a more active street frontage? Concern is raised that the Ray Street entry will be a little used entry with the majority of entry being via the basement access. The positioning of the escalators may have been proposed as a solution to this conflict but may also have the effect of cutting of the street from where the real pedestrian action is occurring – the basement.*
- *It is considered that to achieve the optimum outcome for Coles and the Precinct that development as envisaged by the DCP be considered and proposed. A far superior outcome would result for all parties concerned.*

We believe that the above issues may be resolved through the provision of an amended submission. Should you choose to amend your application, you need to provide us with eight (8) sets of plans and written particulars identifying the changes made to the original application.

The submission of amended plans will result in an additional assessment and administrative fee (30% of the statutory DA fee) being $5,426 and a re-notification fee of $125. These fees must be paid at the time amended plans are lodged. If any of the required information and/or fees are not provided, the amended plans will not be accepted.

If you do not provide us with amended plans or respond within 28 days of the date of this letter your application will likely be refused.

Should you choose to withdraw your application, this needs to be done in writing within 14 days of the date of this letter and we will refund 30% of the development application fee.

Should you have any further enquiries, please contact our assessment officer Adam Richardson on telephone **9424 0000** or facsimile **9424 0001** Monday to Friday between 9.00am and 10.00am.

Team Leader
Development Assessment

Cc: Coles Group Property Developments Ltd (owner/s)