

## Detailed information about proposal and DA submission material

### 1 Overview

- 1.1 This Development Application (DA) has been lodged by Coles Group Property Developments Ltd for works at 227 Railway Terrace, Schofields and parts of the roadway of the former Pelican Road.
- 1.2 The proposal is a 'Concept Development Application' lodged under section 4.22 of the Environmental Planning and Assessment Act 1979 (the Act) which:
  - sets out a concept proposal for development of the site in 2 stages
  - proposes the construction and use of the Stage 1 component.
- 1.3 Stage 1 comprises a supermarket and specialty retail shops, a 67 place child care centre, 356 at-grade and basement car parking spaces, signage, associated stormwater works, construction of new private driveways (referred to as the southern access road and the eastern access road) and landscaping. Stage 1 works also include the embellishment of the Stage 2 area of the site along Railway Terrace, including landscaping and a covered outdoor area.
- 1.4 The proposal also includes the consolidation of Lot 30 DP 1191922 (227 Railway Terrace, Schofields) and Lot 2 DP 1248598 (referred to as 'Lot 2 Pelican Road') and re-subdivision of the site to create 1 lot for a fast food restaurant and 1 lot for the remainder of the site.
- 1.5 Stage 2 will be the subject of a separate Development Application and will comprise:
  - the removal of the embellishment of this area undertaken during the Stage 1 works
  - the construction and use of the Stage 2 area for 'speciality' shops and a covered outdoor area.
- 1.6 The construction and use of the future McDonald's restaurant located at the south-eastern portion of the site (proposed Lot 7) is the subject of a separate Development Application DA-11-01988 which was approved in 2015, and is currently being amended in Modification Application MOD-18-00229 to reflect this subject application, as amended. Refer to Section 4 of the Assessment Report for further details.
- 1.7 Vehicular entry to the site is proposed via Railway Terrace and the southern access road (also known as Jacqui Avenue). Access to the basement parking level is provided via the eastern access road (also known as Minerva Street).
- 1.8 Loading facilities for the shopping centre are at the eastern end of the site via the eastern access road. Loading facilities and deliveries to service the needs of the McDonald's site in proposed Lot 7 are via the southern access road (Jacqui Avenue). The proposal relies on truck turning paths which obstruct both the ingress and egress access lanes to the car park via the southern access road (Jacqui Avenue). This creates an unsafe arrangement for vehicles and pedestrians and demonstrates that the proposed temporary roads are inadequate.
- 1.9 The Applicant proposes to provide private access roads (instead of constructing and dedicating the Indicative Layout Plan roads) until such time as the private roads are acquired by Council, and Council makes these permanent roads. During this time access will not be available to pedestrians, cyclists and vehicles, and access to the development's waste collection and loading area will not be available. The proposal does

not provide access pathways which connect to the future Jacqui Avenue to the east. Therefore, pedestrian permeability to and throughout the site is not catered for.

- 1.10 The design of the development reflects standard supermarket and retail shops with shop frontages to Railway Terrace, the future Town Plaza and the internal at-grade car parking area. The proposed supermarket at the south-western part of the site results in blank facades along the eastern (rear) frontage and eastern part of the southern frontage. These facades are embellished with painted graphics, expressive awnings, a corner feature constructed of timber and portions of cladding and frames in varying neutral colours which provide appropriate visual interest and break up the scale of the development. The appearance of the rear of the development as viewed from the east is ameliorated by providing a narrow part of the building along the street frontage and stepping the remainder of the building back behind the truck loading area. These facades also comprise cladding in varying neutral colours to break up the scale of the development.
- 1.11 The proposal includes landscaping treatments at the perimeter of the site and throughout the car parking area.

## **2 Traffic and parking matters**

- 2.1 The Applicant's amended proposal is accompanied by a Traffic Impact Assessment report prepared by Peopletrans dated March 2019.
- 2.2 In its current form, the proposed traffic circulation arrangements are unacceptable. The development incorporates 2 entry / exit driveways onto the eastern access road and immediately adjacent to each other; near a tight bend which has poor sight distance. This will result in a confusing and unsafe site access arrangement for motorists, pedestrians and cyclists, particularly when Minerva Street is constructed (further to the north).
- 2.3 The Year 2021 traffic modelling results included in the Applicant's Transport Impact Assessment report (prepared by PeopleTrans and submitted with the amended application in March 2019) show that vehicle queues on Railway Terrace and Jacqui Avenue will extend past the site access driveways onto Railway Terrace and Jacqui Avenue. This will lead to unacceptable delays for motorists seeking to exit the development and is exacerbated due to the fact that Jacqui Avenue and Railway Terrace have not been provided with additional traffic lanes as is required under Figure 3.14 of the GCDCP and Figure 3.7 of Schedule 1 of the GCDCP respectively.
- 2.4 The required turn movements by a heavy rigid vehicle for access to the McDonald's loading dock are non-compliant with Australian Standard (AS) 2890.2 and will result in an unsafe outcome for pedestrians, cyclists and motorists.
- 2.5 Conditions of consent have been provided in the draft consent to ensure that appropriate traffic circulation and safety is achieved which complies with the relevant Australian Standards.
- 2.6 A total of 355 car parking spaces are proposed, comprising 202 at the basement level and 153 at the ground level. The basement level includes parking spaces allocated for disabled parking, seniors parking, parents with prams and electric cars. At the ground level this includes parking spaces allocated for child care centre pick-up/drop-off, taxi/drop-off zone, parents with prams, disabled parking, seniors parking, short term parking and 27 spaces for McDonald's.

## **3 Town Plaza**

- 3.1 The north-western corner of the site comprises part of the Town Plaza. Refer to extracts from the GCDCP at attachment 1. The portion of the site owned by the Applicant (Coles) is shown in Figure 1 below. The embellishment of the Applicant's portion of the Town Plaza is shown in Figure 2 below, being landscaping, paving, outdoor tables and seating

adjacent to the shop, boundary retaining structures with acoustic screening above up to 1.8 m in height.

3.2 Following the lodgement of this application, we emphasised to the Applicant the importance of the delivery of this Town Plaza to provide a central meeting place in close proximity to Schofields Railway Station which contributes to a sense of neighbourhood. The Applicant has declined to provide the overall Town Plaza space and is providing a café seating area for the portion of the Town Plaza in its ownership.

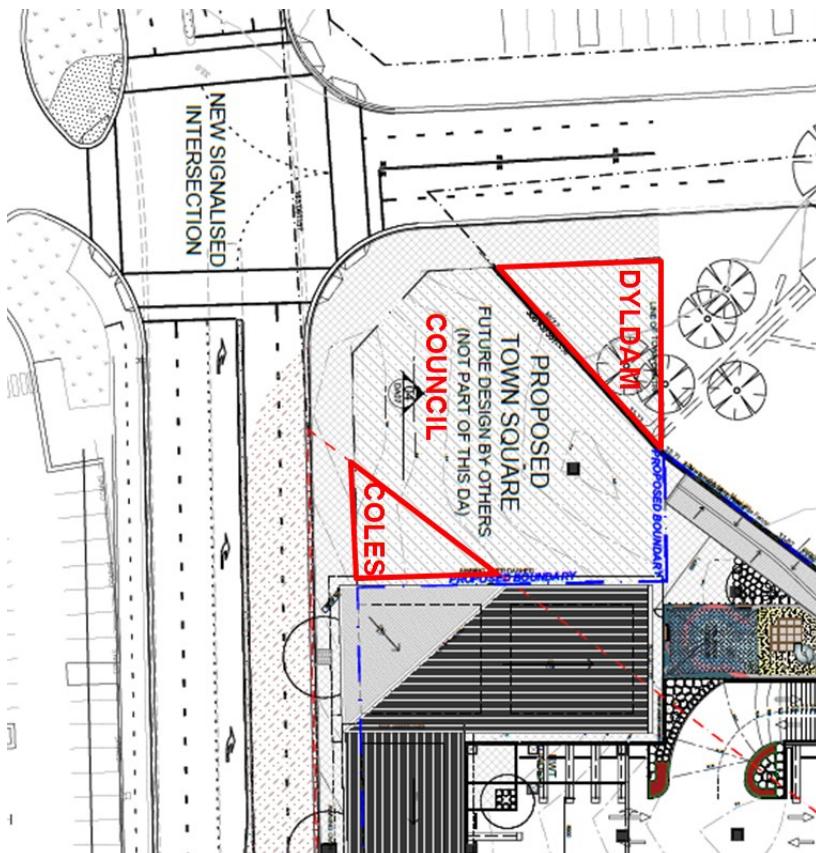


Figure 1: Extract from the Applicant's Site Plan identifying the components of the Town Plaza owned by the Applicant (Coles), Council and the adjoining property (Dyldam).

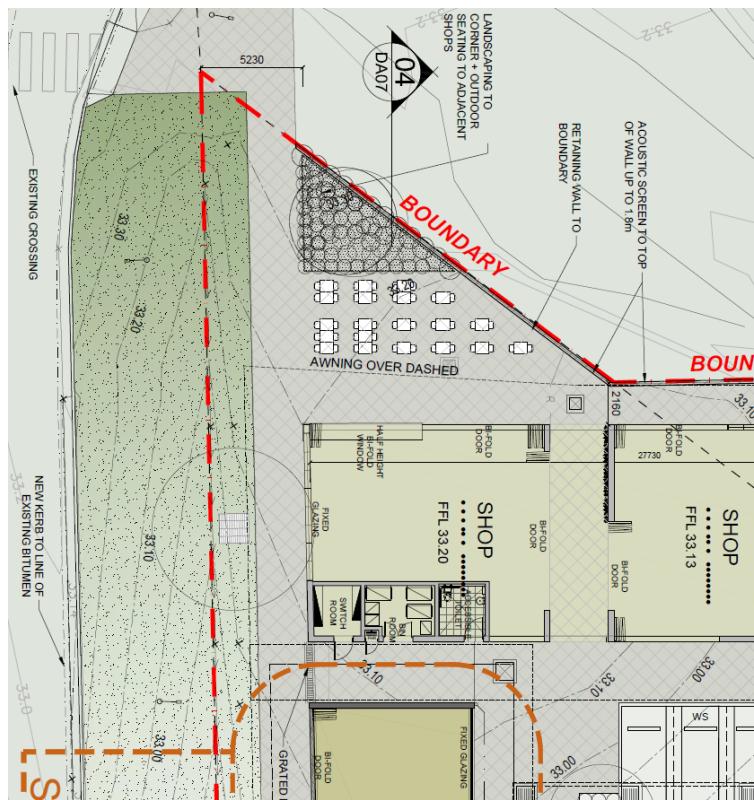


Figure 2: Extract from the Applicant's Ground Floor Plan demonstrating the proposed embellishment of the Town Plaza, being landscaping, paving, outdoor tables and seating adjacent to the shop, boundary retaining structures with acoustic screening above up to 1.8 m in height.