

Blue Mountains City Council

Application to Amend Development Application

for the

Lawson Town Centre Redevelopment

November 2007

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Application to Amend Development Application

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Introduction

This application to amend the Development Application (DA) incorporates a number of refinements to the design, in order to:

- address concerns raised by the community in response to the DA exhibition;
- improve the constructability and staging of the proposal;
- deliver a proposal which is more sustainable in terms of the Council's long term maintenance costs; and
- reduce the project's capital cost.

Extensive consultation has been undertaken with the community, the Roads & Traffic Authority (RTA), land owners, shop owners, Lawson Public School, and the Chamber of Commerce & Industry Lawson (CCIL), resulting in a refined design, identified as Revised Option E. The Revised Option E maintains the original road pattern and general building footprints.

The proposal will reduce the proposed retail space available to sustainable levels and provide improved opportunities for additional community-based facilities in the Lawson town centre.

The original DA, and the refinements of the amended application, entails:

- demolition of the Old Bakery;
- demolition of a small garage and a shed (more information to be supplied);
- subdivision of the existing lots into new lots;
- construction of the associated civil infrastructure, including stormwater, roads, kerb and gutter, and revised services within the town centre area;
- construction of the Unnamed Street Car Park and the Adelaide Street Car Park.

The changes to original DA have been visualised in figure 6 / rev A which is located in attachment B and are listed below:

1. Deletion of the future requirement for undercover car parking beneath the highway service road shops.
2. Provision of a new pedestrian crossing in Staples Street.
3. Provision of additional on street car parking in Unnamed Street.
4. Deletion of the new public road adjacent to the Mid Mountains Community Centre.
5. Provision of a new Mid Mountains Community Centre staff car park.
6. Reconfiguration of the Unnamed Street car parking.
7. Reconfiguration of the Adelaide Street car park.
8. Deletion of trunk drainage schemes down Waratah Street and from Bellevue Street to Waratah Street.

9. Subdivision plan.
10. Cut and fill.

The table that is included as Attachment A lists the plans that have been superseded, deleted or added to the original DA and the June 2007 response to information request.

Explanation of Changes Made to Original DA

1. Deletion of the Future Provision of Undercover Parking Under Highway Service Road Shops

The future requirement for undercover parking has been deleted under the highway service road shops. The original concept design proposal provided for 53 undercover car parking spaces with two vehicle access points from the Unnamed Street. This undercover car parking was to be provided at a later stage (the actual undercover car parking component did not form part of the DA).

Substantial issues were identified with the undercover car parking.

The amended plan provides a simpler, more cost-effective and safer solution, which is supported by the community and the land owners.

The issues with the undercover car park included:

- a complicated stratum subdivision;
- expensive retaining walls and lifts;
- difficult construction methodology and the requirement of all the existing buildings having to be demolished early, which resulted in the requirement for the Council to build a separate building to temporarily house retail outlets, while the new shops were being developed;
- concerns raised by the community regarding safety; and
- concerns from the Road Safety Auditor regarding the location of the access/egress driveways.

The deletion of the future provision of undercover car parking has resulted in a requirement to provide additional open space car parking in other areas of the town centre (outlined under points 3, 5, 6 and 7, as well as in the car parking summary at the end of this report).

2. Provision of New Pedestrian Crossing in Staples Street

The Traffic Safety Audit and consultations with the Lawson Public School have indicated a need to provide a pedestrian crossing in Staples Street. This crossing will provide a safe access to the railway

underpass. The amended plan provides a pedestrian crossing point at the midpoint of Staples Street, or opposite the service road footpath. The final option will be developed in the final design stage.

3. Provision of Additional On-street Car Parking in Unnamed Street

The amended plan provides additional 90° parking on the Mid Mountains Community Centre side of the Unnamed Street (this provides an additional 14 spaces). Due to the deletion of the future provision of undercover parking access on the retail side of the Unnamed Street, the parallel car parking has been able to be increased from 5 to 7 spaces. The overall increase in car parking spaces provided in this precinct is 16. To enable the provision of the additional car parking spaces, the Unnamed Street road reserve has increased in width from approximately 19m to 22.5m. The additional width has been taken from the land adjacent to the Mid Mountains Community Centre. For the car parking rationale and car parking plan refer to Attachment J.

4. Deletion of New Public Road Adjacent to Mid Mountains Community Centre

This road has now been deleted from the application, as the amended plan does not require the Council to construct a building to temporarily house displaced retailers. There will be a future opportunity for the Council to develop a Community Services Hub in this area. This will be subject to a future needs assessment and a separate development application. In the interim, the vacant land will continue with its current use as a car park.

5. Provision of New Mid Mountains Community Centre Staff Car Park

A new car park is proposed on the southern side of the Mid Mountains Community Centre, adjacent to the Lawson Public School car park. This car park will have vehicle access from Adelaide Street only, with fenced separation from the proposed pedestrian pathway and existing pedestrian access from the school to the hall, to ensure that there is no interaction between pedestrians and vehicles. This car park will provide an additional 14 spaces. For the car parking rationale and car parking plan refer to attachment J.

6. Reconfiguration of Unnamed Street Car Parking (behind hotel)

The Unnamed Street car park has been reconfigured to address some of the concerns raised and to provide an additional 7 car parking

spaces, bringing the number up to 21. This car park serves the hotel, the new retail shops on the corner of New Street and business on Honour Avenue, and provides delivery access to the existing supermarket. The issues that have been addressed are improved access for deliveries to the existing supermarket, improved access to the rear of the shops, provision of general loading facilities for the hotel and new shops, increased parking, improved pedestrian linkages, and no longer needing to rely on pedestrian steps and ramps to achieve access. For the car parking rationale and car parking plan refer to Attachment J.

The revised plan for this car park provides 21 car spaces with accessible grades on all footpaths. This has resulted in some adjustment to the levels of the surrounding areas and down Adelaide Street. Subdivision lot 8 has been adjusted to reduce the area by approximately 55m² to provide a more regular shape and increase the public footpath space (refer to Attachment D for the description of the proposed subdivision plan and the revised Option E Plan of Proposed Subdivision).

7. Reconfiguration of Adelaide Street Car Park

The Adelaide Street car park has been reconfigured to provide additional parking. The first stage of this car park forms part of this application and provides 34 car parking spaces. However; a future extension is being considered and will form part of a future application. This extension is dependant upon the acquisition of land from the Department of Housing and will bring the total parking spaces provided up to 70. For the car parking rationale and car parking plan refer to Attachment J.

8. Deletion of Trunk Drainage Schemes Down Waratah Street and from Bellevue Street to Waratah Street

The original DA included the provision of trunk drainage schemes down Waratah Street and from Bellevue Street to Waratah Street.

The Lawson town centre proposal is able to use drainage systems proposed by the RTA. Confirmation from the RTA that the Council is permitted to connect new roadways to the RTA constructed stormwater system and schematic diagrams of the proposed system can be found in Attachment L. As a result of this change, the request for approval of a new trunk drainage system in the development application is no longer required.

The amended application includes the construction of the local drainage infrastructure, which will discharge into the drainage systems provided by the RTA and the Council's own assets infrastructure (these form part of separate applications).

The RTA is currently investigating drainage routes which can drain a section of the Great Western Highway and the town centre to a new detention and retention basin on the old golf course site. The RTA proposal will be refined and subject to a separate REF. The RTA will treat the stormwater to a standard that will be suitable for discharge into the local creek. The Council has future opportunities to recycle the retained water for ovals, sporting facilities and gardens.

The Council Assets Branch is concurrently addressing some existing flooding problems, and will also ensure that water continues to infiltrate into the ground, velocities are minimised, and the head waters of the adjacent creek maintain their existing water supply.

The town centre proposal will include pit inserts, to capture at source, all gross pollutants and sediments.

Opportunities to install rainwater tanks and to recycle additional water will be considered as part of the separate building development applications, and particularly the Council's future proposals for the Mid Mountains Community Services Hub.

9. Subdivision Plan

The amended application seeks approval to create new lots from the existing lots. The proposal will also create the land necessary for the RTA road widening, create new public roads, and require one road closure.

The drawings at Attachments C and D (Figure 46 & Figure 1 / Rev A), identify the existing lot boundaries and ownership, the residue lot areas as a result of the subdivision, the land required by the Council for roads, and the plan of the proposed subdivision.

The subdivision will facilitate the RTA's upgrading of the Great Western Highway, the development of the local civil infrastructure, and provide the opportunity to develop a new retail area, as identified in the plans.

Due to the need for land acquisitions and road closures it is not possible to determine the exact staging of the subdivision that would be required. Whilst the application is for subdivision in one stage, we

will be looking to apply for partial release of subdivision under section 109.

The application for sequencing of release of subdivision and construction of the infrastructure works will be required to retain a functioning town centre.

A preferred sequence has been developed for the infrastructure works and is outlined under point 11. The construction staging plan is included as Attachment I.

10. Cut and Fill

The changes that are outlined in points 1 to 9 result in minor level and cut and fill changes. An amended contour plan is included at Attachment G and an amended cut and fill plan and associated notes are included at Attachment H.

11. Construction Staging

The deletion of the future provision of undercover car parking (this did not form part of original DA) has resulted in a simplified construction process. The staging of construction has been reviewed and a new construction staging plan has been prepared (Attachment I).

This staging plan outlines the preferred staging of construction for the Lawson town centre works. It is noted that the staging will depend on the Council's rate of progress in acquiring the land parcels.

The construction staging as outlined in Attachment I includes stages 1 to 5 as outlined below.

Stage 1 – New Street, Adelaide Street & Unnamed Street

Scope: this stage will provide basic civil and service infrastructure to New Street, Adelaide Street and Unnamed Street. Final footpath paving, landscaping and urban improvements will be completed as part of stage 5, after all new buildings have been constructed. New Street, Adelaide Street and Unnamed Street works include: water and sewer adjustments, underground power, street lighting, kerbs and gutter, temporary seal to footpath.

Stage 2 – Unnamed Street Car Park & Blind Street Intersection

Scope: the works include construction of the Unnamed Street car park and Blind Street, including kerbs and gutter, drainage retaining walls

all footpath areas, water and sewer adjustments, underground power and street lighting.

Stage 3 – Adelaide Street Car Park

Scope: the works include construction of the Adelaide Street car park, including all drainage, retaining walls, kerb and gutter seal and lighting.

Stage 4 – Benang Street & Bellevue Street

Scope: the works include street section widening in Benang and Bellevue Street including drainage, provision of on-street parking, and landscaping.

Stage 5 – Urban Improvements

Scope: after all building works have been finalised the urban improvements which include final footpath paving, street trees, street furniture and general landscaping will be made.