

INNER WEST

Engagement outcomes report

Planning Proposal for 26-38 Hercules Street and 466-480 New Canterbury Road public exhibition



Summary

The planning proposal was publicly exhibited for 28 days from 18 November to 12 December 2019. This public exhibition was undertaken by Council in accordance with conditions in the Gateway Determination.

A total of 90 submissions were received on Council's YSIW. Out of the total submissions regarding the planning proposal, 65 were not in support, 15 submissions were in support and 10 were conditional support.

The key themes found in the individual submissions related to:

- Impacts on Dulwich Hill Primary School
- Height and scale
- Traffic and parking
- Infrastructure and public transport
- Industrial and Urban Service Land
- Support for revitalisation

Information about the planning proposal was made available via Your Say Inner West; yoursay.innerwest.nsw.gov.au. Notification was placed in the Inner West Courier. In addition, 545 letters informing the exhibition of the planning proposal were distributed to properties located in the vicinity of the site.

People could provide feedback:

- Online via Council's Your Say Inner West (YSIW) engagement hub
- By mail

A total of 3 submissions from organisations or groups were received separately. A late submission from Transport for NSW was received in February 2020.

Background

Department of Planning, Industry and Environment (DPIE) issued Gateway Determination for the planning proposal on 2 November 2018.

This proposal was subject to a 'rezoning review' which recommended for Gateway Determination. Council is not delegated with the local plan-making functions. Final decision to gazette the plan will rest with the Minister for Planning and Public Space. Further to note, this planning proposal has not been formally endorsed by elected Council.

On 22 October 2019, the DPIE endorsed the amended planning proposal to proceed to public exhibition. Public exhibition was undertaken by Council in accordance with the Gateway Conditions. Public exhibition is required under Section 3.34 (2) (c) and Schedule 1 Clause 4 of the Environmental Planning and Assessment Act 1979.

Results of the community consultation will assist Council Officers in the preparation of a submission outcome report to Council. The report will inform Council and its adoption of the recommendation to the Minister for Planning and Public Space on whether to support or not support the making of the planning proposal.

Engagement methods

The engagement was undertaken via the following methods:

- Online via Your Say Inner West
- By mail

Promotion

List how the engagement was promoted. This may include:

- Letters to residents and business living in surrounding streets
- Council's website
- Inner West Courier
- Social media

Engagement Outcomes

Individual Survey Responses

A total of 90 survey responses were received. The following section summarises the individual survey responses received.

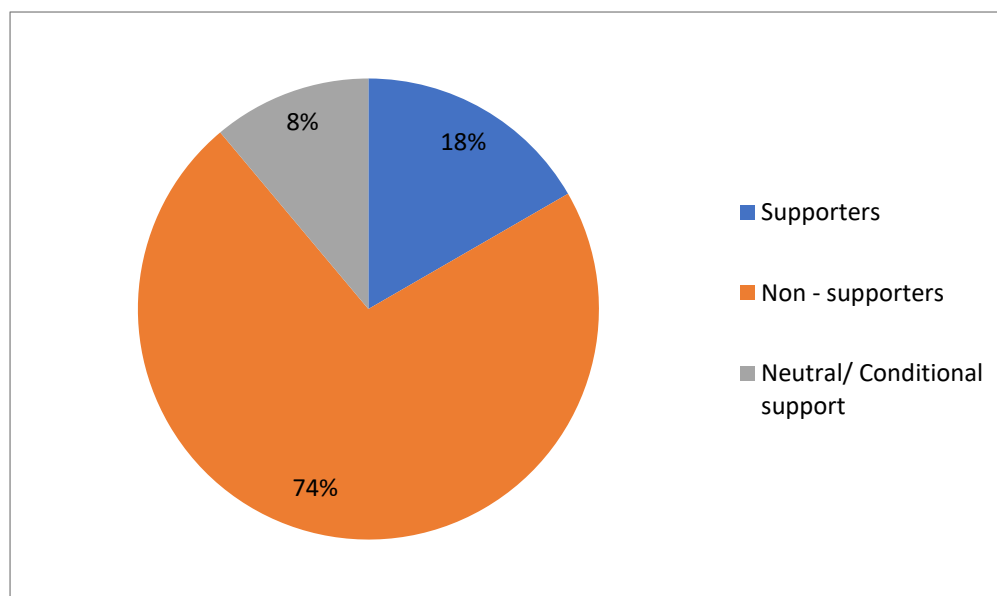


Figure 1: Responses to level of support for the planning proposal

A summary of the key themes/topics of the submissions are provided below

1. Impacts to Dulwich Hill Public School

The potential impacts on Dulwich Hill Public School is considered to be unacceptable. The recurring key concerns are overshadowing, overlooking, construction impacts and traffic safety for students (due to increased traffic and construction traffic). Submissions highlights

the proposed overshadowing on northern playground occurs during after-school daycare hours.

2. Height and scale

The proposed height and scale is considered excessive and inconsistent with the local area. It is highlighted that the proposed height is incompatible with the local character and causes adverse overshadowing and overlooking impacts on Dulwich Hill Public School, in particular the proposed 32m height of building control located opposite to the school.

Many submissions indicate the need for reduction of the proposed height and scale.

3. Traffic and parking

The local area already experiences traffic congestion and limited on-street parking, particularly along Hercules Street, Kintore Street and New Canterbury Road. The proposed traffic generation and potential impacts on on-street parking is unacceptable.

4. Infrastructure and public transport

The proposed development would cause unacceptable pressure on existing infrastructure and public transport. It also puts further pressure on the existing Inner West light rail which is at excess capacity.

5. Industrial and urban service land

The proposed rezoning of existing industrial land is not supported. Reference was given to the loss of employment and further displacement of local industrial activity and services.

6. Support for revitalisation

The proposed redevelopment of the site is supported as it is located close to public transport and can make a positive contribution to the local economy. Renewal of the site is supported due to its existing poor conditions.

Responses from organisation/groups

Three submissions from Church of True Orthodox Christians of Greece, 'Save Dully' community group, Parents and Citizens (P&C) Association of Dulwich Hill Public School and were directly emailed to Council Officers. Comments provided are summarised below.

Church of True Orthodox Christians of Greece

- Proposed density is incompatible with the local area.
- Overshadowing to the church is unacceptable.
- Concerns regarding impacts to school, parking and to existing open space.
- Concerns regarding the delivery of a 'community garden' as the site is not owned by the applicant.
- A Social Impact Assessment and Structure/Civil Engineering report is needed.
- Concerns regarding the adjacent developments impacts on the daily operation of the church. Any future development should not compromise the church's right to operate

the bell tower. Recommendations for acoustic measures to be considered to minimise any noise impacts on future units.

- The proposed amendments to the church site are not supported church site.
- Lack of consultation between the church and applicant.

Save Dully

- Documentation reference to Sydenham to Bankstown Strategy as strategic justification should no longer apply.
- Overlooking and overshadowing impacts to the school is not supported.
- Need for reduction of density and height. Reiterating no more than 5 storeys.
- Concerns regarding the proposed private recreation zoning, the transparency of planning process, deregistered status of the proponent, retention of church, traffic and parking impacts.
- Recommends integrating site to new integrated LEP.
- Further details on the provision of affordable housing.
- Further consideration of the Greenway and Bandicoot Protection Area.

Dulwich Hill P&C

- The proposed height is not supported.
- Development is inconsistent with any building in the immediate surroundings.
- Lack of setback from Hercules Street.
- Concerns regarding the proposed overshadowing and overlooking to the school.
- Recommends a maximum height of 4 storeys for the site which would address most of the concerns as outlined.
- Concerns of traffic hazards for children during school drop off and pick up times as the development is located opposite to the main school entrance.
- Concerns regarding impacts on local parking and the safety of students, during and post construction.

Responses from Public Agency

A late submission was received from Transport for NSW in February 2020. A summary of the issues in the submission is provided below:

Response from Transport for NSW

- The proposed provision of a 6m wide through-site link is supported.
- Recommendation to further activate the ground floor by locating non-residential uses along the western boundary and ensure passive surveillance.
- Investigation into future pedestrian demands generated by the proposal and cumulative pedestrian demands in the area through:
- Investigation of a second pedestrian access to the light rail platform at the southern end of the site;
- Appropriate pedestrian treatments along Hercules Street frontage;
- Appropriate setbacks to ensure footpath widening along New Canterbury Road frontage and facilitate place making initiatives.
- Any vehicular access points to New Canterbury Road will not be supported.

- Existing vehicular crossings on the New Canterbury Road will need to be removed and replaced with kerb and gutter as part of any future Development Applications.
- New Canterbury Road should not be relied on for future delivery/ loading demands associated with the proposed use.
- 'No Stopping' signposting will be required on New Canterbury Road.
- Road safety concerns with any increase in right turning vehicles from Kintore Street to New Canterbury Road. As a result, right turns should be physically prevented at this location. This will require a submission of a Traffic Management Plan in the future.
- Mitigation measures from New Canterbury Road and light rail operations is required.
- Early consultation with TfNSW at the pre-DA stage is encouraged.
- Any building located within 25m of the light rail corridor and that includes excavation of 2m requires concurrence from TfNSW.
- Design and construction of any future building must comply with TfNSW's Technical guidelines.
- Safety Interface Agreement and Commercial Agreements with TfNSW need to be in place following the approval of the development.
- Future design of any building on the site need to demonstrate no adverse impacts from the light rail corridor, station and operations.
- Drainage from the development must be adequately disposed of/managed and not discharged into the light rail corridor.
- Any transport assessment to support future DA(s) for the site must include updated bus service information.
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