

# INNER WEST



## Engagement outcomes report

*469–483 Balmain Road, Lilyfield*

*Amendment to Leichhardt Development  
Control Plan 2013*

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# 1. Summary

The site-specific Development Control Plan (DCP) for 469-483 Balmain Road, Lilyfield was publicly exhibited from 21 June to 1 August 2021 (a total of 42 days). The exhibition material was made available on Your Say Inner West (YSIW) and a letter was posted to surrounding neighbours, including landowners and occupiers.

During the exhibition period, the YSIW project page was viewed 177 times with relevant documents downloaded 64 times. A total of 27 submissions were received, 24 via YSIW and three by direct email. Respondents were asked “Do you support the DCP amendment at 469-483 Balmain Road, Lilyfield”. Of the 27 submissions received:

- 17 submissions opposed the DCP amendment
- 4 submissions supported or had no objections in principle to the proposed DCP amendment
- 6 submissions were unsure/neutral
- 10 of the 27 submissions suggested potential changes to the draft DCP controls

This Engagement Outcomes Report addresses submissions received on the draft DCP as exhibited in 2021, and where relevant discusses the post exhibition amendments of the draft DCP undertaken in May 2022 for consideration of the Architectural Excellence Design Panel (held in June 2022) – refer to Council report for further details on this matter.

Note: Appendix A (at the end of this Engagement Outcomes Report) is contained separately as it discusses the requests made by submitters for additions to the DCP controls as exhibited in 2021.

# 2. Background

The NSW Government introduced new planning controls on 26 February 2021 as part of changes to Leichhardt Local Environment Plan 2013. The new planning controls seek to facilitate a mixed-use development on the site containing residential dwellings with ongoing provision of floor space for light industrial and creative purposes.

The LEP requires the provision of at least 6,000sqm of employment space of which 1,200m<sup>2</sup> is for creative purposes, the adaptive reuse of existing buildings, at least 5% affordable housing and the preparation of a site-specific DCP.

A draft site-specific DCP was prepared to support the objectives and planning controls of the LEP amendment and exhibited for 41 days from 21 June to 1 August 2021 (additional time provided due to overlap with school holidays) and is the subject of this report.

## 3. Engagement Methods

The following engagement methods were used:

- Online on [yoursay.innerwest.nsw.gov.au](https://yoursay.innerwest.nsw.gov.au)
- By mail
- By email

### 3.1 Promotion

The engagement was promoted via:

- Council website in the news/announcement section
- Your Say Inner West Monthly e-news July
- Mail to surrounding residents

## 4. Engagement outcomes

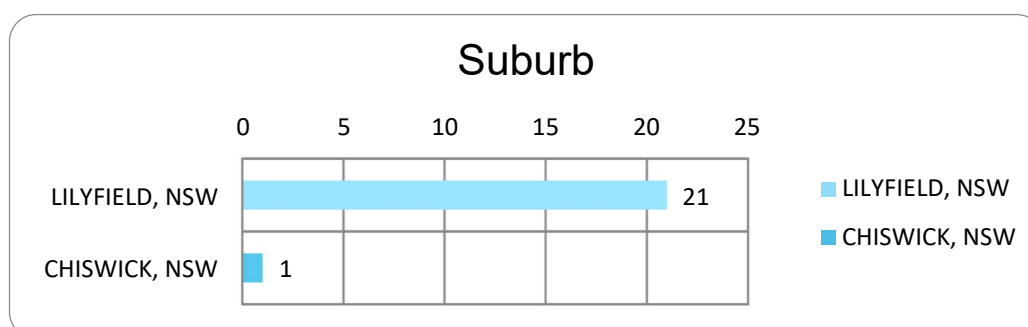
### 4.1 How did people respond?

Council received 27 written submissions in total. This included 24 responses on the YSIW webpage from the community. There were no government submissions.

On 20 August 2021, Council received correspondence from Jamie Parker, Member for Balmain stating objection to the Proposal and on behalf local resident concerns.

### 4.2 Who did we hear from?

The majority of the YSIW submissions were received from local residents principally from the suburb of Lilyfield. The graph below identifies where respondents live. Two respondents did not include where he or she lives and therefore only 22 of the 24 YSIW submissions are shown.



### 4.3 What did they say?

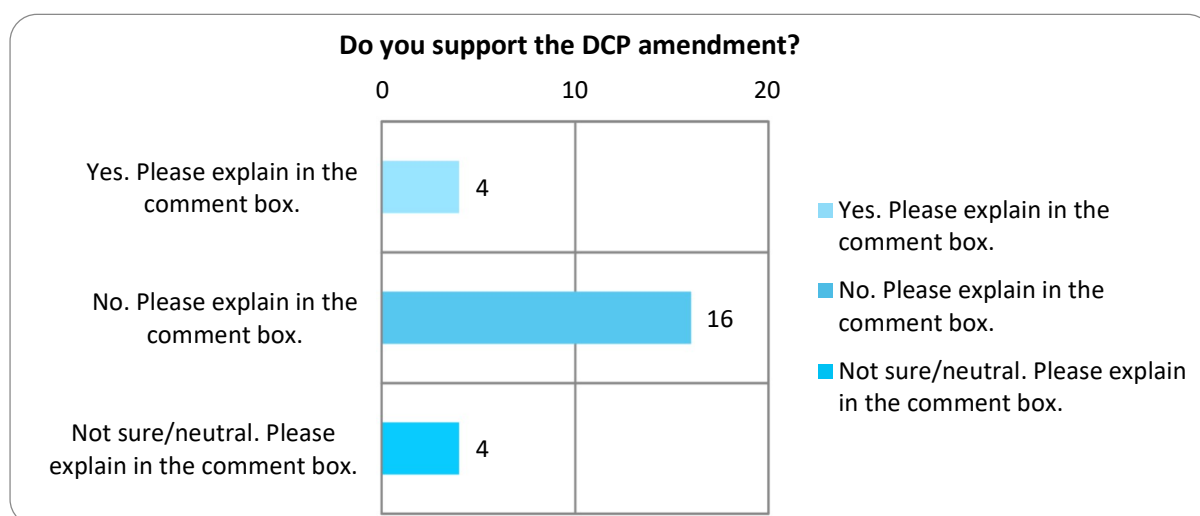
The YSIW project page survey asked the question ‘Do you support the DCP amendment?’ There were 24 responses to YSIW survey. Of these, 16 opposed the proposed amendment, four supported it and four were not sure/neutral.

It is important to note that three additional submissions were received by direct email. These submissions are therefore not accounted for in the official statistics and graphics from the YSIW page as duplicated above and below. These submissions have been accounted for in the overall tally of submissions to the project and the content of these submissions has been incorporated into **Attachment I** and **Appendix A** as necessary.

The following key themes emerged from the community feedback:

- compounding traffic and parking issues in the area
- safety of young children moving about and playing in the neighbourhood
- excessive height, bulk and scale of the development given its strategic location on a ridge line, with low scale surrounding development and opposite Callan Park
- loss of affordable rental spaces for artistic and creative uses
- lack of green open space on site
- poor public domain and environmental/sustainability outcomes
- rubbish collection and noise impacts

Ten submissions offered amendments to the DCP. Further details of the submissions and officer’s responses are provided in the table at the end of this report (Attachment A).



## 5. Attachment 1

### 5.1 Officer comments in response to public exhibition

A detailed submission was received from several submitters, an informal community group and through representations from Jamie Parker MP. This submission incorporated recommendations for additional controls to improve the DCP and built form outcomes.

Note: response to the additional controls requested by submitters is dealt separately and covered in **Appendix A** to this report (at end of document) and should be read in conjunction with this report.

#### *Specific issues and submissions in support the DCP amendment*

| <i>Issue</i>   | <i>Officer's comment</i>   |
|--|--|
| <p>Reasons for supporting the DCP were:</p> <ul style="list-style-type: none"><li>• The provision of more affordable housing for the area.</li><li>• School children crossing Balmain Road need a safe crossing.</li><li>• Support affordable artist rental space.</li></ul> <p>It is a considered amendment to the DCP.</p> | <p>The comments are noted.</p> <p>The issue of a safe road crossing is addressed under <i>Traffic and Parking</i>.</p> |
| <p>Agree with the objectives and controls of the DCP with recommendations for additional controls for public domain, landscaping, employment/affordable creative rental, built form, access and parking, building materials and finishes, waste and recycling and heritage and character.</p>                                | <p>A response to the additional controls is provided in <b>Appendix A</b> of this report.</p>                          |
| <p>General support for the draft site-specific DCP however requests the removal of the requirement to dedicate new footpaths to Council at no cost as this will be covered in a</p>  | <p>There is Planning Agreement (VPA) with Council. The DCP controls remain relevant.</p>                               |

| <i>Issue</i>   | <i>Officer's comment</i>   |
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| separate Voluntary Planning Agreement (VPA).   |  |
| <p>Remove control 9 of Section 12.4 requiring the relocation of overhead power lines underground along Balmain Road, Alberto Street &amp; Fred Street as this service is controlled by a separate authority. If there is a requirement by Ausgrid to undertake these works, it would be more appropriately required as a condition of consent.</p>   | <p>Relocation of overhead power lines on a large standalone block will improve streetscape amenity and allow for street trees with more effective shading and cooling of the public domain and adjoining buildings.</p> <p>The DCP controls support and enable a condition to be attached to a future development application. No change is proposed to the control.</p>   |
| <p>Control C1 Section 12.5 requires landscaping and mature tree planting with large canopy trees to achieve 25% site canopy coverage. This requirement conflicts with other LEP and DCP requirements, particularly Section 12.6 (Control C1 and Control C2) which requires a minimum of 6,000m<sup>2</sup> GFA as employment floor space and for the employment uses to be substantially located at ground floor level. The Site has an area of 6,824m<sup>2</sup>, which equates to 88% of the site.</p> <p>The ground floor plane of the site will be substantially built upon (noting the requirement for through site links and widened footpaths). This would ultimately mean that canopy trees would need to be provided on upper-level terraces and rooftops.</p> <p>The percentage as proposed is onerous, the site is currently devoid of trees and currently does not contribute to Council's canopy tree targets.</p> | <p>The provision of 25% tree canopy can be provided on site.</p> <p>This is possible by adding an additional diagram Figure 8 in the draft DCP May 2022 showing green roofs with communal open space to highlight the availability of space and advantages to the provision of tree canopy across the building on the podium and upper-level terraces. The ground level plaza will also provide deep soil planting for several mature trees.</p> |



## ***Specific Issues and submissions that do not support the DCP amendment***

| <b><i>Issue</i></b>  | <b><i>Officer's comment</i></b>   |
|--|---|
| <b><i>Traffic and Parking</i></b>  |   |
| <ul style="list-style-type: none"> <li>• Redevelopment of the site will exacerbate existing traffic and parking congestion making it unsafe for children on Alberto, Cecily and Maida Streets.</li> <li>• The size of the project and the impact on parking and increased traffic on an already congested intersection of Balmain Road &amp; Alberto Street.</li> <li>• Development needs to incorporate lights at Alberto Street and Balmain Road.</li> <li>• Loss of existing street parking due to increase in visitors, people and cars</li> <li>• Further contributing to a difficult and dangerous right-hand turn from Alberto Street to Balmain Road.</li> <li>• Requirement for a safe road crossing on Balmain Road particularly for school children.</li> <li>• Need for a pedestrian crossing across Cecily Street on Balmain Road where visibility is obstructed by the existing buildings.</li> <li>• Loss of safety and amenity due to more traffic on local narrow streets.</li> <li>• The traffic report prepared for the planning proposal failed to address weekend markets, sports in Callan Park and the</li> </ul> | <p>A future Development Application must comply with the Leichhardt Development Control Plan (DCP) 2013 parking rates for cars, motorbikes and bicycles. It must also provide a new detailed traffic impact assessment and properly drawn architectural drawings that comply with the site requirements set out in the LLEP.</p> <p>Balmain Road is a State Road, and the location of traffic lights are set at intervals to facilitate the movement of traffic across the road network. However, consideration should be given to each of the intersections of Cecil and Alberto with Balmain Road with redevelopment of the site.</p> <p>Significantly, the lights at Cecil Street incorporate access to Callan Park and this is to remain a key vehicular entry point to the parkland under current upgrade plans. With the commitment of funds to implement the Landscape Structure Plan for Callan Park this regionally significant parklands will attract more users.</p> <p>The community have identified significant congestion and pedestrian safety concerns with the entry to the parklands and proposed intensification with redevelopment of the site necessitating a rethink of the road network to facilitate safer pedestrian road crossings and traffic movements.</p> |



| <i>Issue</i>   | <i>Officer's comment</i>   |
|--|--|
| <p>junction of Alberto Street and Balmain Road. Wait times are considerable at peak times already.</p> <ul style="list-style-type: none"> <li>• Traffic report underrepresented the availability of public transport in the area.</li> <li>• One driveway entry point to the site on Alberto Street near the corner with Balmain Road is dangerous and busy.</li> <li>• Opposed to car access into the site from Alberto Street as it represents a danger to children and will increase congestion and noise in the street.</li> <li>• Support for vehicular access to the site on Alberto Street (C1, C2, Figure 12) as this street is wider compared to other residential streets in the area, it would mean a safer entry and exit point.</li> <li>• Make all parking on the street restricted to resident access only.</li> <li>• With small lots and limited yard space the impact of increased traffic on local streets will be enormous, especially to the young families who play in the street.</li> <li>• There is a risk factor with proximate parking limiting sight lines along Balmain Road, especially when turning right from Alberto Street.</li> </ul> <p>Consideration should be given to reducing parking on Balmain Road.</p> | <p>Consultation with Transport for NSW, DPIE and Centennial Park and Moore Park Trust is recommended to address this matter and to comply with the Infrastructure SEPP.</p> <p>A requirement has therefore been added to the May 2022 draft controls for consultation with these bodies. See also <b>Appendix A</b> (of this Engagements Report) Response to additional controls.</p> <p>The traffic impact assessment will consider traffic and parking on surrounding streets and pedestrian safety and the functionality of intersections/T junctions. It will also need to address bus routes, the accessibility of the light rail and new metro station at the Bays Precinct both a solid walk from the site.</p> <p>Direct vehicle entry to the site cannot be made from Balmain Road (due to traffic volumes) nor Cecily Street (narrow with retained character buildings to the site edge). Alberto Street is a wide street and was the nominated entry to the site for both employment and residential uses.</p> <p>A properly detailed development application and traffic assessment residential vehicular access from Fred Street with employment/service access from Alberto Street is required which would spread the traffic more evenly across the road network.</p> <p>Note Balmain Road is a State controlled road its management will fall to RMS necessitating consultation with TfNSW</p> |

| <i>Issue</i>  | <i>Officer's comment</i>  |
|---|---|
| <ul style="list-style-type: none"> <li>• There are no traffic lights between Cecily Street and Carrington Street (but plenty of school buses stopping between these streets).</li> <li>• The impact on local traffic will be felt immediately including the construction season.</li> </ul> | <p>in preparing and considering a development application for the site.</p> <p>Any development consent conditions will mitigate construction impacts.</p>   |
| <b><i>Bulk, scale, height and public domain</i></b>   |   |
| <p>The scale of the development, its height and increased density are inappropriate for the area.</p>   | <p>Building height and density were approved by the Sydney Eastern City Planning Panel (SEC Panel) and inserted into the Leichhardt LEP 2013. The draft DCP sets out design considerations on how this is to be achieved and has used the Urban Design Report dated November 2020 submitted to the Panel as a basis. This early design however will need to be modified to respond to the new LLEP parameters and the DCP.</p> <p>A future development application will need to resolve potential conflict between access arrangements for vehicles, pedestrians and between residential/employment land uses, concerns about loading and operating hours as well as noise, odour, dust and separation between uses in order to maintain productive industrial and urban services land.</p> |
| <p>Retain the site as is as the development is not in keeping with the Nanny Goat Hill area.</p>  | <p>LLEP changes have been implemented with a three-year requirement to submit a development application and receive consent otherwise the clause is repealed, and residential flat buildings will no longer be permitted on the site.</p>   |

| <i>Issue</i>  | <i>Officer's comment</i>  |
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|   | Future development on the site must ensure the ongoing provision of industrial, urban services and creative activities and protect them from being undermined by residential development proposed above.  |
| Reduce the height to a maximum of 4 storeys.  | The height has been set in the LLEP and cannot be changed by the DCP. The DCP can however ensure modulation of the built form with taller buildings kept to the Balmain Road frontage of the site as envisaged by the Panel and reflected in the DCP.   |
| The development will have a great impact on the amenity and lives of residents in this small suburban area. | <p>A height of 23m and a floor space ratio of 2.2:1 was approved for the site by the State Government. Modulation of the building is to be achieved through varying storeys (1-6 storeys) across the site to manage impacts and to better fit its context. The higher heights to Balmain Road are to enable lower buildings to the south to protect existing dwelling sunlight and privacy.</p> <p>Figure 5 of May 2022 DCP (post exhibition) corrected to reflect the setbacks more accurately for a building with an FSR of 2.2:1 and new Figure 8 inserted showing how a tree canopy cover of 25% can be achieved.</p> |
| The lack of green space the project provides is appalling.  | Noted. The requirement to provide 6,000m <sup>2</sup> of employment space to match the existing provision of light industrial uses limits options for green space. Notwithstanding this, opportunities exist for green roofs, green walls and deep soil in the plaza and along the edge of the site. With a corrected Figure 5 amended (DCP May   |

| <i>Issue</i>   | <i>Officer's comment</i>   |
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|  | 2022) to match the FSR 2.2:1 and provide greater amount of podium green space shown in Figure 8, the footpath to Alberto Street shown in Figure 2 has been widened to provide better deep soil for mature trees.   |
| <p>The proportion of site coverage to public domain is inadequate &amp; not supported. The open space will be dwarfed by the bulk of the buildings. The passage spaces / pedestrian links are too narrow and will become wind tunnels and unpleasant dark spaces due to the height of buildings either side, particularly the link through to Fred St.</p> | <p>The proportion of site coverage to public domain was negotiated by the Eastern City Planning Panel, however additional open space could be obtained by reducing the building footprint and allowing some employment uses on the first floor. The distribution of land use can be further explored at development application stage.</p> <p>However, with a corrected Figure 5 (showing site plan) in May 2022 DCP to closer match the FSR 2.2:1, the footpath to Alberto Street has been widened to provide deep soil to support mature trees and the area of the plaza rationalised to provide clearer outcomes for built form and open space.</p> |
| <p>The public footpath between Fred Street and Alberto Street should be within the property rather than along its edge, reducing noise, safety and light impact on adjacent neighbours to the south-east.</p>  | <p>Currently there is no thoroughfare between Fred Street and Alberto Street. The public pathway is within the boundary of the subject site and is to be given to Council. Providing a public thoroughfare along Fred Street supports pedestrian movement between Alberto and Cecily Streets and activates the street and improves pedestrian safety in the area.</p> <p>The DCP provides for landscaping adjoining the dwellings at 14-22 Alberto Street, Lilyfield which will provide</p>  |

| <i>Issue</i>  | <i>Officer's comment</i>   |
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|   | screening and a distance buffer to the pathway.  |
| <b>Noise</b>  |  |
| Noise from air-conditioning units appears not to be considered. These should be positioned so as not to impact neighbours.  | <p>Attenuation of sound has been added as a consideration to C4 in G12.11 (May 2022 DCP) as follows:</p> <p>C4 Air-conditioning units are not to be visible from the public domain and are to be energy efficient and located to minimise noise disturbance to residential properties.</p>   |
| Noise from garbage collection needs stronger clearer wording including the noise of collection, time of collection, trucks entering and exiting the property, and likely frequency. | <p>The following draft control 12.12, C3 is considered sufficient to address noise attenuation.</p> <p>C3 Waste and recycling facilities must be managed in acoustically treated areas to minimise the noise of collection.</p> <p>The timing and frequency of truck movements however can be addressed in the Site Waste Minimisation and Waste Management Plan (C4). Therefore, a requirement to consider timing and frequency of collection has been added to 12.12 Waste and Recycling C4 at clause (f).</p> <p>It is noted that C7 of G12.9 Access and Parking requires all vehicles entering and exiting the site to do so in a forward direction.</p> |
| <b>Clarification of controls</b>  |  |
| It is unclear what has been included in the draft DCP compared with the information provided to the Sydney  | The draft DCP has used the material submitted to the Sydney Eastern City Planning Panel and its Determination/s.   |

| <b><i>Issue</i></b>  | <b><i>Officer's comment</i></b>   |
|--|---|
| City Eastern Planning Panel to make its decision on 1st December 2020.   | The draft DCP however incorporates the DCP requirements of Clause 6.21 of the Leichhardt LEP 2013.  |
| DCP is missing controls that will directly affect our local community.   | Noted. A number of additional controls have been put forward by several members of the community and are addressed in Attachment A and where appropriate incorporated into the DCP.   |
| Section E-E seems to be inconsistent with the plan in that the middle section should be 3 storeys high, rather than 4.   | The sections have been removed from the DCP as Figure 5 (containing site layout) in May 2022 DCP provides the same information as displayed in the sections setbacks.   |
| The LEP assessment did not consider the impact and perspectives from the properties to the south-east of the site. This perspective needs to be considered, especially overlooking, overshadowing, privacy, sunlight, noise. | <p>G12.7 Residential amenity (C8, C9) incorporates controls for privacy, sunlight access and noise to minimise potential impact on surrounding properties including those to the south, south/east.</p> <p>A revised DCP site Figure 5 (containing site layout) corrected for floor space ratio has enabled the upper storey setbacks to be increased thus setting these levels back from Fred Street further to improve the bulk and scale and likely impact of the new residential buildings on sunlight and privacy.</p> |

*Continued next page*

## ***Submissions that are not sure/neutral about the DCP amendment***

| <b><i>Issue</i></b>   | <b><i>Officer's comment</i></b>   |
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| In principle support but with strengthened elements considered before the DCP is made.  | Noted.  |
| Thanks the Council for a considered proposed Site-specific DCP Amendment for 469-483 BALMAIN ROAD, LILYFIELD with request for additional conditions within the DCP  | The request for additional controls is addressed in <b>Appendix A</b> attached to this Report.  |
| Development should complement the neighbourhood with design controls that can be implemented to ensure that the current residents liveability and quality of life is enhanced as opposed to the current proposal that favours the developer and this structure.   | The DCP controls were drafted in accordance with the Urban Design Report November 2020 and draft DCP submitted to the Panel, new LLEP height, floor space ratio and clause 6.21 requirements of the LLEP. Improved figures have been included in the DCP (May 2022) to ensure appropriate compliance with MSR 2.2 :1 and minimise resulting building scale. |
| The scale of development is not unreasonable but in terms of sustainable urban development the DCP needs to proactively respond to Eastern District Planning Priority EI9 by setting progressive yet achievable energy, mains potable water and passive solar design targets for the proponent to respond to. Specific recommended targets were proposed. | Noted, with minor amendments incorporated into section G12.10 Environmental Management of the May 2022 DCP to improve clarity and meet industry standards.  |
| The Eastern District Plan of the Greater Sydney Commission emphasises that new development generally needs to achieve stronger energy and water performance generally. Apartment/ mixed-use development of this scale   | Noted and minor amendments have been made to the controls and wording in G12.10 and G12.11 (May 2022 DCP).  |



| <i><b>Issue</b></i>   | <i><b>Officer's comment</b></i>   |
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| complies with minimum requirements (BASIX etc) with ease.   |   |
| Significant tightening of the wording is required in many places for the proponent to respond to clear performance expectations.  | Noted and wording changes have been made to section G12.10 Environmental Management – objectives and controls (DCP May 2022).   |
| Inner West Council has ambitious sustainability targets for the LGA and needs to ensure these translate into best practice design and environmental performance.  | Noted, with improved clarity and content in the controls in DCP May 2022.   |
| <b><i>G12.10 Environmental Management – sustainable development</i></b>   |   |
| <p>Objective O3 is to encourage improved environmental performance using industry recognised building rating tools.</p> <p>The DCP should categorically specify the use of one of the industry recognised tools.</p> <p>To strengthen and clarify control C1 remove “encourage” and provide choice of rating tools such as GreenStar 4 star using the new GreenStar Buildings tool (or 5 Star using GreenStar Design and As Built tool) would be a reasonable target.</p> | No change to the objective is proposed however control C1 has been amended to specify the use of the GreenStar Buildings rating tool.   |
| <p>Improve objective 04 to reference the renewable energy features such as photovoltaics and/or solar water heating and/or heat-pump water heating applicable in the inner city.</p> <p>To activate the objective use numeric performance or a building rating tool like GreenStar.</p>   | <p>Objective has been amended as follows:</p> <p>O4 To promote the generation and use of renewable energy such as photovoltaics, solar hot water and/or hot water heat pumps.</p> <p>GreenStar has been specified as the rating tool in C1 to achieve sustainable</p> |

| <i>Issue</i>  | <i>Officer's comment</i>  |
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| <p>Improve wording in C2 as “encourage” is not a control term. Photovoltaic (PV) is commonplace technology and ideally should be mandated but cannot be due to BASIX SEPP over-ride.</p> <p>Colocation with Green Roofs is suggested as PV performance improves if panels are cooler, but location close to vegetation increases risk of shading or forces more maintenance to manage vegetation height.</p> <p>Add a recommended target of 0.75 kWp of p.v. per dwelling – very achievable for 6-7 storey development.</p> | <p>outcomes with the design and construction of buildings.</p> <p>Control C2 (which relates to the implementation of these objectives) has been amended in May 2022 DCP as shown below.</p> <p>A requirement for dwellings to achieve a target of 0.75 kWp of p.v. per dwelling has been added as control C3 as shown below:</p> <p>C2 The installation and use of photovoltaic solar panels is encouraged. Where possible, solar panels should be located on levels 5 and 6 to increase the operational efficiency of the solar panels.</p> <p>C3 A minimum installed solar PV capacity of 0.75 kilowatt peak (kWp) per dwelling is recommended.</p> |
| <p>O5 To reduce the use of resources, and the generation of pollution and waste resulting from development activity.</p> <p>The controls to implement this objective should: (i) set a target for demolition waste recovery that is in line with best practice in Sydney, and (ii) set a requirement for the use of concrete with a reduction in embodied energy of 30% or better.</p>  | <p>Noted, with improved metrics for achieving this objective through controls C5, C6 and C7 in May 2022 DCP.</p>  |
| <p>O6 To reduce the cause and impact of the urban heat island effect.</p> <p>To achieve this objective dark coloured walls and roofs should be avoided and some ‘green roof’ and ‘green wall’ elements must feature in the design, otherwise the design would be</p>  | <p>DCP exhibited 2021 has controls (C5 – C14) under G12.11 Building Materials and Finishes achieve most of this.</p> <p>However, the requirement to minimises dark materials has been added to (May DCP 2022) C5 as follows:</p> <p>Green Roofs and Podiums</p> <p>C5 Dark coloured walls and roofs</p>   |

| <i>Issue</i>  | <i>Officer's comment</i>  |
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| <p>business as usual and non-responsive to urban heat.</p> <p>The landscape plan should also respond to the heat island effect via inclusion of deep soil zones capable of sustaining trees at maturity, and via selection of low water demand species.</p>   | <p>should be avoided, and green roofs and podiums must feature on new buildings.</p> <p>C6 already specifies the percentage of roof space that is to comprise green roofs.</p> <p>While C11 requires green walls and façades on at least 15% of the available building surfaces. It is considered that these controls are sufficient in requiring future development to incorporate green features.</p> |
| <p>O7 To implement sustainable urban water management.</p> <p>Implementing this means slowing down the rate at which rain/stormwater leaves the site and capturing and re-using some of this water on site for irrigation and other non-potable water uses. The Controls should stipulate on site capture and re-use for landscape irrigation plus one within-apartment end use (note that car-washing alone would not generate any significant demand for recycled water).</p> | <p>Irrigation using harvested/reclaimed rain/stormwater is currently addressed in C13.</p> <p>C14 (DCP May 2022) has been strengthened as follows:</p> <p>C14 On-site rainwater capture should be maximised and plumbed to appropriate end uses, including at least one within-apartment end use (such as toilet flushing).</p>   |
| <p>O8 To improve the diversity and abundance of locally indigenous flora and fauna species across the Inner West.</p> <p>This would be addressed via careful attention to plant selection, shade and exposure in the landscape plan. This is readily achieved by use of a skilled landscape planner.</p>  | <p>As exhibited in Draft DCP 2021 a suitably qualified Landscape Architect is required to develop a landscape plan in G12.5 (C4)</p> <p>This is however in relation to general landscaping, rather than landscaping that focuses on increasing indigenous biodiversity.</p> <p>To ensure that G12.5 encourages landscape planning that promotes a diversity of locally indigenous species</p>           |

| <i>Issue</i>   | <i>Officer's comment</i>  |
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|  | <p>the following words have been added to Objective O4 (DCP May 2022).</p> <p>O4 To create opportunities for planting of canopy trees and landscaping that promotes a diversity of locally indigenous species.</p>  |
| <p>G12.10 Environmental Management Control C3.</p> <p>C3 The development must increase urban green cover on the site through tree planting, mass planted garden beds, WSUD, and green roofs and walls.</p> <p>The Control should reference a minimum 'green area' to be achieved – 10-15 % of site (including roof gardens) or follow existing general area DCP targets.</p> <p>Also, control should require Landscape plan to categorically state "area of vegetation as a % of total site area".</p> <p>C4 is ok but very open ended. Could combine with C3.</p> | <p>There is a target of 25% site canopy cover in stated in G12.5 (C1) along with other metrics for green roofs and walls in G12.11 Building Materials and Finishes.</p> <p>It is not proposed to combine C3 &amp; C4 as suggested as the controls focus on different aspects (extent and diversity) and are workable.</p> <p>No changes are proposed to the controls.</p> |
| <p>C5 Use building materials, fittings and finishes that have been recycled, made from or incorporate recycled materials, and have been certified as sustainable or 'environmentally friendly' by a recognised third-party certification scheme.</p> <p>The term 'Environmentally friendly' is outdated and would be rejected by GBCA, ASBEC and all other sustainable building organisations.</p> <p>The control currently reads as if every building material used must be certified – this is unrealistic. Should</p>   | <p>Former control C5 has been replaced with C6 (DCP May 2022) which deals with sustainable building materials with low embodied carbon.</p>   |

| <i>Issue</i>   | <i>Officer's comment</i> |
|--|--------------------------|
| <p>focus on the main materials in new construction.</p> <p>Timber specifically warrants focus (avoid uncertified hardwoods).</p> <p>Retain reference to “third party certification scheme” Replace ‘recognised’ with ‘credible’.</p> <p>Add reference to some specific materials for which this condition could apply: Concrete, plasterboard, masonry, and structural timber.</p> <p>Timber certification can be explicit – there are only two credible schemes – FSR (gold standard). FSC Australia is the FSC representative in Australia.</p> <p>Responsible Wood (formerly Australian Forest Certification Scheme (AFCS)) is the PEFC accredited scheme in Australia.</p> |                          |

# APPENDIX A TO ENGAGEMENT REPORT

## RESPONSE TO SUBMISSIONS SEEKING DCP AMENDMENTS

| <i>Additional controls requested</i>   | <i>Officer Response</i>   |
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| <b>G12.4 PUBLIC DOMAIN</b>   |   |
| Locate lobby of residential towers within the plaza to ensure good lighting, regular use and passive surveillance within the plaza.                  | <p>The draft DCP shows potential residential entry points, including accessed off the plaza and internal walkways to promote passive surveillance and to activate the area.</p> <p>In addition, Leichhardt DCP 2013 C1.9 Safety by Design will apply to future development and provides guidance on the principles of Crime Prevention Through Environmental Design (CPTED) in order to assist in preventing crime, reducing the fear of crime and to assist in creating safer public spaces within the municipality.</p> |
| Allow for a small number of low-key daytime complementary commercial uses such as local shops or cafes, in addition to artist studios and galleries. | <p>Restaurants or cafes and galleries are not a permitted use in the IN2 Light Industrial zone however neighbourhood shops and take away food and drink premises are permitted with consent.</p> <p>Activation of the plaza and its use by the community as a meeting place with canopy tree/s and a possible green wall will be inviting, with view lines between Balmain Road and Fred Street and into Cecily Street.</p>   |
| Public bike racks be placed on Fred Street to support community use.   | <p>The Leichhardt DCP and the exhibited site specific DCP require the provision of a travel plan which may include site-specific bike share facilities.</p> <p>A future development application will need to consider Leichhardt DCP 2013 Part C –</p>  |

| <i>Additional controls requested</i>  | <i>Officer Response</i>   |
|---|---|
|   | Section 1 General Provisions and in particular C1.11 Parking which includes bicycle and motorbike parking provisions including secure parking spaces for bicycle and end of trip facilities, accessible parking, car share facilities etc.  |
| Consider impact on school catchment areas/numbers.                                  | School catchment numbers are typically considered at the time of an LEP amendment and are not a matter for the DCP.   |
| <b>G12.5 OPEN SPACE, DEEP SOIL and LANDSCAPING</b>                                  |   |
| Existing mature trees along Fred Street are retained as a condition of DA approval. | <p>The trees along Fred Street are deciduous London Plane and provide screening and streetscape amenity. The trees however have been repeatedly lopped for line clearance affecting their structural integrity and overall form. While retention of trees is sought wherever possible the trees have also been overplanted and with the lopping it is considered that they will not be viable and able to be retained in the long term. Undergrounding of utilities and the planting of new trees (200 litre or greater) as a condition of consent will be a better outcome in the long term.</p> <p>The retention of existing street trees will need to be offset with the advantages of undergrounding of overhead power lines and the reestablishment of new trees as part of a development application.</p> <p>As exhibited Control 9 of 12.4 Public Domain <u>has been</u> amended and a new Control 10 (May 2022) added to require new semi advanced street trees in a container size of no less than 200 litres as part of the undergrounding of overhead utilities to offset the immediate loss of amenity and improve the streetscape.</p> |



| <i>Additional controls requested</i>  | <i>Officer Response</i>   |
|---|---|
| One or two mature trees are planted in the public plaza at point of construction (rather than 5 years till maturity).   | <p>The draft DCP (May 2022) G12.5 Open Space, Deep Soil and Landscaping states:</p> <p>C9 Ground level public spaces are to include trees planted on structure capable of reaching early stages of maturity within 5 years of planting.</p> <p>The rational for this control is that trees that will reach maturity within five years are generally fast growing with a shorter lifespan and require earlier replacement.</p> <p>It is proposed to retain the requirement for the trees to reach early stages of maturity within 5 years of planting to achieve a better overall outcome in tree selection and longevity. No change to the control is proposed.</p> |
| Landscape plan considers native plant species that provide additional community benefits such as herbs and fruit/citrus trees.  | <p>The draft DCP G12.5 Open Space, Deep Soil and Landscaping as exhibited in 2021 requires the landscape plan to use native plant species in C4:</p> <p>C4 Use a diverse variety of local Inner West native plant species and plant types with low water needs, including trees, shrubs, grasses, groundcovers and climbers.</p> <p>No change to the control is proposed.</p>   |
| <b>G12.6 EMPLOYMENT USE</b>   |   |
| Control C3 be expanded to ensure that the artistic/creative space is rented in perpetuity at low market rates, with a similar mechanism as affordable housing allocated under the Inner West Affordable Housing Policy. | The draft DCP ensures the character buildings on site are retained and reconfigured as employment space for artists and creative purposes. These spaces and the new light industrial floor space across the site are to ensure the ongoing provision of 6,000m2 employment, service and creative enterprise opportunities on the  |

| <i>Additional controls requested</i> | <i>Officer Response</i>  |
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|                                      | <p>land as required under the Leichhardt LEP. Of this 1,200m<sup>2</sup> is for creative purposes.</p> <p>As exhibited, G12.6 Employment Use has the following objective with an amendment in underline:</p> <p>O2 To encourage large floor plates and high ceilings for employment floorspace to ensure <u>functionality and</u> flexibility in accommodating a diverse range of light industrial and creative uses.</p> <p>To give effect to this objective, including for capturing the functional needs so feasibility for creative spaces, the following new control (DCP May 2022) is proposed:</p> <p>C10 Design and construct a flexible ground/mezzanine/first floor space for a wide range of employment uses.</p> <p>In addition to ensure the effective operation of the employment land the following new controls have been added in draft DCP May 2022:</p> <p>C8 New development must demonstrate that all activities are contained within the site and prove the following:</p> <ul style="list-style-type: none"> <li>a) Sufficient site facilities with a detailed site facilities floor layout, provision of adequate vehicular loading bays, delivery and servicing areas for businesses, industrial uses and removalist vans for residential.</li> <li>b) Service corridors for transfer of goods by business operators</li> </ul> |

| <i>Additional controls requested</i> | <i>Officer Response</i>  |
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|                                      | <p>and their customers, with adequate widths, service lifts from basement car parking levels to designated ground level pathways to business floor space.</p> <ul style="list-style-type: none"> <li>c) Locations of ground level fire hydrants and their clearance zones as well as substation locations to minimise adverse impacts on the urban design and appearance of the site.</li> <li>d) All waste and recycling storage and collection areas are to be provided within the premises in reasonable proximity to the vehicle entrance, and no lower than one level below street level.</li> <li>e) Location of mechanical ducting for ventilation horizontal and vertical shafts to enable a wide range of employment uses.</li> </ul> <p>C9 Provide adequate to large utilities including gas and water connection to support a range of employment uses.</p> <p>C10 Design and construct a flexible ground floor and mezzanine for a wide range of employment uses.</p> <p>C11 A stratum subdivision scheme is required to delineate ownership structures and obligations to the overall building regarding requiring owners' corporation consent for the submission of development applications and complying development</p> |

| <i>Additional controls requested</i>   | <i>Officer Response</i>   |
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|  | certificates for employment uses separate from residential uses.  |
| <b>G12.7 RESIDENTIAL AMENITY</b>   | No additional controls requested by submitters.   |
| <b>G12.8 BUILT FORM, HEIGHT AND DESIGN</b>   |   |
| <p>To ensure objective G12.7 O4 to ensure solar access, visual and acoustic privacy to surrounding residents, site requires a maximum of 5 storeys and minimum of 6m setbacks where the site abuts other residential uses (specifically the rear corner with Cecily &amp; Fred Street)</p> <p>The setbacks on Cecily Street should, at a minimum, be aligned with Alberto Street and increased to 6m, given the narrower street profile of Cecily Street. The bulk and scale of the development should also be factored into the controls for the “heritage and character” section of the DCP.</p> | <p>The November 2020 Urban Design Report to the Sydney City East (SEC) Planning Panel provides for a 3 and 6 storey element to the corner of Fred and Cecily Streets. This has been retained in the draft DCP and illustrates the modulation required across the site. However, the MFSR was required to be reduced from 2.54:1 to 2.2 :1 by the SRE Planning Panel and this is not reflected in the exhibited Figure 5 of the DCP and results in significantly excessive building envelopes which equate to approximately a 2.6:1 envelope. This will lead to unintended consequences for a potential larger building outcome sought which seek to rely on the DCP envelopes.</p> <p>A rescaling of the development for Figure 5 (showing site plan) of the DCP has been made to more closely fit within the permitted floor space ratio of 2.2:1, which will result in an increase in the setback of upper storey elements from Fred Street, so reduction in visual impacts to downhill affected houses. This will further ameliorate potential sunlight and privacy impacts for housing along Cecily and Fred Streets. Noting this is a community concern.</p> <p>A final distribution of the floor space and heights will be considered in a future</p> |

| <i>Additional controls requested</i>  | <i>Officer Response</i>  |
|---|--|
|   | development application and will need to demonstrate that it achieves the sunlight and privacy controls of the DCP.  |
| <b>G12.9 ACCESS AND PARKING</b>   |  |
| <p>A new traffic report (C4) is supported and should be undertaken by an independent body, during peak hours on weekdays (both morning and evening) and on Saturday mornings (significant traffic period on Balmain Road).</p> <p>The traffic report should not be completed whilst Sydney is in any form of Covid related lockdown. The report should consider additional traffic and pedestrian safety on all surrounding roads including Cecily Street and Alberto Street.</p> | <p>G12.9 Access and Parking C5 has been updated (DCP May 2022) to clarify what the traffic impact assessment must include and is not limiting. It is however specific to a number of issues identified with the local area network, intersections and parking.</p> <p>It is standard practice to include traffic counts and modelling for weekdays and weekends, so this aspect has not been incorporated into the control.</p> <p>The local area network includes the streets in the vicinity of the development including Cecily, Alberto, Fred and Maida.</p> |
| The traffic report needs to accurately represents the limited availability of close public transport and recognise the impact this will have on car usage by residents and employees of the site.   | The number of car spaces will be determined by the amount of floor space provided for residential and employment uses not the availability of public transport. However, the active transport plan and the provision of bike facilities will encourage residents to use public transport or modes of transport other than a private motor vehicle.   |
| <p>Condition of development that developer &amp; Council consult with Transport for NSW to</p> <ol style="list-style-type: none"> <li>1) reinstate the bus route on Balmain Road to connect to Balmain East Ferry Wharf.</li> <li>2) to explore how new cycle lanes along Balmain Road could connect to schools and the Victoria Road cycle lane.</li> </ol>  | <p>Consultation with Transport for NSW will be required for future development as Balmain Road is a classified State Road and the proposed development is of a size (6,000 m<sup>2</sup> of industrial floor space) that triggers requirements under the Infrastructure SEPP as follows:</p> <p>Infrastructure SEPP<br/>Division 17 Roads and traffic</p>  |

| <i>Additional controls requested</i>   | <i>Officer Response</i>  |
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| <p>3) Provide safe and direct access to the new Bays Precinct Metro Station for pedestrians approaching from Lilyfield side of Victoria Rd (near Easton Park).</p> <p>This action would also strengthen Control (C10) sustainable and active transport plan.</p> | <p>Clause 104(2) b) in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.</p> <p>It is Council's responsibility to pursue wider community needs such as reinstatement of bus routes, new cycle lanes and safe and direct access to the new Metro Station and not the owner/developer of the site.</p> <p>A detailed traffic impact assessment with specific requirements has been set out in 12.9 Access and Parking, control C5.</p> |
| Adequate bike parking/air pump/secure storage/shower facilities should be included to encourage active and sustainable transport.  | Draft DCP, G12.9, C10 has been amended to confirm that the controls of the Leichhardt DCP 2013 which address bicycle facilities applies to the site.   |
| Car parking areas designed and constructed to include electric vehicle charging points at the point of construction (not later as currently described) .   | C11 and C12 in DCP May 2022 provide for electric vehicle charging points.  |
| Vehicle entry for residential and industrial uses should be specifically restricted to proposed location shown on Alberto Street.  | Potential locations include Alberto Street, however a final development application with a new traffic assessment may see additional access provided from Fred Street for residential use.   |
| Residential car parking must allow for 1 space per dwelling unit of underground car parking to ensure availability required based on existing Lilyfield usage and lack of accessible public transport.   | <p>Part C Section 1 General Provisions, C1.11 Parking of the Leichhardt DCP 2013 sets out (minimum &amp; maximum) car parking provisions for the site.</p> <p>The minimum for the residential component is:</p>  |

| <i>Additional controls requested</i>   | <i>Officer Response</i>  |
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|  | <p>1 bedroom unit 1 space per 3 dwellings;<br/> 2 bedroom unit 1 space per 2 dwellings;<br/> 3+ bedrooms unit 1 space per dwelling.</p> <p>This is consistent with other residential development under the Leichhardt DCP and no change is proposed for the site.</p>  |
| The objective on p.17 "Reduce Parking provisions" should be increased to ensure allocation of 5 underground car spaces per 10 employees for employment & industrial uses.  | C16 requires parking to be provided in accordance with Leichhardt DCP.   |
| Inner West Council to ensure that the number of apartments and light industry site has adequate parking given crowded street parking, consider restricting parking to Balmain Road, and introducing time-limits on parking in surrounding residential streets. | <p>The number of carparking spaces provided will be in accordance with Leichhardt DCP 2013.</p> <p>Introduction of restrictions on Balmain Road, timed parking and a resident parking scheme will be considered as part of a future development application and form part of the detailed traffic impact assessment.</p> <p>See G12.9 Access and Parking C5.</p> |
| During construction parking for workers on the building site and later in the light industrial area should be restricted to onsite or on Balmain Road.   | <p>G12.9 Access and Parking C5 requires a detail traffic impact assessment for a future development application.</p> <p>Conditions relating to demolition and construction including parking by workers will form conditions to an approved development.</p>   |
| Inclusion of car share spaces is important consider a higher level than in the DCP (DCP 2013 NB C1.11.1 p.64- 69 + Table C.4 parking rates).   | <p>Leichhardt DCP 2013 Part C, C1.11.1 Parking applies to the site.</p> <p>C25 On-Site Car Share Facilities states: Car share parking spaces are to be provided for new multi-dwelling residential buildings and other commercial development as follows:</p>  |



| <i>Additional controls requested</i>   | <i>Officer Response</i>  |
|--|--|
|  | <p>a. residential development ± a minimum of one (1) car share space is to be provided for any residential development containing more than 50 residential units;</p> <p>b. office, business or retail premises ± a minimum of one (1) car share space per 50 car spaces provided.</p> <p>This would equate to a potential two or three car share spaces for residential and none for industrial uses based on 1 space per 250 sqm or 1 space per 150m<sup>2</sup> (24 – 40 car spaces). This is consistent with other site specific DCPs for mixed use precincts in the Inner West.</p> |
| <p><b>G12.10 ENVIRONMENTAL MANAGEMENT</b></p> <p>Agree with the objectives stated in G12.10 &amp; G12.11 of the proposed DCP and believe that the controls in C1-C17 of this section largely satisfy these objectives.</p> | <p>Noted however the ESD controls have been clarified to ensure they can be delivered.</p>   |
| <b>G12.11 BUILDING MATERIALS AND FINISHES</b>  |  |
| <p>Make solar panels mandatory and required as a condition of DA approval (C1,2)</p>   | <p>Solar panels are covered in G12.10 Environmental Management as exhibited. Clearer wording of these controls is proposed to ensure sound sustainable building outcomes however these cannot be at cross purposes with BASIX requirements.</p>  |
| <p>Require that the central plaza has a green wall (C3) as well as major bulky surfaces adjoining the street frontages.</p>  | <p>As exhibited Draft DCP clause G12.11, provides:</p> <p>C11 Green walls and façades are required on at least 15% of the available building surfaces, with particular focus on the northwest facing façade to Balmain Road and northeast facing façade to Cecily</p>  |

| <i>Additional controls requested</i>  | <i>Officer Response</i>   |
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|   | <p>Street. This clause does not apply to the character buildings.</p> <p>The draft DCP provides for a minimum requirement enabling a future development application to provide as much green walling as suitable.</p> <p>Major street surfaces have been considered in as exhibited control 9 of G12.8 Built form, Height, and Design:</p> <p>C9 Facades are to be articulated with an appropriate scale, rhythm, proportion, colour and material which respond to the building's use and the desired character of a locality. This can also be achieved through indentations, protrusions or with changes in material (such as brick work and glazing) and display distinct vertical modulation and rhythm that complements the character of the locality.</p> <p>It is not proposed to change the wording of the controls which enable future development to balance environmental and aesthetic outcomes for the site.</p> |
| <p>Water fittings and fixtures of the high star rating extend to residential uses, in addition to non-residential development. (C6)</p> | <p>This control has been corrected in G12.10 Environmental Management (DCP May 2022) to accurately reflect the application of WELS to non-residential development as shown below in underline.</p> <p>C8 All new water fittings and fixtures such as showerheads, water tap outlets, urinals and toilet cisterns, in all non-residential development, the public domain, and private open space are to be <u>within 1 star</u> of the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development.</p>  |

| <i>Additional controls requested</i>  | <i>Officer Response</i>   |
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|   | It is not proposed to introduce a similar control for residential development as this is already a requirement of the BASIX tool and SEPP.  |
| Energy efficient lighting and air conditioning should be a condition of the residential development.  | Both the GreenStar rating tool and BASIX provide for opportunity to achieve energy efficient lighting.<br><br>As exhibited both G12.10 and G12.11 have controls relating to energy efficiency in both the public domain and for buildings.  |
| The Water Sensitive Urban Design assessment (C10) must consider impacts on the surrounding residential properties.  | C10 of G12.10 Environmental Management provides for:<br><br>C10 A suitably qualified engineer with experience in stormwater, drainage and WSUD is to assess the site requirements for the proposed development, and prepare the required stormwater, drainage and WSUD plans in accordance with the provisions of this DCP and with best practice sustainable water management techniques.<br><br>Consideration of the impacts of water management is a standard requirement of development. Long term maintenance of Water Sensitive Urban Design elements in the public domain however may lead to localised flooding in high intensity events where drains or features become blocked. |
| Use of timber in the development be encouraged as it is more sustainable than other materials and fits in with the surrounding heritage zone which is primarily wooden workers cottages. (C5) | The GreenStar building rating tool examines the design and construction of buildings to achieve sustainable outcomes. C1 of G12.10 has been-amended (May 2022) to explicitly require its application.<br><br>C5 of G12.10 (now C6 DCP May 2022) has been-amended and C5, C6 and C7  |

| <i>Additional controls requested</i>   | <i>Officer Response</i>   |
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| We support the use of building materials that have been recycled or certified as sustainable (C5).   | introduced to clarify the types of material that can be certified as sustainable and the percentage of material that can be expected to be recovered based on NSW government target.  |
| <b>G12.12 WASTE AND RECYCLING</b>  |   |
| <p>Bins for both residential and industrial use to be concealed to ensure odor and visual aesthetics are maintained, and that collection is carried out at a reasonable hour away from residential uses (such as Balmain Road or Alberto Street).</p> <p>There are no controls listed as to where the collection of waste will be sited and restrictions on times. Currently residents on Fred Street are woken at 2am in the morning by the safety reversing sound on the trucks collecting garbage from industrial uses.</p> | <p>As exhibited, draft DCP G12.12, C1 requires all waste to be collected on site.</p> <p>As no access is to be provided to the site from Balmain Road, Alberto Street will most likely be the primary access for waste collection.</p> <p>This will require sufficient maneuvering room on site for large trucks to enter and remove waste effectively.</p> <p>As exhibited Draft DCP G12.12, C3 already provides for acoustically treated areas for waste and recycling to minimize the noise of collection.</p> <p>No specific areas for waste location have been nominated as final architectural drawings have not been prepared showing how the development will achieve the requirements of the LLEP and DCP to ensure viable businesses through:</p> <ul style="list-style-type: none"> <li>• structural layout providing flexible open plans (to allow spaces to be subdivided as required)</li> <li>• space needs including minimum floor to floor heights and minimum ceiling heights</li> <li>• site facilities (loading docks, service corridors and lifts, storage rooms, waste collection and removal, mechanical ducting for ventilation)</li> </ul> |

| <i>Additional controls requested</i>   | <i>Officer Response</i>   |
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|  | <p>horizontal and vertical shafts and substations)</p> <ul style="list-style-type: none"> <li>• separation requirements to ensure acoustic amenity for upstairs apartments</li> </ul> <p>A future development application will need to demonstrate sufficient height, truck turning circles on site, loading and unloading areas as well as waste storage and collection areas. This needs to be achieved without impacting on the ongoing provision of employment use on site of 6,000m<sup>2</sup>.</p> <p>G12.12, C4 has been amended to ensure that the Site Waste Minimisation and Waste Management Plan considers timing and frequency of waste removal as follows:</p> <p>f) timing and frequency of collection minimising noise transmission at night</p> <p>Also, to include an additional objective and control to G12.6 Employment Use in 06 and C8.</p> |
| <b>G12.13 HERITAGE AND CHARACTER</b>   |   |
| <p>Setbacks/style to be improved to be sympathetic to heritage 2 storey cottages at the rear on Cecily and Fred Street.</p>  | <p>A revised Figure 5 (DCP May 2022) provides for increased upper level setbacks consistent with the floor space allowed on site. This increase in setbacks will remove some of the building bulk along Fred and Cecily Streets.</p>  |
| <p>Design along Balmain Road should:</p> <ul style="list-style-type: none"> <li>• be more sympathetic to the heritage nature of main street facades in this area,</li> </ul> | <p>The site is opposite historic Callan Park and one of two entry points to this regional park and sports grounds. Consideration of the entrance to Park and safe road crossings is now a requirement of the detailed traffic assessment in the draft DCP.</p>  |

| <i>Additional controls requested</i>  | <i>Officer Response</i>   |
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| <ul style="list-style-type: none"> <li>incorporate heritage material and design elements evident along Balmain Road,</li> <li>speak directly to the proximity of Callan Park main entrance,</li> <li>formalise the entrance to Callan Park including a pedestrian zone/crossing to slow traffic,</li> <li>use timber in the development to respect the wooden worker cottages in the area and for sustainability outcomes.</li> </ul> | <p>Callan Park and buildings as a State heritage item will require specific matters to be addressed in a future development application.</p> <p>The LLEP also has protection measures for heritage items and conservation areas in clause 5.10 which a future development application must address.</p> <p>It is considered that the existing draft DCP controls as exhibited along with G12.11 Building Materials and Finishes C3 is adequate in ensuring heritage considerations for this unique site.</p> <p>C3 Building articulation, design and materials are to provide an appropriate balance between the new development and the older character of the locality, heritage items and Callan Park Conservation Area and buildings.</p> <p>No change is proposed to the controls.</p> |
| <b>G12.14 HOUSING AFFORDABILITY &amp; DIVERSITY</b>   |   |
| Supported however request a similar provision for affordable artist rental space  | Noted, however this is beyond the control of Council.   |
| <b>G12.15 DESIGN EXCELLENCE</b>   |   |
| This is one of the most strategic sites in Lilyfield – large, on the main road, bookends the high street, opposite the main entrance to the historic Callan Park. Ensure strong design principals that will deliver a landmark building, rather than a  | <p>The draft DCP provides a design excellence clause while the objectives of the DCP seek to ensure a standard of development commensurate with this iconic location opposite a State heritage item, buildings and open space.</p> <p>No change is proposed to the controls.</p>  |

| <i>Additional controls requested</i>    | <i>Officer Response</i> |
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| run-of-the-mill modern apartment block. |                         |