

# INNER WEST



## Engagement outcomes report Dulwich Hill Village stage one

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# Summary

Inner West Council undertook Stage 1 Early Visioning community engagement over a period of six weeks from 17 April to 28 May 2023. The purpose of this early engagement was to gather the community's input and vision for Dulwich Hill Town Centre. This engagement involved an online survey and an online social mapping board on the Your Say Inner West engagement platform and an on-site community pop-up session. In total, 173 people responded. 132 responses were received via the online survey and 191 responses were received via the social map.

The Dulwich Hill Village Precinct is orientated around New Canterbury Road and Marrickville Road, including Dulwich Grove Light Rail Stop, Hercules Street and Seaview Street.

The scope of engagement included feedback on visitation to the town centre, opportunities for improvement, opinion on the value of Dulwich Hill Town Centre such as pedestrian access, spaces for people, parking and traffic, public transport, bike infrastructure, trees and greenery, food and retail, entertainment, art and culture, and what they love about their town centre.

A broad range of responses were received, and overall respondents expressed a desire for:

- Flexible community meeting place (Town Square)
- Traffic Calming along Hight Streets
- Reinvigorating the laneways
- Creating pedestrian safe environments
- Connected and safe bike infrastructure
- Convenient and connected to public transport.
- More large tree planting and green spaces
- More public art
- More public domain seating
- Improve cleanliness of the street
- More nightlife and events

The volume of detailed written responses offered is notable, as is the fact that most have generally made a proactive tone in support of upgrading streetscape environments for activation, provisions for cycling infrastructure and connected pedestrian links, improvements to the public domain assets, greening main streets, traffic calming and laneway upgrades.

There were suggestions on uplift of Mallam Reserve, Lewisham Street (between The Boulevard and New Canterbury Rd) and closure of Seaview Street at Marrickville Road.

The feedback gathered here will be the basis in which the design team will develop the Public Domain Concepts prior to the next community Co-Design event. The ongoing process and feedback gathered from all stages of Community Engagement will inform the final Masterplan Report.

## Background

Streets Alive – Dulwich Hill Centre Public Domain Plan is a Council led program to provide a Public Domain Masterplan to inform future upgrades to revive areas of urban decay and to help stimulate key streetscapes and open space.

The project scope is shown on the aerial map of the cover sheet, The Dulwich Hill Village. The Village Precinct is orientated around New Canterbury Road and Marrickville Road, including Dulwich Grove Light Rail Stop, Hercules Street and Seaview Street.

## Promotion

Notification of the project and engagement opportunities was via advertising flyers delivered to addresses within a 400m radius of the project scope areas. These flyers outlined the project locations, nature of the streetscape works being proposed, ways to find out more information, and opportunities to contribute feedback about the project. It was also promoted in the April Your Say Inner West monthly e-news and as an announcement on Council's website.

# Engagement methods

The Community Engagement Process for this project is delivered in two stages.

- Stage 1 – Vision
- Stage 2 – Optioning Workshops (to commence in Sept/ Oct 2023)

Stage 1 – Vision is an Early engagement to capture early thoughts, information and ideas through the “Your Say Inner West” online platform. This included:

- Online Questionnaire – The online survey consisted of a series of single-choice questions relating to visitation of the Dulwich Hill Town Centre and opportunities for improvement. Such as “What is your vision for Dulwich Hill?” and “What are your top three priorities for the public domain master plan?” – 132 Contributors have responded to the online questions.
- Interactive Online Social mapping board – The social map allowed respondents to drop a pin on a map and write comments relating to specific themes – 41 people participated in this engagement method and a total of 191 contributions were made to the social map.
- Collection of Community interest to participate in future design workshops.
- A two hour in-person pop-up stall on corner of Marrickville Road and Seaview Streets on Saturday 20 May 11am-1pm to capture foot traffic and patrons to Dulwich Hill Town Centre.

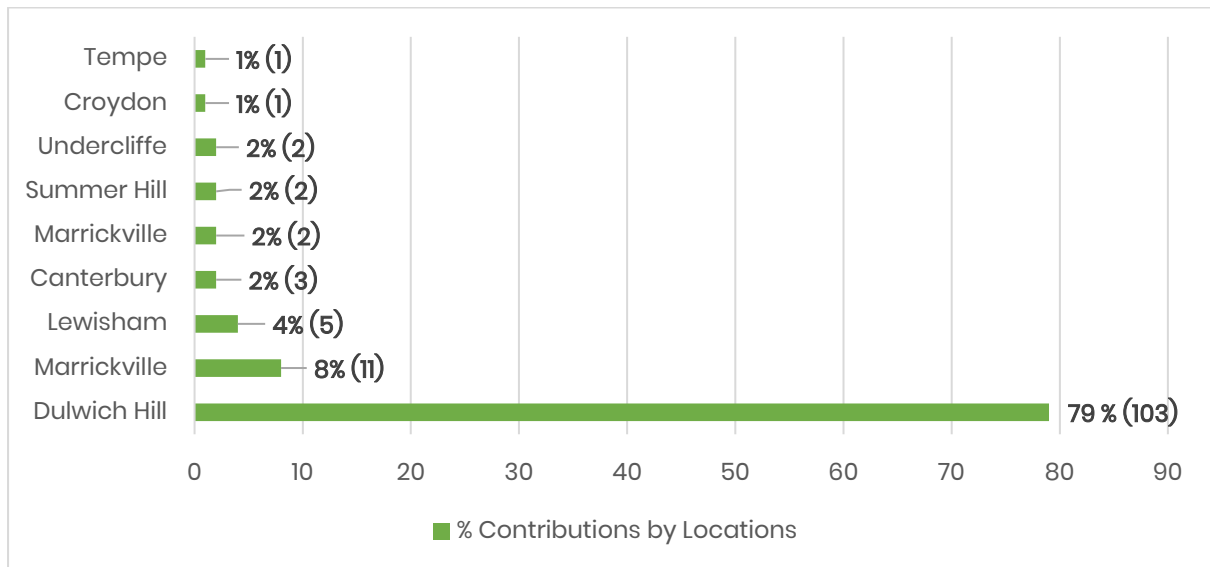
# Engagement outcomes

Stage 1 – Vision Community Engagement received 323 Total responses.

*Who did we hear from?*

**132** Survey Responses

**41** Contributors made **191** Social Map Contributions



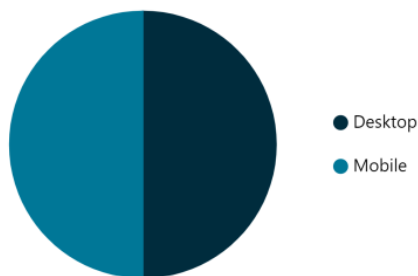
Member Contributions by Location

## Part I: Survey Questions

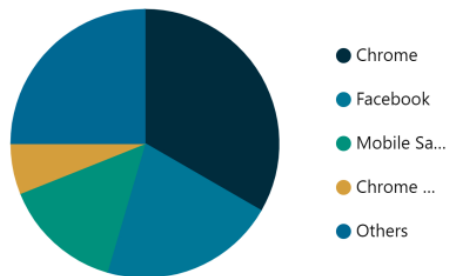
Online via [yoursay.innerwest.nsw.gov.au](https://yoursay.innerwest.nsw.gov.au)

### 132 Survey Responses

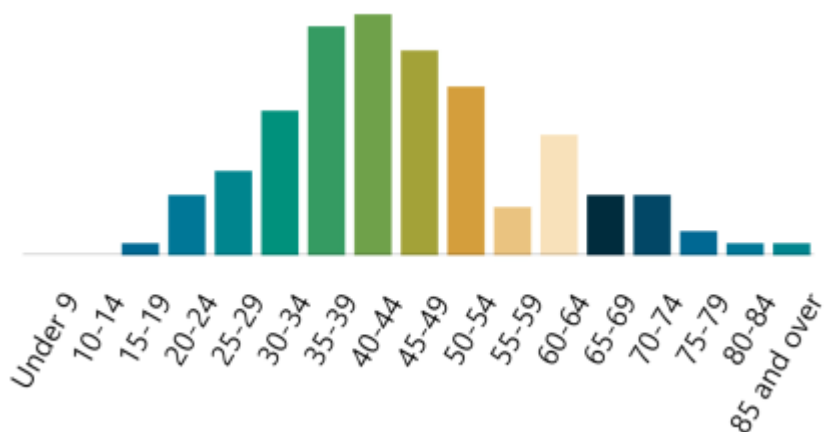
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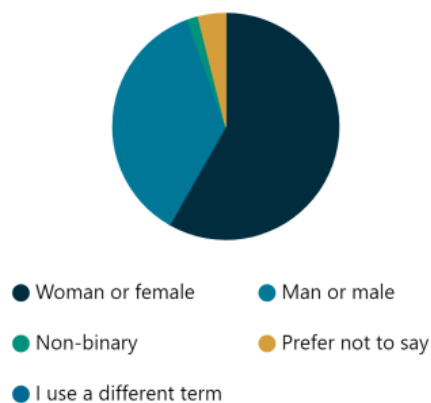
Browsers



Ages of survey respondents



Gender of survey respondents



### Residential areas of survey respondents

<b>79%</b> Dulwich Hill	<b>10%</b> Marrickville
<b>4%</b> Lewisham	<b>2%</b> Canterbury
<b>2%</b> Summer Hill	<b>2%</b> Undercliffe
<b>1%</b> Croydon	<b>1%</b> Tempe

### How often do you visit or walk-through Dulwich Hill Town Centre?

<b>50.76%</b> Daily	<b>0.76%</b> A few times a year.
<b>45.45%</b> Weekly	<b>0%</b> Never
<b>3.03%</b> Monthly	<b>0%</b> Unsure

### When do you usually visit Dulwich Hill Town Centre?

#### Weekdays

<b>13.22%</b> Before 9am	<b>35.54%</b> 9am-12nn	<b>23.14%</b> 12nn-4pm	<b>28.10%</b> 4pm onward
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#### Weekends

<b>3.13%</b> Before 9am	<b>61.72%</b> 9am-12nn	<b>29.69%</b> 12nn-4pm	<b>5.47%</b> 4pm onward
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#### During school holidays (optional)

<b>6.90%</b> Before 9am	<b>39.66%</b> 9am-12nn	<b>43.10%</b> 12nn-4pm	<b>10.34%</b> 4pm onward
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### How would you describe what you do in Dulwich Hill Town Centre?

Select all that apply.

<b>46.97%</b> Live	<b>60.61%</b> Shop for other items
<b>11.36%</b> Work	<b>0%</b> Attend a religious service
<b>82.58%</b> Shop for groceries	<b>57.58%</b> Access public transport
<b>87.88%</b> Shop for food	<b>66.67%</b> Leisure/ socialise
<b>18.94%</b> Children's activities (e.g. school or extracurricular activities)	
<b>42.42%</b> Access health, beauty and/or wellbeing services	
<b>8.33%</b> Other	



### How long would you normally stay in Dulwich Hill Town Centre?

3.03% I only pass through                      8.33% I normally stay 3 hours or more

48.48% I stay for up to half an hour                      3.03% Other

37.12% I normally stay 1-2 hours

### How do you usually get to Dulwich Hill Town Centre?

67.42% Walk

23.48% Drive

6.82% Cycle

2.27% Public Transport (e.g. bus)

### What would make you visit Dulwich Hill Town Centre? Select all that apply.

27.69% Better toilet facilities and parents' room (e.g. nappy change area)

60.77% More food and beverage options

58.46% More retail options

56.15% Enhanced welcoming feel (e.g. colours, lighting)

56.92% More public art, colour or creative expressions

23.08% More play spaces for children

57.69% Improved traffic conditions

25.38% Other

### What are the biggest opportunities for improvement to Dulwich Hill Town Centre public domain? Do you have 'big ideas' that could help transform Dulwich Hill Town Centre?

95.5% Answered

Common themes arising being:

- Provide new Town Square: outdoor public space(s) for weekend markets (i.e., park, plaza, playground, alfresco dining areas)
- Improve walkability and prioritise pedestrians' connectivity.

- Improve Laneways
- Provide options / opportunities to improve night-time economy.
- Provide a safe cycling option (separated cycleways)
- Increase green space and tree canopy cover.
- Alleviate traffic and traffic calming / slow traffic.
- Reconfiguring on-grade parking to be used as flexible spaces.
- Reconsider future zoning and keep low density.
- Fund an arts and music program.
- Improve lighting in streets for safer spaces.
- Improve public domain assets (public toilets, furniture, paving and bins)
- Review Sydney Tool Shop Frontage signage.

**In three words, how would you like to describe Dulwich Hill Town Centre in ten years' time?**

**91.7% Answered**

The main key words received were:

- |                             |              |
|-----------------------------|--------------|
| • Vibrant and Trendy        | • Green      |
| • Sustainable               | • Boutique   |
| • Music and Entertainment   | • Community  |
| • Multicultural and Diverse | • Accessible |
| • Pedestrian                | • Safe       |

**How easy was it to find information about this project and provide your feedback? (Rate 1-5)**

**Weighted average 3.48**

9.09% Rated 1

26.52% Rated 3

21.97% Rated 5

19.85% Rated 2

32.58% Rated 4

Comment if you wish:

100% Answered

- Flyer received in the mail was informative and inspired.
- Not all locals knew about this vital project and found out via local groups
- The Project would have been better advised in the Village itself via posters in shop fronts
- The QR code on your pamphlet takes you to the rozelle survey
- Off-putting login process potentially prevented receiving more feedback.
- Difficulty navigating the website.
- Felt there was not enough room to type comments/ share ideas.
- Providing multiple answers to some questions would have captured more realistic data.
- Scope of consultation did not feel communicated adequately.
- Better showcase wonderfully diverse neighbourhood/village
- Did not receive flyer and relied on communication from Save Dully Group to be notified about the consultation.

If you would like to receive a copy of your feedback via email, please enter your email address below.

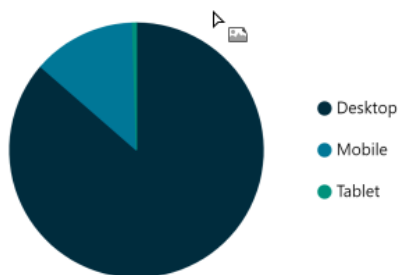
- 24.2% Answered

## Part II: Social Map Responses

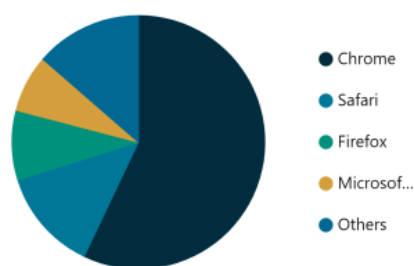
Respondents got the opportunity to drop a pin on a map and outline a specific comment regarding that location.

191 pins were inserted by 41 respondents with 481 Total Votes.

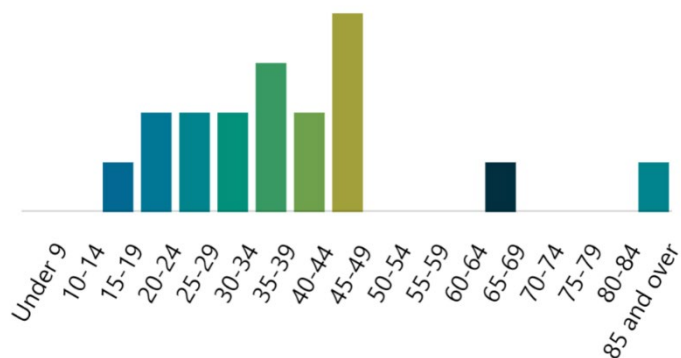
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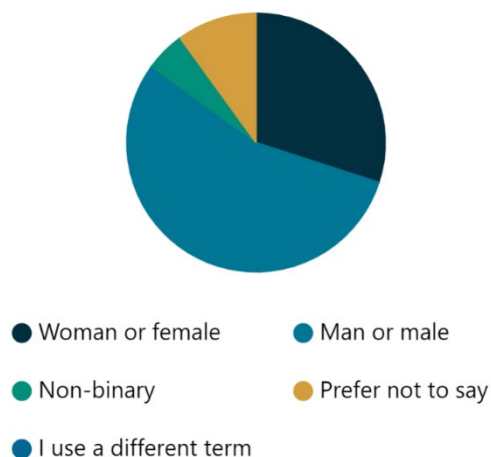
Browsers



Ages of social map respondents



Gender of social map respondents

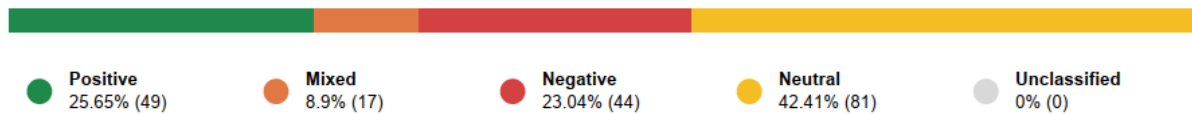


## Residential areas of social map respondents

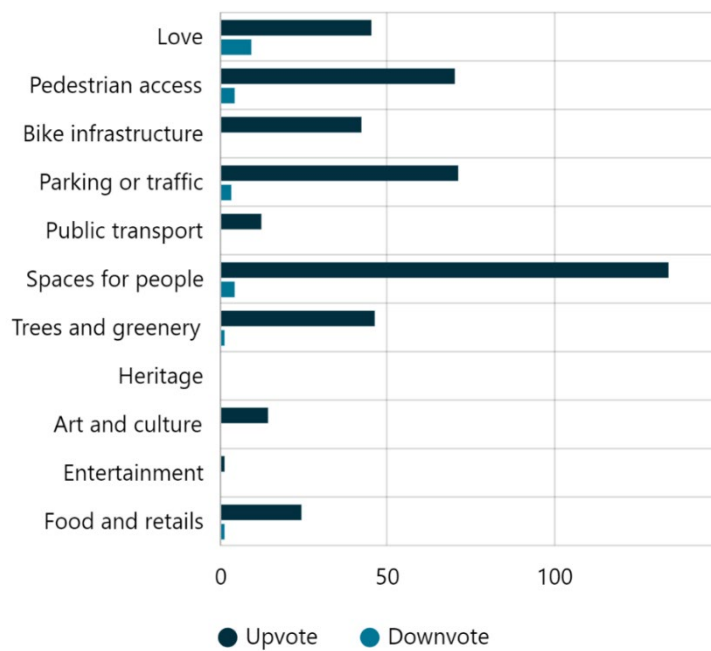
97% Dulwich Hill

9% Marrickville

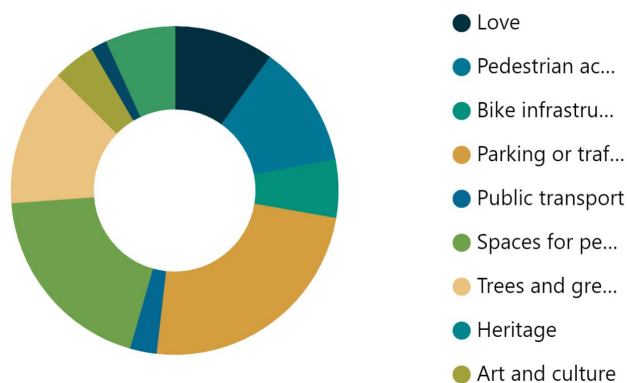
## Sentiment – Social Map Responses



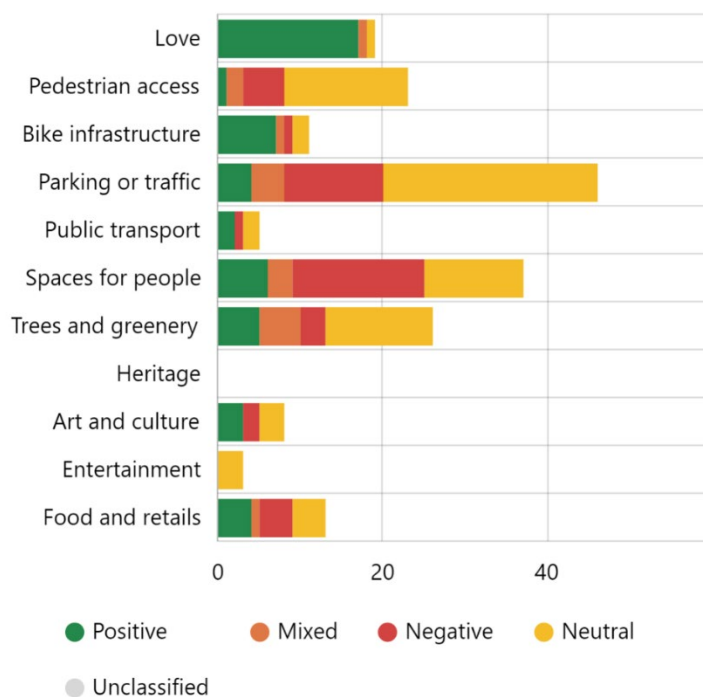
## Ratings – Social Map Responses



**Posts by Category** – *Social Map* Comparison showing the number of posts for each category, as selected by participants.



**Sentiment by Category** – *Social Map* comparison showing the sentiment breakdown of post content for each category.



## SUMMARY OF COMMENTS

*What did they say?*

### PEDESTRIAN ACCESS

#### New Canterbury Road

- Many responses were concerned with the pedestrian experience along New Canterbury Road. There are suggestions to reduce the speed limit to 40km/hour and remove a parking lane for a cycleway, wider footpath and/or green-blue infrastructure.
- Separate traffic and pedestrians with interventions such as trees and planter boxes. Create opportunities for outdoor dining spaces on Marrickville Road.
- The intersection at New Canterbury Road and Marrickville Road, as well as Pigott Street were highlighted as areas of concern by multiple contributors. Unclear signage and illegal movement of vehicles create unsafe environments for all users.
- The empty building frontages along New Canterbury Road was a common concern. Comments circulated the idea of temporary activation of vacant lots along New Canterbury Road until they are permanently transformed.
- Numerous comments were received regarding New Canterbury Road between Beach Street and Dulwich Grove Light Rail Stop. These include:
  - As a commuter thoroughfare, the footpath is uneven, poorly lit and congested. Often used by primary children to and from school
  - Risk to pedestrian safety – High level of conflict between pedestrians and vehicles entering / existing warehouse driveways. Pedestrians navigating trucks and forklifts.
  - Risk to pedestrian safety – Conflict between pedestrians and parked vehicles along warehouse frontages.
  - This section feels disconnected from Village Feel of Dulwich Hill.
  - The section needs a major upgrade – enhanced with street tree and garden bed planting, undergrounding power lines, new paving and upgraded pedestrian crossings.
  - Incorporate good quality shops between Beach Street and Dulwich Hill Light Rail stop to replace the warehousing and promote local

employment opportunities.

### Footpaths

- Majority of the comments received centred around footpath improvements, widening of footpaths to allow alfresco dining, greater space for pedestrians to gather, mingle and chat.
- Upgrade footpaths with consistent material – paving, kerbs, pedestrian kerb ramps and safe clear crossing points throughout the town centre.
- Equitable / accessible travel for all
- Implement safer crossing points along New Canterbury Road – whether it be signalised or raised crossings.

### Maintenance

- The cleanliness of the public domain was highlighted as a concern. The key items included management of bird droppings, more regular collection of rubbish behind restaurants to mitigate smell and general untidiness.

### PARKING OR TRAFFIC

A high number of respondents request to:

- Reduce speed limit along New Canterbury Road and Marrickville Road
- Provide traffic calming / slow traffic especially Marrickville Road and new Canterbury Road intersection. Too many vehicles speeding through intersection.
- Provide electrical vehicle charging stations.
- Provide new or upgrade all existing pedestrian crossings to be raised crossings with blister build outs.
- Unlocking road space and carparking for greater pedestrian space and separated cycleways outweigh those received in favour of retaining parking.



- Provide 5/10/15 min parking bays for deliveries and ride shares needed for deliveries and ride shares to park legally near their destination.
- Provided dedicated pedestrian/ cycle link from Hercules Street through Loftus Carpark to Seaview Street – Activating on-grade carparks for occasional events like markets and concerts.
- Improve stormwater drainage along Beach Road and downhill of Marrickville Road.
- Carpark on Seaview Street, behind IGA could be turned into a pedestrian plaza. – Activating these spaces for occasional events like markets and concerts and use for businesses for outdoor seating was also proposed.
- The Seaview Street carpark was propositioned as a new mixed-use development and greenspace, providing more affordable housing and spaces for new cafes restaurants, and shops.
- Consider closing Seaview Street at Marrickville Road to vehicles or convert to shared space.
- Consider Lewisham Street to be converted to one way traffic or convert to shared space.
- Improve the look and feel of the intersection between Durham Street and Durham Lane while maintaining vehicle access to Durham Lane to allow for unhindered resident parking.
- Beach Street was identified as an important pedestrian link to Dulwich Hill Village, schools and train/ tram stations and should stay pedestrian friendly.
- One comment proposes a Red-light camera, intersection New Canterbury Rd and Marrickville Rd

## Laneways

- Laneways have proven to be a loved feature of Dulwich Hill. Many comments suggest laneways should be rejuvenated and closed to cars. These spaces are seen as an opportunity to feature creative expression.

- The Laneway to Marrickville Road from Durham Lane need an uplift and made more obvious, inviting to pedestrians. This is a route used frequently by people wanting to get from Marrickville Road to Dulwich Grove Light Rail.
- Clashes between pedestrians and vehicles in carpark and laneways behind New Canterbury Road are also a concern. Suggestions include creating a shared zone in the laneway connecting the carpark at Seaview Street.

## **PUBLIC TRANSPORT**

### **Light Rail**

A high number of respondents provided feedback on the following key points:

- Dulwich Grove Light Rail stop needs an uplift to create an identity / focal point.
- Dulwich Grove Light Rail requires better wayfinding signage.
- Dulwich Grove Light Rail Stop required better connection to the main Village.
- Dulwich Grove Light Rail Stop needs to be accessible from Hercules Street to avoid the long walk around the tracks.

### **Buses**

- It was noted that cars often block the intersection of New Canterbury Road and Marrickville Road, preventing buses from entering the bus resting area adjacent Mallam Reserve.
- Increase public transport frequencies to decrease dependency on cars.
- Recommendations for a local bus service between Dulwich Hill Train Station and the Dulwich Hill Village/Shops.

## **BIKE INFRASTRUCTURE**

Positive comments were received about the possibility safe of bike infrastructure connecting the neighbourhoods with local shops to reduce reliance on cars.

Suggested locations of new cycleway connections include:

- Marrickville Road – from Denison Road to Marrickville shops
- New Canterbury Road – from Old Canterbury Road to Crystal Street

- Along Beach Road and connecting the greenway to Dulwich Hill Public school so children can ride to school.
- Kintore Street Pocket Park with a cycle connection
- General feedback stressed cycleways should be separated from pedestrians.
- Provide end of trip bike facilities such as bike hoops, repair station and water station.

## SPACES FOR PEOPLE

### Public Plazas

A high number of respondents provided feedback on the following key points:

- Need for new civic spaces in Dulwich Hill. – Seaview Street at Marrickville Road as a good location for a new public plaza.
- New Town Square to enhance the Village Feel with kids playground – suggest outside the library currently Seaview Street Carpark
- On- Grade car parks could be converted to useful open space bounded by active uses rather than garages/loading docks.
- On- Grade car parks could be converted to affordable housing.
- Upgrade the plaza outside library on New Canterbury Road. Currently bleak and uninviting.
- Upgrade the laneways connecting Seaview Street and New Canterbury Road – Remove the rubbish bins to reduce smell, unpleasant visuals of rubbish and better lighting.
- Durham Street / Durham Lane could be converted into a parklet / shared space with more greenery and trees.
- Green Hercules Street, remove parking spaces for connecting paths and open space.

- Warehouses frontage along New Canterbury Road in desperate need of upgrade or rezoning to allow high quality designed mixed use ensuring proper safe public domain whilst retain local employment opportunities. To bring it in line with the Village Feel of Dulwich Hill.
- Northern side of New Canterbury Road businesses feel isolated and disconnected from the main Village.

#### Public Amenities

- A common thread in responses highlighted the need to upgrade public domain assets throughout Village – More seating, planting, upgrade paving, better lighting, bike racks and drinking fountains as a great way to enhance streetscapes and plazas.
- Need for better toilet facilities that cater to parents with children – Parents' rooms.

#### Green Spaces

- Protect existing green spaces and large trees. Need more street tree planting.

#### Sunlight

- There are some concerns over development will block sunlight in the village. Many comments ask for restrictions on high rise buildings to maintain the low rise feel of the Village.

#### Play spaces for Children

- Play spaces with seating and access to food and beverages were highlighted as opportunities for Dulwich Hill.

#### Housing

- Comments recommend medium to high density housing close to public transport on New Canterbury Road. Some contributors recognise a need for affordable housing.

## TREES AND GREENERY

A high number of respondents provided feedback on the following key points:

### Planting

- Increase tree planting and garden beds within the streetscape, including New Canterbury Road, Marrickville Road, Durham Street and Seaview Street.
- New Canterbury Road was highlighted as a space that is disconnected from the village and feels more like a thoroughfare. It was suggested that larger street trees with festoon lighting in blisters along Marrickville Road could enhance the local atmosphere.
- The space on New Canterbury Road at the intersection of Pigott Street as well as the Herbert Street Plaza was defined as a place where an increase in tree planting would make the space feel more inviting.
- One comment proposed green roofs on Marrickville Road.

### Stormwater

- Multiple comments noted there needs to be improvements to stormwater management on Beach Street between MacArthur Parade and Durham Street to minimise flooding on roads and footpaths. Consider raingardens and other green treatments to replace hardscapes.

### Empty Lots

- The empty lots at 462 and 493 New Canterbury Road were a concern highlighted by many respondents. Some comments suggested that the spaces should become or green spaces.

## FOOD AND RETAILERS

### Retailers

- Contributors valued services like banks and post offices to provide amenity to the village. There is a need for another grocery store on New Canterbury Road to supplement limited grocery options in Dulwich Hill.

- Many comments noted that *Sydney Tools* on New Canterbury Road spans an entire block, disconnecting part of the street from the village. This should be replaced with smaller shops and restaurants to improve street environment. Comments stress the need to maintain and boost diversity of retail shops.
- Comments highlighted that the warehouses at 476 New Canterbury Road disconnects the Dulwich Hill Village from Dulwich Grove Light Rail Stop. It was recommended that this area should be rezoned for mixed use to reinvigorate the area while keeping employment opportunities in the area.
- Numerous Contributors recognise there is a need for more restaurants and small bars that open at night Fridays and Saturdays as well as family friendly dine in options, both indoor and outdoor, to be accessed throughout the week. This is paired with concerns about several recent closures of businesses on New Canterbury Road.
- Contributors value diversity of shops and restaurants that reflect the multicultural demographics of the area
- There is opportunity for a community creative centre or art gallery.
- Contributors were concerned that rundown and empty shops are negatively impacting Dulwich Hill Village.

### Outdoor Dining

- Multiple comments recognise Caves Lane as an important pedestrian link. There are recommendations to encourage dual entrances to buildings backing onto the laneway. It should be closed to cars to give way for pedestrians.
- Many contributors suggest increasing outdoor dining and seating on Marrickville Road as an opportunity for the village.

## ENTERTAINMENT

- Increase night-time entertainment options in Dulwich Hill village. This should be encouraged to grow by permitting night-time music and entertainment permits to businesses who offer live music and food options.
- Some comments proposed occasional events like concerts and markets.
- Improved lighting would make the village feel safer at night.

## ART AND CULTURE

- Contributors encouraged the streets in Dulwich hill to be enhanced with defined gateway locations and well-designed and integrated building facades, complementary colour schemes and signage.
- There are multiple responses encouraging murals in laneways and prominent walls. The existing murals in Dulwich Hill have been identified as artistic elements of the streetscape that should be encouraged and protected. One comment proposes activate laneways with public art, cafes, small bars, acknowledging, *"Dully could be the laneway capital of Sydney."*
- Contributors also encouraged incorporation of sculptures and creative expression into pocket parks and plazas.

## LOVE

- One comment highlights the seating in front of the old library as *"one of the most beautiful parts of Dulwich Hill"*
- Many comments praised the laneways for connecting streets, shops, public transport, and carparks while there is a need to make them feel safer.
- Contributors appreciate Marrickville Road as a space for people and culture with wider footpaths, outdoor dining, and slow traffic speeds.

- Free and easy parking is appreciated: Bike parking is also loved while there may need to be more provided near shops and undercover
- Appreciation of live music venues and the need to protect and enhance live music venues and bars in Dulwich Hill.

## Part III: Pop-Up Stall

A weekend Pop-Up Stall was conducted on the corner of Seaview Street and Marrickville. The intention of this stall was to capture parts of the local community who may have missed the online survey. The stall also captured incidental contributions by people passing by.

In general, 55% of those who contributed found the information presented to them easy to understand.

Similar to the online survey and social mapping, the common visioning themes captured included:

- Love the Village Neighbourhood feel.
- Desire for Town Square and increased public space for activation.
- Increase pedestrian safety along main streets and intersections.
- Reduction of speed limits and traffic calming.
- Provide better equitable accessibility within the footpath and shops.
- Better community services like Post Office, Bookshops and utilising the old library building for communities uses instead of commercial.
- More Arts and Music events
- Increase frequency of buses
- Provide cycle infrastructure to discourage use of vehicles.
- Love Street closures like Kintore Street Pocket Park
- More greenery – Street planting and garden beds.
- More outdoor seating areas and general beautification of streets.
- Green the plaza outside the library on New Canterbury Road and provide better pedestrian crossings at Herbert Street.
- On-grade parking should be softened
- More disability parking provided on Marrickville Road.





Pop-Up Store



## COMMENTS RECEIVED FROM ORGANISATIONS/GROUPS/STAKEHOLDERS.

### Bicycle NSW

Bicycle NSW provided comments to Council via email. Bicycle NSW is an advocacy group with their mission to “*create better environment for all bicycle riders*”. They support improvements to facilities for pedestrians and cyclist.

The group believes the Dulwich Hill Town Centre Public Domain master Plan is an “opportunity to propose changes to the cherished local high streets”. They provided an informed intellectual response citing NSW Government Policies and Strategies, with clear focus on Transport for NSW Future Transport Strategy E2, Optimise existing infrastructure diagram.

The response has also outline key recommendations for the masterplan which include but not limited to:

- Reducing speed limits and delivering new and upgrade pedestrian crossings
- Ensure new cycle and walking infrastructure is inclusive.
- Remove street parking where possible.
- Design beautiful streets
- Maximise connection to the Greenway
- Co-Design: Utilising experts within the community groups

## **Heart of Dulwich Hill**

Heart of Dulwich Hill provided comments to Council via email and provide key ideas for potential transformation:

- Street Planting and connection to the GreenWay
- Traffic Calming along Hercules Street, Kintore Street and Beach Road
- Laneway Activation
- Wayfinding improvements
- Affordable housing
- Co-Design: Utilising experts within the community groups

## **Other responses from individuals**

Additional responses were received via email. Generally, they consisted of specific traffic changes and conversions of existing roads, public domain improvements, assets renewal and activation of the Town Centre. Key themes collected from individuals include:

- Converting Lewisham Street to one way or close to traffic
- Intersection of Marrickville Road and New Canterbury Road unsafe for pedestrians crossing.
- Uplift pedestrian laneways and make them safe.
- Conversion of Seaview Street at Marrickville Road to a shared zone or full closure
- The Public Domain Plan should support a public realm for people of all ages and abilities.
- Flexible spaces for activation
- Increase public transport options and frequencies.
- Provide Blue / Green Infrastructure
- Uplift of Mallan Reserve

# Officer comments

## Common Feedback Themes

### Who

The majority of respondents live in Dulwich Hill and are moving through the precinct study area as part of their daily routines:

- Commuting
- Accessing shops and facilities; and
- For leisure and socialising.

Most online respondents were male, with the most common age range being between 40–44.

### Improvement of Streets

Generally there was strong feedback for improvements to the following:

- Pedestrian priority.
- Wider footpaths.
- New cycle infrastructure.
- More street trees and plants.
- Slowing of traffic.
- More outdoor dining areas.
- Inclusion of public art.
- More public domain amenities like street furniture.
- Improved lighting for safety.

### Green space

A high number of respondents advocated for more trees and green space. Some ideas put forward to improve Dulwich Hill's green infrastructure include:

- A large community park in the main Village.
- Identify potential pocket parks /parklets or garden spaces.
- Create an avenue of trees & planting along main roads; and
- Increase overall tree canopy cover.

### Conversion of on grade parking to Public Square

There was strong feedback on possible removal of off-street on-grade parking with the majority in support of the conversion of the carpark into a park / public square. Common requests emerging from this include:

- Happy to sacrifice road space for more parks, plazas, pedestrian footpath and cycleways.

- Introducing more frequent bus routes to reducing vehicles dependency.
- Reconsider parking needs in new development areas.
- Consider temporary parking spaces for night-time and weekend use.
- Consider 5/10/5 parking spaces for deliveries.
- Calm traffic and reduce speed limits to streets in Village.

### Future Development

A significant number of respondents raised concerns over the existing warehouses along New Canterbury Road and suggested the following:

- Consider mixed use development.
- Providing architecture that fits in with existing character.
- Good quality infrastructure and amenities that we well connected.
- Encourage local retailers but need additional groceries stores and community services like Post Office.
- More dining / small bar options that cater for families and evening crowds.

### Culture

Most respondents mentioned the value of celebrating Dulwich Hill's culture. The main cultural aspects mentioned to support, and highlight were:

- Arts and Music
- Food and dining
- Heritage
- Family friendly spaces
- Affordability

### Safety

- More frequent and thorough cleaning & maintenance regime
- Better lighting for surveillance and safety
- Increase safety of streets by traffic calming, raised pedestrian crossings, introduce kerb blisters and slow speed limits.

## Next steps

This report summarises the community engagement which has been undertaken as part of the Stage 1 - Early visioning process for the Dulwich Hill Town Centre Public Domain masterplan project.

Undertaking the engagement activities at the early stages of the project provides valuable insight into local needs and preferences, which will be used to guide, inform, and develop the masterplan design concepts.

To continue the Co-Design process, it is envisaged that Stage 2 – Optioning Workshops will allow key community contributors to respond, review and share their thoughts on the concepts, prior to finalisation of the Public Domain master plan.