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APPENDIX 2



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STRAIGHTTALK

COMMUNITY ENGAGEMENT FOR GLADESVILLE SHOPPING VILLAGE

Report to support Planning Proposal

Report

September 2015



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Document

Community engagement for
Gladesville Shopping Village
- Report to support Planning
Proposal

Client

GSV Developments

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EXECUTIVE SUMMARY

Straight Talk was engaged by GSV Developments in late 2014 to engage the community and key stakeholders to inform the development of a new proposal to redevelop the Gladesville Shopping Village site.

To date, this has been a three stage process:

- 🦋 Stage One - local stakeholder meetings (November 2014)
- 🦋 Stage Two - Display and Discuss information sessions presenting the concept design (February 2015)
- 🦋 Stage Three - Display and Discuss information sessions presenting the updated planning proposal; and traffic information sessions (August 2015).

This report provides details of the community engagement undertaken by GSV to tell the local community and stakeholders about the concept design and planning process that would be pursued in order to redevelop the site. This engagement was undertaken prior to the submission of the Planning Proposal in accordance with the request of community stakeholders in early 2015.

The objectives of this last round of engagement were to:

- 🦋 Inform the community of the updated Planning Proposal and detail the changes made to the proposed design since the February 2015 consultation
- 🦋 Inform the community of the planning process that has and will be pursued by GSV Developments
- 🦋 Inform the community and obtain feedback on the proposed traffic scheme to be submitted as part of the Planning Proposal
- 🦋 Develop and foster relationships with stakeholders and the broader community.

The key issues raised through this engagement were:

- 🦋 Traffic - a major community concern is an increase in vehicles per hour on local streets and how the increase will be managed. The proposed traffic scheme begins to identify solutions and restrictions associated with an increase in vehicles per hour however a final scheme cannot be determined until a final plan is identified and this is understandably frustrating to the local community
- 🦋 Planning process - the community is interested in previous, current and future development plans. It is the community's preference for previous and current plans to be made transparent; and for updates to be provided as the planning process continues. There remain some frustrations with both Hunters Hill Council (for providing the developer with the option to develop Council owned land) and the developer (for pursuing a development option which is not in accord with existing planning requirements)
- 🦋 Construction - it is a community expectation that they will be informed as to when construction will commence, how long it will take and the impacts of construction.



Many aspects of the development that the community is interested in relate to a development application (DA). Hunters Hill Council was undertaking a concurrent process to amend the Development Control Plan pertaining to the site and this further exacerbated both confusion and frustration with the planning process.

It is recommended that GSV Developments continues to engage with the community as the planning process continues. The project team have committed to inform the community who have provided their details:

- 👉 When the Planning Proposal is submitted to Council
- 👉 When the Planning Proposal is submitted to the Department of Planning and Environment
- 👉 When the Planning Proposal is placed on exhibition.

Should the Planning Proposal be successful:

- 👉 When a detailed Development Application is submitted
- 👉 When the Development Application is placed on exhibition.



1. INTRODUCTION

This report provides background and information on the community engagement activities undertaken during the development of the concept plans for the redevelopment of the Gladesville Shopping Village. It demonstrates the activities undertaken, the methodology underpinning these and how the feedback received has helped to shape the final concept underpinning the current Planning Proposal.

Full details of the proposal and concept plans are presented in other technical reports prepared by the architects, Robertson and Marks and planners, DFP Planning Pty Ltd.

1.1. Project background

GSV Developments began plans to redevelop the site of Gladesville Shopping Centre pre-2013. In 2013 a development application was submitted to Hunters Hill Council (Council), which was subsequently withdrawn in mid-2014. In late 2014 a new project team was appointed by GSV Developments, which included Straight Talk.

The original redevelopment plans attracted criticism for a number of reasons, including:

- 🐦 Height, bulk and scale
- 🐦 Response to local traffic management
- 🐦 Failure to address existing pedestrian and vehicle conflicts.

Local community opposition to the proposal was vigorous and played a major role in GSV deciding to withdraw the application and start again.

Any proposal to redevelop the site needed to be developed in consultation with the local community and this informed the approach developed and undertaken by the project team from late 2014.

1.2. Previous community consultation

Straight Talk was engaged by GSV Developments in late 2014 to engage the community and key stakeholders to inform the development of a new proposal to redevelop the Gladesville Shopping Village site.

Straight Talk commenced community engagement in November 2014 with meetings with local stakeholder meetings. Four stakeholder groups attended these meetings, including:

- 🐦 The Hunters Hill Trust (HHT)
- 🐦 Chamber of Commerce (COC)
- 🐦 Hunters Hill Flora and Fauna Society (RHHFFS)
- 🐦 Gladesville Community Group (RCG).



These stakeholders were identified through their interest and involvement in the former plans to redevelop the Gladesville Shopping Village site. The purpose of these meetings was to develop a relationship with the key stakeholders; understand their concerns; and establish community values. Brian Mann, of Robertson and Marks (architects) and Harry Loi, representing GSV developments, attended with Lucy Cole-Edelstein and Sam Schilling of Straight Talk.

The concerns raised by stakeholders included:

- 👉 Traffic management
- 👉 Site permeability
- 👉 Transition between the redeveloped site and surrounding area
- 👉 Treatment of the cottage at 10 Cowell Street.

Stakeholders identified the following community values:

- 👉 Sense of place/village
- 👉 Safe pedestrian accessibility.

A summary of the feedback received at these meetings can be found at Appendix A, and was used to help inform the development of a new design option.

In February 2015, Straight Talk undertook the next stage of community engagement, presenting the concept design to the broader community. This engagement involved two Display and Discuss information sessions held at the shopping centre in a vacant shop. The community was invited to drop in to one of these sessions, view the updated proposal details on display, speak to the project team and provide their feedback through written submissions. 307 people attended the two sessions and 50 feedback submissions were received. The themes raised through formal and informal feedback were:

- 👉 Impact on existing infrastructure and traffic
- 👉 Improvements to pedestrian access to site
- 👉 Demand for a strong sense of place, preferably with a village centre and meeting or focal point
- 👉 10 Cowell Street
- 👉 Height of the proposed buildings and associated shadowing
- 👉 Loss of amenity and conflict with the existing character of the area.

A report of this engagement can be found at Appendix B and feedback received helped further inform the development of the concept designs underpinning the Planning Proposal.

It is important to note that at this time, detailed traffic studies had not been undertaken and GSV committed to engaging with the community on traffic management and plans once this had occurred.

Community feedback also requested that GSV tell the community what was proposed prior to the submission of another application.

1.3. Report purpose

This report provides details of the community engagement undertaken by GSV to tell the local community and stakeholders about the concept design and planning process that would be pursued in order to

redevelop the site. This engagement was undertaken prior to the submission of the Planning Proposal in accordance with the request of community stakeholders in early 2015.

Straight Talk held a series of community engagement events on behalf of GSV Developments in August 2015. The objectives of this engagement were to:

- 👉 Inform the community of the updated Planning Proposal and detail the changes made to the proposed design since the February 2015 consultation
- 👉 Inform the community of the planning process that has and will be pursued by GSV Developments
- 👉 Inform the community and obtain feedback on the proposed traffic scheme to be submitted as part of the Planning Proposal
- 👉 Develop and foster relationships with stakeholders and the broader community.

The purpose of this report is to detail the community engagement process executed by Straight Talk on behalf of GSV Developments, with a focus on the most recent engagement in August 2015.

1.4. Report structure

This report contains an additional three sections. These are:

- 👉 **Section 2** - Outlines the community engagement approach and explains the activities undertaken
- 👉 **Section 3** - Summaries the outcomes of the community engagement
- 👉 **Section 4** - Draws conclusions on the community engagement and provides recommendations.



2. METHODOLOGY

During the February 2015 community engagement Straight Talk made the commitment, on behalf of GSV Developments, to inform the public of changes made to the proposals before they were submitted and to detail the proposed traffic scheme. This commitment was upheld with the implementation of community engagement activities in August 2015.

2.1. Public information sessions

Two public information sessions were held, on Thursday 13 August and Monday 17 August 2015 between 6pm and 8pm.

The purpose of these sessions was to:

- 👉 Inform the public of the changes to the proposed design from that presented earlier in the year
- 👉 Inform the public of GSV Developments plans to submit a standalone Planning Proposal and later submit a detailed Development Application.

One of the challenges of the project has been the complex planning and approvals pathway. The Display and Discuss sessions were designed to be very clear about the Planning Proposal (PP) and that it was needed as the concept design was not in accordance with existing Local Environment Plan (LEP). In addition, the key message of all community engagement has been to provide the community and interested stakeholders with the information they need so they can make informed comment.

These sessions were run as Display and Discuss sessions. A total of eleven boards detailing the PP and the changes made since February, using a combination of text, images and diagrams were on display around the room. A copy of the boards can be found in Appendix C. The content of these boards included:

- 👉 Welcome and purpose
- 👉 The Planning Proposal process
- 👉 Key changes: comparison of previous scheme and proposed scheme
- 👉 Key changes: Architectus comments
- 👉 Community values for Gladesville Shopping Village
- 👉 Current site
- 👉 Preferred design option
- 👉 10 Cowell Street
- 👉 Traffic
- 👉 Project features and benefits
- 👉 What happens next.

The project team was also available at the public information sessions to answer questions. The project team present consisted of Brian Mann (Architect, Robertson+Marks), David Kettle (Town Planner, DFP

Planning), Harry Loi (Project Advisor, GSV Developments), Lucy Cole-Edelstein (Straight Talk) and Rachelle Alchin (Straight Talk).

Both public information sessions were held in the empty, former Betta Electrical, store in Gladesville Shopping Village, immediately opposite the Coles supermarket. This is where the earlier, February, consultations were held.

A total of 171 people attended the two public information sessions:

👉 90 attendees on Thursday 13 August 2015

👉 81 attendees on Monday 17 August 2015.

Attendees of the public information sessions were invited to 'sign in' and leave their details if they wished to receive project updates via email. A summary handout of the information on display was also made available to attendees. The summary handout is in Appendix D.

2.2. Traffic information sessions

Four traffic information sessions were also held, on Friday 14 August and Tuesday 18 August, from 6pm to 7pm and 7.30pm to 8.30pm each evening. The decision to hold separate, presentation sessions was made because of the high level of interest in traffic and how it was managed and the difficulty that one traffic engineer would have in adequately explaining the proposed scheme in a 'drop in' session format.

The purpose of these sessions was to:

- 👉 Inform the community about the details of the proposed traffic scheme to be submitted as part of the Planning Proposal
- 👉 Inform the community of the traffic studies conducted, which shaped the traffic scheme
- 👉 Provide the opportunity for the community to ask questions of the project team's traffic engineer
- 👉 Understand community concerns regarding the proposed traffic scheme.

The traffic information sessions were sit down events, which included a presentation from the traffic engineer and ample time for attendees to ask questions. These sessions required participants to RSVP as seating numbers were limited. Four sessions of 30 people would mean 120 people could attend should they wish, which seemed to be adequate based on the level of interest to date; GSV Developments agreed that should additional sessions be needed, because of over-subscription, these would be held. Seating numbers were capped to help create an environment where all participants had the opportunity to ask a question. There were vacancies in all four sessions.

Members of the project team present at the traffic sessions were Glen Varley (Traffic Engineer, Road Delay Solutions), Brian Mann (Architect, Robertson+Marks), Harry Loi (Project Advisor, GSV Developments), Lucy Cole-Edelstein (Straight Talk) and Rachelle Alchin (Straight Talk).

The traffic sessions held on Friday 14 August were located at Fairland Hall, a community hall located at 14 Church Street Hunters Hill. The traffic sessions held on Tuesday 18 August were located at Gladesville Library meeting room, at 6 Pittwater Road Gladesville.

A total of 54 people attended the four traffic information sessions:

👉 15 attendees on Friday 14 August 2015 6pm to 7pm

- 👉 6 attendees on Friday 14 August 2015 7.30pm to 8.30pm
- 👉 27 attendees on Tuesday 18 August 2015 6pm to 7pm
- 👉 6 attendees on Tuesday 18 August 2015 7.30pm to 8.30pm.

2.3. Promotional materials

The public information sessions and traffic information sessions were promoted through a leaflet distributed to local households and residents. The leaflet and distribution map are in Appendix E.

All activities were also promoted through an advertisement in the Northern District Times published on 5 August 2015.



3. KEY ISSUES RAISED

Whilst feedback was not specifically sought on the Planning Proposal during the public information sessions, a number of key issues were discussed which were of concern to GSV Developments. This feedback was documented by the project team following discussions with attendees. Attendees of the traffic information sessions were encouraged to ask questions about the proposed traffic scheme and most attendees provided verbal feedback on the scheme. Questions raised and feedback provided was also documented by the project team.

Issues raised across the public information and traffic sessions bore similarities and have been combined in this section of the report.

3.1. Traffic

Traffic remains the largest concern of the community. Traffic concerns fell broadly into two categories, which were:

- 👉 The impact on the immediate neighbouring local streets
- 👉 The impact on roads in the broader area.

Many of the traffic questions and concerns raised were relevant to a DA. The Planning Proposal's proposed traffic scheme answered some, but not all, of community members' questions.

Local residents in the neighbouring streets had a number of questions and concerns, including:

- 👉 The predicted increase in vehicles per hour on streets
- 👉 Upgrades planned for existing infrastructure
- 👉 Routes available
- 👉 Right of way
- 👉 Pedestrian crossings
- 👉 Parking.

The community identified that a number of local neighbouring streets are very narrow, which would make it difficult for these streets to handle an increase in traffic flow. It was also identified that footpaths along the local neighbouring streets are very narrow and in poor condition. GSV Developments' current Planning Proposal addresses these pedestrian issues in relation to Flagstaff and Cowell Streets but does not currently extend to Junction or Massey Streets.

Local residents made it clear that street parking is currently in low supply and high demand. Concerns were raised that a new development would put added pressure on the street parking availability. A proposed solution is to have timed residential parking, whereby it is timed parking during the day and residential parking only during the evening.

The number of car parking spaces allocated for residential and retail in the new development was a recurrent question. The project team explained to attendees that the number of car parking spaces

allocated to the residential component of the development is determined by state government guidelines. Attendees also enquired about staff parking for the proposed development.

The community raised concerns about how this development relates and reacts to other developments occurring locally. Community members were interested in understanding the Roads and Maritime Services' plans for the arterial roads in the region, Victoria Road and Pittwater Road. It was also of interest how the traffic modelling took into account other developments and future growth in the broader region.

It was acknowledged that the proposed traffic scheme being submitted with the Planning Proposal will change if a DA is submitted at a later date. Community concerns were noted by the traffic engineer and will shape further investigations and modelling of traffic.

3.2. Planning process

Community members sought clarification on the planning process pursued by GSV Developments to date. This detail was conveyed through the display boards, summary information handout and project team at the public information sessions. Attendees of the traffic information sessions were informed of the planning process through the project team and summary information handout.

While some community members have a strong knowledge of the planning process for developments and the associated jargon, most community members have limited or no knowledge of this process. At both the public information sessions and traffic information sessions the project team was required to explain the differences between a PP and DA. The key elements explained were the purposes of these applications and the level of detail addressed in each.

The community showed interest in the next steps of the planning process. Due to the complex nature of the process, approvals could follow a different pathway depending on the determination of variables. One of the display boards (Appendix C) illustrated this graphically to help the community in understanding why there was a lack of clarity about exactly what could happen next.

3.2.1. Hunters Hill Council's draft DCP

Within the broad community there was a general lack of awareness and understanding of Hunters Hill Council's draft Development Control Plan (DCP) and how it related to the site. The project team were very clear that the proposed concept design was not in accordance with the existing LEP and that as a result a Planning Proposal was required to amend the LEP.

However Council had recently undertaken a separate process of amending the DCP. The Planning Proposal is not proposing to make any amendments to the DCP.

3.2.2. Heights

Community members raised a number of concerns regarding the heights of the proposed buildings. Themes emerged with these concerns, including:

- 👉 How building heights relate to the surrounding area
- 👉 Changes in proposed heights
- 👉 Current heights in Hunters Hill's LEP 2012.

The majority of community members viewed the decrease in proposed heights, since the February 2015 consultation, as positive. A small minority of community members would like no development to occur on the Gladesville Shopping Village site.

While some community members were aware of the current maximum building height on the site in Hunters Hill's LEP 2012, many community members were unaware of the maximum building height. The project team explained this aspect of the LEP to the community, in order for the community to understand how the Planning Proposal seeks to change the LEP.

3.2.3. Community engagement

Community members expressed a strong desire for transparency in the engagement process. Some community members were unsure of Straight Talk's role in the project, mistakenly viewing Straight Talk as a public relations rather than community engagement consultancy. Straight Talk's role and objectives for the project were explained to community members.

3.3. Construction

Groups within the community each identified different issues for the construction phase of the development. The groups with key concerns, include:

- 🐦 Current retail operators
- 🐦 Immediate local neighbours
- 🐦 Broader community.

All three groups were concerned about what the construction works would entail and the impact on the current site.

The current retail operators raised the issues of:

- 🐦 Timeframes of development
- 🐦 Relocation
- 🐦 Future leasing opportunities.

Immediate local neighbour's key concerns were:

- 🐦 Construction traffic
- 🐦 Length of construction period.

The broader community's key concern was the timing of construction, how long the shopping centre will be closed for and ultimately how construction will impact their shopping routines.



4. CONCLUSION

Straight Talk has engaged with the local community and stakeholders about the redevelopment of Gladesville Shopping Village from November 2014 through to August 2015. Feedback obtained through engagement undertaken during this period has helped shape the final concept underpinning the current Planning Proposal.

4.1. Recommendations

Straight Talk recommends that GSV Developments continue to engage with the community as the planning process continues. The August 2015 engagement objective of developing and fostering relationships with stakeholders and the broader community requires GSV Developments to keep the community informed and updated of the planned development.

The project team have already committed to inform those members of the community who have provided their contact details:

- 🐦 When the Planning Proposal is submitted to Council
- 🐦 When the Planning Proposal is submitted to the Department of Planning and Environment
- 🐦 When the Planning Proposal is placed on exhibition.

Should the Planning Proposal be successful:

- 🐦 When a detailed Development Application is submitted
- 🐦 When the Development Application is placed on exhibition.

Straight Talk recommends future engagement (should the Planning Proposal be successful), when appropriate in the planning timeline, with a number of groups, including:

- 🐦 Current retail operators
 - Pre-DA submission: providing an updated timeline and explaining the details of the DA
 - Pre-construction: when dates of construction are determined to outline a timeline of how retail owners will be impacted and determine these stakeholder's needs
- 🐦 Immediate local neighbours
 - Pre-DA submission: providing an updated timeline, explaining the details of the DA with a specific focus on traffic
 - Pre-construction: to detail the timeline and impacts of construction, associated truck traffic and noise, on local roads
- 🐦 Broader community
 - Pre-DA submission: providing an updated timeline, explaining the details of the DA with a specific focus on traffic
 - Pre-construction: to detail the timeline and shopping centre closures.

Straight Talk suggests maintaining communication with key local stakeholder groups, building on the relationships developed to date, so they are aware of the progress of the project.



APPENDIX A SUMMARY REPORT GSV STAKEHOLDER MEETINGS



Summary Report –GSV one to one community meetings, October 2014

Introduction:

Straight Talk was engaged to conduct one to one stakeholder meetings in October 2014 with identified key community groups. The meetings were aimed at providing an opportunity to introduce the new development team and explain the future steps in preparing a new development proposal and to reinforce that the project team is seeking to work with the community to realise the potential of the site as the heart of the Gladesville commercial precinct.

Four, one to one community meetings with identified stakeholders were conducted at Gladesville Shopping Village (GSV), in late October 2014. These meeting were not advertised but invited specific, identified stakeholders who had been active in the previous GSV, DA process through a direct contact by Straight Talk.

The four identified stakeholder groups that were invited and the attending participants were:

- The Hunters Hill Trust (HHT) – Tony Cootes (President), Brigid Dowsett (Secretary – HHT)
- Chamber of Commerce (COC) - Yvonne Dornan (President – COC), Reg Cain (Former President - COC), Reg Randall (Member COC)
- Hunters Hill Flora and Fauna Society (RHHFFS) - Cathy Merchant (President RHHFFS), Brigid Dowsett (VP RHHFFS)
- Gladesville Community Group (RCG) - Russell Young, Justin Perry-Oleodan, Richard Li.

Also present for all meetings was Harry Loi representing GSV Developments (Project Advisor), a representative from Robertson + Marks, Brian Mann (Owner) and Marco Abbondanza (Director) as well as Lucy Cole-Edelstein (Director) and Sam Schilling (Consultant) representing Straight Talk.

Face-to-face meetings took place at the Gladesville Shopping Village on Monday 20 November, Tuesday 21 November and Friday 24 November 2014 and lasted approximately one hour each.

The purpose of the meetings was to understand both the issues of concern and underlying community values as well as contribute to the establishment of ongoing relationships with the community. These meetings also provided for GSV and the development team to reiterate their commitment to deliver high quality development outcomes and where possible associated community benefits.



Identified interests and issues:

Across the four meetings there were a number of interests and issues raised as matters of importance for all stakeholder groups. These interests are listed below as well as discussion points that were conducted around these interests:

- **Pedestrian accessibility:**
All stakeholder groups indicated a need for the GSV site to be pedestrian accessible and for design to encourage the site to be inviting to pedestrian use. Areas of discussion in regards to this issue related to the current delivery road and traffic lane issues as GSV presently has little dedicated pedestrian access and it is desired for this to be a focus of any new development to occur on the site
- **Sense of place/village:**
All stakeholder groups stated that they are not 'anti-development', and that the site required development as it was 'out of date'. All stakeholder groups agreed that this opportunity to develop should be used to increase a sense of place and village to the site. Throughout the meetings this was discussed as a:
 - 'Nice place to come'
 - 'Village atmosphere/feeling'
 - 'Social hub'
 - 'Space to be useable and inviting to community.'
- **Cottage (10 Cowell Street):**
All stakeholder groups raised and discussed their concerns regarding the potential heritage of the property. There was varied opinion regarding the heritage and benefit of the cottage and it was identified that the property is not currently heritage listed. Stakeholder groups identified concerns from the previous DA that the property was to remain at its location. GSV indicated a commitment to recognising the heritage of the cottage by relocating it, however, the likelihood of it remaining at the site was identified as low as it inhibits the development potential of the site
- **Traffic concerns:**
All stakeholders raised concerns regarding increases in traffic and parking in the area that are presenting issues currently at the centre. It was declared by the development team that this would be a challenge for the designers, but an adequate solution would be implemented prior to submitting a DA. As such current studies and solutions were being considered that would reduce the pressure and impacts on traffic and parking concerns in the area
- **Transitions to residential:**
All stakeholders identified that they sought to have the development transition to the surrounding suburb. It was discussed that a softening in transition space would assist with the development matching the aesthetic of the existing suburb. Stakeholders discussed concerns with previous the DA and specific reference was made to the corner of Cowell and Flagstaff Streets. Various ideas were discussed including incorporating the cottage at 10 Cowell Street as well as a 'step down' in height from the Victoria Rd side of the site towards Cowell Street.



Other comments:

Stakeholders took the opportunity to comment on a number of other matters relating to the possible redevelopment of the GSV site. Discussions around trade-offs, public use of the space, including the residential space as well as the overall need for the site to be developed to rejuvenate the area were held. There was also an expressed interest in utilising the space to incorporate environmental elements of 'water sensitive urban design' and including green space where possible.

Discussion was also held in regards to the current Hunters Hill Council and current DCP and LEP and its impact on potential development. Potential concerns from additional stakeholders (specific mention was made of the local public school and impacts on capacity) were also raised.

All stakeholders were thankful for consultation and identified that they would like to remain engaged throughout the process of the development.

Conclusion:

From the above information, a need for development was consistent throughout consultation and a consideration in design should be focussed on providing for an 'inviting' space that provides for a village feel. Primarily the ability for community and residents to access publically/welcoming spaces within the development was a common theme, as well as the need for the site to be functional and open and provide pedestrian access to and thru the site. Further to this the community groups identified that they wanted to maintain the character and amenity of a village centre and a 'softening'/step down transition to the surrounding suburb and provide for and resolve the currently existing and potential future concerns related to traffic and parking at the site and in the surrounding area. There was a diversity of views regarding the heritage and inclusion of 10 Cowell Street, and through consultation it was identified that this may be a point of contention for future developments. The consultation has provided an opportunity for further discussion regarding the trade-offs that can be considered in developing the GSV site.

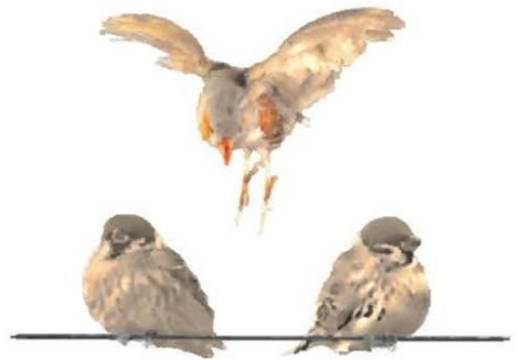


APPENDIX B GSV PRE DA COMMUNITY CONSULTATION REPORT



straight Talk

hear every voice, know where you stand



GSV Pre DA community consultation Outcomes report

13 March 2015

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1 Executive summary

GSV developments (GSV) are the owner and developer of the Gladesville Shopping Village site (site)

GSV previously submitted a development application for the site in 2013 which was subsequently withdrawn in 2014. This prompted GSV to develop a new design option and included engaging a new project team to develop this.

Following stakeholder consultations held in October 2014, GSV and the project team developed a preferred design option that had been informed by that feedback.

Straight Talk was engaged by GSV to design and facilitate two display and discuss sessions to present the preferred design option to the community, obtain feedback to further inform design and generate discussion regarding a re-development of the site.

Both sessions were run as a drop-in event, to allow plenty of time for participants to look at the information on display and talk to members of the project team. To support the event, Straight Talk and the project team produced a series of eight information panels, an FAQ sheet and a feedback form.

Participant feedback on the preferred design option was obtained through completing a feedback form as well as notes from conversations between members of the project team and the community. Attendees were also encouraged to send feedback by email to Straight Talk.

Approximately 307 people attended the two sessions - 146 people signed-in and 127 attendees provided an email address where they can be updated about future engagement opportunities. 56 Individual pieces of feedback were received.

The feedback received from the community expressed strong concern about the heights of the proposed residential towers. Concerns about the capacity of the area to meet an increase in the number of residents that the redeveloped GSV site would bring, were also raised together with:

- Traffic impacts
- That the proposed development is out of character with the area
- Heritage impacts of redeveloping the site because of 10 Cowell Street.

The majority of feedback received opposed the redevelopment presented during drop in sessions. However feedback was also received in support of the proposed development and supporting the current engagement being undertaken by the project team.

It should be noted that the attendees at the session are not necessarily representative of the wider Gladesville/Hunters Hill demographic which has over 13,000 people living within the local government area (LGA). It is worth noting that it is not unusual for those with strong interests in development projects to attend sessions, as opposed to the non-attendance from those who may be in support of the project.

The purpose of this report is to provide GSV with an overview of community sentiment regarding the proposed development of the site. With the community views reported here, GSV will also be able prepare for the next phase of the development process.

2 Introduction

Project background

GSV is the owner and developer of the current site where the Gladesville Shopping Village is located.

GSV has previously submitted a development application for the site in 2013, which was withdrawn at Council's suggestion.

Following this, GSV has engaged a new project team to understand community aspirations, requirements and concerns and to develop a new design to guide the redevelopment of the site.

Community consultation

Initial consultations with identified stakeholder groups were conducted in October 2014 to identify some core community desires and concerns regarding development of the site.

Outcomes from these initial engagement sessions identified the following issues as important:

- Pedestrian accessibility
- Sense of place/village
- Heritage concerns regarding the cottage at 10 Cowell Street
- Traffic concerns
- Transition opportunities from the centre surroundings to lower density residential
- Connectivity to Victoria Road shops.

Discussion was also held around trade-offs, public use of the space, including the proposed residential areas, as well as the overall need for the site to be developed to rejuvenate the area.

There was also an expressed interest in utilising the space to incorporate environmental elements of 'water sensitive urban design' and green spaces where possible.

Following these sessions and subsequent report, Straight Talk was engaged to conduct two display and discuss sessions with the community regarding a preferred design option for the redevelopment of the Gladesville shopping village.

Sessions were run on the evening of Thursday 19 February and the afternoon of Saturday 21 February at Gladesville shopping village. The sessions were aimed at providing an opportunity to display a preferred design option that was developed following stakeholder consultations in October 2014.

These sessions also provided an opportunity for the project team to meet with the community to discuss key issues, continue to gain input and feedback regarding the preferred design option and explain the future steps in preparing a development proposal. The sessions also reinforced that the project team is seeking to work with the community to realise the potential of the site as the heart of Gladesville.

3 Consultation

Objectives of consultation

The sessions allowed members of the development team from GSV, Robertson + Marks, DFP Planning, Richard Lamb and Associates and Straight Talk to meet and speak with the local community about the proposed development, and display a preferred design option.

Community members were informed of the sessions via a letter box drop, a copy of which can be found at Appendix A, together with a map of the distribution area.

Approximately 6000 copies of the flyer were distributed between Sunday 8 February and Tuesday 10 February 2015. Flyers were delivered to households in Gladesville, Boronia Park, Hunters Hill, Huntleys Cove and Henley.

Both display and discuss sessions were held in the vacant Betta electrical shop at Gladesville shopping centre, located directly across from Coles supermarket. This had the advantage of being located at the main entry to the centre and provided for a substantial amount of centre traffic to attend a session.

The objective of the consultation was to present the preferred design option to the community and generate discussion, comment and feedback to assist in understanding their interests, desires and concerns regarding the proposed redevelopment.

Participation

The consultation was held over two sessions, Thursday 19 February from 6:00pm – 8:00pm and Saturday 21 February from 1:00pm – 4:00pm. Across both sessions approximately 307 people attended with a total of 146 attendees signing in and 127 attendees providing their email address to stay up to date on project information.

56 feedback forms have been received (47 written and submitted during sessions, 9 via email) regarding the preferred design option.

Display and discuss session

The display and discuss sessions allowed stakeholders and community members to view the preferred design option, speak directly with members of the project team and provide feedback.

Members of the project team were present to explain the preferred design options and answer attendee's questions. Explanation was provided to attendees regarding the consultation that occurred with stakeholders in October 2014 that assisted in developing the preferred design options and identified key values for developing the GSV site.

The session was run in an open-house format: upon signing-in participants were greeted by an independent facilitator from Straight Talk, who explained the purpose of the event and encouraged each attendee to review the available information (A0 Boards, FAQs) and speak with the different members of the project team about the design option.

A collection of eight A0 boards were used during the sessions to provide additional information and some conceptual graphics of the preferred design option (using a combination of text, images and diagrams) a copy of which can be found at Appendix B. The content of these boards included:

- Welcome and purpose of the session
- The application pathway
- Community values
- Current site
- Preferred design and features
- Traffic
- Project features and benefits
- Next steps.

4 Key Findings

A summary of the key findings is provided within this section of the report. Additional comments received by the project team members are also contained within this section. A complete collection of feedback received can be found at Appendix C as well as a letter submission from the Hunters Hill Trust at Appendix D.

Feedback forms

A total of 56 individual feedback forms have been received regarding the preferred design option displayed at the sessions.

Height of towers

The primary concern raised amongst participants that returned a feedback form was the heights of the proposed towers with just under 65% of respondents indicating that the tallest tower (25 storeys) was too tall.

The primary concerns related to the visual impacts that the towers would have, that the design was out of character with the area and shadowing that the towers would cause:

- “Multiple tall towers does not fit the suburb and is out of step with other developments in the area”
- “I believe 26 storeys in Gladesville is not in character and too much density. It will impact privacy, light and traffic”
- “Towers of 26/16 and 11 storeys is completely outside the realms of unacceptability”
- “Development is out of scale for the area.”

Attendees also discussed concerns that towers, of the size proposed, would set a precedent for other developments in the area.

Although the height of the proposed towers was a predominant theme of concern during the consultation, it was closely related to density and the number of proposed units, which was stated as approximately 300 apartments.

Local infrastructure

Feedback conveyed a belief that the surrounding area does not have the capacity to absorb the suggested number of apartments and residents and that this will have a significant impact on local infrastructure. Attendees raised the current difficulties they experience and a belief about the impacts the proposed development may have.

- “The sheer number of people living and driving from the 300 apartments around the streets (narrow as they are) is untenable”
- “There is a lack of social infrastructure to support such intense overdevelopment of Gladesville – local primary schools have already run out of space”
- “It is not a high-density suburb and would not feasibly be able to cater for an extra few hundreds resident. This is due to lack of roads, parking spaces and public transport”
- “We only have buses and unless plans will be made to build rail near Victoria Rd this sort of development is simply not permissible.”

Traffic

Traffic and congestion were also predominant themes with just over 45% of feedback making direct comment to the potential impacts that the proposed development may have on local street capacity and public transport:

- “Traffic is by far one of the greatest issues for the site and there needs to be a clear concept as to whether the site is going to be pedestrian area (and limiting vehicle access) or if it will provide stronger vehicle links at the expense of pedestrian access”
- “It doesn’t matter how you reflow traffic, the roads are already congested. The side streets are narrow and busy. We don’t want our residential streets turned into major thoroughfares”
- “Currently I do not get a seat on bus to work about 7AM, how early I have to catch a bus with seat if increase 180 to 300 as apartments in revised plan”
- “Currently, buses are already congested in the mornings and afternoons with an increase in population there is a possibility that queues will be much longer than it is already and residents will not be able to catch the buses.”

During the sessions various discussions were held around truck movements to the site currently and proposed strategies for the future. It was identified among attendees that there are major conflicts at vehicle and pedestrian access points experienced now. Discussions also addressed the current issues of access points on Flagstaff Street and how proposed development would address these.

Heritage concerns regarding the heritage of 10 Cowell Street were discussed between attendees and the project team.

There was one direct reference to this issue in the received feedback forms.

- “We would favour the retention of 10 Cowell St as heritage site.”

Support for development

Feedback was also received in support of the preferred design option and development of the GSV site.

- “Having looked at the development proposal I am in broad support of the proposal.”

This was complimented by feedback received through conversations between attendees and the project team who stated that there was interest among the community for the site to be re-developed. Attendees who were in support of the development did raise specific concerns regarding development and considerations that will need to be addressed.

- “All the obvious issues must be addressed such as road traffic, pedestrian walkways and public communal areas for gatherings, coffee etc. In summary, for the longer term, this project must go ahead with few limitations except as discussed above”
- “This is an improvement on last design – thank you and thank god! 1. TRAFFIC is key. Please be honest!! And think of all the developments that are in the near future. 2. 26 storeys is far too high.”

Support for engagement

There was also support for the consultation and the involvement of the community in the pre-planning process.

- “Thank you for this community engagement”
- “Thank you for holding this consultation. This is clearly a very big matter for our community”

- “Thank you for holding the session.”

Use of Feedback

Attendees asked about the use of the feedback being provided. Both anecdotally and through feedback forms, respondents indicated that they wanted to know what feedback was being used for and who would be accessing feedback information.

- “All the comment sheets should be duplicated and the lot tabled at council”

Overall the drop in sessions provided the community and stakeholders an opportunity to review current design options and provide more informed feedback to the project team. These sessions also provided an opportunity for the project team to meet with the community and discuss the aims of the project and how these may link with community aspirations.

5 Conclusions

Following the drop in sessions conducted by GSV in February 2015 there are a number of conclusions that can be made about the feedback provided by the community:

- The overarching concern expressed during both sessions and in feedback forms was regarding the height of the proposed residential towers. Primarily the community felt that this was at odds with the character of the area
- Concerns regarding height were predominantly coupled with reservations about the capacity of the area to meet the increase in residents
- Both height and infrastructure concerns will need to be considered and discussed during DA submission that outlines the concerns raised during this consultation and how these will be addressed
- Traffic was also a significant concern during consultation. Prior to DA submission, community information sessions outlining GSV's proposed management of traffic issues will greatly benefit understanding in the community about how this concern will be addressed
- The majority of feedback received showed an opposition to the development proposed. However it should be noted that there still existed an interest in redeveloping the site among attendees.
- Ongoing consultation with the community throughout the project will benefit the goals of GSV and allow for a robust engagement. This will provide a platform for a DA submission that can account and address the concerns of the community.

Appendix

Appendices A, B, C and D of this report are attached to the original report.

APPENDIX C DISPLAY BOARDS



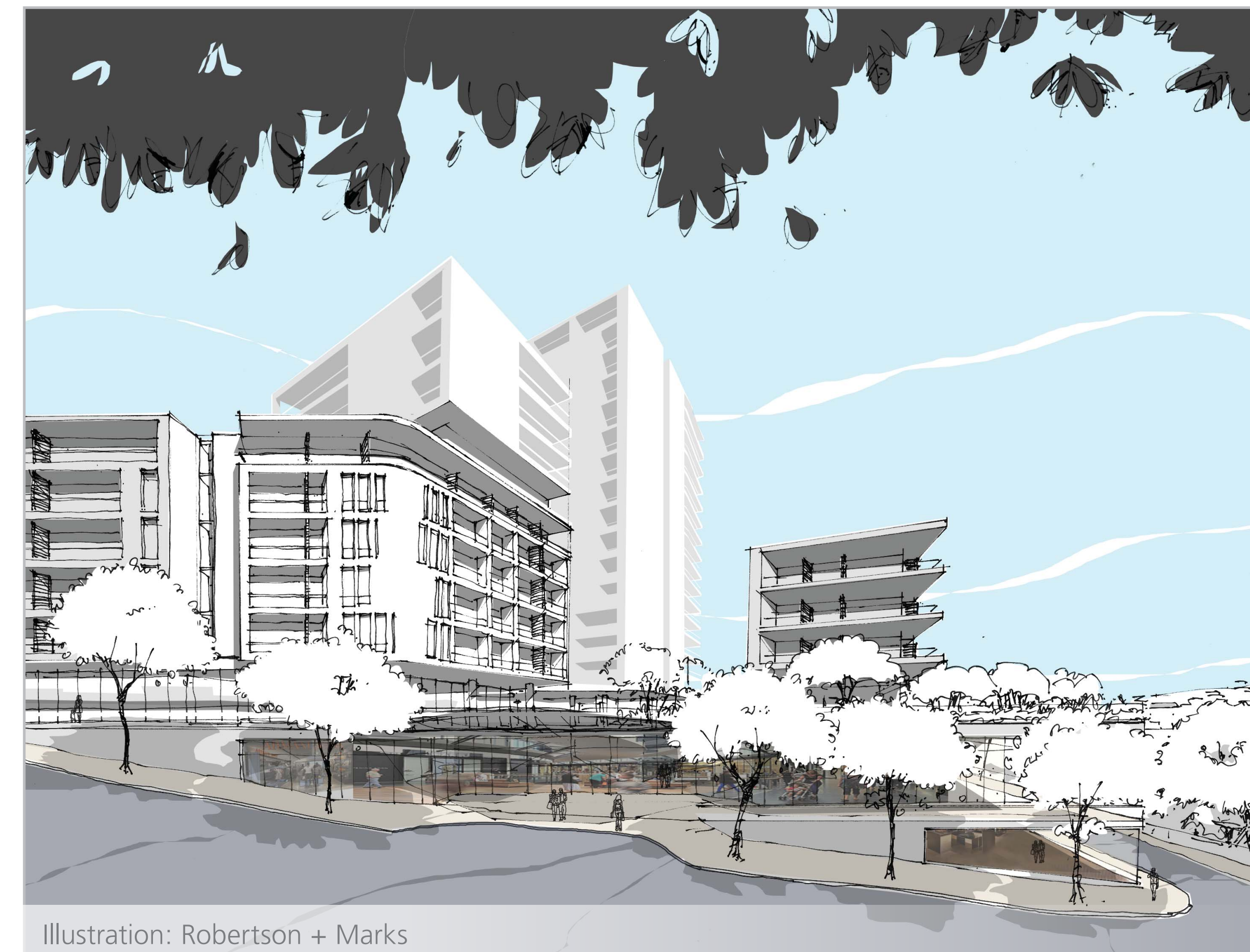
Welcome



Thank you for coming to our second round of drop in sessions regarding the proposed redevelopment of the Gladesville Shopping Village.

The purpose of this drop in session is to:

- Describe the updated proposal and explain the planning process
- Provide an update on the proposed design, since the February drop in session
- Answer your questions and gather your feedback regarding the proposal prior to finalising the design and submitting an application.



MEET THE PROJECT TEAM



Harry Loi – Project Manager,
GSV Developments

ROBERTSON + MARKS
EST 1892

Brian Mann – Architect,
Robertson + Marks



planning consultants

David Kettle – Director,
DFP



Glen Varley – Traffic Engineer,
Road Delay Solutions



Paul Rappoport – Heritage,
Rappoport Heritage Consultants



Richard Lamb – Visual impact
assessment, Richard Lamb
& Associates



Lucy Cole Edelstein
& Rachelle Alchin – Community
Engagement, Straight Talk

The Planning Proposal Process

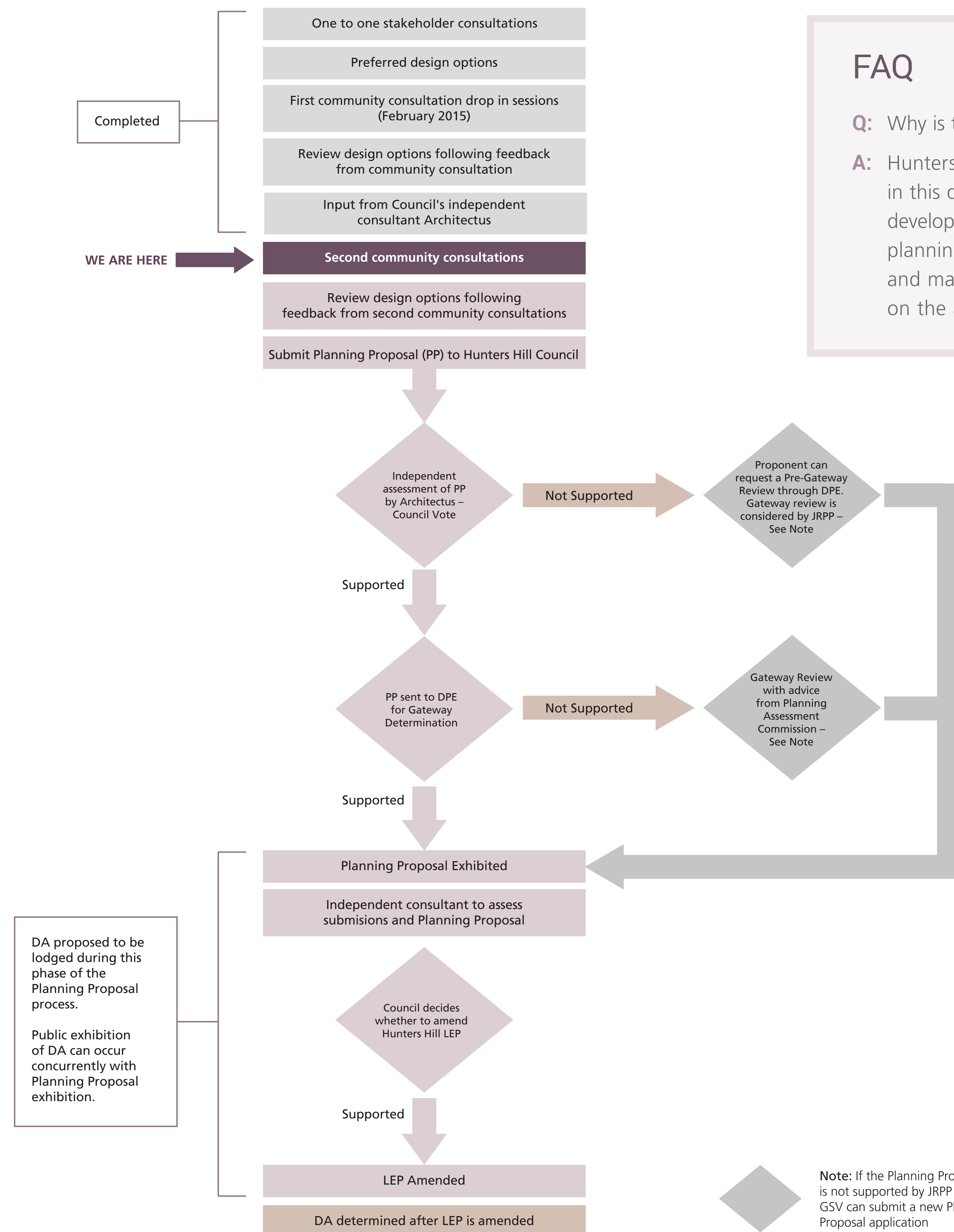


GSV Developments submitted a Development Application (DA) in 2013 to redevelop the Gladesville Shopping Village site. Following public consultation GSV decided to withdraw its application and bring in a new project team.

Part of this new process has been to engage with the community at the ground level prior to making any submissions to Council.

In October 2014, the project team met with a number of stakeholders to discuss a proposed redevelopment and the lessons learnt from the previous application.

Two drop in sessions were held in February 2015 presenting a design option preferred at that time.



FAQ

Q: What does PP mean?

A: PP stands for Planning Proposal and this is required to vary the heights of buildings and floor space ratio controls that currently apply to the site under the Hunters Hill Local Environment Plan (LEP) 2012. The development can only proceed if the PP is supported.

FAQ

Q: Why is this proposal being assessed independent of Council?

A: Hunters Hill Council has an acknowledged conflict of interest in this development due to the proposed sale of land to GSV developments. Council has appointed an independent town planning consultancy (Architectus) to assess the proposal and make recommendations for consideration by the JRPP on the application.

FAQ

Q: What does JRPP mean?

A: Joint regional planning panels (JRPP) provide independent, merit-based decision making on regionally significant development. The JRPP can have a role in the PP process (see flowchart) and would also be responsible for determining a DA. The regional panel is composed of five members; three independent experts appointed by the Minister for Planning and two appointed by the relevant local council.

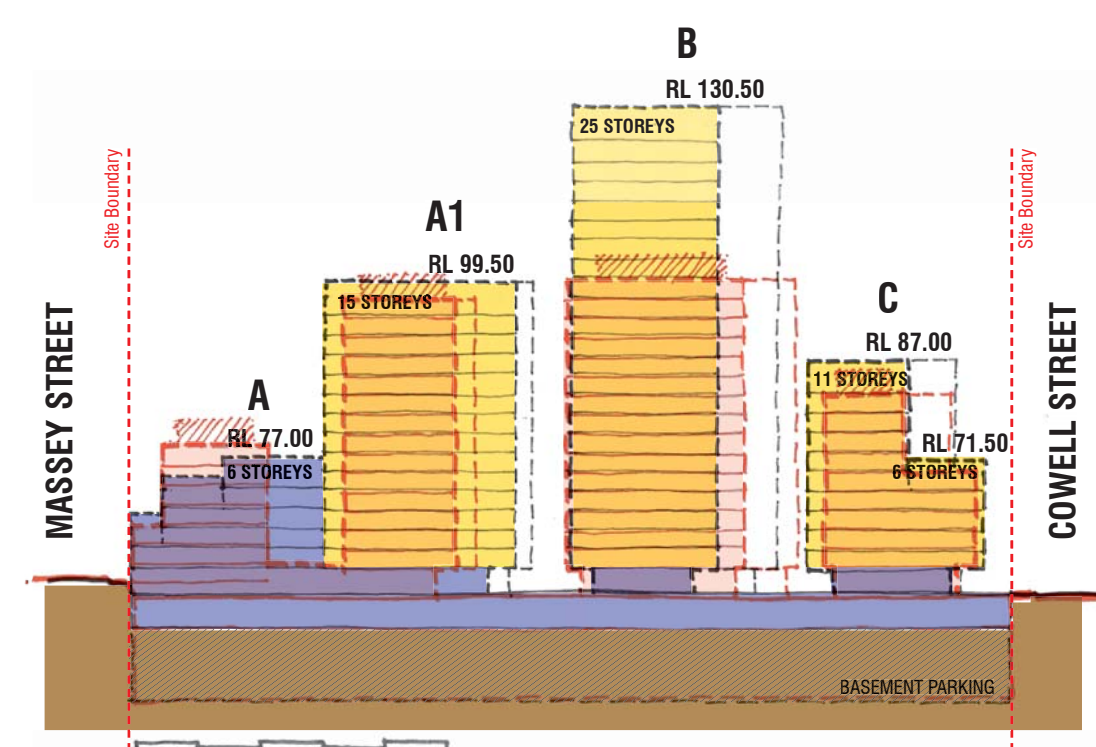
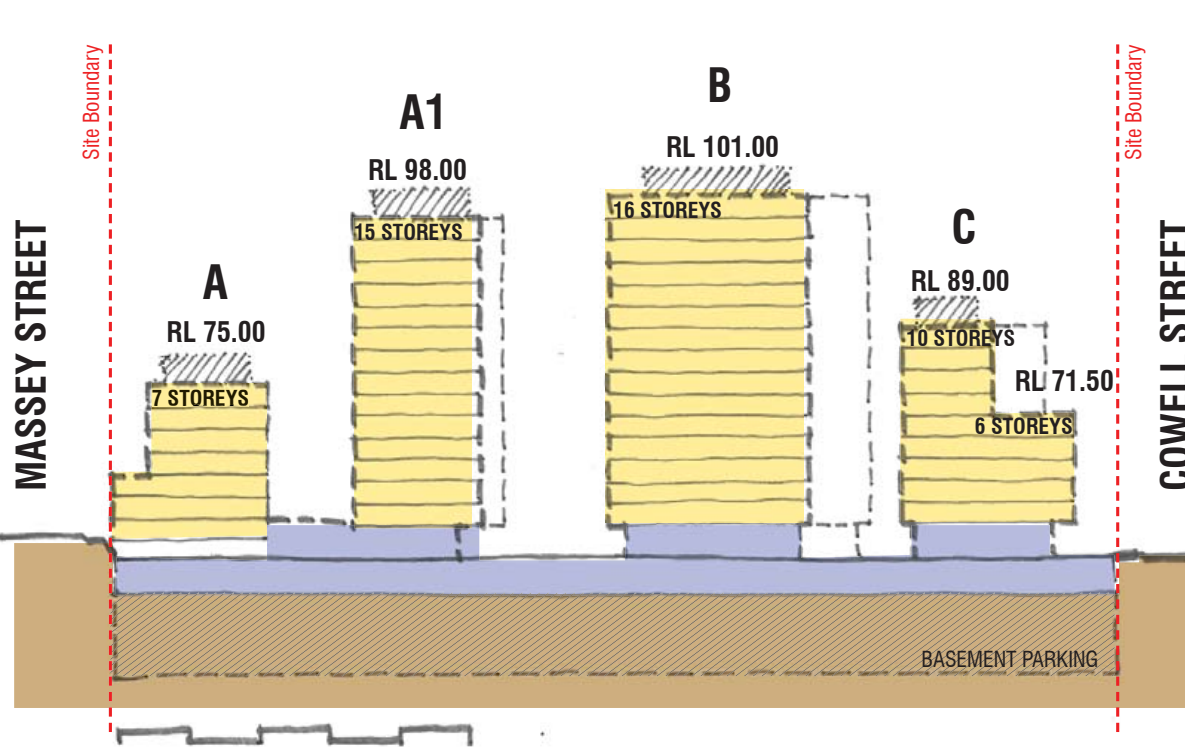
Key Changes



Key changes to the concept since the February 2015 consultations are:

- Reduced height of highest tower by 9 storeys
- Reduced floor area by some 6500m²
- Reduced number of apartments by approximately 50 dwellings
- Lowered podium by 0.5m
- Additional separation of 6m between buildings A1 and B.

Comparison of previous schemes and proposed scheme

	Existing	Withdrawn DA	February Consultation	August Consultation
Floor Space Ratio	Estimated 0.5:1 to 0.6:1	2.7:1	4:1	3.4:1
Podium Height	No podium	RL 50 (gated)	RL 46.5	RL 46
Building Height(s) above Podium	N/A	8 residential storeys	A – 6 commercial storeys A1 – 1 commercial & 14 residential storeys B – 1 commercial and 24 residential storeys C – 1 commercial & 5/10 residential storeys D – 1 commercial and 3 residential storeys	A – 7 residential storeys A1 – 1 commercial + 14 residential storeys B – 1 commercial & 15 residential storeys C – 1 commercial + 5/9 residential storeys D – 1 commercial + 3 residential storeys
Apartments	0	180	Approximately 300	Approximately 250
Car parking	239 + 30 public	606	944	880
Public Domain	None	815m ²	5000m ²	5000m ²
3D views			 PREVIOUS SCHEME SECTION:	 PROPOSED SCHEME SECTION:
View from Cowell Street				

Key Changes



In June 2015 Architectus provided feedback, on behalf of Council, about the planning proposal for Gladesville Shopping Village. Architectus’ comments have been taken into consideration in shaping the updated Planning Proposal.

Architectus comments

Comments by Architectus – June 2015		Project Response														
Height and floor space ratio (FSR)	Preferred outcome is to comply with FSR and vary height controls. Discounting of gross floor area (GFA) below ground.	The GFA has been reduced by some 6480m² Current FSR is 2.3:1 – Massey Street site 2.7:1 – Remaining site The proposed FSR (excluding GFA below ground) is some 3.23:1.														
	Variety of heights preferred. Proposed heights no greater than 50% of the current controls.	<table><tr><td></td><td>Current Height</td><td>50% Increase</td><td>Proposed Height</td></tr><tr><td>Massey Street site</td><td>26m</td><td>39m</td><td>26m (i.e. below the 50%)</td></tr><tr><td>Remainder of site</td><td>34m</td><td>51m</td><td>20m to 58m Note 1</td></tr></table> Note 1: One building is slightly greater than the suggested 51m building height, but all other buildings are below 51m in height with some significantly less than the current controls.					Current Height	50% Increase	Proposed Height	Massey Street site	26m	39m	26m (i.e. below the 50%)	Remainder of site	34m	51m
	Current Height	50% Increase	Proposed Height													
Massey Street site	26m	39m	26m (i.e. below the 50%)													
Remainder of site	34m	51m	20m to 58m Note 1													
Public Open Space	Increased separation between buildings A1 and B to improve visibility to open space.	Separation widened to 18m.														
	Investigate widened stairs from Flagstaff Street.	This can be addressed at DA stage. Planning Proposal does not preclude this opportunity.														
	Soil depth for tree planting.	This will be a DA related matter.														
	Enhance the access from Massey Street to the public open space.	Public access to open space can be achieved from Massey Street.														
	Ensure open space is level with the right of way.	Podium level has been lowered by a further 0.5m to reduce level differences between the right of way and public open space.														
Tower	Separated tower forms (i.e. not joined) is preferred design approach.	This has been achieved.														
10 Cowell Street options	The applicant presented two options for 10 Cowell Street–relocation to podium or retain in current location. Architectus comments were: - Relocation of the building to the podium not a good outcome - Consider options to incorporate significant heritage fabric into the development (e.g. public open space).	The building on 10 Cowell Street is not proposed to be relocated. Opportunities for incorporation of significant fabric will be considered as part of heritage impact assessment and interpretation strategies.														
Overshadowing	Shadow analysis to compare proposed development to a complying scheme.	Building heights have been reduced. Shadow analysis will be submitted with the Planning Proposal.														
Community engagement	Recommends further community engagement.	This information session is part of the second round of public information sessions.														

Community Values for Gladesville Shopping Village

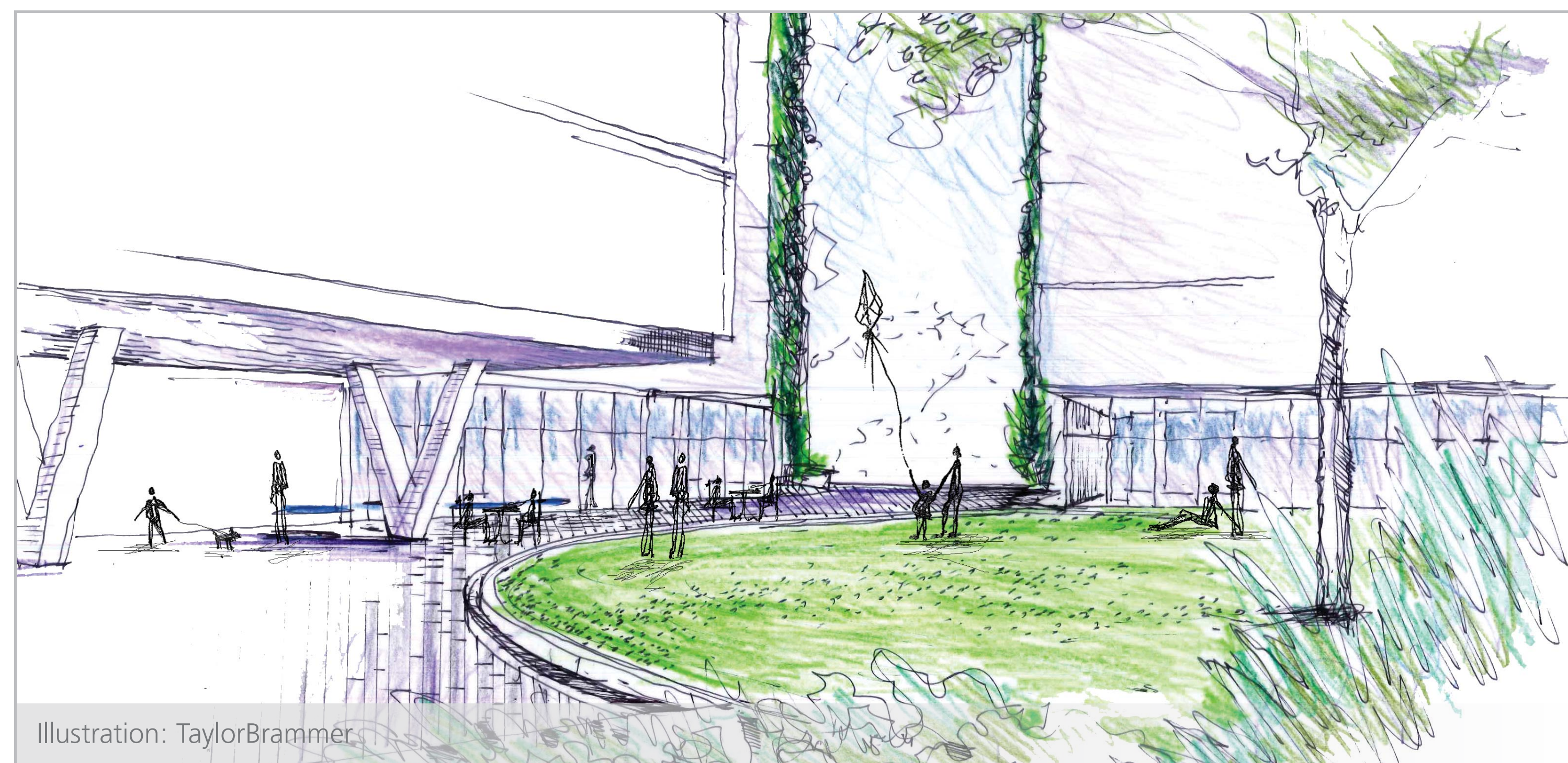
The project team met with a number of local stakeholders (Hunters Hill Trust, Chamber of Commerce, Hunters Hill Flora and Fauna Society and the Gladesville Community Group) in late 2014, prior to any work on a new proposal being undertaken. In February 2015 the project team presented a new proposal to the local community and obtained feedback on this proposal. The following values were identified in the community consultation process and the project team has endeavoured to develop a design option which reflects these.

1 Sense of place/village

Gladesville Shopping Village is at the 'heart' of Gladesville and stakeholders identified there was an opportunity to develop this site as a village centre for people to meet and relax as well as shop and live. Open space, seating, shade, trees and gardens were also desirable.

2 Character of area

The Gladesville area has a strong sense of character, which residents wish to be retained. Large scale developments, including heights over 20 storeys, are seen as at odds with the character of the area.



3 Site permeability and access

Access to and through the site is not easy now and stakeholders identified an opportunity for the project to create a safer, more connected centre. This will connect to the existing points of access to Victoria Road, encouraging use and a village centre atmosphere.

7 10 Cowell Street

Hunters Hill Council resolved to include 10 Cowell Street as a heritage item in the Hunters Hill LEP.

6 Transition in the built form

How the new proposal will look is very important to local residents and was one of the major problems with the previous scheme. Stakeholders advocated strongly for a transition between the redeveloped site and the surrounding area to preserve the character of the existing suburb. It was suggested this could occur through setbacks (placing higher parts of the building further back and into the centre of the site) and softening through landscaping and plantings.

5 Traffic management

Traffic is a major issue and creating a safe environment for cars, pedestrians and deliveries is a key element for the project. There are opportunities for the redevelopment to address some of the long standing traffic issues on Flagstaff Street, Cowell Street and Massey Street.

4 Pedestrian accessibility

A pedestrian accessible site was seen as very important. Creating clear boundaries between pedestrian areas, delivery roads and traffic lanes would not only greatly improve safety but also help create the village meeting place that stakeholders and the community want to see in their local centre.

Current Site



Photo: Robertson + Marks

Preferred design features

Public Access Podium

The podium allows strong pedestrian links to and through the site both enabling and encouraging public use. This podium is lower than that proposed under the withdrawn DA.

The podium is readily accessed from multiple points including the right of way, Cowell, Massey and Flagstaff Streets. The opportunity to create a public access podium with community space will provide open green recreational space of a type that is in short supply in the neighbourhood.

During early community consultation it became apparent that the need for public green/open space on the site was considered essential. In response, the proposal features extensive hard and soft landscaping including a small park with excellent solar access and good aspect. The space given over to public and community activities on the podium far exceeds control requirements.

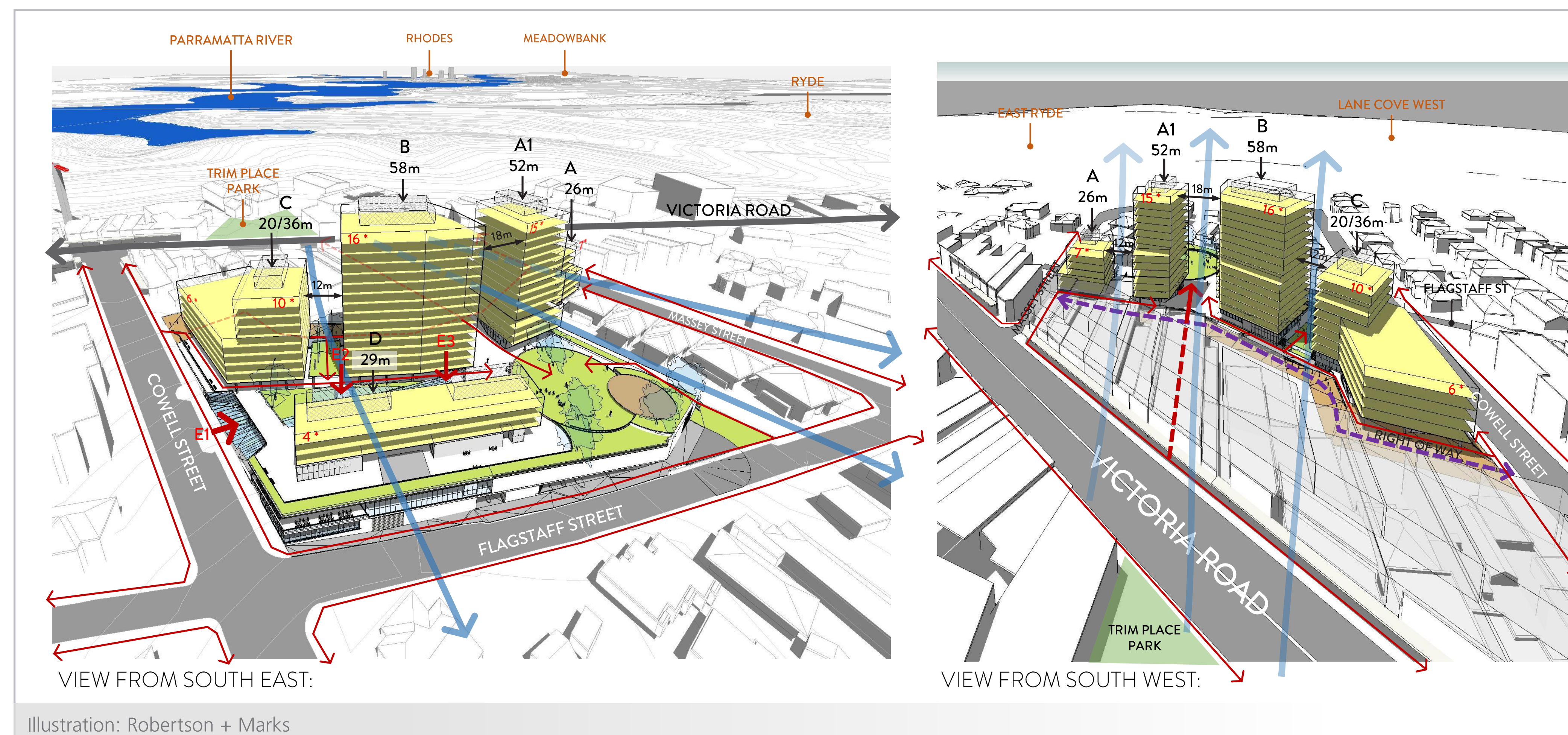
Treatments to the footpaths, shady street trees, lighting, bollards, signage and road carriageway can be provided to encourage such movements and improve the amenity of the public domain.

Right of Way/Laneway

The lowered podium will allow for an activated interface with the laneway. This is enhanced by the inclusion of residential address/foyers and multiple access points to the podium from the laneway thus enhancing pedestrian movement and activity. It is anticipated that future development of the Victoria Road sites adjacent will further activate the Right of Way.

Preferred Design Option

Based on community feedback as well as development requirements, the project team has developed a proposal which best meets identified needs. The design principles of the option presented in February have been retained.



Preferred design option

Flagstaff Street

A new generous tree lined footpath has been included on the GSV side of Flagstaff Street. The proposed closure of the top of Flagstaff Street will facilitate a landscaped pedestrian connection to the podium from the north east. Access for emergency service vehicles and access to driveways would continue to be available.

Retail design

The main retail entry is located on Cowell Street. The supermarket has been located to the rear of the main retail floor allowing smaller specialty retail outlets to populate the perimeter. This arrangement ensures an active frontage to Cowell Street with retail outdoor space and glazing facing Flagstaff Street.

Built Form

In consideration of community concerns the proposed building envelopes position the tallest parts of the development towards the middle of the site. Four taller forms are located on the western edge of the site adjacent to the Right of Way resulting in reduced bulk and scale to perimeter street edges. In effect the taller buildings have very large setbacks from surrounding streets including Victoria Road. This is a better outcome than would occur for Cowell and Flagstaff Street if the current controls were strictly interpreted across the site.

This arrangement leaves a high proportion of the podium available for landscape and park use with good solar access and aspect. It is envisaged the park and plaza areas would serve as green space for gatherings and activities of the wider community.

The north south linear distribution of these residential envelopes minimises shadow impact for properties to the south of the site.

Skyline and Visual Impact

The preferred option features clear separation between the buildings on a landscaped podium and presents clear cross site views and potential for view corridors from significant public locations such as Trim Place on Victoria Road. Further, this articulation gives a sense of permeability to the built form. The preferred option performs well with regard to the requirements of the new Apartment Design Guide.

There is the potential for carefully considered towers on this site to provide a visual marker for the Gladesville village centre.

10 Cowell Street



Brief history of 10 Cowell Street

The timber cottage at 10 Cowell Street, occupying the corner block of Cowell and Flagstaff Streets, was built in 1916 for George Degan. It remained in the Degan family for almost 60 years, before it was transferred to Hunter’s Hill Council by Lilian Degan in March 1973.

Types of heritage listings

- 1. World Heritage Listing
- 2. National Heritage Listing
- 3. Commonwealth Heritage Listing
- 4. State Heritage Listing
- 5. Local Government Heritage Listing.

Once a heritage property is listed on the Local Environment Plan:

- It may be conserved or;
- It may be demolished (with development consent) or;
- It may be relocated (with development consent) or;
- It may be interpreted as part of any of the above options

Interpretation of a heritage listed property means:

Heritage interpretation is often employed in areas undergoing change. It is based on research and analysis, and plans to communicate the significance of a heritage item. Interpretation means:

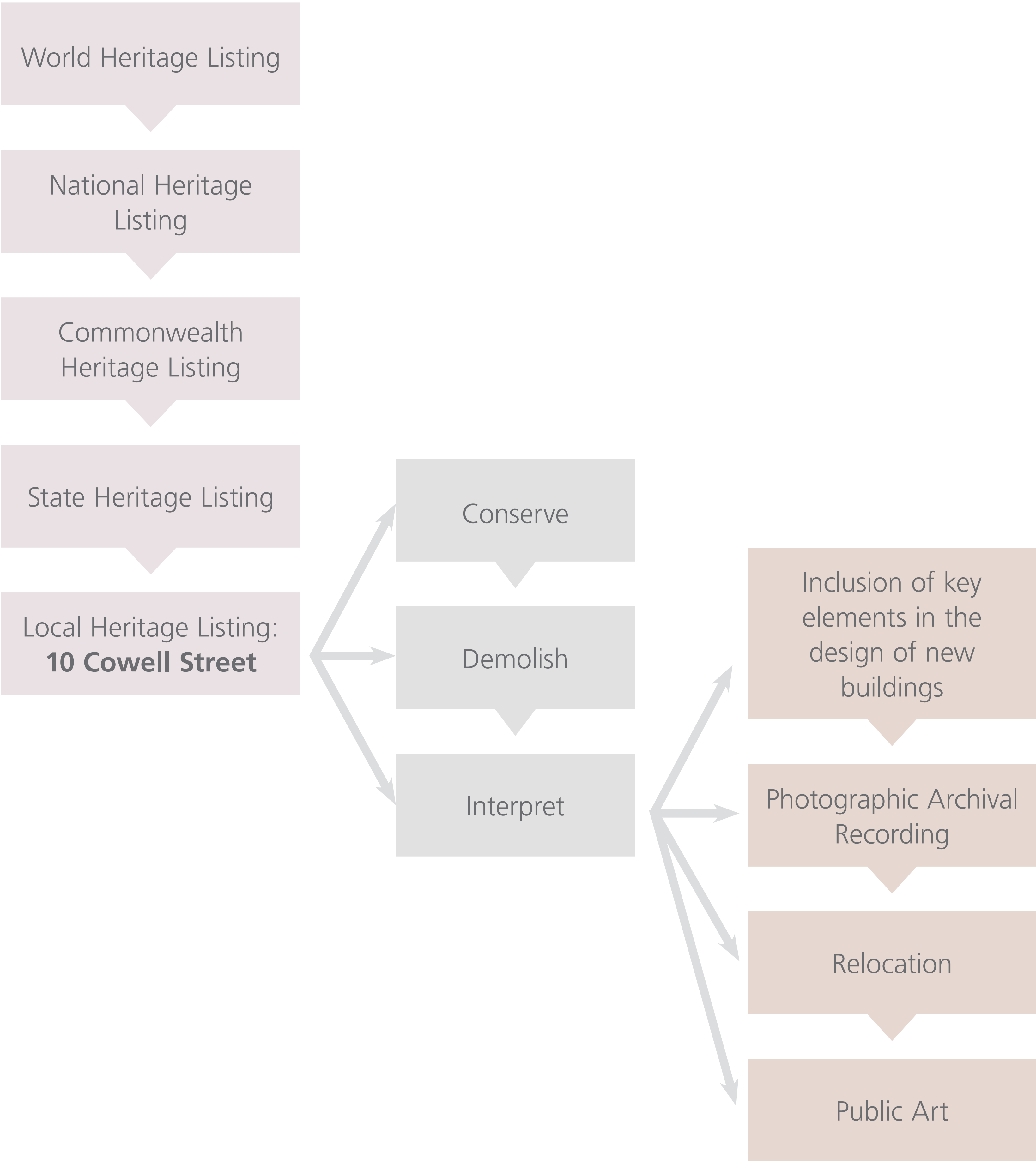
- That certain aspects of its fabric and history of the property are singled out for communication for users and visitors of the property;
- That the fabric of the building is photographically recorded for archival purposes;
- That certain elements of the building are moved to other locations for display purposes; and/or
- That public art work is engaged to celebrate and interpret the history of the place.

Future of 10 Cowell Street

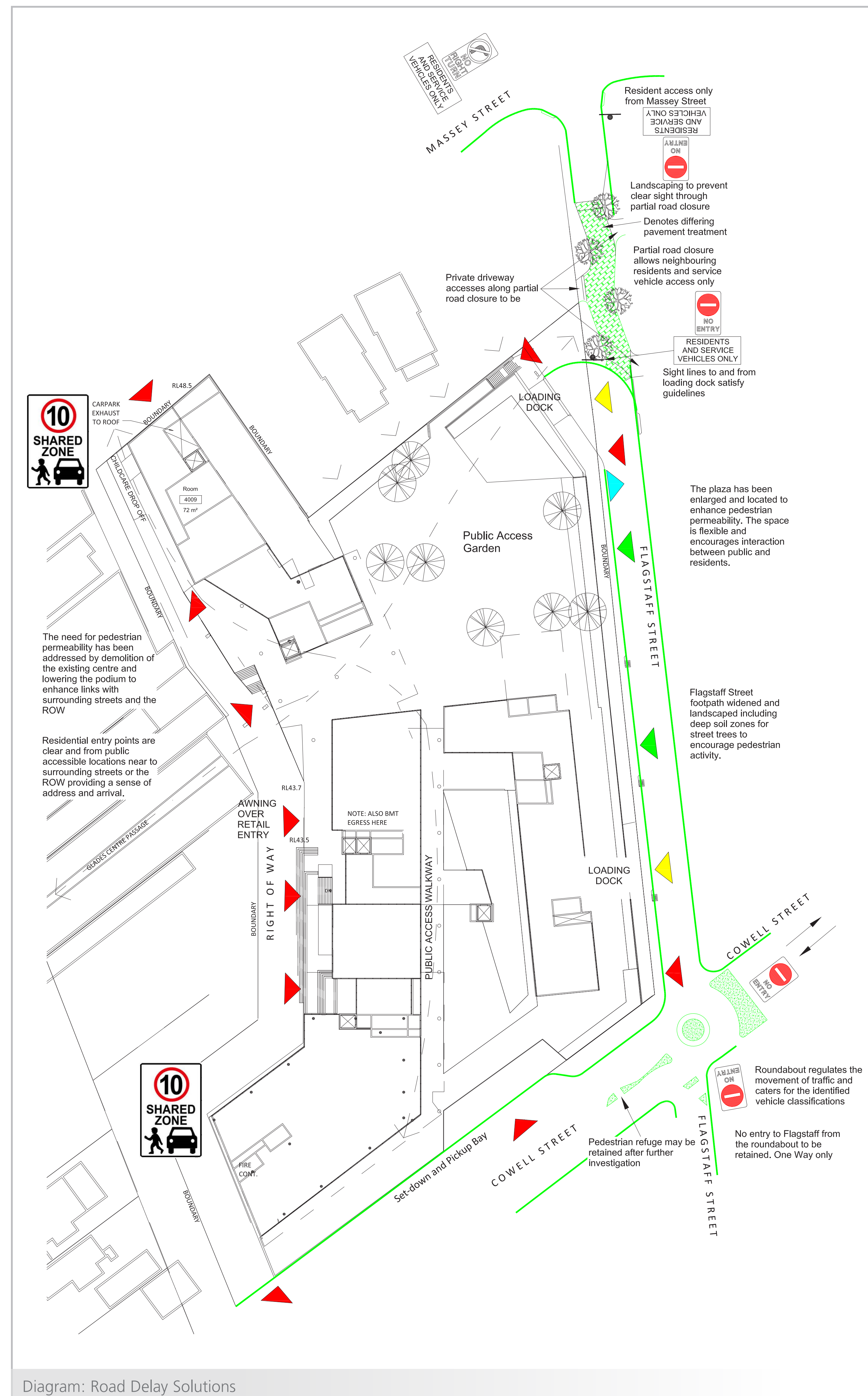
The Planning Proposal is not a process for determining the options for 10 Cowell Street. Options for heritage items (such as conservation, demolition, relocation or interpretation) are matters that are addressed through a development application and assessed against the provisions of the Hunters Hill LEP 2012 and local provisions in the Hunters Hill DCP 2013.



Figure 1: Cottage located at 10 Cowell Street. (Extracted from Rappoport Heritage Issues Report, May 2015)



Traffic



Proposed traffic management strategy.

Throughout the numerous consultations, there have been concerns expressed regarding an increase in traffic and congestion and the impacts that the redeveloped centre may have on the local area.

This has been a significant challenge for the development team and the designers.

The traffic management solution was developed utilising rigorous computer based modelling.

The key objectives were to find a solution which safely manages the movement of pedestrians and motor vehicles while reducing the level of vehicular intrusion within the surrounding residential precinct.

It was found that with the introduction of road closures in Flagstaff Street and Cowell Street, the incidence of local 'rat runs' would be eliminated. It was found that a total of 230 vehicles per hour could be removed from the local roads by introducing the two closures. This measure ensured that almost all traffic generated by the site would be contained within Cowell Street, between Victoria Road and Flagstaff Street.

All access, including that for service and delivery vehicles, will be from Flagstaff Street with 880 parking spaces provided within a multi level basement car park.

The introduction of a roundabout on Cowell Street at Flagstaff Street will regulate traffic movements and establish a readily identifiable priority system.

Pedestrians will be serviced by retention of the pedestrian refuge in Cowell Street, introduction of a Shared Zone within the right of way to the west of the site and numerous access points along the perimeter of the development.

A set-down and pickup bay in Cowell Street, will provide quick access to shops, units and commercial operations.

It is considered the solution presented offers the optimum traffic management benefits for the site and the surrounding community.

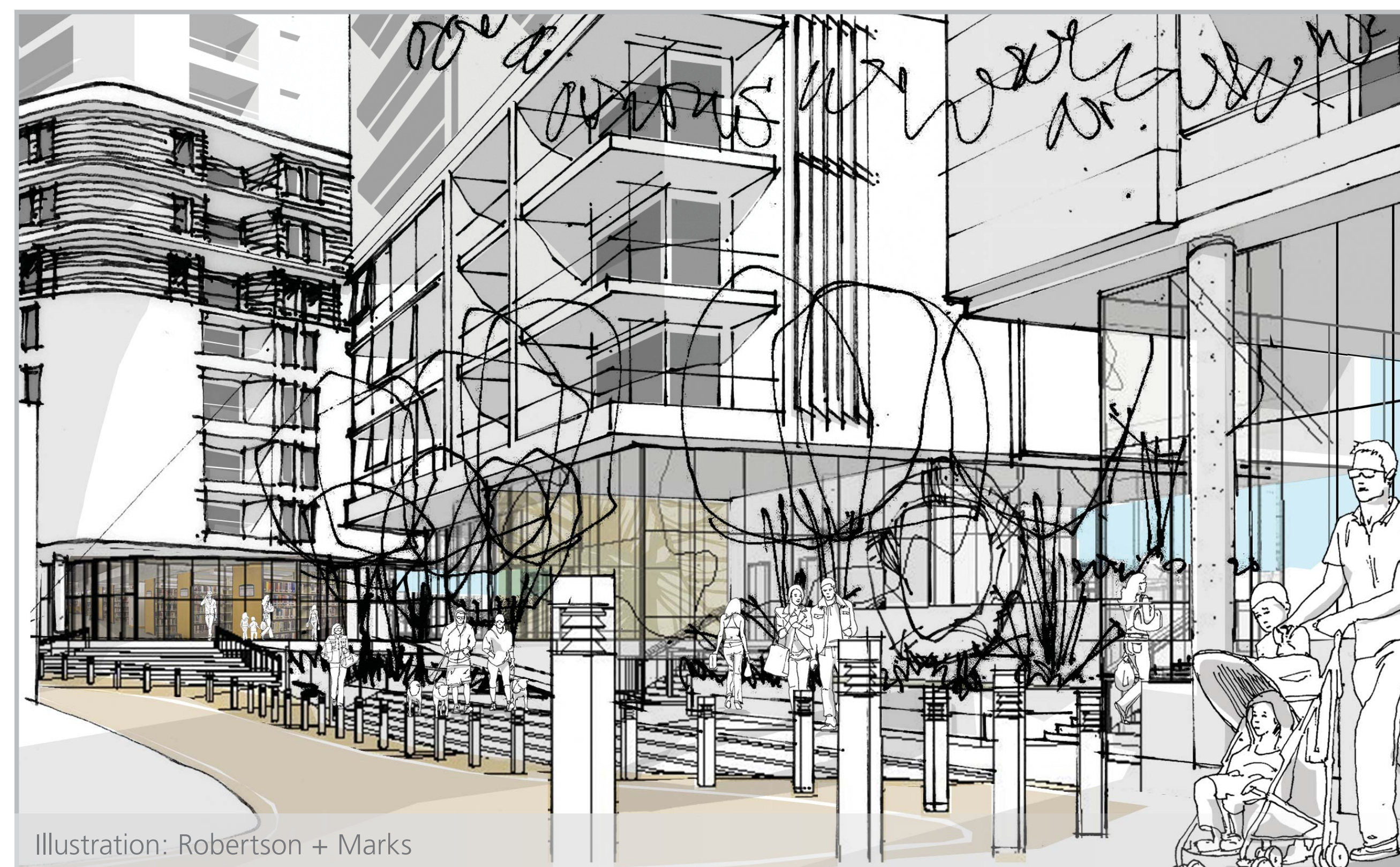
Project Features & Benefits

Project Features

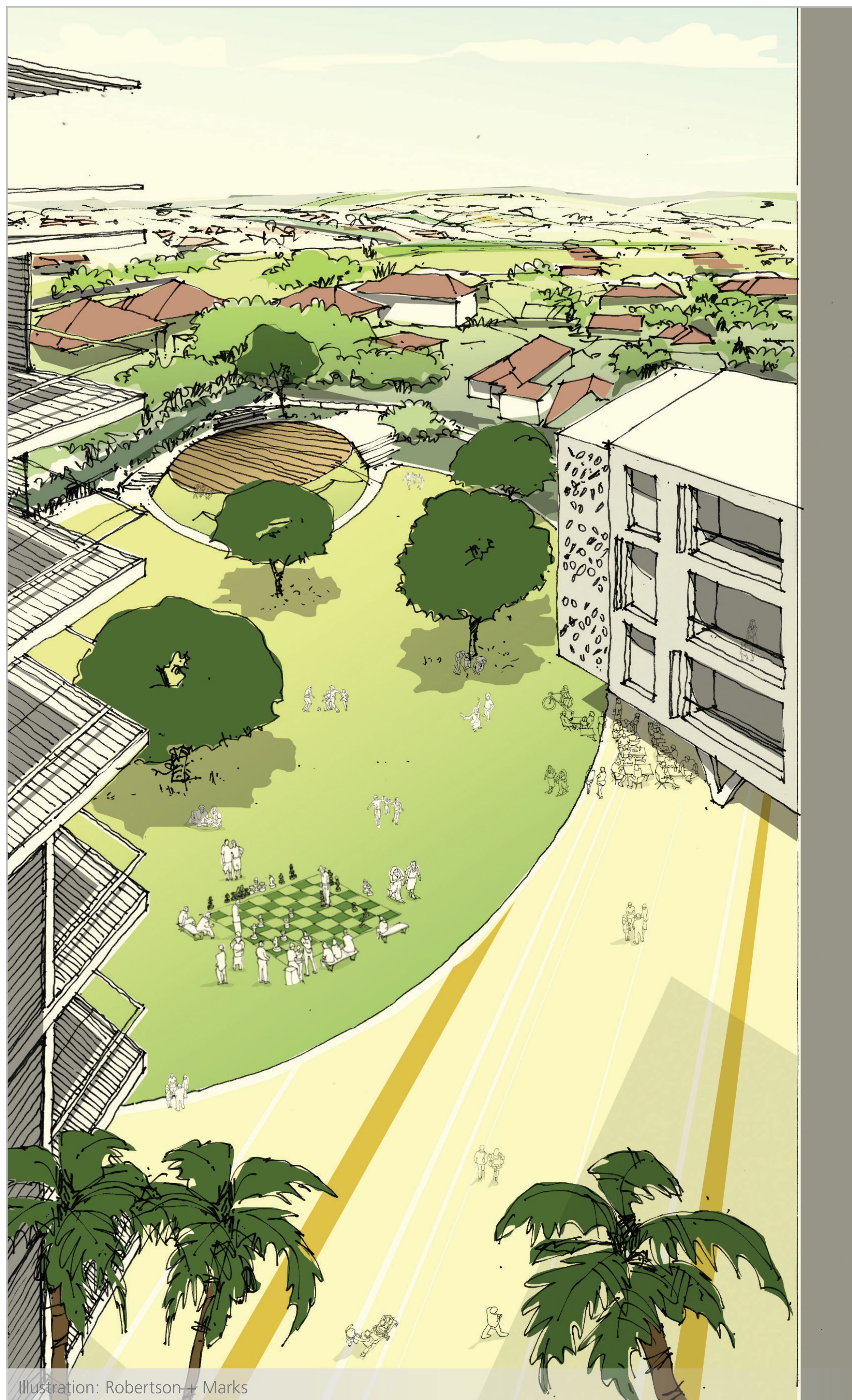
- 9,100sqm of retail shopping space across 2 floors
- Undercover parking for shopping centre visitors
- Approximately 250 apartments located on the site
- The tallest tower is 16 storeys above the podium
- 5,000sqm of public domain.

Project Benefits

- A multifunctional community space
- A civic space
- A community library
- Open space meeting areas around the site
- Pedestrian thoroughfare across the site, with opportunities for continuing through to Victoria Road
- New footpaths on Flagstaff Street
- An upgrade to existing footpath on Cowell Street
- Upgraded street lighting
- Designated drop off areas and improved public access
- An arcade of trees along Flagstaff Street
- Extensive landscaping and green spaces across the main plaza
- Traffic management measures.



What Happens Next?



- The project team will review the feedback received from consultation and finalise the proposal
- A planning proposal will be submitted and will be placed on public exhibition
- Further consultation will occur when the planning proposal and subsequent development application are placed on exhibition
- Submissions regarding the proposal can be made directly to Hunters Hill Council
- The public will be able to attend and address the Council meeting when they make a decision on whether or not to support the Planning Proposal being considered by JRPP
- The Planning Proposal will need to be supported by the JRPP in order for the development to proceed
- If it is supported, amendments will be made to the Hunters Hill LEP accordingly
- A DA will be lodged after Gateway Determination/Exhibition of the PP
- A decision will be made on DA – if approved plans will be implemented to undergo construction
- Construction of the shopping centre, podium and public space is anticipated to take 12-15 months.

APPENDIX D SUMMARY INFORMATION HANDOUT



Planning proposal for Gladesville Shopping Village

Overview



Figure 1: Robertson & Marks impression of view from Cowell Street

Community consultation to date

Community consultation began in August 2014 and has been run by community engagement specialists Straight Talk. Straight Talk has facilitated the following events with the local community:

- One to one meetings with identified stakeholders, including the Chamber of Commerce, Gladesville Community Group, Hunters Hill Trust and Ryde Hunters Hill Flora and Fauna Society, in October 2014
- Two Display and Discuss sessions, which were held on site at the Gladesville Shopping Village in February 2015
 - 307 people attended the two sessions and fifty feedback submissions were received
 - Themes raised in consultation sessions included: the impact on existing infrastructure and traffic; improvements to pedestrian access to site; demand for a strong sense of place, preferably with a village centre and meeting or focal point; 10 Cowell Street; height of the proposed buildings and associated shadowing; loss of amenity, and conflict with the existing character of the area.

GSV Developments has also engaged with Hunters Hill Council over the past year.

Changes to the planning proposal

A number of changes have been made to the planning proposal since February 2015 as a result of community consultation.

The key changes are shown in the table below:

	Previous plans (February 2015 consultation)	Current plans (August 2015 consultation)	Reason for change
Height	Various heights up to 25 storeys above podium	Various height up to 16 storeys above podium	The community thought the previously proposed height was inappropriate for the area.
Floor Space Ratio (FSR)	4:1	3.4:1	FSR has been reduced largely as a consequence of the reduced heights.
Number of apartments	Approximately 300	Approximately 250	Fewer apartments as a consequence of the reduced building heights.
Cowell Street Cottage (10 Cowell Street)	Demolition of the cottage was proposed.	Future will be proposed in development application (DA). As a local heritage item there are four options being considered for the future of Cowell Street: 1. Inclusion of key elements in the design of new buildings 2. Photographic archival recording 3. Relocation 4. Public art.	
Car Parking	944	880	
Podium Height	RL 46.5	RL46	To minimise level changes with the right of way (consistent with draft DCP).
Tower separation	12m between Buildings A1 and B	18m between Buildings A1 and B	In response to Architectus' recommendation.

What has remained the same in the planning proposal?

	February 2015 Consultation	August 2015 Consultation
Public Domain	5000m ²	5000m ²
Right of Way¹	Connections and activation of shareway	Connections and activation of shareway
Active street frontages	Activation of frontages to shareway, Cowell Street and corner of Flagstaff/Cowell Streets	Activation of frontages to shareway, Cowell Street and corner of Flagstaff/Cowell Streets

¹ Referred to as Shareway in draft DCP

Intended Application

GSV Developments originally proposed to submit a joint planning proposal and development application. Council's planning consultant (Architectus) recommended that the development application be lodged later in the planning proposal process. GSD Developments has listened to this advice and will lodge only a planning proposal at this stage.

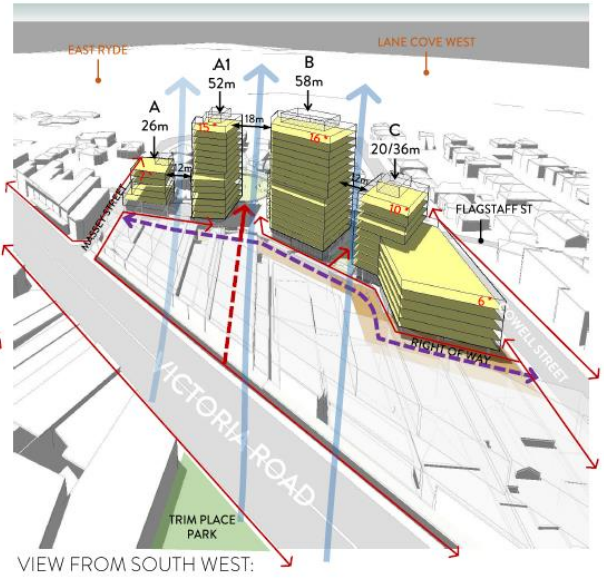
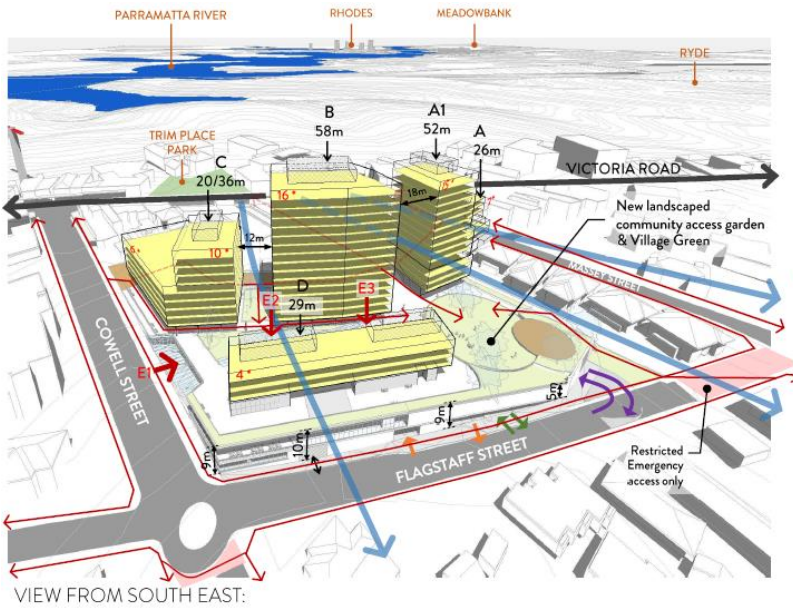
Upcoming community consultation

In August 2015 GSV Developments is holding further community consultation, which will be facilitated by Straight Talk. These activities will involve:

- Two public information sessions: community members can drop into these events at any time during the designated hours and speak to the project team about the updated proposal
- Four traffic information sessions: these events will be sit down events, which include a presentation from a traffic specialist and the opportunity to ask questions.

Upcoming events were advertised through a letterbox drop of a leaflet to local residents, an advertisement in the Northern District Times and on the project's website.

Current proposal



LEGEND:

- RESIDENTIAL USE
- COMMERCIAL USES - INCREASED FLOOR TO FLOOR HEIGHT
- PLANT ZONE
- 10 * NO. OF STOREYS ABOVE PODIUM
- A BUILDING ENVELOPE HEIGHT IN Metres
- VIEW CORRIDOR
- ↔ SEPARATION BETWEEN BUILDING ENVELOPES

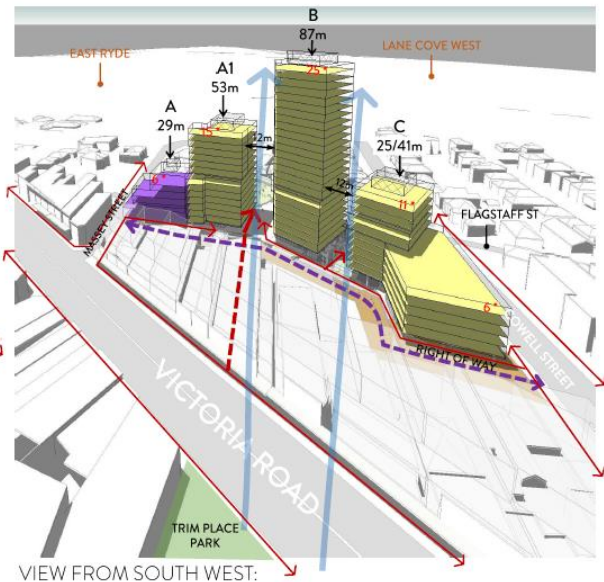
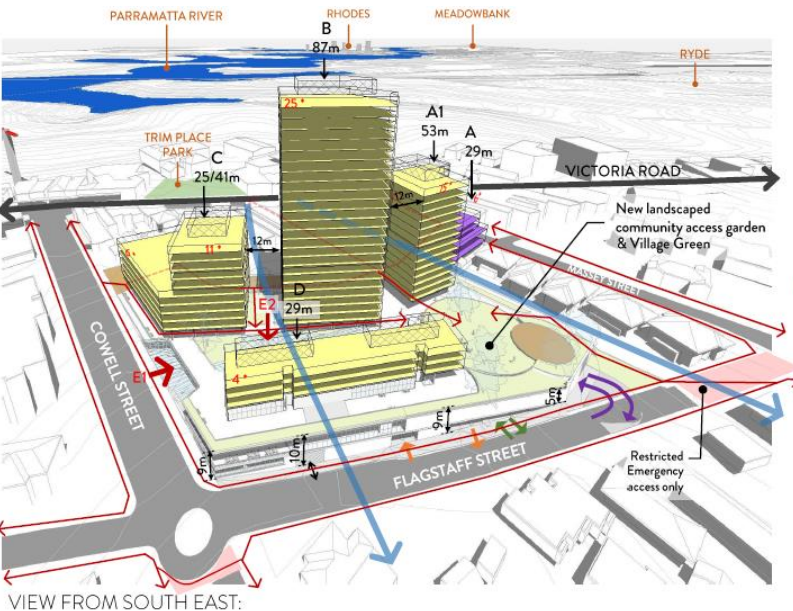
PEDESTRIAN ACCESS:

- ↔ PEDESTRIAN FLOW
- E1 → ENTRY TO RETAIL VIA COWELL ST
- E2 → ENTRY TO RETAIL VIA PUBLIC LIFT OFF PODIUM LEVEL
- E3 → ENTRY TO RETAIL VIA ESCALATORS OFF PODIUM LEVEL
- PEDESTRIAN ACCESS OFF VICTORIA ROAD VIA EXISTING COVERED ARCADE

VEHICULAR ACCESS:

- ↔ SERVICE VEHICLE/REMOVALIST VAN ACCESS
- RETAIL/COMMERCIAL VEHICULAR ENTRY & EXIT
- RESIDENTIAL VEHICULAR ENTRY & EXIT
- TRUCK ACCESS TO LOADING BAY
- ↔ RIGHT OF WAY
- PEDESTRIAN LINK WITH RESTRICTED EMERGENCY ACCESS ONLY

Previous proposal



LEGEND:

- RESIDENTIAL USE
- COMMERCIAL USES - INCREASED FLOOR TO FLOOR HEIGHT
- PLANT ZONE
- 10 * NO. OF STOREYS ABOVE PODIUM
- A BUILDING ENVELOPE HEIGHT IN Metres
- VIEW CORRIDOR
- ↔ SEPARATION BETWEEN BUILDING ENVELOPES

PEDESTRIAN ACCESS:

- ↔ PEDESTRIAN FLOW
- E1 → ENTRY TO RETAIL VIA COWELL ST
- E2 → ENTRY TO RETAIL VIA PUBLIC LIFT OFF PODIUM LEVEL
- PEDESTRIAN ACCESS OFF VICTORIA ROAD VIA EXISTING COVERED ARCADE

VEHICULAR ACCESS:

- ↔ SERVICE VEHICLE/REMOVALIST VAN ACCESS
- RETAIL/COMMERCIAL VEHICULAR ENTRY & EXIT
- RESIDENTIAL VEHICULAR ENTRY & EXIT
- TRUCK ACCESS TO LOADING BAY
- ↔ RIGHT OF WAY
- PEDESTRIAN LINK WITH RESTRICTED EMERGENCY ACCESS ONLY

FAQs

Who is the project team?

The project team is:

- GSV Developments – The owner and developer of the site
- Robertson and Marks – Architecture
- DFP Planning – Planning
- Road Delay Solutions – Traffic engineer
- Richard Lamb and Associates – Visual impact assessment
- Straight Talk – Community engagement.

Other consultants have been engaged to assist with a range of technical matters that will be addressed prior to submission of a development application. These include, structural and civil engineers, heritage consultants, landscape architects and surveyors.

Is Cowell St Cottage incorporated in this planning proposal?

No. The planning proposal does not identify what will happen to 10 Cowell Street. This will be considered during preparation and determination of a development application for the development.

Why was Cowell Street Cottage previously shown to be relocated on the podium?

The previous proposal, which showed Cowell Street cottage on the podium, was when a combined planning proposal and development application had intended to be lodged. At the present stage of consultation GSV Developments is only submitting a planning proposal. The planning proposal does not determine the future of Cowell Street Cottage.

What is the likelihood of Cowell Street Cottage being untouched?

Unlikely. Cowell Street Cottage will most likely be reinterpreted into a new development. Hunters Hill Council has identified the entire Gladesville Shopping Village site, including Cowell Street Cottage, as a key site for development. Cowell Street Cottage currently occupies a corner site, which would need to be vacated to allow development to occur.

Why did GSV Developments not initially present this proposal with reduced heights?

Taller and slimmer buildings remain the preferred architectural design. However the community consultation process has demonstrated the community believes heights over 20 storeys are out of character with the surrounding area. A minimum height and density must be maintained to deliver community benefit, and the current proposal is considered to be an appropriate balance.

How will the development affect traffic at the centre?

Introduction of road closures in Flagstaff Street and Cowell Street would:

- Eliminate the incidence of local 'rat runs'
- Remove a total of 230 vehicles per hour from the local residential roads
- Ensure that almost all traffic generated by the site would be contained within the section of Cowell Street, between Victoria Road and Flagstaff Street.

Access

Access to the Gladesville Shopping Village for all vehicles, including service and delivery vehicles, will be from Flagstaff Street.

Parking

880 parking spaces will be provided within a multi-level basement car park.

Pedestrians

Pedestrians will be serviced by:

- Introduction of a Shared Zone within the shareway to the west of the site
- Numerous access points along the perimeter of the development
- A set-down and pickup bay in Cowell Street, will provide quick access to shops, units and commercial operations.
- Through site pedestrian connections to all adjacent streets.

How does this planning proposal relate to Hunters Hill Council's draft Development Control Plan (DCP)?

The planning proposal for the Gladesville Shopping Village site is a separate process to that of the draft DCP. The draft DCP is likely to be concluded before the planning proposal. The draft DCP is likely to be adopted before a development application is lodged. The development application will therefore need to address the draft DCP provisions.

When will the planning proposal be lodged?

GSV Developments intends to lodge the planning proposal at the end of August.

How long will the planning proposal take?

The planning proposal has to go through a number of processes and could take up to 12 months before an amendment to the Hunters Hill LEP is made. This will vary according to assessment time frames, further studies (if required) and Department of Planning and Environment processes.

How will the community benefit from this development?

This development aims to meet the needs of the local community and create a vibrant, inviting and accessible village centre that allows the public to meet, shop and relax.

The redeveloped centre can offer greater community benefit by providing:

- A multifunctional community space
- A civic space – such as a community library or a one stop shop for the community
- Open space meeting areas around the site
- Pedestrian thoroughfare across the site, continuing through to existing pedestrian links to Victoria Road
- New footpath on the western side of Flagstaff Street
- An upgrade to the existing footpath on Cowell Street
- Upgraded street lighting
- Designated drop off areas and improved public access
- Street trees along the western side of Flagstaff Street
- Extensive landscaping and green spaces across the main plaza
- An improved shopping centre with better connections to local streets and a clearly defined pedestrian entry free of conflicts with traffic and delivery vehicles.



APPENDIX E LEAFLET AND DISTRIBUTION MAP





PROPOSAL TO REVITALISE GLADESVILLE SHOPPING VILLAGE

Following community consultation in February 2015, the proposal to redevelop the Gladesville Shopping Village is now being finalised in preparation for submission to Council.

Want to know more about the revised proposal?

Drop in to our pop-up stall

When: Anytime between 6pm and 8pm, Thursday 13 August 2015
OR

Anytime between 6pm and 8pm, Monday 17 August 2015

Where: Site of Beta Electrical shop, Gladesville Shopping Village
(opposite Coles)

Want to know more about traffic management?

Come along to one of our traffic information sessions

There will be a presentation from a traffic specialist and time for questions.

Session times: 6:00pm – 7:00pm OR 7:30pm – 8:30pm

Friday 14 August 2015

OR

6:00pm – 7:00pm OR 7:30pm – 8:30pm

Tuesday 18 August 2015

Please RSVP to confirm your attendance

**To book a place at a traffic session, please RSVP to events@straight-talk.com.au
or call 02 9797 8004 by Monday 10 August 2015 with your preferred session time. Please
include 'RSVP to GSV traffic session' in the subject line.**

For more information about the proposal please visit www.gsvd.com.au.

