

APPENDIX - B – SUMMARY OF SUBMISSIONS REPORT

8 submissions were received in total which do not support the proposal (2.6% of 310 properties notified).

Issues	Officer's comment
<p>Bulk and scale</p> <p>The proposed height and FSR is excessive.</p> <p>Proposed built form is out of context and is incompatible with the surrounding local character, in particular the existing residential area that is located across Johnstons Creek.</p> <p>Incompatibility with the desired future character of Annandale.</p>	<p>The proposed built form is acceptable as it has been amended in response to design recommendations by an external independent peer review. Previous design schemes included a 6 storey height with no breaks in the street wall frontage to Johnsons Creek and with a FSR of 2.75:1.</p> <p>The revised L-shaped building would result in an FSR of 2:1. A two storey frontage along Johnstons Creek and a 5 storey corner at Chester Street and the eastern boundary minimises the amenity impacts.</p> <p>The proposed building separation of 35m – 60m to the residential dwellings on the north is acceptable as it significantly exceeds the 18m minimum separation distance required by the Apartment Design Guide. The proposed development is to the south of the submitters' residential properties. This large separation distance and the nature of the existing large industrial buildings south of the creek mean that any impacts on views or privacy would be minimal.</p> <p>The adopted Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and Camperdown-Ultimo Collaboration Area Place Strategy have envisioned this industrial precinct to become a future high density, urbanised health and education precinct.</p> <p>The adjacent Kennard's site that faces on to Chester Street has been approved for construction of a 6 storey development of self-storage units and a ground floor retail unit. High density residential development, such as the Sterling Circuit (11-15 storey complex) opposite Kennard's Booth Street frontage already sets a precedent for the area.</p>
<p>Heritage matters</p> <p>Incompatibility with adjacent Annandale Heritage Conservation Area.</p> <p>Refers to the Fine Grain Study of PRCUTS of the need to ensure development in the vicinity of heritage items is designed and sited to protect heritage items.</p> <p>Concerns regarding heritage</p>	<p>Submitters are concerned that the proposed development could detract from the character of the nearby Annandale Conservation Area. This matter has been given serious consideration by Council officers, the proponent's architects and heritage consultants and Council's appointed urban design peer reviewers. The site itself is not immediately adjacent to the Conservation Area as it is separated by a buffer zone made up of Johnstons Creek and the Douglas Grant Memorial Park.</p> <p>The site is not a heritage item or in a Conservation Area. It is adjacent to the Chester Street kerb and gutter heritage item, which would be protected through a development consent condition.</p>

<p>treatment of an old wall at the south west corner of site.</p>	<p>The existing modern building has a mixture of stone and brick remanent of a previous building foundation in the under croft next to the creek. Neither the Architectural Projects Heritage Assessment for the original Planning Proposal nor Leichhardt Council's own 2016 Parramatta Road Corridor Heritage Assessment by NBRS identified this as having any heritage significance.</p> <p>The building design has been carefully and sequentially revised and calibrated to ensure that it will be a sympathetic contemporary infill development. The DCP and development application process will require the use of appropriate finishes to ensure that the significance of the neighbouring Conservation Area is not reduced.</p> <p>The sections in the Urban Design Report also show that the topography rises on both sides of the Creek. The proposed built form is stepped back and up from the Creek. This complements a similar stepping up of the residential buildings on Chester Street and to the houses on Susan Street.</p> <p>Consequently although the proposed building is large, it will not dominate the nearest buildings in the Conservation Area.</p>
<p>Setback to Johnstons Creek</p> <p>How was the 6m setback determined?</p> <p>Concerns regarding Council's plan for a cycling link along the creek.</p>	<p>Council adopted 'Leichhardt and Camperdown Precincts Public Domain Master Plan' in October 2019 under the Parramatta Road Urban Amenity Improvement Program (PRUAIP) that will be fully funded by the NSW Government.</p> <p>The Masterplan proposes a new shared pedestrian and cycle link along Johnstons Creek to improve connectivity to Rozelle Bay, Bicentennial Park, Glebe from areas south of Parramatta Road in Camperdown and Stanmore. The link will be landscaped to enhance biodiversity and integrate habitat corridor to existing open spaces.</p> <p>During the public exhibition of Council's Masterplan, several objections were received in relation to the possibility that small sections of private land might be required to build the pedestrian and cycle link. Individual consultation with each property that may be affected by this corridor was undertaken by Council.</p> <p>These concluded that as the section of the path to the south of the planning proposal site is not for immediate implementation, further investigations will determine its final alignment and whether other private land will be needed.</p> <p>The 6m setback for this site is however considered to be the minimum size to incorporate a 3.5m shared path, landscaping, tree planting, lighting and safety barriers at</p>

	this point as well as responding to flooding and safety issues.
Building Separation Gaps in the urban design report in relation to the separation from 2B Chester Street West, Annandale.	The proposed building separation of 35m - 60m to the residential dwellings on the north is acceptable as it significantly exceeds 18m minimum separation distance required by the Apartment Design Guide.
Noise and privacy impacts Adverse noise and overlooking impacts to residential properties to the west of the site and to Douglas Grant Park. Specific concerns about sound reverberation in relation to the topography of the stormwater channel and park.	The large separation distance will also reduce potential noise impacts. The existing car repair use of the site has noise impacts. The changed impacts would be addressed by a detailed acoustic and noise impact assessment at the DA stage.
Impacts to public open space Concerns regarding 'boarding house' impacts on Douglas Grant Memorial Park. This includes potential anti-social behaviour, loud noise and impacts on safety of users.	Council upgraded the Douglas Grant Park between the site, Creek and the nearest dwellings in recent years to introduce play equipment and barbecue facilities. Some of the submitters suggested that the planning proposal development would lead to overuse of the park and nuisance type behaviour. These submitters stated that such behaviour was already a cause of concern, however, Council's Parks Department has not received any such complaints and considers the park is currently underused. The proposed built form would enhance passive surveillance of the park, especially at night which can in-turn, reduce crime and inappropriate behaviour.
Traffic, parking and access Existing area does not have adequate on-street parking issues for residents. Concerns regarding likelihood of future occupants of the development to park on local streets located over Johnstons Creek. Potential increase of traffic on existing narrow local streets.	Traffic and parking posed concerns for several submitters as the proposal does not include sufficient parking spaces for future residents/users. This approach is designed to encourage students to use active transport because of the proximity of the site to Universities, Parramatta Road and Booth Street bus routes. No parking permits will be issued for off-site parking at the DA stage. Council can investigate extending on-street parking restriction hours on the north-side of the Creek to discourage people without resident permits from parking in that area. The proponent's proposed 18 car parking spaces associated with employment uses would be over the minimum parking rates required by PRCUTS and Council's DCP policy. The proponent's traffic report has demonstrated that traffic generation associated with the future development will be less than the levels that that could be generated by uses permitted under existing controls. The prospective traffic and parking impacts are, therefore, minimal.
Rezoning of industrial land	The proposal will provide 980sqm of modern light industrial and business floorspace with a minimum FSR of 0.75:1 for

<p>The proposed rezoning will relocate the existing vehicle repair business.</p> <p>The proposal would facilitate a development that would not offer similar services as the existing vehicle repair that currently occupies the site.</p>	<p>employment uses within the overall floorspace of 2:1. This will be targeted for use by tech start-ups, innovation, creative industries, cultural/community activities and artists. This approach is consistent with Council's Draft Employment and Retail Lands Strategy which identifies a projected shortfall of employment floorspace in the Inner West.</p> <p>The proposal is also consistent with the PRCUTS and the Camperdown-Ultimo Place Strategy shared vision of the area as a high density, health and education, urbanised neighbourhood.</p>
<p>Boarding house supply</p> <p>Inner West Council already has an adequate supply of high density boarding houses.</p> <p>The use would potentially change local character and reduce the safety of the residential community.</p>	<p>The proponent's Social Impact and Housing Affordability Assessment (April 2019), prepared by Cred Consulting, identifies that the Inner West LGA has a lower provision rate of private rental stock for both low and very low income households. The assessment also identified that Camperdown has no dwellings that are affordable based on 30% of the median income for the suburb.</p> <p>The proposal would provide a 'new gen' boarding house to accommodate students as envisioned by the Parramatta Road Corridor Urban Transformation Strategy and the Camperdown-Ultimo Collaboration Area Place Strategy.</p> <p>Consequently, this accommodation will be student housing rather than a conventional boarding house and as such its provision will mean its student residents will not be competing for other forms of housing in the vicinity.</p> <p>The issues of impacts on local character and public safety have been fully addressed above. In summary, the Council's parks departments considers the Douglas Grant Memorial Park is underused. The proposed building will increase use of the park and enhance passive surveillance of the area, thereby, imposing safety rather than reducing it.</p>
<p>Community Consultation issues</p> <p>Proponent has not undertaken adequate community consultation.</p>	<p>It is important to note that the stakeholder engagement undertaken so far is proponent-led as required by the PRCUTS Out of Sequence Checklist. Council as well as other State government agencies and community were all consulted as stakeholders in this process. Formal community consultation will be undertaken by Council in accordance with the legislative requirements and the requirements of a Gateway Determination if the planning proposal is supported by Council and DPIE.</p>