

Summary of residents' concerns and Council response

1 Location of submitters



Note: The location of 1 submitter is outside the scope of this map.

2 Consideration of issues raised

The proposal was notified to the owners and occupiers of surrounding properties from 7 to 21 March 2018. 2 individual written submissions were received.

Following the Section 34 Conciliation Conference, the Applicant submitted amended plans as discussed above at Section 5 of the Assessment Report. The amended plans were re-notified to surrounding property owners and occupants, including the submitters, from 26 March to 9 April 2019. 1 submitter from the original notification period issued a further submission, which is provided in the table below.

Issue	Planning comment/response
1. Objection from a member of the public, as follows:	
There are hundreds of train commuters who park on both sides	This site is not required to provide public car parking to meet commuter needs. The majority of Pelican Road is

<p>of Pelican Road to access Schofields train station.</p> <p>I do not support this development because it will mean loss of parking for a train station that only has about 1/10th of the parking capacity that it should.</p>	<p>now in the Applicant's ownership and has been closed as a public road.</p> <p>In consultation with Transport for NSW, Sydney Metro and Roads and Maritime Services, we recognise the high demand for parking in this area. Improved parking facilities are being considered to improve access to and availability of parking. We also consider it necessary for the surrounding road network to be provided by this development, as directed by the Indicative Layout Plan. This has been addressed as conditions in the draft consent.</p>
<p>Access for loading zones and driveways will also mean more chaos on the roads.</p>	<p>We agree that appropriate loading facilities are required to be provided for this development. As detailed in Section 7 of the Assessment Report, we have included conditions for the Applicant to provide loading facilities which ensure that delivery vehicles can enter and exit the site in a safe manner which complies with the relevant Australian Standards.</p>
<p>There is already a Woolworths and a day care centre within close proximity. My understanding is that the Stockland development on the other side of the station will also have a shopping centre and retail shops.</p>	<p>The proposed supermarket, retail shops and child care centre are consistent with the permissible land uses intended for this Local Centre and to service the needs of the growing community.</p>
<p>2. Objection from the adjoining property to the south, 239 Railway Terrace, Schofields, as follows:</p>	
<p>Half road construction of Jacqui Avenue is insufficient to service the traffic generated by this development and does not provide the necessary infrastructure for local roads.</p> <p>Half road construction of Jacqui Avenue means that other properties are affected as they will be required to construct the uncompleted local roads. This is an additional imposition on the development of land.</p> <p>A road width of only 5.5 m to Jacqui Avenue is insufficient to cater for traffic to and from the basement carpark and truck access to the loading area for both stages of Coles' development.</p> <p>Coles must complete the full road construction of Jacqui Avenue for both stages to facilitate the orderly development of the site.</p> <p>A painted restriction median island at the intersection of Minerva Street and Jacqui Avenue will</p>	<p>We agree that partial construction of access roads which fail to deliver roads which are available for public use is inappropriate. As detailed in Section 7 of the Assessment Report, we require the Applicant to construct and dedicate to Council full width roads which are consistent with the Alex Avenue Indicative Layout Plan in the GCDGP and ensure the new roads are capable of accommodating public transport buses. These matters have been addressed as conditions in the draft consent.</p>

<p>severely restrict right hand turn opportunities into 239 Railway Terrace. We strongly object to any such imposition as it will restrict development opportunities which appear being imposed by another developer, not Council.</p>	
<p>In response to the Applicant's amended proposal, a further submission was received from this submitter:</p> <p>The submission raised concern with regard to how the infrastructure is being funded and provided for the further orderly development of the area.</p>	<p>As detailed in Section 7 of the Assessment Report, we require the Applicant to construct and dedicate to Council full width roads which are consistent with the Alex Avenue Indicative Layout Plan in the GCDGP and ensure the new roads are capable of accommodating public transport buses, provide permanent on lot stormwater quality control and temporary on-site stormwater detention, and pay the relevant monetary contributions required under Contributions Plan No. 20.</p> <p>We support the timely redevelopment of land in the Growth Centre Precincts in a manner which is supported by the necessary roads and infrastructure and delivers the foundations for a growing community. Therefore, these requirements have been included as conditions in the draft consent.</p>