

Victoria Rd, Drummoyne Urban Design Review

Community Reference Group Meeting No. 3

Date: 10 April 2019

Location: Halliday Room, City of Canada Bay

Time: 6 pm to 8 pm

Attendees

Angelo Tsirekas	Mayor, City of Canada Bay
Michael Megna	Councillor, City of Canada Bay
Daniela Ramondino	Councillor, City of Canada Bay
Joe Cordaro	Business Representative
Margaret Harte	Resident Representative
Phyl Blennerhassett	Resident Representative
Les Pall	Resident Representative
Paul Dewar	City of Canada Bay
Diana Griffiths	Studio GL
Felicity Lewis	Studio GL

Apologies:

Warwick Williams	Business Representative
Anthony Wynen	City of Canada Bay

Disclosure

Daniela Ramondino	Owner of property at 147 Victoria Road, Drummoyne.
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Minutes

Welcome and introduction

Mayor, Angelo Tsirekas welcomed attendees and provided an indication of the purpose of the meeting, which was to update the Group on the work being undertaken by Studio GL, and to present the input received during the recent Round Two of the Community Consultation.

Presentation and Discussion

Presentation by Studio GL of the ideas presented to the Community and the feedback received during the Consultation Round Two.

Each idea was discussed by the CRG, and the outcome of these discussions is indicated below.

Ideas

Carparking – multi deck on Council owned site adjacent to Sutton Place

- To be considered as part of the Parking Study that is currently being prepared
- Could operate in a multitude of ways, i.e. residents receive free 2 hr parking,

- Possible use by commuters at a day rate
- Might unlock opportunity for upgrade of Sutton Place retail, encourage owners to upgrade
- Option for green space on top of car park, as per Salesforce Transbay Transit Center building in San Francisco
- Risk of overshadowing from adjacent buildings
- CRG generally in favour

Carparking – extension of timed parking limits

- Would require consideration as part of the Parking study
- CRG generally in favour, with parking restrictions in place only until 8pm

Intersection upgrade – timed crossing at Victoria Rd and Lyons Rd

- CRG generally in favour

Cyclist End of Trip facilities

- Consider alternate locations, possibly Ambulance site
- Trade off for installation on a private site would most likely be required
- Should be located close to a bus stop, also close to a crossing point to enable access to bus stops on either side of Victoria Rd
- CRG generally in favour

Upgraded pedestrian links

- Would be a ‘quick win’
- CRG generally in favour

Tunnel under Victoria Road

- There was a previous State Government proposal to consider a tunnel, however funding for the study was never forthcoming
- It is acknowledged that a tunnel would be expensive and land acquisition may be needed
- This is an idea that has not progressed previously, but the situation may change and there is support
- Roads will not disappear, beneficial to divert non-local traffic
- CRG generally in favour

Public space – Church St closure

- Concern that it was located away from the centre of Drummoyne
- Option for partial closure, especially that allows for access in from Victoria Rd in the morning, and access out onto Victoria Rd of an afternoon
- Option for slow traffic zone, maybe not complete closure

- CRG generally in favour

Public space – Formosa St closure

- Some indicated support for one lane, partial closure, with no parking as street is currently three lanes wide
- Others indicated support for full closure
- CRG generally in favour, but this is not about closing roads, especially if there would be detrimental effect on traffic, it is in support of improving amenity in the area
- Option to open up College St raised, but this was closed to prevent rat running, so no support for re-opening

Formosa St – streetscape upgrade

- Concern about prohibitive cost, especially for undergrounding of power lines
- CRG generally in favour

Victoria Rd – streetscape upgrade

- The footpath is already very narrow, would need to ensure enough width remained to allow passing wheelchairs / walking frames, prams etc
- Temporary planters have been tried before, generally not maintained, have been used to dump cigarette butts, rubbish etc
- Idea could be focused on corners and intersections
- Could be a community Outreach option
- Shop owners should be included, encouraged to have pride in their street
- CRG generally in favour, however subject to appropriate maintenance

Street trees

- Canada Bay LGA can do more to meet urban tree canopy targets under the Eastern City District Plan
- Need exists to improve community support for trees, both public and private
- Recognition that street trees could 'block' some of the visual impact of the newer developments
- Issues raised relating to maintenance, who is responsible
- Previous street tree planting has been less than successful
- CRG generally in favour

Bus Shelter – at Post Office bus stop

- Concerns about visibility
- Very narrow footpath
- Risks of this becoming an advertising billboard
- Options to 'hang' structure off Post Office to provide shelter and seating
- CRG generally in favour

Awning controls

- Balancing act, desire to increase greening where possible
- Newly planted trees in front of Tempo building are dying
- CRG generally in favour

Showcasing heritage

- Concerns expressed about cost of maintenance
- Costs of development are increased by need to retain / incorporate heritage elements
- Discussion about the impact of heritage or conservation area listing on ability for property to be developed
- Generally, desire to maintain as much as possible, but acknowledgement of heritage being a constraint to the redevelopment of some sites.
- No consensus from CRG.

Showcase lighting

- Lighting study may be required
- Current street lighting is to a standard, provision of additional street lighting (double poles) is unlikely
- CRG supportive of under awning lighting, lighting at pedestrian level for safety and amenity

Night-time economy

- Focus may need to be on 'evening-economy', rather than night-time economy
- Opportunity for some spill out and activation of parts of the centre
- CRG generally in favour

Public Art – on building facades

- Given community concern about this idea, will be modified to focus on public art at a pedestrian scale
- Raised issue of owner's consent to installation of any public art
- CRG generally in favour

Privately owned public space

- Would need to be at 'no cost'
- 'there is no such thing as a 'free' lunch'
- Development of former Comm Bank site has a POP to Lyons Rd (similar to existing), this is expected to be a café, so the area will be 'controlled' public access
- CRG generally in favour

Sutton Place Community Hub

- Amazing if this can be funded
- Multi-deck carpark may unlock value of this prominent site
- This area is of particular value to older community members
- CRG generally in favour

Smart Poles

- Removes power lines
- Improves opportunities for trees
- CRG generally in favour

Signage and Advertising

- This would provide clear direction about what is acceptable
- CRG generally in favour

Building heights – update of LEP controls for east side of Victoria Rd

- Various views expressed in relation to this idea
- Additional height, with the existing 30 degree rear setback provision, would have little impact as height would be to Victoria Rd - it is possible that the community has false perception of what the impacts would be
- Issues exist relating to enforcement of existing controls
- Lift overruns, etc result in additional height
- Height along Victoria Rd operates as a sound barrier
- Developers will continue to want to build 4 storeys
- There are issues of dysfunctional ground floor retail
- Raising ground floor retail to be level at street may not fix the issue of vacancies etc
- Slope of the street is also an issue, especially with long frontages
- Discussion about LEP versus DCP controls.
- No consensus from CRG.

Building heights – additional height along west side of Victoria Rd

- Various views expressed in relation to this idea.
- 20 m height limit is simplistic, maybe need to go to 25 m with requirement for breaks in continuous walls.
- There is an issues with increasing height, when the community perception is that current controls are not being adhered to.
- Impact of additional height is exacerbated due to slope of street.
- Concerns raised about solar access, acknowledgement that there are standards, but overshadowing is an issue that would need to be addressed.
- Residential properties would have been purchased with an expectation / understanding that adjacent commercial properties may develop
- Need to consider what Drummoyne will look like in 30+ years
- Risk of encouraging poor development, developers maximising return, is this what we want?

- No consensus from CRG

Privacy screening – update DCP controls

- There may have been confusion about diagram
- CRG generally in favour

General Discussion

Use of LEP versus DCP control

- LEP controls are more enforceable, DCP controls are for guidance only
- Consideration to be given to what controls should be in LEP, and what can stay in DCP
- Moving some controls, that are considered essential, into LEP will tighten the controls
- Consideration also to be given to more explicit controls, relating to sightlines etc
- Developers have more 'leeway' with DCP controls, especially if they take the project to Court
- Clearer requirements, clearer articulation of desired outcomes may result in better outcomes

Vision

- What will Drummoyne be like into the future?
- Not going to be retail or commercial due to lack of parking.
- Could leave as is, but then nothing will happen, how would a poor urban environment impact the area.
- Sensitive development could be a catalyst for positive change.
- Will revitalisation happen without development?
- Consideration may need to be given to reducing car parking in the right circumstances, particularly where access or traffic issues preclude parking provision for particular sites.
- Regarding vacant retail premises, consideration for 'Renew Newcastle' style program
- Overall, the vision should aim to improve the area, not make it worse.