

Extract from Planning Proposal: Sydney Local Environmental Plan (Harold Park) 2010, Attachment A

City of Sydney response to principles for Harold Park site development

Glebe Society Principles	City of Sydney Response	Consistent with TGSI Principles?
1. Limit building to the height of the cliff face at any point, or, in the case of the perimeter, to the height of adjacent buildings (excluding the height of the cliff in the Crescent).	The Planning Proposal allows for buildings to exceed this height. The height of buildings balances the provision of open space, impacts to the character of the area, the need to increase housing supply and the opportunities afforded by the light rail. In principle the heights of buildings do not exceed the equivalent height of dwellings on the adjacent cliffs or escarpments.	NO
2. Reserve at least 35% of the site as publicly owned, formally dedicated Public Open Space managed by the City of Sydney Council. (The Tramsheds are not part of this 35%)	Approximately 35% of the site will be open space and delivered through a Planning Agreement. The area is sufficient to include a range of uses including a full sized sports field.	Yes
3. Limit population density to what can be accommodated by building to the reduced height on the remaining 65% of the site.	The population density is limited to the built form provided by the Planning Proposal. This could result in approximately 1,200 dwellings.	No in that higher buildings
4. Make all development, including the renovated Tramsheds, sustainable and energy efficient, and protect privacy, views and amenity.	The Planning Proposal incentivises additional reductions in greenhouse gas emissions and potable water uses. It also facilitates improved biodiversity, improved water quality and public transport use. The built form has negligible impacts on privacy and overshadowing and views from the public domain are extended.	Yes – if last sentence accurate
5. Build all dwellings outside the 100-year flood limit.	A flood risk management strategy has been prepared. The <i>WSUD and Flood Risk Management Study</i> states that, “the preferred site layout, proposed drainage and grading would appear to adequately control flood risk according to the NSW Guidelines (DECCW 2005).”	Uncertain –to be further checked
6. Restore the Heritage-listed Tramsheds and forecourt to include (for example) community uses, gardens and bird habitat. Any commercial/retail uses are to be small scale and in harmony with uses in Annandale and Glebe shopping strips.	The Trams Sheds are listed as heritage items and the mixed use zoning should facilitate uses that provide for the considerable conservation works necessary for their adaptive reuse. The open space can accommodate gardens and bird habitat. The impact of potential retail uses has been assessed by the	Yes - but concern abt the scale of retail re traffic and local retail centres impact

	<i>Economic Study</i> which concluded that the site could accommodate at least 7,500m ² of retail without impact to other retail centres in the catchment.	
7. Make provision for affordable housing.	Affordable housing will be delivered through a Planning Agreement.	Yes
8. Hold a design competition at the DA stage to ensure a creative, best practice, environmentally sustainable result. The judging panel is to include community representatives.	The Planning Proposal includes a design excellence provision so that design matters are considered in the DA process. The costs associated with a design competition are considered onerous for this scale of development. The DCP will encourage diverse architectural responses with different architects to be used within a development block.	No
9. The Tramsheds- the heritage centrepiece of the site - are to be restored to public and community use by reimbursing the Pacing Club for money paid by them for its acquisition.	The Tram Depot is not an appropriate community facility and its purchase by Council would not be consistent with Council's community facilities analysis and needs study due to its size and location. The <i>Social Sustainability Study</i> recommended the provision of small secondary Council-owned and managed community spaces within the Tram Depot and for development contributions to fund expansion of Council's existing off-site community facilities such as the Glebe Library and St Helen's Community Centre. It is considered that renewal of the site that includes the Trams Sheds and the residential component may well offer the best opportunity for the conservation of the building. Community uses within the Tram Sheds are delivered through a Planning Agreement.	No Response is in part a misunderstanding of TGSi position- do not expect COS to purchase. This would be a State Government acquisition. The inclusion of 35% open space and 500 square metres of the tramsheds for community use does go some way to achieving this.
10. Design the 3.67 hectares (35% of the site) of Public Open Space to: visibly and coherently connect with other existing and proposed open space (including proposed open space on The Crescent and the Hill); be safe and secure; be sunny with minimal overshadowing, and to include active recreational areas (including an all purpose playing field).	The open space will: • connect to surrounding areas and open space through the proposed street, bicycle and pedestrian network; • address safety through controls on development and the detailed design; • have excellent solar access as demonstrated in the Urban Design Study; and • allow for a sports field.	Yes in that continuous space and includes sporting field. No in that does not connect to Forest Lodge etc
11. Vehicular access is to be via a reopened Canal Road and a new intersection at Minogue Crescent. Vehicular access is, under no circumstance, to be across parkland. Fully assess the wider traffic impacts, including the Wigram Road and Booth Street intersection in Annandale.	The traffic impacts have been assessed and are considered to be relatively minor. The only road to cross open space is the shared zone along the northern boundary to the Tram Sheds and adjoins an existing access and public road. Vehicular access from the former Canal Road to the Tram Sheds would cross open space, however, the historic alignment and	Largely yes – but query the assessment that the traffic impacts are 'relatively minor'

	use of the Canal Road is interpreted through the new bicycle and pedestrian path. The proposed vehicular access is preferred because it connects with the surrounding road network.	
12. Improve connections with surrounding areas.	Connections are to be significantly improved.	Yes? But lost opportunity re Forest Lodge
13. Encourage easy access for pedestrians and cyclists.	Access for pedestrians and cyclists is significantly improved.	Yes
14. Provide adequate and appropriately located onsite parking, (including for bicycles) for residents and visitors to the site. Do not issue street parking permits to residents of the site.	The Planning Proposal permits on-site parking for new residents and visitors. Any resident parking scheme that may be implemented at a later time will exclude residents of new residential flat buildings.	Yes?
15. Upgrade public transport, including access to light rail, and establish integrated ticketing.	This is not a matter for the Planning Proposal or Council. Relevant government authorities have noted the opportunity to improve transport services and have stated they could meet demand from new development. Access to the Light Rail will be improved by the Planning Proposal.	NA