

Submission by Save Dully in relation to the exhibited Inner West Council comprehensive Development Control Plan

Below is our submission in relation to the exhibited Development Control Plan.

It should be noted that the presentation of this submission has been impeded by the lack of supporting information explaining the differences between the existing Marrickville DCP, and this new DCP. Our belief is that this information should have been provided.

This submission has, however, been assisted by a meeting and discussion with Council's strategic planning staff during June.

We wish to make the following points:

Locality statement

We are concerned that the locality for Dulwich Hill is very focussed on the suburb's role in assisting transit-oriented development, but doesn't adequately reflect the fact that the Fairer Future plan also reserves large parts of the suburb for ongoing low-density development and heritage conservation areas. We feel as though the locality statement could be redrafted to state this.

Below are some suggested edits:

"Dulwich Hill's desired future character reflects a blend of ~~an~~ areas undergoing change to enable transit-oriented development, alongside low-density and heritage areas where there will be minimum change. Any This change will support the growth of the Dulwich Hill town centres and help deliver on the growing housing needs of present and future Inner West residents.

"For transit-oriented development areas ~~Through these changes~~, new development is enabled around the Dulwich Hill train station, some light rail stations and town centres to provide housing in areas that are served by infrastructure and have high levels of amenity.

"This new development is to be responsive to its locality and encourages numerous public domain improvements.

"While enabling transit-oriented development change, the vision also seeks to retain what is historically significant, along with low-density areas which are not immediately around transport hubs or other transport corridors.

"Dulwich Hill contains 6 Heritage Conservation Areas which encapsulates various notable development patterns ranging from the late-1800s till the mid-1900s. Guidance is provided to new development in these areas to ensure it is respectful and responsive to the significance of these areas."

Ruby Raisin building on corner of Beach and New Canterbury Rd

The building housing the Ruby Raisin fashion shop on the corner of Beach and New Canterbury Rds had a distinctive historic façade. The building itself states it was constructed in 1912, and calls itself the Hands Building. The façade is reminiscent of a more creative art deco type approach, compared to the more traditional Victorian or Federation style facades in the main commercial centre. This building is just outside the Dulwich Hill commercial centre heritage conservation area.

Hands Building corner of New Canterbury Rd and Beach Rd



Slide showing Hands Building, and exhibited DCP controls relating to this corner

The draft DCP proposes a 3m wide setback on the building's Beach Rd frontage, which would result in the façade being destroyed.

We would like to see if it was possible that the DCP incorporated measures to preserve the façade as part of any redevelopment, in a similar fashion to the preservation of the corner façades in front of new buildings on the corner of Warren Rd and Illawarra Rd, Marrickville.

Place-based approach in town centre

The current Marrickville DCP has a place-based approach for the block surrounded by Marrickville, Seaview and New Canterbury Rds, and Herbert St. This includes development guidelines for the Seaview St carpark, and surrounding private land fronting Seaview St and New Canterbury Rd.



Figure 38.1b Plan Diagram

Controls for Seaview St carpark block in existing Marrickville DCP

Despite a significant proposed increase in building heights to 14 storeys, the exhibited DCP unfortunately retreats from this place-based approach, focussing mainly on Council's carpark lands, the Seaview St private properties and one private land-holding on New Canterbury Rd (presumably a new potential underground access point to New Canterbury Rd).

We think the exhibited DCP represents a significant missed opportunity to provide an integrated and positive development outcome in this area, and could actually create a bad development outcome.

For instance, a place-based approach could encourage development which activates one of Dulwich Hill's three laneways between Seaview Lane and New Canterbury Rd. Development should be encouraged to have cafes or other entrances which lead to these laneways, and this in turn could fund artistic or safety upgrades. With the right planning, Dulwich Hill really could become the laneway capital of Sydney.



Potential for laneway activation

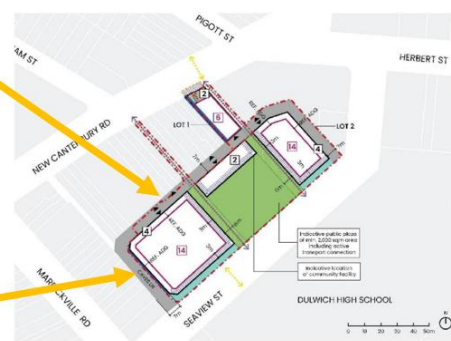


Before and after photos showing how a laneway off New Canterbury Road could be activated with the benefit of DCP controls

Separately, the DCP could result in a scenario where the carparks are developed but future residents will have to look out to the ugly back entrances of shops facing Caves Lane and Seaview Lane. It would be preferable if the DCP encouraged shopowners to redevelop their sites so that entrances are combined and therefore more space is set aside for active uses (such as cafes or shop entrances) to face the current carpark site.



Poor transitions with existing land uses



Slide showing poor potential interfaces between existing and proposed future development in Seaview St carpark

In short, there needs to be greater thought as to how this entire area will operate as a place, and the DCP's controls are crucial in this regard.

Retention of parking on Loftus and Seaview St carparks

It is our strong view that the DCP should state that public carparking will be retained on the Loftus and Seaview St carpark development sites, and show the carpark basement or above-ground levels in elevations. This would reflect the council resolution on this matter from September 2025.

At the moment, the exhibited DCP gives a 'free pass' to council and a future developer to not install any public carparking. This would have a devastating effect on businesses in the Dulwich Hill commercial centre.

Marrickville Rd properties

We are concerned that the DCP does not address the likely additional overshadowing on retained low density properties located south of the proposed upzoned area on the southern side of Marrickville Rd.

We think a rear setback and clearer overshadowing controls need to be introduced in this area.



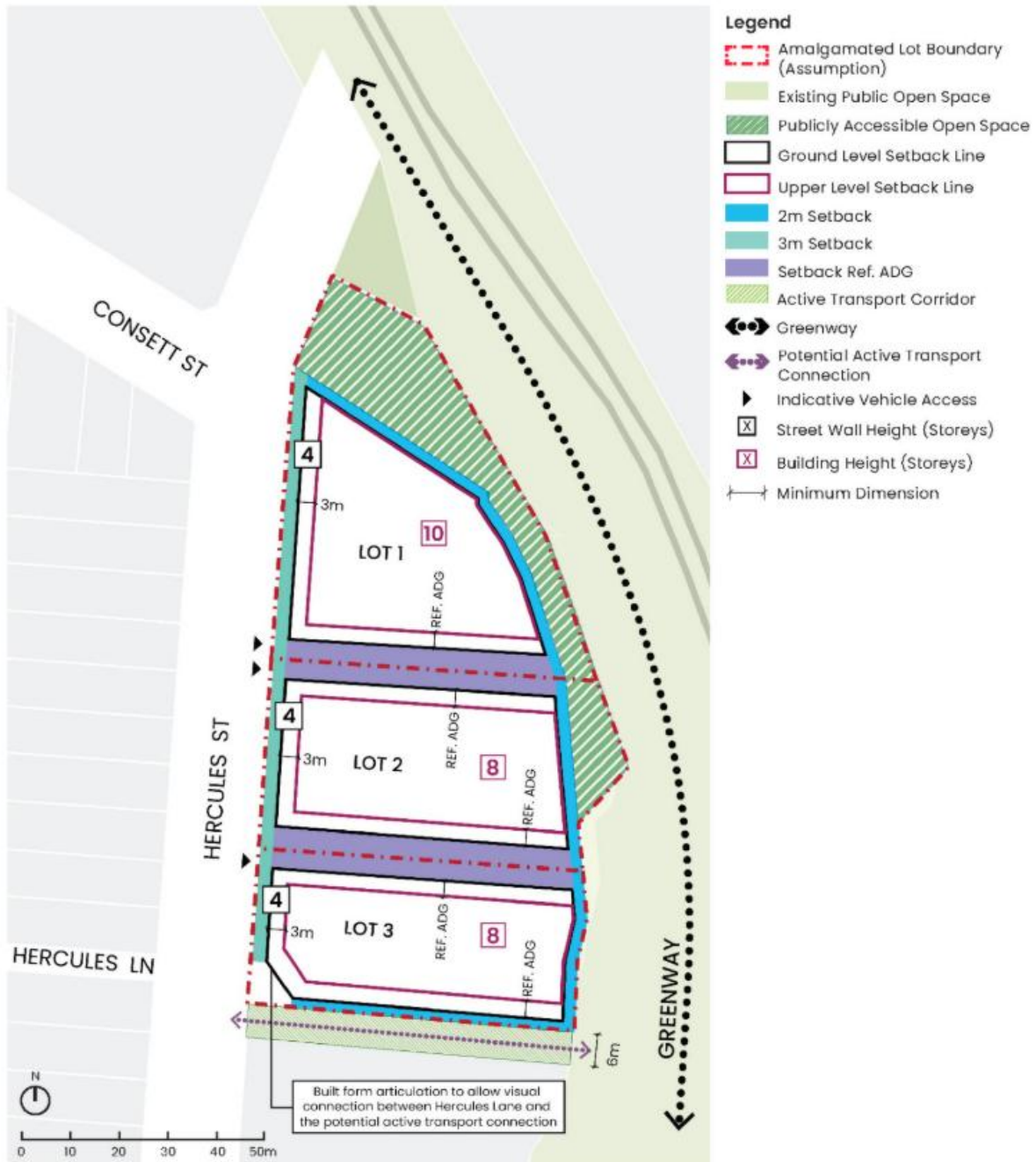
Excerpt from exhibited DCP showing how Marrickville Rd redevelopment sites between Wardell Rd (suburb boundary) and Macarthur Parade will not be required to have rear

setbacks to protect neighbour privacy and solar access, despite being immediately south of proposed development

Greenway overshadowing

We are concerned that significant development in Hercules St could overshadow a very sensitive area of the Greenway, which contains the remnants of a natural creek which once flowed in the south of the suburb towards the Cooks River.

We seek an assurance from the council that this will not be the case.



Link to Fairer Future, welcome initiatives in DCP and conclusion

Save Dully continues to have significant concerns about the Fairer Future plan, of which this DCP is part. These concerns were articulated in our [Fairer Future submission](#) and include:

- Very severe differences in development levels of up to 10-11 storeys between high and low development areas, a situation likely to be exacerbated by opaque and unclear incentive systems
- A likely further significant fall in Dulwich Hill's already inadequate supply of open space per person, and overshadowing impacts on the open space that is currently in place
- The likely development of areas which are currently contributing to Dulwich Hill's statutory biodiversity corridor, and an uncertain future for this corridor
- The removal of heritage areas and items
- The possible removal of public carparking which plays an important role supporting local shopkeepers, alongside undermining the potential for public good development on the Seaview St site.

These development outcomes are also accompanied by weak planning for affordable housing and infrastructure provision.

Our suggestions to the amended DCP have the potential to better manage some of the worst impacts of the Fairer Future.

It should also be noted that we welcome the following initiatives which were in the exhibited DCP:

- Encouraging family friendly housing, including wider hallways for bikes and prams, and baths, and visibility to private open space
- Requiring developers to not cause a 'net loss' in affordable housing.
- Reduce the problem of site isolation