

**ATTACHMENT C**

**CONSULTATION SUMMARY**

## EXECUTIVE SUMMARY

### Background

Abercrombie Lane, Bridge Lane and Tank Stream Way are part of a larger strategy to reclaim and revitalise Sydney's laneways through a range of initiatives, including policy reform and development, business support, legislative advocacy, cultural events and communication.

### Engagement strategy

The engagement objectives for the concept design development of these laneways were:

- Provide early information to adjoining business owner, building owners and residents regarding plans for the area, to allow stakeholders the opportunity to explain their current usage, issues and opportunities.
- Provide opportunity for stakeholders and community to input into the design process during the development and exhibition of the concept plan.
- Conduct a process that takes account of stakeholder views and communicates how feedback influenced design.
- Promote the improved laneways as cultural, lively, vibrant, pedestrian friendly public spaces.

### Stage 1: Identifying Usage and Access Requirements

The engagement strategy involved meeting with key stakeholders prior to concept design development to ascertain current usage and access requirements of owners and tenants of the laneways. This early consultation focused particularly on building owners, major tenants and stakeholders with access and use requirements such as deliveries, car parking access and services. One on one meetings were conducted between October to November 2012 with stakeholders generally supportive of the project.

### Stage 2: Consultation on the Draft Concept Design

Once the draft concept design, which explored traffic changes in these laneways, was prepared the proposal was actively taken to the surrounding community for comment. 14 one on one meetings were held with the key stakeholders, directly adjacent building owners and major tenants during 17 June and 6 August 2013. Phone and email contact was attempted in all cases where details were available.

A summary of the comments provided by the stakeholders include:

- Timed closure – there was little support for timed closure in Bridge Lane, the laneway is used by the surrounding businesses for service and delivery vehicles. A number of the business's also use the laneway to access basement car parking with some requiring access twenty four hour access. There was support from one of the businesses located in Tank Stream Way for the timed closure, however the majority of stakeholders wanted to retain laneway access for vehicles for twenty four hour and seven days a week. The commercial car park facility expressed concerns about vehicle access to their building being restricted if timed closure were implemented.

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- Service and delivery vehicle access – the owners and major tenants use Bridge Lane and Tank Stream Way for goods deliveries, service vehicles, garbage collection. These activities occur throughout the day, but the laneways have peak delivery periods. The main concern for hospitality based businesses is that perishable goods can be delivered to the businesses as quickly and as efficiently as possible.
- Public amenity – several comments were made about the low lighting levels in the laneways, anti-social behaviour at night (noise from entertainment patrons) and rubbish left in the laneways.

## **Public exhibition on the Concept Design**

The concept design was placed on public exhibition for community comment between the 14th and 29th August 2013.

Notification letters with the attached concept design were sent to all registered property owners in the immediate adjacent block (at a 100 metre radius), and emailed or delivered to tenants in all properties adjoining the laneways. In total 700 notification letters sent. Notifications explained the design elements of the proposal and encouraged stakeholders to make submission on the design.

All owners and residents were contacted (or contact attempted) via telephone and where possible copies of the concept design were emailed directly to owners and managing agents. Council met with owners and tenants of properties on request.

A Central Sydney laneways page was also established on [sydneyyoursay.com/laneways](http://sydneyyoursay.com/laneways) to allow the wider public information relating to these and other city laneways programs. The page has recorded 51 document downloads.

The A1 display panels showing visuals of the concept design were made available at the One Stop Shop at Town Hall House during the consultation period. The concept design was also made available to the community at The City's neighbourhood centres. Four in formal "drop in sessions" were held at Customs House, Circular Quay on the 19th, 21st, 27th and 29th August to provide the community an opportunity to view the concept plan.

Eight submissions were received during the consultation period with seven generally supportive of the laneways revitalisation project.

The table below lists the City's responses to the issues raised during one on one consultation with key stakeholders and from the community consultation.

ABERCROMBIE LANE, BRIDGE LANE AND TANK STREAM WAY			
ISSUES	DETAILS	NO. OF MENTIONS	RESPONSE/DESIGN OUTCOME ACTION
1	General	7	Noted
2	Scope of works	1	The semi raised threshold will calm traffic and improve pedestrian access by encouraging drivers to slow and be extra courteous to each other and to pedestrians at this junction. It does not impact swept paths.
		6	The rationale for this inclusion is discussed in the Committee Report. In light of the concerns raised, it is proposed to amend the proposal and retain existing carriageway widths. This is reflected in the Amended Concept Design (Attachment B).
		1	Given the design in this location includes a semi-raised paved threshold to calm traffic, pedestrian safety and amenity is still improved.

ABERCROMBIE LANE, BRIDGE LANE AND TANK STREAM WAY

ISSUES	DETAILS	NO. OF MENTIONS	RESPONSE/DESIGN OUTCOME ACTION
3 Reduction of Loading Zone	Opposes to the reduction of the loading area in Tank Stream Way as it will diminish available loading space used by maintenance contractors/tradespeople	7	<p>The proposal to reduce the loading area adjacent 1 Bridge Lane from 25 metres to 13m has raised concern for the overall availability of loading spaces to service the adjacent buildings.</p> <p>The current 25m length of loading area does not comply with RMS requirements for minimum setbacks from the intersection. This will need to be addressed through this project and would result in a 7m reduction in any case.</p> <p>The proposed kerb alignment adds another 5m of widened footpath to provide a strong activation opportunity directly adjacent the café. This location has good solar access, pedestrian access, and is highly visible from both Bridge Street and Abercrombie Lane. Activation here will serve to signal the wider array of offerings in the laneways.</p> <p>A number of loading areas are available in Pitt Street within 70 metres from Bridge Lane and to provide extra loading spaces, the project proposes to re-allocate a 12m of unrestricted parking as loading zone between 12 midnight and 6am for early morning deliveries, Monday to Thursday and 12m of 2P ticketed parking spaces re-allocated as loading zones between 10am and 3pm on Bridge Street.</p> <p>Long term parking is available at 20 Bond Street with car parking entry via Tank Stream Way.</p>
4 Construction	Concern about financial ramifications during the construction phase	1	<p>The City will prepare a construction management plan and will liaise with stakeholders prior to construction to coordinate and minimise impact during this phase.</p>