

**ATTACHMENT D**

**TABLE OF PROPOSED CHANGES ARISING  
FROM PUBLIC EXHIBITION**



Table of proposed changes arising from public exhibition

1. Draft Planning Proposal: North Rosebery Precinct

No proposed changes

2. Draft Sydney Development Control Plan 2012 Amendment – North Rosebery Precinct

Section/Figure	Details of proposed change	Reason for proposed change
2.5.9	<p>Amend principle (j) to read as follows:</p> <p><i>Development on the smaller lots in the southern part of the precinct is to respond to the finer grain of the bordering Rosebery Estate by being of a low scale and of a maisonette and townhouse typology</i></p>	<p>A landowner submission queried the intent of the principle and the land to which it applies. The wording of the principle has been revised to clarify the area to which the principle applies. The intent of the principle has not changed.</p>
5.7	<p>Add a new cross-section to the body of section 5.7 which illustrates an interim treatment of the 7 metre wide one way street on the northern boundary of 42-60 Rosebery Avenue and 102 Dalmeny Avenue</p>	<p>A landowner submission identified the possibility that the land required for this street may be dedicated to Council in stages and as such, an interim treatment for the land prior to realisation of the full street should be clarified.</p>
5.7	<p>Add additional cross sections illustrating indicative treatments for Rosebery Avenue.</p>	<p>Internal review has identified this section of Rosebery Avenue as a potential section of the future Eastern Transit Corridor. It has been requested that this corridor is future proofed for conversion to light rail.</p>
5.7.3	<p>Amendments to provision (2) (and legend of 5.xx: North Rosebery Building Typology and Uses) to add clarity.</p> <p>Areas where retail and commercial uses are preferred but where residential development with individual entries would be acceptable are now identified as 'Retail/commercial uses on ground floor'. Areas where residential uses at ground floor are not considered acceptable are now identified as 'Non-residential uses on ground floor'.</p>	<p>These new cross sections illustrate indicative short and long term treatments for the corridor.</p> <p>To add clarity to the different preferred types of ground floor use.</p>

Section/Figure	Details of proposed change	Reason for proposed change
Figure 5.xx: North Rosebery Setbacks	Change the 3 metre landscape setback that applies to the Rosebery Avenue frontage of 57-65 Epsom Road to a zero setback and add a 2 metre dedication to the same area.	<p>Internal review has identified this section of Rosebery Avenue as a potential section of the future Eastern Transit Corridor. It has been requested that this corridor is future proofed for conversion to light rail.</p> <p>In order to align with setbacks on properties to the south, this setback is to be amended.</p>
Figure 5.xx: North Rosebery Setbacks	Change part of 6 metre landscape setback to applies to the Rosebery Avenue frontage of 5-13 Rosebery Avenue to a 4 metre landscape setback.	<p>Internal review by City staff has identified this section of Rosebery Avenue as a potential section of the future Eastern Transit Corridor. It has been requested that this corridor is future proofed for conversion to light rail.</p> <p>In order to accommodate the increased width of this future corridor this setback is to be amended.</p>
Figure 5.xx: North Rosebery Setbacks	Change 2m side setback on southern boundary of 3-11 Primrose Avenue and 18 Rosebery Avenue to 3m side setback.	<p>To achieve a greater level of residential amenity and comply with BCA requirements while still retaining the overall height and FSR controls for the site.</p>
Figure 5.xx: North Rosebery Public Dedication	<p>Add a 2 metre dedication to part of the Rosebery Avenue frontage of 5-13 Rosebery Avenue</p> <p><i>(Note – This is to be added in the same location that the landscape setback is reduced – see above)</i></p>	<p>Internal review by City staff has identified this section of Rosebery Avenue as a potential section of the future Eastern Transit Corridor. It has been requested that this corridor is future proofed for conversion to light rail.</p> <p>In order to accommodate the increased width of this future corridor, this setback is to be amended.</p>
Figure 5.xx: North Rosebery Urban Strategy Figure 5.xx: North Rosebery Building Typology and Uses	Requirements for 'Retail/Commercial uses at ground floor' to be added to the Crewe Place frontage of 6-8 Crewe Place.	<p>Internal review by City staff has identified this frontage as an ideal location for active uses due to its proximity to the park and north facing aspect. Requiring retail or commercial uses at ground floor here would strengthen the intent of the DCP to create a community node in the area around the future local park.</p>
Figure 5xx: North Rosebery Height in Storeys	Add an indication of the preferred location of additional floorspace that may be awarded as part of a competitive design process to additional sites not previously identified.	<p>Internal review by staff has identified a number of sites that will either be required to, or are likely to nominate to, undertake a competitive design process. The City has indicated the preferred location of additional floorspace potentially achievable via this process.</p>

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<b>Section/Figure</b>	<b>Details of proposed change</b>	<b>Reason for proposed change</b>
Figure 5.xx: North Rosebery Required Land Amalgamation	Add 19 and 21 Rosebery Avenue as a new requirement lot amalgamation.	To ensure that an acceptable urban design outcome is achieved on this site particularly with regard to transition in height. This amalgamation was identified originally and omitted from the exhibited draft DCP amendment in error.