

ATTACHMENT C

**SUMMARY OF SUBMISSIONS RECEIVED
DURING THE PUBLIC EXHIBITION AND
RESPONSES FROM THE CITY**

Submitter	Issue Category	Summary of submission point	City of Sydney response	Recommended changes to controls
<p>Public Authorities Transport for NSW (Mark Ozinga) Mark.ozinga@transport.nsw.gov.au</p>	<p>Transport-buses</p>	<p>In the draft Sydney DCP 2012, Table 3.3 text '2 lanes at 3.25m each' should be replaced with '2 lanes at 3.5 m each', reflecting the minimum travel lane width to accommodate buses. Figures 3.9-3.24 should be amended, as required to ensure lanes are at 3.5 metres.</p>	<p>A 6.5m wide bi-directional carriageway (3.25m each way) with 2.1 m wide parking lanes has been agreed with Sydney Buses as the minimum safe operating environment for buses and is being used as the minimum width elsewhere in the renewal area. This figure was confirmed in correspondence of 20 October 2010 from Sydney Buses-Eastern Services to the City of Sydney.</p> <p>The 3.25 m provided for in table 3.3 of the draft DCP is the proposed width for the Eastern Transit Corridor (ETC) and the sections shown for Paul Street and Geddes Avenue (both proposed bus routes) illustrate the same approximate lane width (rounded up to 3.3 m).</p>	<p>None</p>
		<p>Figure 10.1 of the draft DCP 2012 should be amended to read 'potential' bus route through town centre.</p>	<p>Figure 10.1 shows the City of Sydney (the City)'s preferred bus route through the Green Square Town Centre and it is the City's intention to advocate for this.</p> <p>Draft Clause GSTC 3.0 of the DCP explains that matters such as bus routes are subject to detailed design resolution and that final arrangements for transport, street design and traffic management may vary from the DCP provisions. This allows sufficient flexibility should the bus route need to be amended in the future.</p>	<p>None</p>

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		<p>Page 18 of the draft planning proposal refers to a future light rail corridor. Note that there is no NSW government commitment for this- text should be amended to say 'Provision for potential light rail has been made'.</p> <p>In Figure 10.1, the proposed bus stops on Zetland Avenue, immediately north of the Drying Green should be relocated so the westbound lane bus stop is closer to the intersection of Portman and Zetland Ave, but still north of the Drying Green and west of the intersection. The bus stop on the eastbound travel lane should be relocated to the east of Portman St/Zetland Avenue intersection. Proposed bus stops on Zetland Avenue between Portman and Joynton Ave should be deleted.</p>	<p>The City strongly supports a future light rail corridor through the Green Square Town Centre and will continue to advocate for this. The language is consistent with this intent. As discussed above, Clause GSTC 3.0 allows for sufficient flexibility if the City's intention for light rail is not realised.</p> <p>The locations for bus stops are indicative only and will be subject to further discussion and detailed design in consultation with TfNSW. As discussed above, Clause GSTC 3.0 allows for flexibility in design.</p>	<p>None</p> <p>Additional text be inserted in the key for Figure 10.1 as follows (changes underlined): Potential bus stops (location <u>indicative only</u>)</p>
<p>Landowners SJB Planning on behalf of UrbanGrowth NSW L2/490 Crown Street Surry Hills Sydney NSW 2010</p>	<p>Building heights Overshadowing</p>	<p>Development sites 7, 8A, 8C, 17, 18 and 19A are all located on UGNSW owned land and front Green Square Plaza. Development site 1 (which includes the Green Square Railway Station) is also controlled by UGNSW. Therefore any amendments have the potential to impact on UGNSW land/development sites.</p>	<p>Noted.</p>	<p>None</p>

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<p>smcdonald@sib.com.au t: 93809911</p>	<p>Building heights Overshadowing</p>	<p>Would like confirmation that the amendment to the statutory building height standard in Sydney LEP (Green Square Town Centre) 2013 and amendments to the Green Square Town Centre DCP 2012 arise from the Council wishing to accommodate the successful design for the library and plaza.</p> <p>Also require confirmation that the amendment to clause 3.1.3 Green Square Plaza and Figure 3.2 (in relation to overshadowing) reflects only the changed circumstances arising from the library design on development site 20, and doesn't impact on or alter the building envelopes or development potential on any other development sites.</p> <p>If Council can confirm in writing that there is no impact on the building envelopes and development potential on any other development sites (non-library), UGNSW has no objection to the proposed amendments.</p>	<p>The City confirms that the proposed amendments to the statutory built height standard and building envelope in the Sydney LEP (Green Square Town Centre) 2013 and Green Square Town Centre DCP 2012 are to accommodate the Library and Plaza design only.</p> <p>Changes to clause 3.1.3 Green Square Plaza and Figure 3.2 reflect only the changes to the Library and Plaza design and will not impact on the building envelopes or development potential of sites other than development site 20 (the Library site).</p>	<p>None</p>
<p>The Green Square Consortium Pty Ltd (Mirvac and Leighton Properties) Level 2, 60 Margaret Street Sydney NSW 2000 robert.wilson@mirvac.com t: 90808528</p>	<p>Library and Plaza Design</p>	<p>The GSC is generally supportive of the new Library and Plaza design, including the reduced bulk resulting in less overshadowing of public open space and the flexibility to accommodate the transit corridor.</p> <p>Concerns are raised over proposed changes to vehicle access routes, as detailed below. The need to maintain permanent private vehicle access to access future residential, retail and commercial development on the property at 377-497 Botany Road Zetland is of utmost importance. The draft amendments to the GSTC DCP will further restrict constrained access to development sites 8A, 8B, 8C-8D, 19 A and 19 B.</p>	<p>Noted.</p> <p>The City appreciates the need to maintain vehicular access to the Consortium sites, and will work with the Consortium to ensure access to development sites is available as required to enable orderly development.</p>	<p>None</p> <p>None</p>

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		<p>The closure of Barker Street to private vehicles through the Plaza, as detailed in changes to clause 3.3.3 Barker Street and loss of temporary vehicular access, detailed in clause 3.5. This will impact on the access, activation, visibility and hence viability of the ground floor retail uses on sites to the south of the Plaza. Insufficient justification for removal of traffic on Barker Street provided.</p> <p>Permanent (or at least temporary) access from the north is required to enable the orderly development of the property 377-497 Botany Road. Access from the south and East won't be available until May 2017 earliest, and the DCP limits access from the West (Botany Rd) to pedestrian only. An assessment of the impact on the staged development of the GSC lands is required.</p>	<p>The City is proposing that Barker Street be available for pedestrian access and controlled vehicular access north of the Plaza, as it would be unsafe and disruptive to have traffic crossing the Plaza so close to the Library and the proposed amphitheatre area. A signalised crossing over the transit corridor would also reduce the amenity of the Plaza.</p> <p>A temporary crossing from Fellmonger Place at the north of the Plaza and Hinchliffe St to the south of the Plaza was previously considered, however this is not feasible as it would impact on the construction of the Library.</p> <p>Access to the development site at 377-497 Botany Road will be available from the newly created Geddes Avenue and Paul Street to the south and east of the development site from approximately 2017. In the unlikely event that these roads are not completed prior to the development of 377-497 Botany Road, then the City would agree on an alternative temporary vehicular access with the Consortium. This would likely occur from Botany Road.</p>	<p>None.</p>
		<p>Removal of private vehicles from the Library and Plaza will reduce activation, affecting amenity and safety. Barker Street could provide a safe pickup/drop-off point. Suggest that safety concerns could be mitigated through appropriate speed restrictions, bollards, appropriate lighting, different paved materials to distinguish pedestrian from vehicle surfaces, pedestrian crossings between the Library Plaza and Neilson Square.</p>	<p>In recognition of the need to ensure access, activation and visibility to the plaza, it is proposed to create a shared zone along the north side of the Plaza from Tweed Place to Paul Street. This will provide temporary vehicular access until the light rail corridor is operational, enabling drop-off/ pick-up and servicing along the north side of the Plaza.</p>	<p>No change to the DCP is required to facilitate the shared zone-permissible within existing controls.</p>

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		<p>The proposed DCP amendment removes a vehicle access point to site 17 and provide an integrated basement car park for sites 6,7,17 and 18. The GSC supports the integration of the basement for sites 7, 17 and 18, but object to site 6, as it is under separate ownership and outside of the GSC's control.</p> <p>The removal of a separate entry to site 17 from Barker Street requires that all vehicles required to service Site 17 will be required to use the Site 7 entry, some 100m to the north west. This will have an unacceptable impact on site 17.</p>	<p>The City takes safety concerns seriously and this is a key reason for restricting vehicular access on Barker Street, ensuring pedestrian safety and amenity around the library building and Plaza.</p> <p>The vehicular access to site 17 has been reinstated to preserve the option for vehicular access for service vehicles to this site.</p> <p>It is intended that car access to the shared basement will be provided via Tweed Place.</p> <p>Despite the change it is noted that a shared basement is the City's preference for the site, minimising vehicular entry/exit points. This works successfully in Pitt Street, Sydney, where owners of adjacent sites provide cross-easements across easements to ensure orderly development.</p>	<p>Amend Figure 10.2 Integrated Basement car parking to include an arrow indicating service vehicle entry to site 17 from Barker Street. The following notation will be included in the key. <i>If basements for sites 7, 17 and 18 are linked, then resident vehicular access will occur via Tweed Place, not Barker Street.</i></p>
	<p>The proposal will create a burden to site 7 by requiring it to connect to the new library at basement level and requiring retail parking to potentially be made available to library users. GSC objects in the strongest terms to this proposal and notes that there has not been an approach by Council to discuss library access via a basement on site 7 nor the use of retail parking spaces for library visitors.</p>	<p>A connection to the library from Site 7 is not considered viable or necessary. The notation requiring this will be removed.</p> <p>There are no plans to provide dedicated parking for library users, instead on-street parking will be available. It is also noted that the Voluntary Planning Agreement signed 20 August 2013 between the City of Sydney and the Green Square Consortium allows visitors to the Community Facility to access and use customer car parking spaces in the car parking land to the south of the Plaza.</p>	<p>Remove the following notation for site 20 (library site) on Figure 10.2 Integrated basement car parking: <i>Access via Site 7 basement.</i></p>	

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		<p>Concerns about potential impact on the amenity of future residential dwellings adjoining the plaza due to noise and lighting generated by night time activities. This has the potential to cause disharmony between residents and Council. Careful management of night time activities are required and the GSC would welcome an opportunity to comment on a detailed Plan of Management for the Library Plaza that includes restrictions on noise level and measures to avoid light spill into residential dwellings.</p>	<p>This matter was identified in Part 3 of the Planning Proposal, and is being addressed through a Plaza Management Plan that will accompany the Development Application for the Library and Plaza.</p> <p>In response to this concern an additional provision in the Green Square Town Centre DCP 2012 is also proposed that recognises the noise-generating potential of the Plaza and requires preparation of a Plaza Management Plan.</p> <p>It is noted that the City requires all new residential developments to submit an acoustic report. It would be expected that this report considers how noise attenuation will be considered in the design and detailing of buildings adjoining the plaza to minimise impacts from civic activities. Further discussion should be undertaken at the pre-DA stage of development.</p>	<p>New provision in New provision in Section 3.1.3 Green Square Plaza: 7) The plaza will be an active public place in an urban environment, and it is reasonable to expect noise generation from civic activities in the space. This will be managed through the preparation of a Plaza Management Plan and the consideration of acoustic impacts during the development assessment process.</p>