

ATTACHMENT C

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**TABLE OF SUBMISSIONS AND
RESPONSES FROM THE CITY OF SYDNEY**

**Lachlan Precinct - Summary of Submissions and Response from the City
Draft Planning Proposal and draft amendment to Sydney Development Control Plan 2012 - Exhibited from 22 July 2014 to 18 August 2014**

Key terms used in this table:

Sydney LEP 2012 = *Sydney Local Environmental Plan 2012*
Lachlan Precinct DCP = South Sydney Development Control Plan 1997: Urban Design – Part G: Special Precinct No. 9: Green Square (Lachlan Precinct)

No.	Submitter	Issues Raised	Response
1	<p>Randwick City Council Adjoining Local Government Authority</p>	<p>Transport and Access</p> <p>1. Broad concern about the potential for development in the Lachlan Precinct to result in more traffic within the Randwick LGA. There is a strong need to provide suitable public and active transport options to ensure there are adequate alternatives to private car use.</p>	<p>1. It should be noted that the Planning Proposal does not seek to permit any additional density and as such will not result in additional dwelling numbers over and above that permitted by the existing Lachlan Precinct DCP.</p> <p>Notwithstanding this, the City is aware of the transport issues in the immediate vicinity of the Lachlan Precinct and throughout the wider Green Square area and is working closely with Transport for NSW to address these issues.</p> <p>A review of the 2008 Green Square Transport Management and Accessibility Plan (TMAP2) is being undertaken by Transport for NSW with the aid of the City to establish a comprehensive transport model and plan. This work examines issues including the importance of east-west connections, the Eastern Transit Corridor, staging of development and how transport should be delivered in conjunction with development. The updated TMAP will aim to achieve a high level of public transport use throughout the area (not just around the train station) and reduced dependence on private vehicles.</p> <p>The Lachlan Precinct has been master planned to support the provision of the extension of Gadigal Avenue which will form part of the Eastern Transit Corridor. This will be the light rail route between Green Square and Central and will result in more sustainable travel behaviour. In addition, local streets in the precinct have been designed to encourage walking and cycling through provision of generous footpaths and cycle lanes.</p> <p>Recommendation: No change</p>
<p>Building Heights</p> <p>2. Note that building heights are to be expressed as R/Ls and support the greater accuracy that these provide.</p>			<p>2. Noted</p> <p>Recommendation: No change</p>

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		<p>FSR</p> <p>3. Recognition that the proposal is consistent with the existing controls under the Lachlan Precinct DCP, however, concerned that bonus floor space provisions can result in adverse urban design outcomes.</p>	<p>3. The Planning Proposal seeks to carry forward the existing FSR controls under the current Lachlan Precinct DCP into Sydney LEP 2012 without amendment. The Lachlan Precinct DCP was adopted by Council in April 2013. These current controls allow a 'base' FSR of 1.5:1 with different amounts of additional FSR achievable for the provision of material public benefits such as dedication of land for public open space and streets.</p> <p>Rigorous testing has been undertaken to ensure that the detailed built form controls specified in the Planning Proposal and draft DCP amendment, including maximum allowable FSR, minimise adverse urban design outcomes and will result in development with a high level of amenity for existing and future residents.</p> <p>Recommendation: No change</p>
		<p>Open Space and streets</p> <p>4. Support the provision of public open space and new streets and the resulting greater permeability through the site.</p>	<p>4. Noted</p> <p>Recommendation: No change</p>
		<p>Affordable Housing</p> <p>5. Strongly support the continuation of the Green Square Affordable Housing Scheme in this precinct.</p>	<p>5. Noted</p> <p>Recommendation: No change</p>
<p>2</p>	<p>Transport for NSW</p>	<p>General - Planning Proposal</p> <p>1. The Planning Proposal should be amended to include reference to newly updated suburban bus routes.</p> <p>2. The Planning Proposal should be amended to include reference to the Green Square Transport Steering Committee of which the City of Sydney and Transport for NSW are members.</p>	<p>1. Noted.</p> <p>Recommendation: Amend text under 'Transport' sub-heading on Page 17 of the Planning Proposal to remove superseded Miranda to City bus route and replace with reference to Chatswood to Airport and Lane Cove to Eastgardens bus services.</p> <p>2. Noted.</p> <p>Recommendation: Amend text under 'Traffic and Transport' sub-heading on Page 24 of the Planning Proposal to make specific reference to the Green Square Transport Steering Committee.</p>

No.	Submitter	Issues Raised	Response
		<p>General – Draft DCP amendment</p> <ol style="list-style-type: none"> The DCP should be amended to clarify that individual vehicles, with the exception of buses, are not able to travel the entire length of Gadigal Avenue. This should be reflected in the 'Access and Circulation' map of the draft DCP amendment. Table 5.8 should be amended to ensure that the widths of travel and parking lanes are sufficient to accommodate a bus operating within the travel lane to safely pass a bus stopped in the parking lane. This design should be in accordance with AustRoads standards. Section 5.4.3.5(7) should be amended to ensure that awnings are setback from the parking lanes of Gadigal Avenue so as to avoid collision with tall vehicles such as double decker buses operating in the parking lanes. 	<p>1. The section of Gadigal Avenue within the Lachlan Precinct will be designed and configured to allow private vehicles to travel along it in both a north and south direction. However, at the intersections with both Lachlan Street and ODea Avenue, private vehicles will be forced to turn either left or right. Only buses, and future light rail, will be allowed to travel straight through. This is already illustrated in the 'Access and Circulation' map of the draft DCP amendment.</p> <p>2. The parking lane is designed to allow vehicles to park and is not envisaged as a separate travel lane. It will be designed in accordance with AustRoads standards.</p> <p>3. The footpaths on either side of Gadigal Avenue are 4.1m wide meaning that for an awning to extend over the parking lane it would need to be in excess of 4.1m. While most awnings would be smaller than this, it is considered appropriate to amend the relevant provision to provide greater detail.</p> <p>Recommendation: Add the following text at the end of provision 5.4.3.5 (7) <i>"All awnings should be setback from the kerb line to avoid collision with tall vehicles potentially operating in the parking lane."</i></p>
		<p>Eastern Transit Corridor</p> <ol style="list-style-type: none"> The Planning Proposal makes several references to the Eastern Transit Corridor. Council should note the Eastern Transit Corridor has no formal status as a public transport corridor. 	<p>1. The City considers the provision of reliable, frequent and fast public transport critical to the long term success of the wider Green Square Urban Renewal Area. The Eastern Transit Corridor has long been identified by both the City of Sydney and Transport for NSW as the key public transport corridor connecting the Green Square Town Centre with Central via the residential neighbourhoods in the eastern part of the Green Square Urban Renewal Area. The City has acquired land within the Lachlan Precinct along this alignment and continues to work with both the NSW Government and private landowners to ensure the corridor is secured. By making references to it in the Planning Proposal, the City is emphasising the importance of the Eastern Transit Corridor and the significant work that has been undertaken to ensure it can be realised. This is consistent with the reference made to the Eastern Transit Corridor in the Green Square TMAP.</p> <p>Recommendation: No change</p>
3	Roads and Maritime Services	<p>General</p> <ol style="list-style-type: none"> No objection to the proposed controls 	<p>1. Noted</p> <p>Recommendation: No change</p>
4	Sydney Water	<p>General</p> <ol style="list-style-type: none"> No objection to the proposed controls 	<p>1. Noted</p> <p>Recommendation: No change</p>

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5	Local Resident Northern side of Lachlan Street	<p>Building Height</p> <ol style="list-style-type: none"> 1. Previous advice has been that most buildings would be 7 or 8 storeys maximum. 2. The amended building heights will block views from private dwellings. 3. What is the justification for buildings of 20 storeys and higher? 	<p>1. The Lachlan Precinct DCP, adopted by Council in April 2013, and the Wulaba Park DCP, adopted by Council in July 2012, introduced changes to permissible building heights across the Lachlan Precinct from a predominant 7 and 8 storey limit to a more varied range with some tower elements. The height controls in the Planning Proposal and draft DCP amendment are a direct translation of the heights in the Lachlan Precinct DCP with the exception of some minor amendments to reflect development proposals that have been approved since adoption of the controls in April 2013. As such, the Planning Proposal and draft DCP amendment do not introduce any significant changes to permissible building heights.</p> <p>2. It should be noted in the first instance that this Planning Proposal and draft DCP amendment do not introduce building heights any greater than those already permissible under the existing controls. As such, the proposed controls do not exceed potential view impacts that could result from the application of the existing controls.</p> <p>Notwithstanding this, Sydney DCP 2012 makes no provision for the retention of private views, rather Section 3.2.1.1 and 4.2.3.10 seek to protect public views and private outlook respectively. Specifically, 4.2.3.10 (1) requires that development provides "a pleasant outlook, as distinct from views, from all apartments" and that "views and outlooks from existing residential development should be considered in the site planning and massing of new development". It is clear that the DCP provisions make a distinction between 'view' and 'outlook', with priority given to ensure residential apartments have outlook and reasonable amenity, as opposed to the protection of private views. Future development applications for development throughout the Lachlan Precinct will be subject to assessment against these provisions.</p> <p>3. As explained in the response to 1, the 20 storey towers in the Planning Proposal and draft DCP amendment are a translation of the current Lachlan Precinct DCP controls and do not represent a departure from what is currently permissible. Notwithstanding this, the rationale for taller towers within the precinct is to achieve a balance between feasible development capacity and a varied built form. While the precinct contains four towers of 20 storeys and one tower of 25 storeys, this also allows lower scale development throughout the precinct of 4, 6, 7 and 8 storeys. The result is that the built form outcome is varied and diverse in character and scale and there is greater public domain amenity.</p> <p>Recommendation: No change</p>

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		<p>Affordable Housing</p> <p>4. Housing in this area does not represent affordable living.</p>	<p>4. The Green Square Affordable Housing levy which currently applies to the precinct through Division 3 of South Sydney LEP 1998, will also continue to apply to the precinct under Sydney LEP 2012. Assuming full residential redevelopment of the precinct at an FSR of 2.2:1, a contribution of \$55.5m (at current rates) towards the provision of affordable housing in Green Square will be secured, equivalent to approximately 177 affordable housing units.</p> <p>Furthermore, redevelopment of the Lachlan Precinct, facilitated by the Planning Proposal and draft DCP amendment, will deliver a total of 3,060 new dwellings, bringing new housing supply onto the market and addressing housing affordability.</p> <p>As such, the Planning Proposal and draft DCP amendment will ensure that development in the Lachlan Precinct addresses and improves housing affordability in the City of Sydney.</p> <p>Recommendation: No change</p>
		<p>Quality of design</p> <p>5. The quality of buildings is not sufficient and layouts do not represent good living.</p>	<p>5. The Planning Proposal and draft DCP amendment do not propose any change to the current design excellence controls that apply to the Lachlan Precinct. These controls seek to ensure that new development, particularly towers, demonstrates a high standard of design and urban form. Furthermore, the building footprints and envelopes set out in the Planning Proposal and draft DCP amendment have been determined to allow compliance with the provisions of the Residential Flat Design Code. As and when they are submitted, development applications for individual developments will be assessed by the City for compliance with the requirements of the Residential Flat Design Code. As such, future development within the Lachlan Precinct will exhibit a high standard of design and offer a high quality of residential accommodation.</p> <p>Recommendation: No change</p>