

# ATTACHMENT E

## ATTACHMENT E

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



## Summary of submissions and City of Sydney response

GAZCORP SITE - 296 - 298 BOTANY ROAD AND 284 WYNDHAM STREET, ALEXANDRIA  
 – PLANNING PROPOSAL AND DRAFT AMENDMENT TO SYDNEY DEVELOPMENT  
 CONTROL PLAN 2012

### Glossary of terms

ADG – Apartment Design Guide  
 FSR – Floor Space Ratio  
 RMS - Roads and Maritime Services  
 SEPP – State Environmental Planning Policy  
 Sydney LEP 2012 – Sydney Local Environmental Plan 2012  
 Sydney DCP 2012 – Development Control Plan 2012

Submitter	Summary of matter raised in submission	Officer's response
<b>Local residents submissions</b>		
<p><b>1. Local resident</b></p>	<p><u>Height</u></p> <p>Considers that it would be incongruous to add height to this site only - it would detrimentally impact upon the adjoining site to the north.</p>	<p>The planning proposal has been prepared in response to a request by the developer to amend the maximum building height on this particular site.</p> <p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. The site occupies a prominent position and is opposite Green Square town centre where there are higher maximum building heights. In response to the maximum building heights on surrounding sites, taller elements (maximum RL 96.5) are proposed on the western side of the site to respond to the taller maximum permissible heights on the western side of Wyndham Street and on the Bourke Road/O’Riordan Street corner. Lower elements (maximum RL 87.5 and 79) are proposed on the eastern side of the site to respond to the lower permissible heights on the eastern side of Botany Road and the medium rise development to the north.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p>

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		<p>The detailed design of a development within the building envelope will involve consideration of impacts on neighbouring properties, and will be subject to assessment at the development application stage.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
<p><b>2. Local resident</b></p>	<p><u>Height; Town centre expansion</u></p> <p>The development expands the Green Square town centre into the existing area, exceeds existing height limits and lacks setback from the road.</p>	<p>The site is located immediately to the north of the Green Square town centre, and centrally within the Green Square Urban Renewal area. The proposal has been supported by a detailed Urban Design Study which has considered the site in the context of surrounding development and the neighbouring Green Square town centre. This study finds that the site can support a development of greater height than the existing planning controls allow.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building envelope allows for a commercial/retail podium with high rise towers above. The podium levels largely adopt no setback from the property boundaries to allow for a strong street wall effect. Along the Bourke Road and Botany Road site boundaries, the development will adopt a setback of 2.4m for footpath widening. Furthermore, the building envelope is required to adopt setbacks for the taller residential towers to reduce impacts on the public domain and adjoining properties.</p> <p><b>No change to the exhibited height and setback controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
	<p><u>Infrastructure; Traffic and transport</u></p> <p>Concerns are raised regarding impacts on existing</p>	<p>The planning proposal does not involve any change to the maximum floor space ratio permitted on the site. This means that the proposal will not increase density</p>

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	<p>infrastructure and parking. Improvements are needed to roads and public transport.</p>	<p>on the site, only the way in which the density is physically expressed. Therefore the planning proposal and draft DCP changes will not, in themselves, result in an increase in pressure on existing infrastructure in the locality.</p> <p>The proponent offered for a restriction relating to car parking to be included in the planning proposal. This restriction would be that no on-site parking can be provided for any residential apartments within the development which have been created as a result of floor space awarded as a design excellence incentive through a competitive design process. This restriction has been incorporated into the site specific provisions of Sydney LEP 2012.</p> <p>It is acknowledged that there are concerns about infrastructure investment not keeping pace with the rapid redevelopment and population growth in the Green Square Urban Renewal Area. In response to this, the City prepared the <i>Green Square Infrastructure Strategy and Plan</i> (the plan). The plan details the strategies, plans and studies that support and guide the growth of Green Square and seeks to ensure that the necessary physical and social infrastructure required to support development is clearly identified so that it can be delivered as development occurs. The plan recognises that some services such as public transport provision are not the responsibility of the City and provides a framework to work with relevant agencies to achieve more timely infrastructure provision by the NSW Government. The plan is available on the City's website here – <a href="http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee">http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee</a></p> <p><b>An additional restriction limiting on-site car parking has been incorporated into the site specific provisions of Sydney LEP 2012.</b></p>
	<p><u>Traffic and transport</u></p> <p>Parts of the Botany Road corridor should be preserved for future expansion (road widening, light rail etc).</p>	<p>Botany Road is a classified road which is controlled by RMS. Parts of Botany Road have already been identified for future road widening, and they have been zoned accordingly under Sydney LEP 2012. There are no parts of the site which have been zoned "Special Purposes 2 – Classified Road" to enable road widening at a future date. Refer also to response to Transport for NSW comments (#17).</p> <p>Botany Road is a significant bus corridor. Light rail is planned along Gadigal / Defries Avenues to connect the Green Square town centre with Central. The City</p>

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		<p>is securing the land for the light rail corridor through development and advocating the NSW Government for its early delivery.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
	<p><u>Visual impact; Heritage item</u></p> <p>The development will change the aesthetics of the area and there is a heritage item nearby at Green Square School.</p>	<p>Given the proposed scale of development and the prominence of the site, the development will be highly visible in the Green Square area. A competitive design process will be required for the detailed design. The City requires all new buildings and external alterations to existing buildings to exhibit design excellence, and this includes achieving a high standard of architectural design, materials and detailing appropriate to the building type and location.</p> <p>Green Square School is located in close proximity to the site, on the eastern side of Botany Road. The school contains buildings, landscaping and a retaining wall which are identified as a heritage item under Sydney LEP 2012. Botany Road serves as a significant barrier between the site and the school, and the school buildings are well setback within the site. As part of the Urban Design Study prepared to support the planning proposal, a view analysis was undertaken and illustrates that the impacts of increased building heights on the setting of the heritage item is minor and acceptable. The potential for any proposed development on the site to adversely impact on the heritage item is relatively low. The assessment of a future development application, will provide further opportunity for the impacts on the heritage listed school to be considered.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
	<p><u>Construction impacts</u></p> <p>Prolonged construction work will be undertaken at a busy intersection, with increased truck movements and noise.</p>	<p>The development of the site will result in construction traffic at a street intersection which is already very busy. The development will also result in construction related impacts, including noise impacts.</p> <p>These impacts can be mitigated through appropriate management at the development application stage, through a requirement for a Construction Traffic Management Plan and a Noise and Vibration Management Plan.</p> <p><b>No change to the exhibited controls is recommended.</b></p>

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<p>3. Local resident</p>	<p><u>Height</u></p> <p>Prior to purchasing a nearby residential property, due diligence was carried out in relation to the height limits in the area. Objection is raised to the proposed increase in height - 85 metres is excessive and will directly impact upon neighbouring residential properties.</p>	<p>The review of the height limit for the site was initiated by the landowner. In December 2014, the land owner submitted a request to the City to amend certain planning controls on the site. This request was supported by a full planning justification for the change and technical studies. NSW legislation allows for this type of review of planning controls to take place.</p> <p>The City assessed the merits of this request. City staff worked collaboratively with the land owner and their consultant team to refine the proposal. The result of this work is a planning proposal and draft DCP amendment to allow for a mixed use development on the site comprised of a retail/commercial podium and taller residential towers above.</p> <p>The site occupies a prominent position and is opposite Green Square town centre where there are higher maximum building heights. In response to the maximum building heights on surrounding sites, a range of heights are proposed across the site.</p> <p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. This has included testing of shadow impacts, wind impacts, traffic and transport impacts and impacts upon the nearby heritage listed school.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p>The detailed design of a scheme for the site, along with the assessment of a future development application, will provide further opportunity for the impacts on neighbouring properties to be considered.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>

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	<p><u>Traffic and transport</u></p> <p>Concerned that the area is already gridlocked, and there are problems with public transport access with trains and buses being overcrowded.</p>	<p>The planning proposal does not involve any change to the maximum floor space ratio permitted on the site. This means that the proposal will not increase density on the site, only the way in which the density is physically expressed. Therefore the planning proposal and draft DCP changes will not, in themselves, result in an increase in pressure existing infrastructure in the locality.</p> <p>The site is immediately adjacent to Green Square train station which has direct services to Central Sydney and Sydney Airport. The site is also well serviced by a number of bus routes which travel to a variety of destinations.</p> <p>Since early 2000, long term planning for the Green Square Urban Renewable Area has included transport studies and management plans examining road capacity, traffic management and transport infrastructure required to support the redevelopment of Green Square. These studies identified measures to improve transport in the area as development occurs. The City is pursuing actions to improve transport in the Green Square Urban Renewal Area, including continued advocacy for improved public transport in Green Square and continued work between the City and Transport for NSW to improve capacity and reliability of public transport services.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p><b>4. Local resident</b></p>	<p><u>Height</u></p> <p>Opposed to the increase in height limit – we have height limits already which keep being raised.</p>	<p>The review of the height limit for the site was initiated by the landowner. In December 2014, the land owner submitted a request to the City to amend certain planning controls on the site. This request was supported by a full planning justification for the change and technical studies. NSW legislation allows for this type of review of planning controls to take place.</p> <p>The City assessed the merits of this request. City staff worked collaboratively with the land owner and their consultant team to refine the proposal. The result of this work is a planning proposal and draft DCP amendment to allow for a mixed use development on the site comprised of a retail/commercial podium and taller residential towers above.</p> <p>The site occupies a prominent position and is opposite Green Square town centre where there are</p>

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		<p>higher maximum building heights. In response to the maximum building heights on surrounding sites, a range of heights are proposed across the site.</p> <p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. This has included testing of shadow impacts, wind, impacts, traffic and transport impacts and impacts upon the nearby heritage listed school.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
	<p><u>Infrastructure</u></p> <p>Concerns that infrastructure will struggle to cope with what is already planned.</p>	<p>The <i>Green Square Infrastructure Strategy and Plan</i> was approved by Council in March 2015. It was prepared by the City in response to concerns that investment by NSW Government agencies has not kept pace with rapid redevelopment and population growth in the Green Square Urban Renewal Area, which includes the Gazcorp site. The plan details the strategies, plans and studies that support and guide the growth of Green Square and seeks to ensure that the necessary social and physical infrastructure required to support development is clearly identified and understood so that it can be delivered as development occurs. Importantly, the plan recognises that some services such as public transport, education and health care provision are not the responsibility of the City and provides a framework to work with relevant agencies to achieve more timely infrastructure provision by the NSW Government. The plan is available on the City's website here – <a href="http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee">http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee</a></p>

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		<p><b>No change to the exhibited controls is recommended.</b></p>
	<p><u>Open space; Trees</u></p> <p>Open space and trees should not be replaced with concrete jungle.</p>	<p>The City recognises that the provision of high quality open spaces is essential to ensure a healthy, vibrant and sustainable community.</p> <p>The City's <i>Open Space, Sports and Recreation Needs Study 2016</i> was adopted by Council on 14 November 2016 and provides a series of directions and recommendations for the future planning, provision, development and management of public open space and recreation facilities located within the City. This Study makes reference to a number of projects which are already underway in the Green Square Urban Renewal area which will contribute to the provision of open space and recreational facilities in the locality including Gunyama Park, Drying Green Park, and Matron Ruby Grant Park (on the former South Sydney Hospital Site).</p> <p>Furthermore, the <i>Green Square Infrastructure Strategy and Plan 2015</i> also recognises the importance of delivering open space and recreational facilities for Green Square's growing population. This Plan details the existing and planned public open space areas in Green Square and discusses delivery options for securing new open space in the area.</p> <p>Sydney LEP 2012 and Sydney DCP 2012 contain controls to ensure the protection of trees within development sites and maximise the quality and quantity of healthy tree canopy coverage. The City has numerous other policies which are aimed at maintaining and increasing canopy cover, including <i>Sustainable Sydney 2030</i>, the <i>Greening Sydney Plan 2012</i>, the <i>Urban Forest Strategy 2013</i> and the <i>Tree Management Policy 2013</i>.</p> <p>There are a number of mature street trees located on the footpaths surrounding the site, and the protection of these trees will be a matter for consideration during the assessment of a future detailed development application for the site. Any such development application will also need to be supported by a landscape plan which details how the proposed development will contribute to the greening of the area.</p> <p><b>No change to the exhibited height controls is recommended.</b></p>

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<p>5. Local resident</p>	<p><u>Height</u></p> <p>Opposed to the increase in height. Notes the development will tower over neighbouring properties. Considers an increase in height limit with the same floor space ratio will make the whole site uneven and little justification is provided as to how the height increase gives a better built form.</p> <p>The proposal itself states that approval of a development application contravening the height standard to this degree would set an undesirable precedent and undermine the Sydney LEP 2012 height controls.</p>	<p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. The site occupies a prominent position and is opposite Green Square town centre where there are higher maximum building heights. In response to the maximum building heights on surrounding sites, taller elements (maximum RL 96.5) are proposed on the western side of the site to respond to the taller maximum permissible heights on the western side of Wyndham Street and on the Bourke Road/O'Riordan Street corner. Lower elements (maximum RL 87.5 and 79) are proposed on the eastern side of the site to respond to the lower permissible heights on the eastern side of Botany Road and the medium rise development to the north.</p> <p>While no change is proposed to the FSR control, the proposed increase in height limit will allow greater flexibility around built form, more opportunity for creative architectural expression and the high rise residential towers are likely to achieve good solar access and ventilation.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The planning proposal acknowledges that the proposed height increase would be a significant departure from the current height control on the site. It argues that a development application would not be appropriate for the consideration of such a significant change to the height control. Rather, the most appropriate means of considering such a significant change to the height control is through the planning proposal process, where extensive testing and analysis can be undertaken. The planning proposal process also permits the broader strategic considerations of allowing additional height on the site to be taken into account.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>

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6. Local resident	<p><u>Height and density</u></p> <p>A building height of 85 metres is far too high.</p> <p>480 new dwellings is too much in an already overcrowded area and will impact upon living standards.</p>	<p>The site occupies a prominent position and is opposite Green Square town centre where there are higher maximum building heights. In response to the maximum building heights on surrounding sites, a range of heights are proposed across the site.</p> <p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. This has included testing of shadow impacts, wind impacts, traffic and transport impacts and impacts upon the nearby heritage listed school.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p>The planning proposal does not involve any change to the maximum floor space ratio permitted on the site. This means that the proposal will not increase density on the site, only the way in which the density is physically expressed. Therefore the planning proposal and draft DCP changes will not, in themselves, result in an increase in pressure existing infrastructure in the locality.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
	<p><u>Traffic and transport</u></p> <p>The massive increase in the residential population of the area means that buses are already overcrowded, car parking in the neighbourhood is impossible.</p>	<p>The site is well serviced by existing infrastructure and services being immediately adjacent to the Green Square Train Station which has direct services to Central Sydney and Sydney Airport. It is also well serviced by a number of bus routes which travel to a variety of destinations.</p> <p>A number of transport studies and management plans which examine road capacity, traffic management and transport infrastructure have been conducted since early 2000. These studies have identified that</p>

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		<p>measures to improve transport must be implemented as development occurs. Some key actions which the City is pursuing include:</p> <ul style="list-style-type: none"> <li>• Continuing advocacy by the City for improved public transport in Green Square</li> <li>• Working with NSW Government and landowners to secure land to allow delivery of the future Eastern Transit Corridor which will connect the Green Square town centre with Central.</li> <li>• Continuing work between the City and Transport for NSW to develop measures to improve transport in the area including improving reliability and capacity of public transport services.</li> </ul> <p>With regard to car parking, the planning proposal makes provision for some on-site parking for both the commercial and residential uses.</p> <p>The proponent offered for a restriction relating to car parking to be included in the planning proposal. This restriction would be that no on-site parking can be provided for any residential apartments within the development which have been created as a result of floor space awarded as a design excellence incentive through a competitive design process. This restriction has been incorporated into the site specific provisions of Sydney LEP 2012.</p> <p>The <i>City's Neighbourhood Parking Policy</i> states that new developments will be subject to street parking restrictions through ineligibility for residential parking permits. This restriction is usually implemented through development consent conditions.</p> <p><b>An additional restriction limiting on-site parking has been incorporated into the site specific provisions of Sydney LEP 2012.</b></p>
	<p><u>Construction impacts</u></p> <p>Construction work since 2000 has already resulted in noise and dust pollution.</p>	<p>Construction work to facilitate new development will result in noise impacts. These impacts can be mitigated through appropriate management at the development application stage, through a requirement for a Noise and Vibration Management Plan.</p> <p>With regard to dust, construction site operators are required by law to minimise dust emissions from sites. Council's Environmental Health Officers can take action in instances where construction dust is causing nuisance to neighbouring properties.</p> <p><b>No change to the exhibited controls is recommended.</b></p>

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<p>7. "Sydney Your Say" respondent</p>	<p><u>Height</u></p> <p>The building height should be limited. 8 - 10 floors is enough.</p>	<p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site. This has included testing of shadow impacts, wind impacts, traffic and transport impacts and impacts upon the nearby heritage listed school.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p>It is noted that the existing controls would permit a building of greater than 15 storeys at 284 Wyndham Street.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
<p>8. "Sydney Your Say" respondent</p>	<p><u>Height</u></p> <p>An 85m building height is too high – we already have a Central Business District only 3km away.</p>	<p>While it is acknowledged that the Sydney CBD is a short distance away, Green Square has been identified as an area for considerable growth, infrastructure improvements and redevelopment over the next 20 years and beyond. By 2030, Green Square is expected to provide 22,000 jobs and house 61,000 residents. Much of the new development in the Green Square area will be provided through high density and medium density developments, supported by social and physical infrastructure including open spaces and parks.</p> <p>Extensive analysis has been undertaken in support of the planning proposal to raise the maximum building height on the site.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p>

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		<p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
<p>9. "Sydney Your Say" respondent</p>	<p><u>Height</u></p> <p>The City of Sydney should stop approving high rise apartment buildings over 8 floors. High rise apartment buildings in the area are casting shadows and blocking blue sky, and residents need access to sunshine and blue sky for welfare.</p>	<p>The height limits for high rise developments in the City are determined after extensive analysis and testing, including in relation to overshadowing, wind impacts and view analysis. Different building heights across the City supports development of different intensities, and allows for variety in urban form and visual interest.</p> <p>The planning proposal has been subject to extensive testing, including consideration of overshadowing impacts generally and in relation to the Green Square Plaza which is located to the south-west of the site.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p>The detailed design of a development within the building envelope will involve consideration of impacts on neighbouring properties, including in relation to overshadowing impacts, and this will be subject to assessment at the development application stage.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>
	<p><u>Infrastructure</u></p> <p>Council continues to fail to address the roads and the</p>	<p>The <i>Green Square Infrastructure Strategy and Plan</i> details the strategies, plans and studies that support and guide the growth of Green Square. The plan</p>

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	<p>lack of infrastructure needed to meet the needs of the massive population increase.</p>	<p>seeks to ensure that the necessary social and physical infrastructure required to support development is clearly identified and understood so that it can be delivered as development occurs. Importantly, the plan recognises that some services such as public transport, education and health services are not the responsibility of the City and provides a framework to work with relevant agencies to achieve more timely infrastructure provision by the NSW Government. The plan is available on the City's website here – <a href="http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee">http://www.cityofsydney.nsw.gov.au/council/about-council/meetings/calendar-and-business-papers-2015/2015/march/planning-and-development-committee</a></p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p><b>10. "Sydney Your Say" respondent</b></p>	<p><u>Height</u></p> <p>The proposed building heights are too high and are likely to be out of balance with the heights of buildings within the immediate surrounds. The existing height limits should be retained to maintain balance.</p>	<p>The site occupies a prominent position and is opposite Green Square town centre where there are higher maximum building heights. In response to the maximum building heights on surrounding sites, taller elements (maximum RL 96.5) are proposed on the western side of the site to respond to the taller maximum permissible heights on the western side of Wyndham Street and on the Bourke Road/O'Riordan Street corner. Lower elements (maximum RL 87.5 and 79) are proposed on the eastern side of the site to respond to the lower permissible heights on the eastern side of Botany Road and the medium rise development to the north.</p> <p>The planning proposal heights are considered to be the maximum heights achievable on the site without resulting in unacceptable overshadowing impacts. Two post-exhibition amendments have been incorporated which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights.</p> <p>The proposed building heights and building envelope can result in a scheme that is able to satisfy key objectives and provisions of relevant SEPPs, Sydney LEP 2012 and Sydney DCP 2012.</p> <p><b>No change to the exhibited height controls is recommended. Two amendments which remove the possibility of additional building height being achieved on the site beyond the planning proposal heights have been incorporated.</b></p>

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<p>11. "Sydney Your Say" respondent</p>	<p><u>Bicycle facilities</u></p> <p>The development should provide at least 100 secure bike parking cages for residents with 24 hour access.</p> <p>End of trip facilities should be provided for the commercial uses in the site, to provide cyclists with showers, lockers and change rooms.</p>	<p>Sydney DCP 2012 sets out on site bicycle parking rates according to the proposed land use, for example, residential, commercial etc. Any future development application for the site would be expected to provide bicycle parking and end-of-trip facilities in accordance with the rates set out in Sydney DCP 2012.</p> <p>Development consent D/2012/1021/B relates to the site and grants approval for the construction of a part 2 / part 3 retail and commercial development. There are conditions attached to this consent which require the provision of on-site bicycle parking and associated facilities. If this consent is implemented, bicycle parking and facilities are to be provided in accordance with the consent.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p>12. "Sydney Your Say" respondent</p>	<p><u>Bicycle facilities</u></p> <p>The Traffic Transport Assessment has inadequately dealt with cycling access. A more rigorous assessment of cycling provision is needed, and should include: cycling access to/from the development; internal bike parking and end-of-trip facilities; the option of underground cycling links through this dangerous intersection.</p> <p>The Traffic and Transport assessment unduly focusses on car parking provision. Westconnex will reduce traffic flows for all roads and intersections in this area to level F –</p>	<p>The City is supportive of cycling as an active mode of transport, and is committed to creating and maintaining a comfortable and bicycle friendly environment in Sydney. The City is building a network of cycle paths across the local government area, including extensive cycling infrastructure within the Green Square Urban Renewal Area.</p> <p>The City is supportive of improving cycling accessibility and safety on the busy roads and intersections in Green Square, including those around the Gazcorp site. However, some of the actions required to achieve this are the responsibility of other NSW Government agencies. The City is committed to working with relevant agencies to ensure the delivery of the necessary cycling infrastructure within the Green Square area.</p> <p>With regard to bicycle parking and end-of-trip facilities on site, any future development would be expected to provide such in accordance with the rates set out in Sydney DCP 2012. If the existing development consent (D/2012/1021/B) for a retail and commercial development on the site is implemented, bicycle parking and facilities will need be provided in accordance with the conditions of this consent.</p> <p>The City continues to oppose Westconnex and is working with community and business groups opposing Westconnex. The project will have significant negative impacts in the city as it will funnel traffic into areas such as Alexandria, Waterloo and Green Square.</p>

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	the traffic assessment should account for this.	<b>No change to the exhibited controls is recommended.</b>
13. "Sydney Your Say" respondent	<p><u>Location</u></p> <p>Proposal is an excellent idea given the site's proximity to the Green Square town centre &amp; Green Square Railway Station.</p> <p>Proposal will provide a visual transition between the taller buildings in Green Square town centre and apartment buildings along Botany Road.</p> <p>Proposal will provide more homes for Sydney's growing population in a central and convenient position.</p>	<p>Noted.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
	<p><u>Apartment sizes</u></p> <p>Apartment sizes should be more generous, rather than the small sizes that have become common.</p>	<p>The Apartment Design Guide (ADG) sets out minimum internal areas for apartments based on the apartment type (studio, 1 bedroom, 3 bedroom etc). The apartments within any future development would be expected to comply with the minimum apartment sizes set out in the ADG. This will be a matter for consideration in the assessment of a development application involving the proposed residential towers.</p>
<b>Public authority submissions</b>		
14. Sydney Water	<p><u>Infrastructure</u></p> <p>No objections raised.</p> <p>The trunk water and trunk wastewater systems have adequate capacity to service this development area.</p>	<p>Noted.</p> <p><b>No change to the exhibited controls is recommended.</b></p>

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<p><b>15. Ausgrid</b></p>	<p><u>Infrastructure</u></p> <p>No objections raised.</p> <p>Due consideration is to be given to the compatibility of the proposed development with existing Ausgrid infrastructure.</p> <p>Ausgrid have provided detailed conditions in relation to the redevelopment of the site.</p>	<p>The conditions provided by Ausgrid are matters to be taken into account at the design stage of a future development.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p><b>16. Department of Education</b></p>	<p><u>Green Square School - Heritage item</u></p> <p>The school site is listed as a heritage item under Sydney LEP 2010. The school buildings and plantings are landmarks in the locality which allow an interpretation of development on Botany Road.</p>	<p>Botany Road serves as a significant barrier between the site and Green Square School, and the school buildings are setback within the site. As part of the Urban Design Study prepared to support the planning proposal, a view analysis was undertaken and illustrates that the impacts of increased building heights on the setting of the heritage item is minor and acceptable. The potential for any proposed development on the site to adversely impact on the heritage item is relatively low. The assessment of a future development application will provide further opportunity for impacts on the heritage listed school to be considered.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
	<p><u>Development impacts</u></p> <p>The redevelopment of the Gazcorp site, together with potential further development in and around the Green Square precinct, will have a cumulative impact in the locality in relation to traffic generation, overshadowing, overlooking and</p>	<p>The Gazcorp site, as well as Green Square School, are located within the Green Square Urban Renewal Area. Green Square has been identified as an area for considerable renewal and redevelopment over the next 20 years and beyond.</p> <p>The planning proposal has been supported by extensive analysis of potential impacts, including a Traffic and Transport Impact Assessment and shadow testing.</p> <p>The Traffic and Transport Impact Assessment concludes that given the site's location next to Green Square Train Station, the majority of residents will</p>

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	<p>noise impacts. The successful operation of the school relies on safe pedestrian and vehicular access, minimal noise interference and avoidance of overshadowing and overlooking of internal and external spaces.</p> <p>Council should include an assessment of these impacts to ensure the school can continue without significant environmental impacts from the development of nearby properties.</p>	<p>utilise rail services rather than private cars for the majority of trips, and that the net vehicular impacts of the proposed development are minimal.</p> <p>The shadow testing shows that a high rise development on the site would not result in any overshadowing of Green Square School between 9am and 3pm at winter solstice (given the school's location to the north-east of the site).</p> <p>The detailed design of a scheme for the redevelopment of the site will need to consider how to mitigate against overlooking impacts. It will also need to consider the potential noise impacts of uses on the site and how to protect the amenity of nearby properties.</p> <p>The assessment of any future development application for the redevelopment of the site will consider whether potential impacts upon neighbouring properties, including Green Square School.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p><b>17. Transport for NSW</b></p>	<p><u>Botany Road access</u></p> <p>Botany Road is a classified road, and therefore the proposed access arrangements for the development off Botany Road should be approved by RMS.</p> <p>Proposed driveway access off Botany Road and median treatment (to restrict right turning movements into the site from Botany Road) have the potential to impact on bus services. If access is approved by RMS, Transport for NSW request further consultation to minimise the impacts on existing and future bus services along Botany Road.</p>	<p>RMS was consulted regarding the planning proposal. RMS has not raised objection to the proposed access arrangements to the site from Botany Road.</p> <p>RMS has not raised objection to the proposed left in/left out driveway access or the construction of a median strip on Botany Road.</p> <p>RMS advised that the residential car park access point should be located in the farthest north-easterly point of the building (at least 100m) from the Bourke Road / Botany Road intersection. This advice is incorporated into the draft DCP controls which show the residential vehicular entry to be located at the most northerly point of the Botany Road frontage, as far away from the Bourke Road/Botany Road intersection as possible.</p> <p><b>No change to the exhibited controls is recommended.</b></p>

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	<p>They also request that the proponent demonstrate that the proposed left in / left out arrangement for accessing the residential car park would not cause queuing on Botany Road.</p>	
	<p><u>Active Transport</u></p> <p>Inclusion of bicycle facilities and wayfinding strategies to assist with increasing the mode share of walking and cycling.</p>	<p>These are matters to be taken into account in the detailed design of a redevelopment scheme for the site.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
<p><b>18. Roads and Maritime Services</b></p>	<p><u>Traffic and Transport</u></p> <p>No objections raised, noting that previous advice in relation to the following matters has been considered:</p> <ul style="list-style-type: none"> <li>• left in / left out access on Botany Road;</li> <li>• construction of a median on Botany Road to restrict right turning movements to the residential development;</li> <li>• location of the residential car park entrance at the farthest north easterly point of the building (at least 100m) from the Bourke Road/Botany Road intersection.</li> </ul>	<p>Noted.</p> <p><b>No change to the exhibited controls is recommended.</b></p>

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19. Sydney Trains	<p><u>Infrastructure</u></p> <p>Given the proximity of the site to the Airport Line Tunnel, any proposed development will need to comply with the <i>Airport Line Tunnel Protection Guidelines</i>.</p>	<p>The <i>Airport Line Tunnel Protection Guidelines</i> will need to be taken into account at the detailed design stage of a development for the site.</p> <p><b>No change to the exhibited controls is recommended.</b></p>
20. Sydney Airport Corporation	<p>The proposed height controls will allow a development which will penetrate the Obstacle Limitations Surfaces (OLS) which set the height limits for structures around an aerodrome for the purposes of protecting aviation airspace.</p> <p>They do not support the development of any structure which intrudes into the OLS.</p> <p>The proposal has been referred to the Department of Infrastructure and Regional Development for determination, as the Commonwealth body with ultimate responsibility for airspace operations. Submissions have also been invited from the Civil Aviation Safety Authority, Airservices and Airlines.</p>	<p>A preliminary aeronautical assessment was submitted in support of the planning proposal. This concluded that based on a preliminary assessment, an application supported by a full aeronautical assessment and safety case would be approved by the Department of Infrastructure and Regional Development.</p> <p>A post exhibition amendment has been incorporated which specifies that the maximum building heights as shown on Height of Building Maps 17 and 18 are subject to the written approval of the relevant Commonwealth body with regard to airspace operations. Any future development application which penetrates the Obstacle Limitations Surfaces would require the concurrence of Sydney Airport Corporation.</p> <p><b>An amendment has been incorporated which states that the maximum building heights (as specified through the planning proposal) are subject to the written approval of the relevant Commonwealth body with regard to airspace operations.</b></p>