

ITEM 4. GREEN SQUARE TOWN CENTRE – JOYNTON AVENUE AND ZETLAND AVENUE (EAST)**FILE NO: S105611****SUMMARY**

On 29 February 2016, Council endorsed the detailed design of the new and upgraded streets network for the Green Square Town Centre for progression to implementation.

This report outlines the detailed design for the remaining Green Square Town Centre streets, which were not part of the previously endorsed streets network, comprising Joynton Avenue (between Elizabeth Street and Hansard Street) and Zetland Avenue (east of Joynton Avenue), within the Epsom Park Precinct.

The scope of works for these streets is for all of the above and below ground infrastructure works within the road reserve, including all services, footpaths, tree planting, lighting and street furniture.

The design of Joynton Avenue and Zetland Avenue (east) continues the streetscape objectives established for the Green Square Town Centre, including promoting streets for people through pedestrian friendly and low traffic speed environments, and integration with the cycling network. They will be united by a strong green character established through robust street trees, extensive plantings and a palette of high quality materials and street furniture from the adopted City Standards.

A consultation and community engagement process has been undertaken with the community about this proposal. This has included mail outs and face-to-face discussions. The community engagement period ran from 28 September to 17 October 2016 as part of the City's comprehensive program of engagement for the Green Square urban renewal program. Feedback from this consultation with residents, adjacent developers and authorities has informed the detailed design.

RECOMMENDATION

It is resolved that Council endorse the detailed design for the upgrade of Joynton Avenue and Zetland Avenue (east), as described in the subject report and as shown in Attachments A and B to the subject report, for progression to implementation.

ATTACHMENTS**Attachment A:** Project Area**Attachment B:** Detailed Design of Works – Consultation Panels**Attachment C:** Financial Implications (Confidential)

(As Attachment C is confidential, it will be circulated separately from the Agenda Paper and to Councillors and relevant senior staff only).

BACKGROUND

1. The Green Square Town Centre is primarily located in the suburb of Zetland and includes land bounded by Botany Road, Bourke Street, Portman Street, Joynton Avenue and Hansard Street (Attachment A). The one kilometre boulevard of Zetland Avenue will connect the Green Square Town Centre to the Epsom Park Precinct to the east of Joynton Avenue. This central spine is bound by Green Square Library and Plaza to the west and in the east by Zetland Open Space.
2. On 25 March 2013, Council approved the Green Square Town Centre Public Domain Strategy. This strategy was prepared to guide the detailed design for the Green Square Town Centre.
3. On 29 February 2016, Council endorsed the detailed design for the new and upgraded streets network for the Green Square Town Centre.
4. The streets provide the framework to the town centre's public domain and facilitate access, circulation and essential services to the centre's various public and private developments. These works include:
 - (a) remediation of contaminated ground, and traditional utilities including potable water, stormwater, sewer, electricity, gas and telecommunications; and
 - (b) civil and public domain works including roads, cycleways, footpaths, kerbs, water sensitive urban design features, trees, landscaping, lighting, traffic control devices (e.g. traffic signals, pedestrian crossings and thresholds), street furniture and signage.
5. These works are coordinated with a range of other concurrent projects in the precinct as follows:
 - (a) the green infrastructure projects delivering the private electricity network and non-potable recycled water, which are reticulated through the street network;
 - (b) the trunk drainage project to which the majority of street stormwater will ultimately be connected;
 - (c) the Green Square Community and Cultural Precinct (former South Sydney Hospital Site) – a campus of community facilities, parks and gardens. This site also houses the water treatment plant for the town centre, and is bounded by Portman Street, Joynton Avenue, Hansard Street and Zetland Avenue;
 - (d) the proposed Aquatic Centre and Gunyama Park facilities to be located east of Joynton Avenue. The facilities will include a regional playground, walking tracks, synthetic sportsfield and hydrotherapy pool; and
 - (e) private mixed use developments throughout the Green Square Town Centre and Epsom Park Precinct, interfacing with the new street network and service connections.
6. A public art project is currently being procured separately which may be located partly or entirely within the street network, predominately the boulevard of Zetland Avenue, and will be coordinated with the street designs once selected.

7. Detailed design work has now been undertaken for the remaining Green Square Essential Infrastructure and Public Domain Works to upgrade Joynton Avenue and Zetland Avenue (east), which did not form part of the streets network package endorsed by Council on 29 February 2016.

DESIGN PRINCIPLES AND PRECINCT STRATEGIES

8. The detailed design for both streets were informed by the following objectives for the street network identified in both the Green Square Town Centre and Epsom Park Precincts Public Domain Strategies:
 - (a) provide accessible links within and to neighbouring areas for all transport modes;
 - (b) maximise pedestrian priority, accessibility and connectivity;
 - (c) integrate links to public transport, including future provision for light rail;
 - (d) provide a separated cycleway network within the centre and linking to wider regional routes;
 - (e) facilitate vehicular access through the town centre and Epsom Park Precinct in a slow-speed and safe environment;
 - (f) ensure a coherent network of streets of different scale, character and function;
 - (g) establish a strong and cohesive green landscape character for the Green Square Town Centre and Epsom Park Precinct;
 - (h) integrate water sensitive urban design for improved ecology, stormwater quality and harvest for re-use; and
 - (i) coordinate the essential and green infrastructure services within the streets.
9. The detailed design for each street is underpinned by key precinct-wide strategies described below.

Street Typologies

10. Street layout across both precincts is to reinforce the desire for a traffic-calmed, low-speed environment, which promotes a green amenity, generous walkable footpaths and high quality cycle provision. Footpaths typically widen at intersections, with paved parking bays inter-planted with street trees / low planting to visually narrow the trafficable carriageway.
11. The street network comprises a range of street types in response to transport and urban function. This scope of works includes:
 - (a) the east-west boulevard (Zetland Avenue); and
 - (b) north-south perimeter street upgrade (Joynton Avenue).

Traffic and Access

12. Provision for vehicle movements has been designed to meet the following objectives of the development control plan, conditions of development consent and requirements of Roads and Maritime Services:
 - (a) The street network provides a high level of amenity and safety for all users. All signalised intersections include pedestrian crossings, and streets are designed to support a future 40km/hr speed zone designation by Roads and Maritime Services.
 - (b) Additional pedestrian crossing facilities are proposed at minor crossings and mid-block links along Zetland Avenue (east). New traffic signals on Joynton Avenue will also facilitate improved pedestrian and vehicle east-west connectivity between the Green Square Town Centre and the Epsom Park Precinct, in addition to providing improved safety and accessibility at Elizabeth Street.
 - (c) The street network provides capacity for public transport, cycling and general traffic and their growth over future years. A local area network model that incorporates growth of traffic to 2031 has been approved by Roads and Maritime Services.
 - (d) A key public transport route is provided along Zetland Avenue as part of the Eastern Transit Corridor, including capacity for future incorporation of a light rail system.
 - (e) The future public transport route, along Zetland Avenue, will connect to existing north-south bus services on Joynton Avenue. A number of bus stop facilities are provided within the design, including the reshuffling of existing stops on Joynton Avenue, to improve spacing and access to community facilities and crossing points.

Cycleway Network

13. The town centre streets will include new cycleways with links to the wider, regional network.
14. Zetland Avenue (east) includes the provision of a separated cycleway along each side of Zetland Avenue, connecting the Green Square Town Centre in the west to the new shared zone at the plaza, and extending into the Epsom Park Precinct to the east.
15. The provision of a new cycle/pedestrian crossing on Joynton Avenue, north of Hansard Street, will facilitate safe access across Joynton Avenue for the proposed Green Square to Randwick cycle link. The proposed cycle link will create more cycling and walking opportunities for people of all ages and abilities as part of the Randwick to Marrickville regional cycle route.

Stormwater and Water Sensitive Urban Design (WSUD)

16. The drainage of stormwater design has been informed by the development control plan and conditions of development consent. The design ensures that the following objectives are met:
 - (a) Sufficient drainage capacity for handling existing (predevelopment) and new flow conditions. Hydraulic models for overland flow and the piped network have informed the design.
 - (b) Development is not subjected to undue flood risk, nor hazard to existing development exacerbated during and after a rainfall event.
 - (c) Water quality is improved through the extensive use of rain gardens and street landscaping, used to treat stormwater runoff within the streets prior to its discharge into the stormwater system. The system is designed to meet the Botany Bay and Catchment Water Quality Improvement Plan targets and above predeveloped conditions. Water quality modelling has informed the location and design of this infrastructure.
 - (d) The Joynton Avenue upgrade will also address flash flooding. The works will be raising the level of the road by up to 1.7 metres to mitigate flooding which currently occurs during unusually high intensity rain events (most recently in April 2015).
 - (e) Additional trunk drainage capacity is provided through the Green Square Stormwater Drainage project to be delivered separately by an alliance of a number of parties, with the project owners comprising Sydney Water Corporation and the City.
 - (f) Street trees to be passively watered from street stormwater runoff as part of the Water Sensitive Urban Design Strategy.

Planting

17. Typically, street trees are located within the parking lanes and medians to maximise the canopy and green character of the streets, moderate the scale of adjacent developments, and minimise the heat island effect. Species selections help reinforce street hierarchy and character zones, creating a more memorable and legible precinct.
18. The street trees nominated through the detailed design process have been approved as part of an update to the City of Sydney Street Tree Masterplan for the Green Square Town Centre, approved and adopted by Council in November 2015.
19. Species that evoke the wetlands and low lying lands, which once covered this site, have been incorporated through the town centre understorey planting and rain gardens.

Materials Palette

20. The materials palette adopted for Joynton Avenue and Zetland Avenue (east) is consistent with the design presented to Council for the portion of Zetland Avenue to the west. These include a cohesive palette of high quality materials, which have been selected for the streets and draw strongly on adopted City Standards:
- (a) bluestone kerbs are used throughout the town centre to reinforce a cohesive character;
 - (b) City of Sydney standard 'Village Bronze Smartpoles' are provided to the town centre streets, inclusive of Zetland Avenue;
 - (c) standard Ausgrid poles will be upgraded on Joynton Avenue to extend the existing character found along the avenue;
 - (d) street furniture will be from the approved City of Sydney 'village bronze palette' (Alec Tzannes designed range);
 - (e) high quality concrete unit pavers are proposed to high pedestrian activity zones within the town centre, including the boulevard and all footways surrounding the community facilities areas of Green Square Community and Cultural Precinct and the Aquatic Centre and Gunyama Park sites. The remaining extents of Joynton Avenue have in-situ concrete pavement to denote this more low-key, residential precinct; and
 - (f) City of Sydney signage, including street name plate and wayfinding marker signage, will be used throughout the streets. Historic information will be integrated with these signage systems.

DETAILED DESIGN

21. Zetland Avenue, east of Joynton Avenue, is consistent with the design presented to Council for the portion of Zetland Avenue, west of Joynton Avenue.
22. Zetland Avenue is a 36 metre wide, grand tree-lined boulevard, and is the major east-west street connecting the Green Square Town Centre to the Epsom Park Precinct. The northern frontage will be retail and commercial, while to the south will be the public park (Drying Green) and the Green Square Community and Cultural Precinct (former South Sydney Hospital Site).
23. On either side of the dual lane carriageway, over nine metres of paved area provides for street trees, parking bays, separated cycleways and pedestrian footpaths. Trees are located in generous planting zones aligned with the parking lane. Street lighting sits within the generous separation between parked cars and the cycleway.
24. A planted central median that will feature banksias and cycads, will also accommodate interim parking prior to the ultimate provision of light rail in this street.
25. Water sensitive urban design features include intermittent kerbstones combined with carriageway grading to allow rainfall to be directed to the median and absorbed into the garden to the benefit of the planting.

26. The avenue trees, *Zelkova serrata*, will be approximately 7 metres tall at planting stage, but are expected to reach 20 metres high by 15 metres wide at maturity. The form and regularity of these trees will create a grand avenue with a broad deciduous canopy.
27. The central median is planted with the narrow upright species, *Agathis robusta*, which will reach 25 metres tall by 6 metres wide at maturity. This provides for a quicker short-term greening of the central spine and an evergreen component to the design in winter months. Selection of these species ensures the clearance required for the future light rail envisaged to run down the centre lanes of the carriageway, adjacent the central median.
28. The State Transit Authority bus stops are located to cater for the Aquatic Centre and Gunyama Park. The westbound is located further east of the aquatic centre frontage to accommodate for bus drop-off and four accessible car parking spaces, which have been located adjacent the aquatic centre entries as this facility will cater to large school groups and also people using the hydrotherapy pool.
29. Signalised intersections along Zetland Avenue will provide access for all users including pedestrian and cycleway links.
30. City of Sydney standard 'Village Bronze Smartpoles' are provided to the town centre streets, including Zetland Avenue. The Zetland Avenue smartpoles are to be 9.6 metres high due to the wider street layout.

Joynton Avenue

31. Joynton Avenue, between O'Dea Avenue and Epsom Road, is an existing north-south street in Zetland. It provides access to the Victoria Park Precinct and will be an important network link for east-west connections into Green Square Town Centre and the Epsom Park Precinct.
32. These works will upgrade Joynton Avenue between Elizabeth Street and Hansard Street, with the current corridor widths of the avenue being maintained (varying from 20.1m to 20.2m). The major change by these works will be raising of the road level by up to 1.7 metres to minimise the risk of flash flooding. This work will be complemented by the new Green Square stormwater drain project by Sydney Water and the City of Sydney being undertaken concurrently.
33. Joynton Avenue will maintain its existing arrangement of four lane road, with off-peak parking. A minor adjustment has been made to the existing bus stops such that they are relocated to better relate to the new mid-block pedestrian signalised crossing. This crossing will provide a new cycle and pedestrian connection between Aquatic centre and Gunyama Park and the Green Square Community and Cultural Precinct (at the through site link).
34. New traffic signals on Joynton Avenue at both Elizabeth Street and Zetland Avenue, and a signalised pedestrian and bike crossing between north of Hansard Street, will facilitate safer access for all users in the area. These signals will be important in providing safe access to the new community facilities along this corridor including:
 - (a) Aquatic Centre and Gunyama Park; and
 - (b) Green Square Community and Cultural Precinct (former South Sydney Hospital Site).

35. The road raising regrading works will include new upgraded footpaths, street trees, garden bed planting, relocated services, street lighting and bus stop facilities. Some tree removal is required as a result of the road level raising for drainage. The City has worked hard to minimise the loss of large trees.
36. Joynton Avenue works will see the removal of 35 trees from the street corridor (16 of these have a mature canopy size). All tree removal will be overseen by an ecologist and any wildlife will be relocated to other habitat. The City has worked hard to minimise the loss of any trees. Most of these trees are lemon-scented gums that will be replaced with lemon-scented gums. The Joynton Avenue corridor will also include new large-sized Port Jackson fig trees, complementing the fig trees in the northern section of Joynton Avenue, planted within the 10 metre verge setback along the eastern side of the carriageway. Lemon scented gums will also be planted within the Green Square Community and Cultural Precinct (former South Sydney Hospital Site) to extend the canopy.
37. High quality concrete unit pavers are proposed for high pedestrian activity zones within the town centre, including the boulevard and all footways surrounding the community facilities areas of Green Square Community and Cultural Precinct and the Aquatic Centre and Gunyama Park sites. The remaining extents of Joynton Avenue have in-situ concrete pavement to denote this more low-key, residential precinct.
38. Standard Ausgrid poles will be upgraded on Joynton Avenue, except at the intersection of Zetland Avenue, where the City of Sydney standard 'Village Bronze Smartpoles' continue the avenue.

DESIGN ADVISORY PANEL

39. The Design Advisory Panel was presented with a briefing on the overall Green Square Town Centre public domain coordination on 5 August 2015 as outlined in the previous report to the Environment Committee on 22 February 2016.
40. The scope for Joynton Avenue and Zetland Avenue (east) was presented to the Design Advisory Panel on 16 July 2016. This specifically focused on road raising and associated tree management within the Joynton Avenue corridor. The panel supported the works noting that 'the works are certainly required to mitigate significant and dangerous flooding conditions'. The maturity and significance of trees being removed was considered to be a critical part of the message to be communicated to the community during consultation. This community engagement period ran from 28 September to 17 October 2016 as outlined in this report.

KEY IMPLICATIONS

Strategic Alignment - Sustainable Sydney 2030

41. *Sustainable Sydney 2030* is a vision for the sustainable development of the city to 2030 and beyond. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This project is aligned with the following strategic directions and objectives:
 - (a) Direction One - A Globally Competitive and Innovative City – the new town centre streets form the vital public domain framework to ensure the development and growth in the Green Square area, and complement the high quality community facilities, parks and public spaces.

- (b) Direction Two - A Leading Environmental Performer – the street network integrates a series of rain gardens throughout to reduce stormwater pollutant loads within the local catchment. The project streets will deliver recycled water pipes to all new developments, and will be illuminated by energy efficient LED light fittings.
- (c) Direction Four - A City for Walking and Cycling – the new streets have been designed as safe, green and vibrant spaces that will invite the community to walk and cycle to the new parks, community facilities, shopping and transport. The high quality cycle network links to the developing regional cycle network.

Organisational Impact

42. These new streets will become additional assets for the City of Sydney and, as such, will require further resourcing for ongoing maintenance and management.

Risks

43. The key risks to be managed include:
- (a) coordination with other City projects and adjacent developers to minimise potential interface issues and maximise cooperative opportunities;
 - (b) coordination with utility companies and authorities, including achieving their timely approvals; and
 - (c) contamination has been identified on the site and will be managed in accordance with the requirements of Environmental Protection Authority (NSW) as stipulated and approved through site Remedial Action Plans.

Social / Cultural / Community

44. The new Green Square Town Centre streets will provide a safe, accessible and high amenity environment for all residents, workers and visitors.
45. Joynton Avenue provides improved safety for pedestrians, cyclists and vehicular movements, with three additional sets of traffic signals located at the intersections of Elizabeth Street, Zetland Avenue, and pedestrian and cycle crossing between Zetland Avenue and Hansard Street.
46. Community/ school bus drop-off and four fully accessible car parking spaces have been located adjacent the aquatic centre entries to cater for large school groups and also people using the hydrotherapy pool.

Environmental

47. This project will align with the City of Sydney's environment performance objectives and targets. Key initiatives include:
- (a) Energy – local private wire network from the former South Sydney Hospital Site will provide power for lighting of Portman Street, Geddes Avenue, Paul Street, Zetland Avenue, Sonny Leonard Street, Hinchcliffe Street, Woolpack Street and Barker Street (south of plaza).

- (b) Water – groundwater, stormwater and wastewater management. Potable water consumption will be reduced within the streets by installing rainwater harvesting in the street design where possible. Adopting elements, such as passive irrigation to tree pits, water cleansing through street network management, and treating stormwater run-off with a network of dish drains and rain gardens across all catchment zones, across the street network.
- (c) Construction Waste – most construction waste will be diverted from landfill.
- (d) Transport – street parking has been de-prioritised in many areas in favour of maximising street planting, and providing for active transport modes.
- (e) Materials – materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.
- (f) Land Use and Ecology – the site is located on what was once a rich and diverse landscape within Botany Swamp. Locally appropriate native planting will provide habitat and increase biodiversity. Heat island effects will be reduced through appropriate maximisation of street tree canopy and the introduction of maximised areas of street understorey garden bed and rain garden planting.

BUDGET IMPLICATIONS

- 48. There are sufficient funds allocated for proceeding with the recommended scope. Current forecast costs and financial implications are presented in confidential Attachment C.

RELEVANT LEGISLATION

- 49. Environmental Planning and Assessment Act 1979 (Part 4). A development application for the works has been approved (D/2012/1175 Green Square Essential Infrastructure).
- 50. In December 2015, a Review of Environmental Factors was undertaken for Zetland Avenue (east of Joynton Avenue), within the new development area of Epsom Park Precinct.
- 51. All work phases pertaining to this project will be undertaken in line with any relevant legislation, including but not exclusive to the following:
 - (a) Work, Health and Safety Act 2011; and
 - (b) Contaminated Land Management Act 1997.
- 52. Procurement of contractors for this project will be in accordance with the Local Government Act 1993.
- 53. Attachment C is confidential as it contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business. Discussion of the contents of Attachment C in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.

CRITICAL DATES / TIME FRAMES

54. The subject streets' program of works is progressing on time. Scheduled time frames at this stage for the delivery of streets are as below (refer confidential Attachment C):

Streets Name	Tender	Construction
Zetland Avenue (east of Joynton Avenue)	Feb 2017 – June 2017	Jul 2017 – Dec 2018
Joynton Avenue (Elizabeth Street to Hansard Street)	Feb 2017 – June 2017	Jul 2017 – Dec 2018

PUBLIC CONSULTATION

55. The City ran a community engagement process to inform the community about this proposal, as well as invite them to a face-to-face discussion and to provide feedback. The community engagement period ran from 28 September to 17 October 2016. This was part of the City's comprehensive program of engagement for the Green Square urban renewal program.
56. Overall, people who participated in this process indicated support for the project. Although some people expressed disappointment about the tree removal, they understood why it was required, especially in terms of removing the risk of flash flooding. Residents expressed significant concern about overall impacts of traffic congestion in the area.
57. The communications and engagement activities included:
- (a) a notification letter explaining the proposal distributed to 1,500 properties on the project alignment area and surrounding streets, including Joynton Avenue, Elizabeth Street, Hansard Street and Epsom Road. This notification letter also included related projects, including the proposal for the South Sydney Hospital Heritage Wall and the future Green Square to Randwick Cycleway;
 - (b) display advertisements placed in local media outlets "Central" and "Southern Courier" in September;
 - (c) direct notification to key stakeholders including Green Square Town Centre developers, utilities, and businesses;
 - (d) a media release explaining the reasons and benefits for the projects;
 - (e) information, consultation materials and feedback form available on SydneyYourSay.com.au, the City's online engagement hub;
 - (f) hard copies of the concept design available at the Tote Neighbourhood Service Centre and Town Hall House; and
 - (g) face-to-face information and consultation event held at Mary O'Brien Reserve, Zetland on Saturday, 8 October 2016.

58. There was good participation from the community in the community engagement process, including:
- (a) 340 visitors to the project page at SydneyYourSay.com.au during the consultation period, including 223 downloads of project information and 171 photo views of the proposed street designs;
 - (b) seven people completed project feedback forms;
 - (c) four email submissions were received; and
 - (d) more than 100 people attended the face-to-face event at Mary O'Brien Reserve on Saturday, 8 October 2016, and provided verbal feedback to City staff, as summarised below.
59. The following feedback was raised by the community during the consultation process (feedback forms, email submissions and verbal feedback to staff at the face-to-face event):
- (a) Support for this proposal which aims to improve connectivity, pedestrian and motor vehicle safety and remove the risk of flash flooding in Joynton Avenue.
 - (b) Support for initiatives which encourage active transport through new infrastructure and intersections for safety.
 - (c) Significant concern about the increased traffic volumes in the Green Square area generally, and how the area will cope with even further traffic once residential population increases. (This is a general concern being addressed by the City's 'Active Transport' strategy for the Green Square Area).
 - (d) Specific concerns about traffic volumes on Elizabeth Street, Zetland – including delays and confusion turning onto Joynton Avenue from Elizabeth Street. (The proposed works rationalises the intersection layouts and improves legibility regarding turning movements permitted and makes movements into and out of Elizabeth Street safer. The signalisation will reduce delays relating to turning movements by providing additional storage for turning vehicles and designated turning phases rather than needing to wait for gaps in two lanes of traffic. The traffic modelling indicates that signalisation will not impact traffic volumes on Elizabeth Street).
 - (e) Concern that the new signals at Elizabeth Street and Joynton Avenue intersection will impact on Victoria Park residents trying to turn in and out of Gadigal Avenue to the north. Noting the pedestrian crossing on Joynton Avenue, near Gadigal Avenue, is currently viewed by some residents as problematic as it causes significant congestion, especially during peak times. (It is anticipated that the signals will not introduce additional delay above that imposed by the pedestrian crossing south of Gadigal Avenue. The provision of additional storage for right turning vehicles from Joynton Avenue into Elizabeth Street will assist in ensuring that traffic movements at Gadigal Avenue are not adversely impacted).

- (f) Suggestion that roundabouts be used instead of traffic signals on the following intersections - Elizabeth Street and Joynton Avenue, Zetland Avenue and Joynton Avenue, Gadigal Avenue and Joynton Avenue. (This is not supported due to the likely negative accessibility and safety impacts to pedestrians and cyclists).
 - (g) Residents wanting to understand the proposed route for the future light rail to Green Square, and seeking early engagement in this process. (This is a general concern being addressed by the City's 'Active Transport' strategy for the Green Square Area).
 - (h) Some concern about the removal of established trees, however pleased that mature trees will be re-planted and that large numbers of large canopy trees were retained in the 10 metre verge along the eastern side.
 - (i) The City should ensure the proposal is communicated to drivers who use Joynton Avenue, Elizabeth Street and Gadigal Avenue as a thoroughfare or "rat run". (Concerns are being addressed as part of the broader Green Square Traffic Management).
 - (j) Support for preserving heritage wall at the former South Sydney Hospital Site.
60. The following items were also raised as individual concerns, but sit outside this project scope. They are being considered and addressed as part of the wider Green Square program. These include:
- (a) Suggestion to analyse the impact of East Village Shopping Centre and Meriton Serviced apartments along Defries Avenue and Hutchinson Walk, including Link Road, as this is causing significant congestion and disruption.
 - (b) Residents wanting to understand if there are further connections planned to the Eastern Suburbs (the current connections are already at capacity (e.g. Lachlan Street, Waterloo, O'Dea Avenue, Waterloo and Epsom Road, Rosebery).
 - (c) Concerns regarding possible changes to floor space ratios in the Green Square Town Centre were raised. (These comments are in regard to a separate Public Exhibition - Proposed changes to planning controls for sites 355 Botany Road, 377-497 Botany Road and 956-960 Bourke Street, Zetland – Green Square Town Centre and they will be addressed as part of this process).
 - (d) Request to upgrade the condition of the footpath on Elizabeth Street, towards Bourke Street, as this is used heavily by commuters walking to Green Square train station and has not been upgraded for many years.
 - (e) Concerns about impacts of WestConnex.
 - (f) How cyclists will access their building on Ebsworth Street if there is no bike path on Ebsworth Street.
 - (g) Concern about low lighting levels on Portman Street.
 - (h) Excitement for new community facilities.

- (i) Concern over floor space ratio in Green Square Town Centre.
 - (j) Access to Christies Lane once Site 14 is developed, including a request that it should not be changed from its current state (a dead end).
 - (k) Ensure the Green Square Community Hall is not demolished until a new hall is available for community use.
 - (l) Hire cost for tennis courts at Turruwul Park, Rosebery deemed too expensive (as basketball and soccer are free).
61. Ongoing consultation with the community will continue during the construction phase of the project.

AMIT CHANAN

Director City Projects and Property

Belinda Graham, Specialist Design Manager - Green Square Infrastructure