

Attachment F

<p>Summary of Matters Raised in Submissions</p>
--

Submissions – 12-22 and 24 Rothschild Avenue, Rosebery

Including:

- 4 individual written submissions
- 27 responses through Sydney Your Say

Note: Where a respondent has commented on a number of issues which relate to an overarching issue, these are counted each time. For example: Separate issues relating to height – concern over height, proposal is too high – are counted individually.

Summary of matter raised in submission	Officer's response
<p><u>Overdevelopment / Density</u> (Issue raised in 18 submissions)</p>	
<p>Submissions expressed concern that the proposal will result in densities they felt were more suited to Waterloo and Green Square.</p> <p>There was significant opposition to what was seen as an influx of additional residents as a result of future development on the site.</p> <p>Indication that Rosebery had reached saturation point with the number of high-rise residential buildings in a confined area.</p> <p>The area has experienced sufficient development to-date and any further/future development would result in overcrowding, adverse density impacts and is affecting the character of Rosebery.</p> <p>There are already too many apartments and people in the area. More developments will overwhelm the area and make it feel significantly cramped. It will be a ghetto of the future.</p>	<p>This Planning Proposal retains comparable density to what can be currently achieved on the site. The total amount of floor space resulting from future development on the subject sites is generally equal to what is permissible under current controls.</p> <p>This Planning Proposal seeks to protect the heritage listed warehouse ('Site H') by relocating any floor space available under the current FSR controls to the development site to the north ('Site D').</p> <p>To accommodate this floor space, the proposed FSR controls for 'Site D' will increase to 1.75:1. Similarly, the proposed FSR controls on 'Site H' will be reduced to 1:1 to protect the heritage listed warehouse.</p> <p>Under the current FSR control of 1.5:1, the subject sites can achieve maximum floor space of about 12,600sqm. Under the proposed FSR controls of 1:1 for 'Site H' and 1.5:1 'Site D' the site can achieve a maximum floor space of about 12,800sqm.</p> <p>'Site D' will remain eligible for additional FSR of 0.5:1 subject to the delivery of a through-site link along the northern boundary. Additional floor space will not be available to the heritage building site (Site H).</p> <p>The built form will be generally consistent with the form of development in the area. The building envelope set by the DCP has been situated and designed to minimise the perceived bulk and scale of the future building.</p> <p>The future development includes setbacks above the five storey street wall and a landscaped setback and tree retention zone of up to seven metres from the street. The preservation of the existing mature trees will retain the existing streetscape.</p>

Summary of matter raised in submission Officer's response	
Building heights (Issue raised in 17 submissions)	
<p>Opposition to the proposed increase in building height, particularly the maximum of nine storeys fronting Rothschild Avenue.</p> <p>The existing maximum building height of five-six storeys should be retained as it is consistent with the surrounding area.</p> <p>Additional building height in this location would impact upon the aesthetics of the surrounding streetscape and detract from the soul of Rosebery. Nine storeys would be an eyesore for the area.</p> <p>Rosebery is distinct from Zetland and Waterloo and should not be the location of increased building heights.</p> <p>Submissions equated additional building height with increased density, greater traffic congestion and increase in residents.</p>	<p>The exhibited scheme sited the building envelopes to respond to the surrounding conditions.</p> <p>Adjacent buildings on Rothschild Avenue range from eight storeys to the immediate north, seven storeys directly opposite and nine storeys to the south of Sweetacres Park. Similarly, adjacent buildings that front Mentmore Avenue range from eight storeys to the immediate north and six storeys to the west.</p> <p>The exhibited building envelope locates the tallest building (29m) on Rothschild Avenue and the smaller building on Mentmore Avenue.</p> <p>The proposed building envelope is consistent with the height and character of adjacent development and will not result in significant adverse impacts to neighbouring residents.</p>
Traffic congestion (Issue raised in 15 submissions)	
<p>The proposal will add further congestion of private and commercial vehicles to the area and Rothschild Avenue. This congestion is evidenced by huge traffic tailbacks through the area at peak periods. There is constant traffic congestion, with no reprieve on weekends.</p> <p>Rothschild Avenue is now a carpark. Traffic congestion causes frustration and it wasting resident's time and money.</p> <p>New developments will only create more traffic. Additional traffic is further deteriorating quality of life for local families and elderly.</p> <p>I disagree with the traffic study that says traffic will be improved.</p> <p>Council should ask to build a high-rise parking station to relieve congestion.</p>	<p>The planning proposal does not significantly increase the floor space and as such, there is no increase to traffic generation as a result of this planning proposal. The Planning Proposal was accompanied by a Transport Impact Assessment completed by GTA Consultants that found there is adequate capacity to accommodate trips generated by future development on site without compromising safety and operation of nearby intersections.</p> <p>The exhibited building envelope has removed the vehicle access driveway to the site from Rothschild Avenue to Mentmore Avenue so as to minimise disruptions to traffic flow.</p> <p>Any future development on the site is to provide off-street vehicle parking and servicing in accordance with rates set by the Sydney LEP 2012 and Sydney DCP 2012. These rates are consistent with the City's goal of minimising private car use.</p> <p>The site is located close to the Rosebery Traffic and Transport Study area, commissioned by the City in 2018 to determine the transport and road capacity available within Rosebery. This study found</p>

Summary of matter raised in submission	Officer's response
	<p>that while the road network overall operated in a satisfactory manner, there were instances of traffic queueing and delays, particularly at peak times. It also identified insufficient bus capacity towards Central Sydney.</p> <p>Since the release of the study, Transport for NSW increased the bus capacity in Rosebery through more frequent bus services along Rothschild Avenue in the AM peak and the introduction of a new bus service operating along Rosebery Avenue.</p> <p>Furthermore, the City will continue working with Transport for NSW to improve road network efficiency and public transport service capacity in Rosebery.</p>
<p><u>Changing character of Rosebery</u> (Issue raised in 11 submissions)</p>	
<p>Rosebery is a unique suburb, a former garden suburb with an industrial enclave. Proposals need to be considered carefully so as to not ruin the village character.</p> <p>The character of Rosebery will be destroyed in favour of creating high-rise buildings.</p> <p>Rosebery has always maintained a village environment and overdevelopment is undermining from what was a wonderful suburb.</p> <p>The proposed development detracts from the beauty of Rosebery which has a lack of high-rise buildings. The building will be out of character with other adjacent buildings</p>	<p>This Planning Proposal is located in North Rosebery, which is part of the wider Green Square Urban Renewal Area and includes planning controls and zoning in the Sydney LEP 2012 and Sydney DCP 2012 that permit redevelopment as multi-storey mixed-use buildings.</p> <p>This Planning Proposal does not seek to change zoning or planning controls within the low density residential or industrial sections of Rosebery.</p> <p>These areas of Rosebery are not directly affected and will not see a change in character as a result of this Planning Proposal.</p>
<p><u>Road network impacts</u> (Issue raised in 9 submissions)</p>	
<p>Bottlenecks elsewhere in the road network cause traffic flow problems/congestion on Rothschild Avenue.</p> <p>The lack of space/time for right turn at the Epsom Road/Rothschild Avenue results in traffic congestion down Rothschild Avenue. This is exacerbated at peak times.</p> <p>Joynton Avenue has had two lanes of traffic closed for two years now. This is impacting on traffic congestion.</p> <p>Traffic from south of Gardeners Road come through the area and contribute to congestion.</p>	<p>As the planning proposal does not significantly increase the floor space there is no increase to the amount of parking, and consequently traffic, being generated as a result of this planning proposal. The transport assessment that accompanied the planning proposal found there is adequate capacity to accommodate trips generated by future development on site without compromising safety. The exhibited building envelope has removed vehicle access from Rothschild Avenue so as to minimise disruptions to traffic flow.</p>

Summary of matter raised in submission	Officer's response
<p>Car parking too close to the Epsom Road/ Rothschild Avenue intersection and queued buses place further congestion and heavy traffic along Rothschild Avenue.</p> <p>There has been no new road infrastructure or changes to the network since the urban renewal in Rosebery commenced.</p>	<p>The local road network has been impacted by a combination of upgrade works and private vehicles moving through the area.</p> <p>The transport assessment that accompanied the planning proposal found the capacity in the surrounding road network will cater for traffic generated by future development on the site without compromising the operation of surrounding intersections.</p> <p>The closure of two lanes on Joynton Avenue is related to remediation and upgrade works as a result of ongoing works to the public domain as part of the wider Green Square Urban Renewal. This work commenced in October 2018 and is due to be completed in mid-2020 and will have some impact on the road network over that period.</p> <p>This includes the recent construction of the new separated bicycle lane along Epsom Road, providing a direct connection between the Green Square Urban Renewal Area and the eastern suburbs.</p> <p>The City working in collaboration with the NSW Government to improve active and public transport networks across the local government area to increase patronage and discourage private vehicle use. The site is located within easy walking distance of Green Square train station and as such is suitably located to encourage additional public transport use.</p> <p>The future public and active transport links will be further enhanced by the delivery of a network of streets through the precinct, including the completion of the Green Square Eastern Transit Corridor and will offer an additional north-south transit corridor.</p>
<p><u>Public transport congestion</u> (Issue raised in 8 submissions)</p>	
<p>The site appears well served by public transport, however traffic congestion means services are frequently delayed. Consequently there was feedback that there is not enough public transport in the area.</p> <p>It can take 45 minutes to an hour to travel from Rosebery to Central Sydney, due to traffic congestion in North Rosebery.</p>	<p>While the Planning Proposal does not result in an increase to the density on the site, it is acknowledged there are capacity issues for public transport in Green Square at present.</p> <p>Rosebery is mid-route on bus and train services that continue on to other parts of Sydney. These services are often close to capacity or full by the time they reach Rosebery or Green Square train station.</p>

Summary of matter raised in submission	Officer's response
<p>Bus services are often full to capacity by the time they reach North Rosebery. Green Square train station is very busy and often overcrowded at peak times. Additional development in the area will add further congestion and impact upon train and bus service standards.</p> <p>Illegally parked cars, or standing cars lead to traffic congestion from parking too close to bus stops and intersections.</p>	<p>Committed major public transport works include the Green Square Eastern Transit Corridor and the Waterloo Metro Station, which will provide additional capacity elsewhere in the Green Square Urban Renewal Area in the medium term (5 year horizon).</p> <p>To deliver additional public transport capacity within the short term (up to five years), the City has worked with Transport for New South Wales developing the Green Square and Waterloo Transport Action Plan, which has delivered additional bus service capacity to the area, namely:</p> <ul style="list-style-type: none"> • new bus route 304, connecting Rosebery and Green Square with Central Sydney, operating 24/7 with a 12 minute frequency; and • additional services on the 343 bus route, providing additional capacity at peak hours. <p>The City will continue to work with TfNSW advocating for improved public and active transport in the Green Square Urban Renewal Area.</p>
<p>Parking (Issue raised in 7 submissions)</p>	
<p>Submissions highlighted a lack of parking as a major concern of any future development in the area. More apartments would result in less street parking available.</p> <p>Concerns were raised that a high-rise development would not provide sufficient off-street parking to cater for the building's needs. The proposal should include enough car parking spaces for commercial vehicles to avoid street parking.</p> <p>High rise parking station will relieve congestion.</p>	<p>The planning proposal does not significantly increase the floor space and as such, there is no increase to the amount of traffic and parking generated as a result of this planning proposal</p> <p>The provision of off-street parking spaces will be determined by the development application. The Sydney LEP 2012 sets maximum off-street parking rates within new developments based on unit mix and the site's proximity to public transport.</p> <p>The City's approach to the provision of off-street parking is to discourage car use in well located areas and reduce the congestion impact of new developments.</p> <p>On-street parking is in accordance with the City's 'Neighbourhood Parking Policy', which excludes new developments from being eligible for parking permits. Workers and residents of the future development would therefore not receive parking permits for on-street parking.</p>
<p>Lack of infrastructure (Issue raised in 6 submissions)</p>	

Summary of matter raised in submission	Officer's response
<p>The rate of development in Rosebery has not been matched by the delivery of community infrastructure. The proposal will place increased burden on public facilities and services.</p> <p>No more residential buildings should be built until infrastructure delivery is improved.</p> <p>To bring in more residents when the infrastructure is not there to support them is not fair on current residents.</p> <p>Our city needs a quiet peaceful environment we can all share and use.</p>	<p>The subject site is located in the wider Green Square Urban Renewal Area, which to date has received significant investment in new infrastructure including the new Green Square Library and the Joynton Avenue Creative Centre. New parks and open space has been delivered in Green Square and Rosebery as a result of recent development, in particular Sweetacres Park, which is adjacent to the subject site.</p> <p>New infrastructure to be delivered as part of this Planning Proposal includes completion of two through-site links to Mentmore Avenue through the subject site and greater landscaped setbacks to the street to include zones for the retention of the existing trees.</p>
<p><u>Overshadowing / Loss of light</u> (Issue raised in 6 submissions)</p>	
<p>Additional building height will result in additional overshadowing/loss of light to adjacent residential apartments and Sweetacres Park.</p> <p>Nearby restaurants with outdoor seating will be impacted and overshadowed by taller buildings.</p>	<p>The proposed building envelope has been situated to minimise any overshadowing impacts to the surrounding area. An urban design analysis of the proposed envelope shows that any potential overshadowing to Sweetacres Park and adjacent apartments can comply with the relevant controls.</p> <p>The through-site link that includes existing outdoor dining is accommodated within a 12m setback between the existing building to the north and the proposed envelope. An additional upper level setback, up to 18 metres will help minimise density impacts from reduced solar access.</p>
<p><u>Precedent for further development into Rosebery</u> (Issue raised in 5 submissions)</p>	
<p>A nine storey building on Rothschild Avenue will create precedent for further increase to building height controls in the area. This sets a precedent that other developers will attempt to capitalise on.</p>	<p>The proposed controls have located the nine-storey building fronting Rothschild Avenue to minimise impacts to the public domain and surrounding residential buildings. The maximum height of this building is consistent with apartment buildings located elsewhere in the Rosebery North precinct, including a nine storey building that also fronts Rothschild Avenue, about 100 metres south of the site.</p> <p>The Rosebery North precinct comprises part of the Green Square Urban Renewal area and has long been envisaged as mixed-use, mostly residential neighbourhood. The City has undertaken a thorough masterplanning process to ensure the right density controls.</p>

Summary of matter raised in submission	Officer's response
	In this instance, the proposal will not result in an increase in density, but seeks to redistribute the currently allowed floor space to protect the heritage listed warehouse.
<u>Heritage</u> (Issue raised in 5 submissions)	
Support is raised for the preservation of the heritage warehouse in its current form.	Noted.
Concern was raised about the effect of the proposal on the adjacent heritage listed warehouse and conservation area. The heritage height restriction should remain at two storeys.	The exhibited controls have limited to the building height for the site containing the heritage listed warehouse to a maximum of 9 metres to ensure no significant development can take place on this that will adversely impact upon its heritage values. The draft DCP exhibited with the planning proposal includes a number of measures to ensure the heritage listed warehouse has a suitable visual setting and any adverse impacts are minimised. These measures include generous street setbacks to align the future development to the heritage listed warehouse, a new six metre heritage curtilage to provide suitable separation between the buildings and upper level setbacks to minimise overshadowing.
<u>Developer profits / not giving back to community</u> (Issue raised in 4 submissions)	
Several submissions raised concern that developers have been able to increase controls and not provide any additional parkland. Several submissions highlighted developer profits were being made to the detriment of the local community.	This Planning Proposal does not include a significant uplift in the available floor space from what the current controls permit. The exhibited DCP requires the future development to include two through-site links and landscaped setbacks which represents a positive outcome to the local community.
<u>Impact to parkland / green space</u> (Issue raised in 4 submissions)	
The area needs more green space and less buildings. The proposal will result in the small parkland being boxed in by surrounding development. Nearby wider building setbacks have been simply been taken up by paved footpaths and not additional green space.	The draft DCP exhibited with this planning proposal includes communal open space within the future development, plus a landscaped setback and tree retention zone to both the Rothschild Avenue and Mentmore Avenue frontages. The proposal will also deliver an additional through-site link adjacent of the heritage item, as well as the completion of the through-site link to the north of the site. The subject site is directly adjacent to the recently opened Sweetacres Park and urban design testing has been undertaken

Summary of matter raised in submission	Officer's response
	to ensure that this park is not adversely impacted by excessive overshadowing as a result of future development onsite.
<u>Pollution Impacts</u> (Issue raised in 4 submissions)	
<p>Additional traffic and greater building densities will create additional pollution that will impact the local community.</p> <p>Building construction will impact adjacent apartments from building dust and hazardous materials.</p>	<p>A construction management plan will be required through the development application process.</p> <p>It is not considered that any future development on the site would result in significant pollution or landscape damage.</p>
<u>Concern over design quality</u> (Issue raised in 3 submissions)	
<p>Several submissions raised concerns over the design quality of the proposal, comparing it to existing development in the surrounding area and will further impact on upon the streetscape.</p>	<p>The draft DCP that was exhibited with this Planning Proposal includes detailed design guidance, and provisions for a design excellence strategy to guide a future competitive design process for the entire site.</p>
<u>Noise Impacts</u> (Issue raised in 3 submissions)	
<p>More residential apartments will generate more traffic noise and disturbance to nearby residents.</p>	<p>Potential noise conflicts are required to be addressed as part of any development application for the site. Noise studies may be required with a development application to establish likely noise issues and mitigation measures.</p>
<u>Impact to quality of life</u> (Issue raised in 3 submission)	
<p>Additional density and increased building heights impact the quality of life of local residents, through traffic and transport congestion, pollution and noise impacts.</p>	<p>As discussed above, the City is working on improving active and public transport infrastructure to encourage greater patronage and minimise private vehicle use and resultant traffic congestion.</p> <p>Further to this, the City's ongoing place-making and community development work is delivering and promoting new community infrastructure across the Green Square Urban Renewal Area and will continue monitoring resident's needs over time and plan for the accordingly.</p>
<u>Privacy / View loss</u> (Issue raised in 3 submissions)	
<p>The additional building height will block significant views from existing residential apartments.</p>	<p>The proposed building layout has been designed to comply with ADG minimum</p>

Summary of matter raised in submission	Officer's response
<p>The proposal will result in excessive densities and building height that will impact upon resident's privacy from additional overlooking.</p>	<p>building separation distances to ensure acceptable levels of privacy.</p> <p>Apartments in adjacent buildings may experience some loss of views, however, there are no protected view corridors that relate to the site. The public benefits from the protection of the heritage listed warehouse and the existing mature trees fronting the site are considered to outweigh the loss of private views in this instance.</p>
<p><u>Council is revenue raising</u> (Issue raised in 1 submission)</p>	
<p>Council is only concerned with the increased revenue the proposed additional apartments will generate.</p>	<p>The Planning Proposal redistributes floor space to ensure the heritage listed warehouse is protected. The proposal does not result in a significant increase to density available on the site. There is no additional development contributions generated from the planning proposal.</p>
<p><u>Impact to airflow / ventilation</u> (Issue raised in 1 submission)</p>	
<p>The additional building height resulting from the proposal will impact upon natural airflow to adjacent residential apartments.</p>	<p>The proposed building envelope has been designed and situated to ensure the future development can achieve compliance with the natural ventilation requirements contained within the ADG.</p> <p>Specifically, a minimum separation of 18 metres ensures that sufficient natural airflow is maintained between upper levels of buildings on the subject site and adjacent residential buildings to the north. The future development will not significantly impact upon the ability for existing residential apartments to continue to achieve natural ventilation.</p>