



GLEBE SOCIETY SUBMISSION ON AMENDED DA D/2013/883 PROPOSED ADAPTIVE RE-USE OF FORMER ROZELLE TRAM DEPOT

**Submitted to City of Sydney
On Behalf of Mirvac Projects Pty Ltd**

The Glebe Society offers the following comments on the amended Development Application (DA) for the adaptive re-use of the Rozelle Tram Depot.

Generally the proposals for the adaptive reuse of the Tram Depot are positive and the Glebe Society expressed its appreciation for the overall proposal in its response to the original DA in August 2013. We also documented some of our ongoing concerns about traffic management, the impact on nearby retail centres and the inadequate size of the community space in the tramsheds. Those concerns remain.

The amended DA provides some improvements and addresses some of the issues raised by the Glebe Society and community members in response to the original DA. It leaves other matters unaddressed and raises a few new issues.

1. Relocation and Redesign

- The broad relocation and redesign features are acceptable and include improvements in terms of facilities and access.
- The small reduction in size of the supermarket (from 2,700 to 2,345 sqm) is welcome. However, our prior critique of the scale, size and scope of the retail activities in the tram shed still holds.

The current DA proposals for retail (mainly) and commercial activity within the Tram sheds are well within the overall planning control. Nonetheless, they are not consistent with the core DCP specification:

“That the heritage significance of the Former Rozelle Tram Depot is conserved and the Tram Sheds are adaptively reused for community, retail and commercial uses that primarily serve the new residential community and support nearby retail centres.”

They continue to generate very considerable and reasonable community concern as excessive provision for the needs of the Harold Park residential development. It appears to be significantly premised on drawing visitor patronage.

- It is not credible that this intensity of supermarket/retail activity will not have adverse effects on the neighbouring Annandale and Glebe business strips. (The Glebe community recalls the wildly inaccurate

assurances that the Broadway complex would not have negative consequences for retail businesses on Glebe Point Rd.)

This problem could be significantly addressed if the proposed tenancies included a broader mix of commercial and professional activities

- We reaffirm our concern with the proposed operating hours of the supermarket. It does not need to and should not operate beyond 7am-10pm..

2. Revised ESD

- The improved ESD strategy incorporating natural lighting and ventilation to 70% of the building is welcome.
- We recommend that as much as possible of the necessary artificial lighting should be LED in line with current best practice.
- We are disappointed that there is no proposal to use solar panels on the large roof expanse to power this lighting . We recommend that solar energy be incorporated into the design.
- We strongly support the establishment of a tenant user group to develop a detailed waste management plan to improve waste management recycling over time, and recommend that Council require a progress report after twelve months

3. Revision to the Traffic Assessment Report.

- The increase in the number of bicycle parking places to 84 (60 for general use and 24 internally located for employees) is appropriate.
- The number and specification of motor vehicle parking spaces is appropriate.
- There remains a potential problem with exiting traffic from internal and external car parks inappropriately using the shared zone route -because the exit route passes the shared zone. This might be ameliorated by clear exit signs indicating the main route rather than the shared zone route for vehicles leaving the car parks.

Traffic use of the shared zone should be reviewed after 12 months to see if further traffic management measures are necessary.

- Currently the view west from the cafes and restaurants in the Sheds is directly onto the external carpark. Landscaping options for making this view more attractive need to be explored.

4. Integration of new Harold Park Parklands and Tramsheds Development and the south-north pedestrian/bicycle path

- The Glebe Society will make a separate submission in relation to the proposed plan for the new parklands, however, it is obviously important that there is optimum integration of planning.

- A major issue that has emerged from the Council plans for the new parklands currently on exhibition is the lack of a bridge across the canal to allow for pedestrian and bicycle access from the new park to the existing northern parks. This is a very surprising omission.

This access issue must be addressed and not be allowed to slip between the two development plans.

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