

**ITEM 2. GREEN SQUARE TOWN CENTRE PLANNING PROPOSAL AND REVIEW OF PLANNING CONTROLS****FILE NO: S053922****SUMMARY**

The purpose of this report is to formally initiate a review of the package of planning controls for the Green Square Town Centre (the Town Centre). This review will include consideration of the submission received on behalf of Landcom and its development partners (the Green Square Consortium of Mirvac and Leighton Properties), and other studies and documents that have been finalised since the existing controls were developed. If endorsed, the Planning Proposal will be submitted to the Department of Planning to initiate the Local Environmental Plan making process and obtain a Gateway Determination. The Planning Proposal will be amended as the review is undertaken and in response to consultation with stakeholders and proponents.

The Town Centre planning package, consists of an amendment to *South Sydney Local Environmental Plan 1998*, the *South Sydney Development Control Plan 1997: Urban Design – Precinct H: Green Square Town Centre* and the *Green Square Town Centre Infrastructure Strategy*. These were approved by Council and the Central Sydney Planning Committee in April 2006. An amendment to the *South Sydney Local Environmental Plan 1998* relating to the Green Square Town Centre (Amendment 19) was approved by Council and the Central Sydney Planning Committee in mid 2008 and gazetted on 5 June 2009, in relation to communal car parking below the public domain.

As the first stage of development for the Town Centre, Landcom and the Green Square Consortium have lodged a submission for three sites, comprising approximately one third of the Town Centre. These sites include substantial public domain in the form of the public plazas and several new streets. It is also anticipated that a submission in relation to Site 6 at 301-303 Botany Road will be submitted in the near future.

The submission by Landcom and the Consortium seeks to amend the current planning controls for a portion of the Town Centre, primarily in respect of permissible gross floor area, land use mix, building heights and public domain layout. The submission raises implications for the established planning framework for the entire Town Centre, other Town Centre landowners and the infrastructure delivery model.

Appropriate assessment of the proposal requires consideration of the whole of the Town Centre and a detailed review of the current planning controls and the supporting Infrastructure Strategy. Such review can also capture the outcomes of recent strategies the City has endorsed for its renewal areas, such as the *Green Square and Southern Areas Retail Study 2008*, the *Transport Management and Accessibility Plan* and *Sustainable Sydney 2030*. The review can also capture the Standard Instrument (LEP template) requirements for future integration into the new City Plan.

Rather than progress Planning Proposals for individual areas and proponents independently, it is proposed to undertake a review of the planning package for the entire Town Centre and prepare a consolidated Planning Proposal. This will ensure that a holistic approach to any amendments to the planning controls is taken, and that the impacts of any amendments are assessed for the entire Town Centre. As a first step to initiate the process of review and amendments to the planning controls, an initial Planning Proposal has been prepared which appears at Attachment A to this report. It is recommended the Planning Proposal be submitted to the Department of Planning to obtain a Gateway Determination and initiate the Local Environmental Plan making process.

Following a Gateway Determination, it is intended the Planning Proposal will be amended and refined as further studies and assessments are undertaken and in response to submissions made through the consultation processes.

This recommendation is to begin the plan making process and not to determine the submission. Any final determination of Landcom's submission will come before Council.

## RECOMMENDATION

It is resolved that Council:

- (A) commence the process to prepare Sydney Local Environmental Plan 2009 – Green Square Town Centre, which will be a stand-alone, site-specific local environmental plan prepared in accordance with the Standard Instrument (Local Environmental Plans) Order 2006, and repeal the applicable provisions of the *South Sydney Local Environmental Plan 1998* accordingly;
- (B) commence the process to review and amend the supporting planning controls for the Green Square Town Centre, the *South Sydney Development Control Plan 1997: Urban Design – Precinct H: Green Square Town Centre* and *Green Square Town Centre Infrastructure Strategy*; and
- (C) forward to the Minister for Planning a Planning Proposal for the Green Square Town Centre in accordance with section 56(1) of the *Environmental Planning and Assessment Act 1979*.

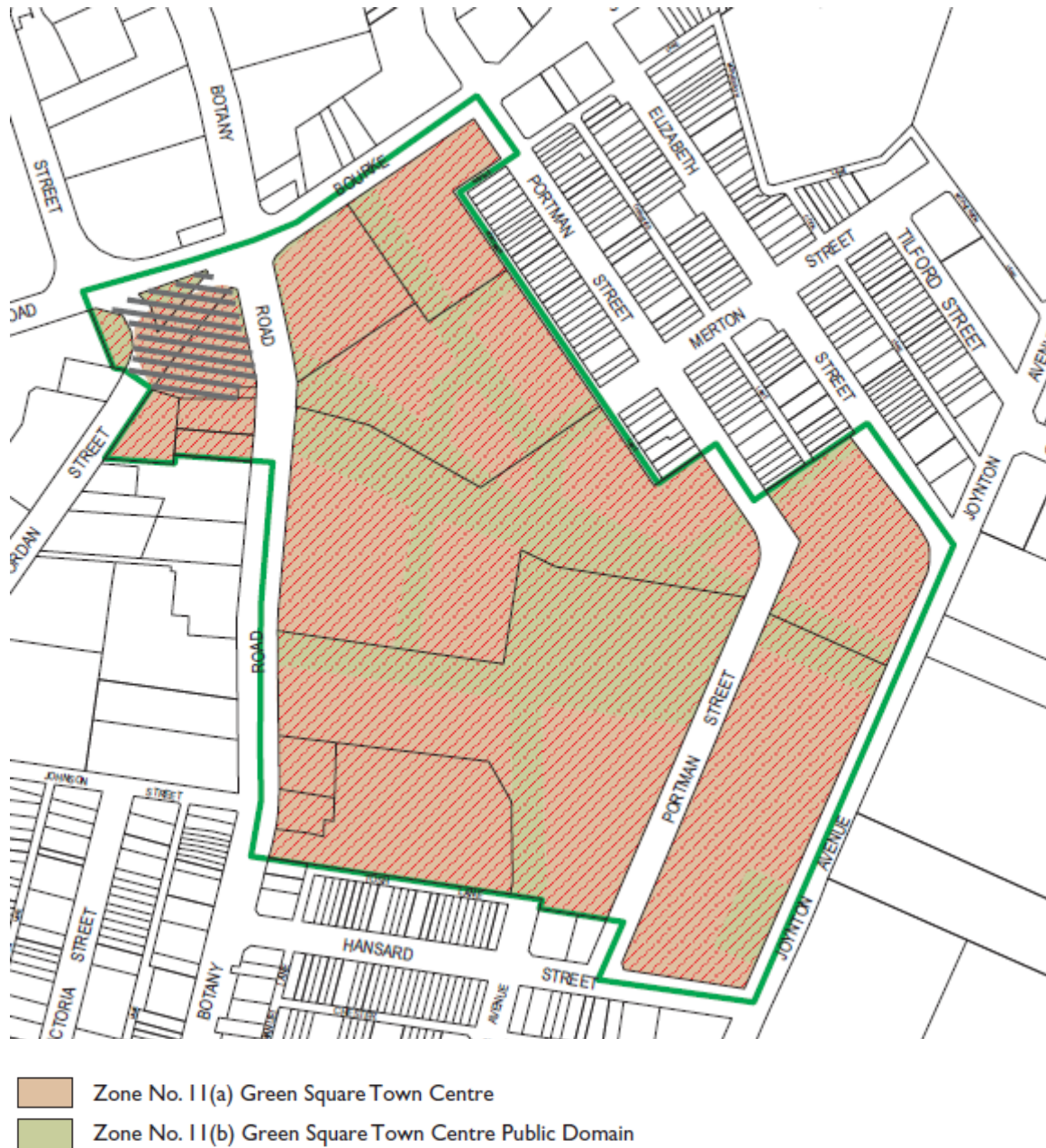
## ATTACHMENTS

**Attachment A:** Green Square Town Centre Planning Proposal

**BACKGROUND**

1. The current controls for the Town Centre are contained in the South Sydney Local Environmental Plan 1998 (SSLEP 1998) and the South Sydney Development Control Plan 1997: Urban Design – Precinct H:- Green Square Town Centre (the Town Centre DCP), and supported by the Green Square Town Centre Infrastructure Strategy.
2. The process of developing the Town Centre controls commenced in 2002 with an International Design Competition, and the public exhibition of the resultant draft LEP and Masterplan in June/July 2003. In November 2004, the Joint Council and Central Sydney Planning Committee (CSPC) Green Square Taskforce was established to steer the project, in collaboration with Landcom and in consultation with the Department of Planning.
3. In May 2005, Alexander Tzannes Associates were appointed to conduct a review of the Draft Green Square Town Centre documents on behalf of the City and to work with Landcom's design team in the process of refining these documents. This review led to several changes to the original documents and resulted in the approval of the Town Centre LEP amendment and Town Centre DCP by Council and the CSPC in April 2006. The Town Centre LEP amendment was subsequently gazetted in December 2006.
4. Council in August 2008, and the CSPC in July 2008, endorsed amendments to the SSLEP 1998 and Town Centre DCP. The amendments enable development for communal car parking below the Neighbourhood and Civic Plazas. The controls also seek to manage the overall amount of car parking permissible for the development sites in the Town Centre associated with the use of the communal car park. The amendment to SSLEP 1998 (Amendment 19) was gazetted on 5 June 2009.
5. On 24 November 2008, Council approved two development applications for the Town Centre for:
  - (a) essential infrastructure works related to the construction of new roads and footpaths, and the provision of services such as stormwater, sewer, power and telecommunications. A deferred commencement consent was granted, subject to approval relating to drainage works; and
  - (b) the public domain concept design plans and details for the general layout of spaces, paving and other ground cover, planting, water features and open space.
6. The SSLEP 1998, as it applies to the Town Centre, operates as a “deferral” model. The provisions of the LEP, including the land use zoning and development standards, are deferred from operation until a request for un-deferral is made and a planning agreement entered into between the site owner/developer and Council.
7. The “deferral” model was put in place for the Town Centre to ensure that future development provides the necessary level of essential infrastructure to service the development. To support this mechanism and establish the level of contribution required, the LEP was constructed as a highly prescriptive instrument, closely linked to the supporting *Infrastructure Strategy*.

8. The Town Centre LEP includes two land use zones: Zone 11(a), the Green Square Town Centre Zone; and Zone 11(b), the Green Square Town Centre Public Domain Zone, as shown at Figure 1 below. The public domain zone applies to the roads, plazas and parks, with the Zone 11(a) applying to the development sites. These zones delineate the proposed road and public domain layout and, therefore, any amendments to improve the connectivity and permeability of the area through the introduction of additional roads will require an amendment to the zoning.



**Figure 1 – Land Use Zoning Map**

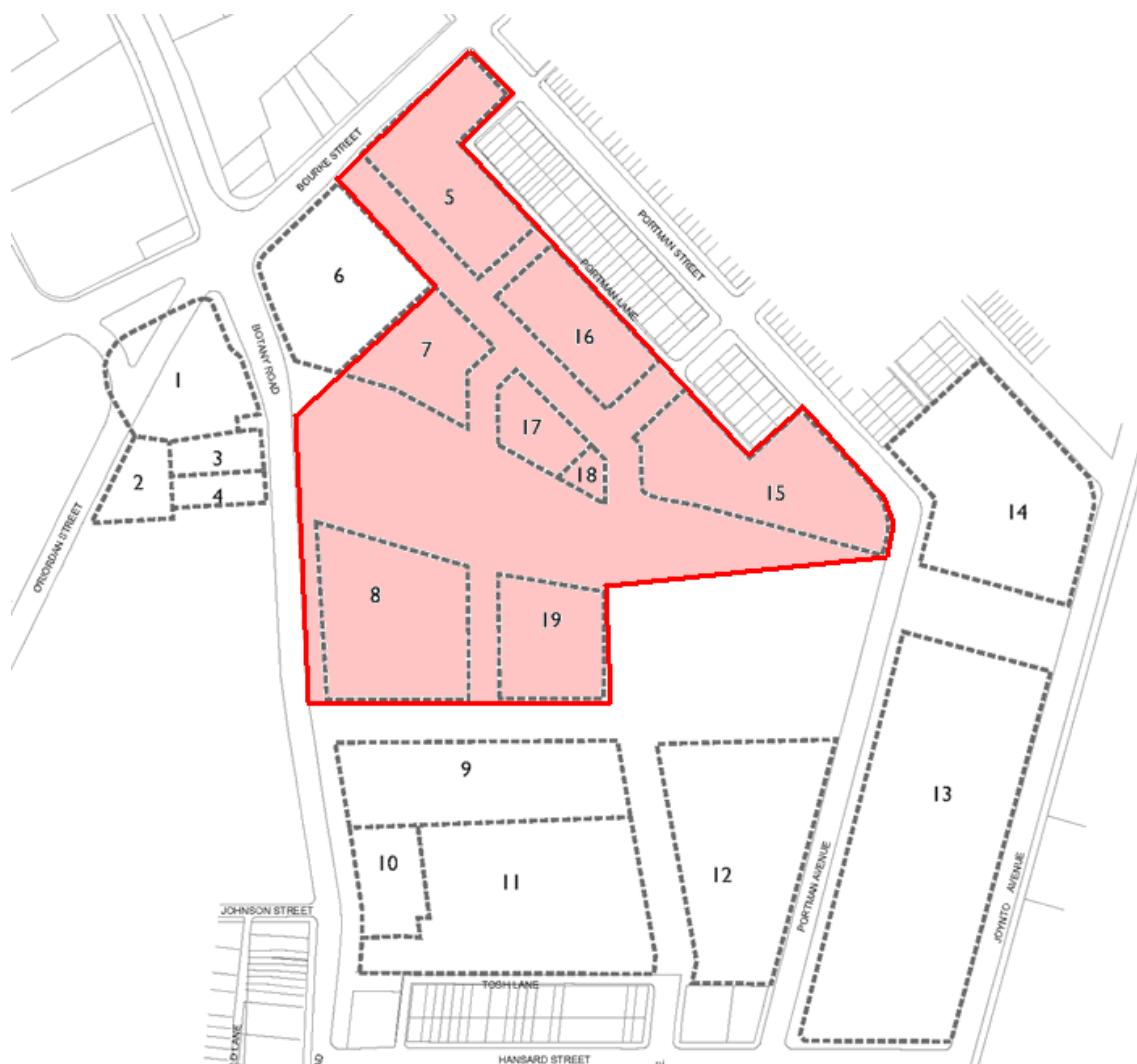
9. In a similar way to the land use zones, the building heights are applied to the development sites as delineated by the public domain layout. The Town Centre LEP permits a 10% increase in heights, subject to consideration of the physical attributes of the land and the achievement of design excellence, among other considerations.

10. The Town Centre LEP is also prescriptive in relation to the gross floor area (GFA) and land use mix applicable to the development sites. A 10% variation in total floor space and floor space mix is enabled in the controls, however, this does not provide much scope for varying the land use makeup of sites. For example, many sites require a mix of commercial and residential development, which may not be seen as desirable where a clearer delineation between the residential areas and the commercial hub may be preferred.
11. Any amendments to the Town Centre LEP will require amendments to the supporting Town Centre DCP and *Infrastructure Strategy*. In relation to the *Infrastructure Strategy*, changes to the public domain will require a review of the costing and allocation of funding contained in this strategy, as will the addition of any other essential infrastructure.

## KEY IMPLICATIONS

### Landcom, Mirvac and Leighton (LML) Planning Proposal

12. In 2009, Landcom appointed a consortium of Mirvac and Leighton Properties (the Green Square Consortium) as the preferred tenderer for the Initial Sites Offering within the Town Centre. The Initial Sites Offering relates to development sites 1, 5, 7, 8, 15, 16, 17, 18, and 19.
13. On 4 May 2010, Landcom and the Green Square Consortium (LML) lodged a Planning Proposal request for 956-996 Bourke Street, 355 Botany Road and 377-497 Botany Road. The LML proposal relates to the Initial Sites Offering sites with the exclusion of Site 1, as shown at Figure 2. These sites cover approximately one third of the area of the Town Centre, and include substantial public infrastructure in the form of new streets and the public plazas.



**Figure 2 – Landcom, Mirvac and Leighton Properties Planning Proposal area (outlined and shaded)**

14. The LML submission requests several amendments to the planning controls for the Town Centre. The major changes include:
  - (a) public domain layout; and
  - (b) built form and land use mix.
15. These are discussed below.

#### **Public domain layout**

16. The LML submission includes changes to the layout of the public domain through the introduction of new roads, and minor changes to the alignment of proposed roads to respond to the development approval for the essential infrastructure approved by Council in November 2008. The main changes are the introduction of two new roads, one north-south through the plazas and one east-west to the south of the plazas. These new streets introduce a more fine-grained street pattern, and facilitate alternative circulation patterns.

17. The proposed changes to the roads are not in accordance with the land use zoning plan which dictates the development sites and public domain layout. Therefore, an amendment to the land use zoning layout would be required should the new road layout be acceptable. The changes to the development site boundaries, and the increase in the number of development sites formed by the new roads, also have implications for the GFA, land use and building height controls which relate to those development sites.

#### **Built form and land use mix**

18. The LML submission seeks to increase the GFA for all development sites and alter the land use make up of each site. The current controls provide for a mix of uses on all development sites within the submission area, with the exception of Site 15 which is purely residential. The LML submission seeks to consolidate the commercial uses to two sites, corresponding to Sites 7 and 8, and introduce retail development to all development sites.
19. The proposal also seeks increases in building heights to accommodate the additional GFA proposed. Detailed analysis of the implications of additional building height and bulk is being undertaken to assess the acceptability of this proposal on the amenity of the public domain and impact on surrounding properties, both within and outside of the Town Centre.
20. The changes to land use mix and location and proposed increase in GFA would incorporate additional retail development within the area, in accordance with the recommendations of the *Green Square and Southern Areas Retail Study 2008* (discussed below). The current proposal seeks to increase the retail development for the subject sites from 12,000sqm to 15,600sqm, which will assist in the achievement of the revised retail floorspace requirements.
21. The proposed increase in GFA and location of land uses will also have implications for transport generation and carparking requirements. The proposal seeks to accommodate around 40% of the carparking above ground in response to the specific contamination issues that have resulted from the uncontrolled landfill practices on this former quarry site. The impact this will have on built form is being assessed. Assessment is also being made as to the amount of carparking proposed, and the impact that the additional traffic generation will have on the local and wider street network.
22. However, it should be noted that any increase in GFA in the Town Centre will be offset by proposed decreases of permissible floor space across the wider Green Square Urban Renewal Area, in particular in the industrial areas in the west, and in the masterplanned areas of Epsom Park and Lachlan Precinct. A concentration of development intensity in the Town Centre is also considered appropriate given the relatively good transportation links provided and planned for this area, compared to these other sites.
23. The changes contained in the LML submission to amend the planning controls will also be assessed in relation to achieving design excellence, amenity implications and traffic considerations. In assessing the proposal, it is considered essential to also assess its implications for the remainder of the Town Centre to ensure that the equity of the existing scheme is maintained and that any supportable changes are reflected in the controls for the entire area.

### Infrastructure Strategy and Development Rights Scheme

24. Increased floorspace in the Town Centre will also have implications for the *Infrastructure Strategy*, which establishes the provision of funding for essential infrastructure, based on floorspace and land use. The Strategy sets a required contribution for each site, based on the total GFA for that development site and the land use mix. The prescriptive nature of the LEP land use and GFA controls ensure that the overall funding strategy for the essential infrastructure is maintained.
25. Any proposed changes to the GFA and land use mix for sites in the Town Centre will therefore have implications for the Infrastructure Strategy. An increase in GFA would be commensurate with an increase in resident and worker populations within the Town Centre and may have implications for the provision of essential infrastructure and public domain. The LML submission also seeks to amend the public domain layout through the addition of streets, which would increase the cost of the public domain.
26. It is therefore necessary to consider any possible amendments to the planning controls in respect of the provision of essential infrastructure and the *Infrastructure Strategy*. This includes an assessment of the essential infrastructure required to support the additional development density and the cost implications.
27. The *Infrastructure Strategy* envisages that developers will provide much of the essential infrastructure and public domain works as in-kind works to enable them to be staged with the development of buildings. However, the LML submission requests that the essential infrastructure and public domain be provided by Council, thereby necessitating the significant forward funding of works by Council. This aspect will require further consideration as to the likely timing and delivery of any works.
28. In addition to considering the LML submission outlined above, since the development of the Town Centre controls, several influential documents, studies and development applications have been prepared or considered which could influence the development of the Town Centre. These include:
  - (a) *Sustainable Sydney 2030*;
  - (b) *Green Square and Southern Areas Retail Study 2008*;
  - (c) *Green Square Transport Management and Accessibility Plan 2008*;
  - (d) Infrastructure and Public Domain Development Applications; and
  - (e) Standard (LEP) Instrument.
29. These are described below.

### Sustainable Sydney 2030

30. *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. The Town Centre has the potential to provide an important opportunity for the realisation of many aspects of *Sustainable Sydney 2030*.

31. Direction 2 provides a road map for the City to become A Leading Environmental Performer. It sets measurable and accountable targets to drive down the City's environmental footprint, including to reduce greenhouse gas emissions by 70% compared to 1990 levels by 2030. Objectives include increasing the capacity for local energy generation and water supply within city boundaries; reducing waste generation and stormwater pollutant loads to the catchment.
32. It is anticipated that any amendments to the planning controls for the Town Centre will enable consideration to be given to the inclusion of incentives or controls to enable and encourage the integration of local energy generation.
33. Direction 3 - Integrated Transport for a Connected City - responds to consultation for Sydney 2030 that highlighted a strong desire in our communities for a City that is connected, accessible, easy to get to and easy to get around. Objectives include developing an integrated inner Sydney public transport network; reducing the impact of transport on public space in Activity Hubs; and managing regional roads to support increased public transport use and reduced car traffic in City streets.
34. The Town Centre is pivotal to the *Integrated Inner City Transport Network* envisaged for the south of the LGA, providing the opportunity for an important public transport hub. A review of the planning controls for the Town Centre will also include the consideration of the parking and transport provision for development, including the impact of any proposed changes to the street network, and changes to the land use mix and GFA.
35. Direction 6 - Vibrant Local Community and Economies - recognises and seeks to build on our diverse City communities with diverse lifestyles, interests and needs – each with an important economic and employment role. Objectives include creating a network of Activity Hubs as places for meeting, shopping, creating, learning and working for local communities; providing a rich layer of accessible community-level social infrastructure, services and programs across the City; and developing and supporting local economies and employment.
36. The Town Centre is identified as an Activity Hub and will develop into an important place for shopping and working for the southern Sydney area. The Town Centre will also provide a location for significant public open space and community services. The review can address in detail the most cost and time efficient way of delivering the infrastructure and services to support the Hub.
37. Direction 8 - Housing for a Diverse Population - seeks to build on Sydney's character as a city of diversity and equity, with a place for everyone. It recognises that housing affordability is an increasing challenge in inner Sydney. While State and Federal Governments share responsibility for housing policy, including housing provision, the City can support and advocate for initiatives to expand affordable housing opportunities. Objectives include facilitating the supply of housing by the private market; ensuring that housing developments provide a diversity of housing opportunities for different lifestyle choices and household types; and facilitating and promoting growth in the 'affordable housing' sector, including by Not-for Profit and other housing providers.
38. In addition to the affordable housing contribution required by development in the Town Centre, a review of the planning controls will enable consideration to be given to means to leverage any additional affordable housing provision within the Town Centre.

39. Direction 9 - Sustainable Development, Renewal and Design - responds to sustainability and environmental imperatives facing our cities. Actions under this direction aim to better capture the potential of streets, parks and squares in public life and improve design excellence in our buildings. Objectives include ensuring renewal areas make major contributions to the sustainability of the City; promoting design excellence; ensuring new development is integrated with the diversity and 'grain' of the surrounding City; and planning for the long term structure of the City.
40. The LML submission includes additional streets which would enable improved integration with the fine grain of the surrounding street pattern. In sustainability terms, urban consolidation in the form of increased densities in Activity Hubs and around public transport interchanges can be enhanced by the further review of planning controls.
41. The Town Centre has the potential to provide an important opportunity for the realisation of aspects of the Sustainable Sydney 2030. Whilst some initiatives from Sustainable Sydney 2030, for example, the integrated transport network, can be incorporated into the design of the Town Centre without amendments to the planning controls, others can be more easily enabled through minor amendments to the controls. For example, the inclusion of decentralised energy plants (tri-generation) into the development may be achieved through their inclusion within the Infrastructure Strategy as essential infrastructure.

#### **Green Square and Southern Areas Retail Study**

42. The *Green Square and Southern Areas Retail Study 2008* (the Retail Study) was finalised in September 2008. This study provides a retail hierarchy for the southern areas of the City, centred upon the Town Centre as a major centre. It identifies that 26,000sqm of retail floorspace is supportable in the Town Centre, and that this amount of retail would be more appropriate for a designated major centre. For comparison purposes, other major centres (as identified in the State Government's Metropolitan Strategy) include Bondi Junction and Chatswood, which comprise large retail centres and serve a regional catchment. The Retail Study supports a "full-line" supermarket (of about 4,000sqm) within the Town Centre.
43. The recommended increase potentially allows for almost 10,000sqm more retail floorspace than the 16,500sqm currently obtainable under the SSLEP 1998. In order to achieve this amount of retail floorspace, an amendment to the current LEP would be necessary.
44. Council and the CSPC considered the Retail Study on 3 November 2008 and 30 October 2008 respectively, and resolved that the retail component of the Green Square Town Centre be increased to an appropriate amount and that all retail development in the southern areas should support the function of the Town Centre as a major centre. No amendment to the LEP has been progressed.
45. The LML submission includes an additional 3,500sqm of retail GFA, with retail uses provided on the ground floor of the majority of sites. The proposed new street network enables identified retail networks to be provided through the Town Centre. The proposal, however, does not include provision for a full-line supermarket within the sites, and this is being assessed in regard to the recommendations of the Retail Study.

**Green Square Transport Management and Accessibility Plan**

46. The *Green Square Transport Management and Accessibility Plan 2008* (TMAP) was developed by NSW Transport and Infrastructure in conjunction with various agencies, including the Roads and Traffic Authority, Landcom and the City of Sydney, and was adopted by Council in March 2009. The purpose of the study was to identify measures to improve the accessibility of Green Square by sustainable modes such as walking, cycling and public transport. It also identified measures to reduce the demand for private vehicle travel as the foundation for achieving mode share targets adopted in *Sustainable Sydney 2030*.
47. The key findings of the TMAP are:
- (a) that a “business as usual” scenario for growth in the area would be incompatible with the vision for Green Square, described in *Sustainable Sydney 2030*, as a sustainable and liveable activity hub; and
  - (b) that the vision for Green Square is best achieved by adopting a scenario of “no net increase in car traffic” for the renewal area, supported by a comprehensive transport strategy that includes:
    - (i) managing car parking supply to constrain traffic growth;
    - (ii) developing key transit corridors that are to adapt to demand growth;
    - (iii) prioritising cycle and walking trips; and
    - (iv) implementing travel demand management measures to new residents and businesses.
48. Specific resolutions that emerged from the consideration of the TMAP by Council included:
- (a) the endorsement, in principle, of the package of measures to ensure a “no car growth” scenario;
  - (b) a call on the State Government to immediately commence work on developing the Green Loop transit service; and
  - (c) a call on the State Government to abolish the Green Square rail station access levy.
49. The future development of the Town Centre and the LML proposal support principles of integrated land use and transport, consistent with *Sydney 2030* and the State Government’s jobs and dwelling targets. A review of the Town Centre planning controls and the LML proposal, and any changes in land use and development capacity that may result from the review, will require consideration of the TMAP outcomes, in particular to ensure the “no car growth” scenario is still achievable.

### Infrastructure and Public Domain Development Applications

50. Development consent was granted by Council on 14 November 2008 for the essential infrastructure works and public domain (Stage 1) works in the Town Centre. Essential infrastructure works include the construction of a hierarchy of public roads, footpaths, landscaping, and stormwater construction under the Boulevard Park. The public domain works include concept design plans and the details of the general layout of spaces, finishings, and landscaping for the Civic and Neighbourhood Plazas, Shea's (Boulevard) Park, Shea's Stream and the Link Road running along the north of the plazas, as an extension of the light rail corridor.
51. Now that the detailed plans for the public domain and essential infrastructure have been developed, it may be desirable to incorporate elements of these into the planning controls for the Town Centre. In particular, elements excluded from the development consents, for example the colonnade and awnings areas to the north and south of the plazas, can be considered for inclusion into amended controls.
52. The more detailed design work has also enabled the costings for the essential infrastructure and public domain to be more fully identified. Whilst the *Infrastructure Strategy* provides for the annual indexation of the costings, the further detail can inform an update of the Strategy and any required amendments.

### Standard (LEP) Instrument

53. Since the planning controls for the Town Centre were developed, the Standard Instrument for preparing new LEPs has been gazetted by the NSW Government. The controls are non-compliant with this Standard Instrument. The main areas of non-compliance are the land use zones, the application of development standards to development sites rather than lot boundaries, and the expression of floorspace in terms of GFA and height in RLs, rather than a floorspace ratio and height in metres.
54. Any amendments made to the Town Centre controls will be expressed in Standard Instrument compliant terms to enable the full integration of the controls into the City Plan in the future.
55. It is important that any proposed amendment does not relate solely to the LML submission, but also incorporates a review for the wider Town Centre area to ensure that the equity of the scheme is maintained, and that any supportable changes are reflected in the controls for the entire area.
56. It is recommended that the Council initiate the process to review and amend the planning controls relating to the Town Centre. As mentioned above, the review of planning controls can integrate the outcomes of recent studies, such as the Retail Study and Sustainable Sydney 2030, to ensure that the outcomes of the development of the Town Centre reflect current objectives and directions that the City has endorsed for its renewal areas.
57. The primary objectives of the review are to produce:
  - (a) a more flexible regulatory framework that can respond to market demand and that is compliant with Standard Instrument requirements;

- (b) a land use, built form and public domain framework that reflects good urban design and sustainability principles; and
- (c) a scheme that generates the catalyst for the creation of new jobs, services and dwellings serviced by the appropriate infrastructure and a high level of public transport accessibility.

### **BUDGET IMPLICATIONS**

- 58. If endorsed, the review of the Town Centre planning package will also include a review of the *Infrastructure Strategy*. The review will be informed by the LML submission and will encompass, for example, an assessment of the existing infrastructure funding and delivery model contained in the strategy, costings of works and staging.
- 59. The City will also undertake an examination of the implications for Council arising from the infrastructure funding and delivery model to ensure potential financial exposure and risks to Council are identified and responsibly managed. It is intended this work will progress separate to, but in parallel with, the Infrastructure Strategy review.

### **RELEVANT LEGISLATION**

- 60. *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulations 2000*.

### **CRITICAL DATES / TIME FRAMES**

- 61. It is recommended that this LEP and DCP amendment be progressed ahead of the City Plan to enable the consideration of the LML submission relating to the Town Centre as expediently as possible, and to update the controls having regard to recent influential documents and directions.
- 62. Since the commencement of the City Plan Review in 2005, site specific LEP amendments have been discouraged, as they are considered to be antipathetic to the “holistic” approach that has been taken in the preparation of the City Plan and divert the City’s resources from completing it. The Department of Planning has a similar view, and has an objective to reduce the number of LEP amendments.
- 63. However, the Department’s stated position on LEP amendments in Planning Circular PS06-005 is that if Council can justify a proposal for consideration and demonstrate that it is in the public interest, then an LEP amendment may proceed. The Town Centre review of planning controls has always been intended to follow a different timeframe from the City Plan. It is considered that there is sufficient justification to amend SSLEP 1998 and the Town Centre DCP prior to the finalisation of the City Plan.
- 64. To progress the review and amendment of the planning controls, the Council and the CSPC are required to resolve to submit a Planning Proposal (shown at Attachment A) to the Minister for Planning to seek a “Gateway Determination”. The determination issued by the Minister will establish the timeframe for preparing a new LEP. This Planning Proposal will be further updated and refined as further assessment of the LML proposal and review of controls for the entire Town Centre is undertaken.

**PUBLIC CONSULTATION**

65. If endorsed, public consultation will take place in accordance with the “Gateway Determination” made by the Minister for Planning in accordance with new Sections 56 and 57 of the *Environmental Planning and Assessment Act 1979*. At a minimum, it is intended to inform the Minister that public consultation will involve:
- (a) consultation with relevant agencies and landowners;
  - (b) a public exhibition period of no less than 28 days; and
  - (c) exhibition of a draft Planning Proposal and relevant supporting documentation during the public exhibition period.

**MICHAEL HARRISON**

Director City Strategy and Design

(Nicola Atherfold, Senior Specialist Planner)