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**GREEN SQUARE TOWN CENTRE
PLANNING PROPOSAL**

PLANNING PROPOSAL

GREEN SQUARE TOWN CENTRE LOCAL ENVIRONMENTAL PLAN 2010

July 2010



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Introduction

This Planning Proposal explains the intent of, and justification for, the proposed Local Environmental Plan – Green Square Town Centre (the Town Centre LEP), to replace the current LEP for this site. The proposal has been prepared in accordance with section 55 of *the Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

It is intended that the Planning Proposal will be amended as technical studies and further assessment work is undertaken in regard to the proposed amendments to the planning controls for the Town Centre.

This Planning Proposal addresses matters that are intended to be included in the Town Centre LEP. More detailed planning matters will be guided by a Development Control Plan (DCP) for the site. The DCP will be prepared and implemented in accordance with Part 3 Division 6 of the EP&A Act.

Background

The Green Square Town Centre site covers an area of 13.74 hectares. It is located within the Green Square Urban Renewal Area, approximately 4.5km south of central Sydney and north of Sydney (Kingsford Smith) Airport. The Town Centre comprises sixteen lots, including several large sites owned by State and local public authorities. These include the former Waterloo Incinerator site owned by Landcom, Waverley Council's Works Depot, the NSW Police Service Centre, and the former South Sydney Hospital site and Works Depot owned by the City of Sydney, as shown in Figure 1. The Town Centre site also contains the Green Square Railway Station and other privately owned land holdings.



Figure 1: Aerial photograph of land affected by the Planning Proposal

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The controls for the Town Centre are contained in the *South Sydney Local Environmental Plan 1998* (South Sydney LEP 1998) and the *South Sydney Development Control Plan 1997: Urban Design – Precinct H: Green Square Town Centre* (Town Centre DCP). These controls were approved by Council and the Central Sydney Planning Committee (CSPC) in April 2006, and the LEP was gazetted in December 2006. An amendment to the South Sydney LEP 1998 (Amendment 19) in respect of communal car parking below the plazas in the Town Centre was approved by Council and the CSPC in mid 2008 and gazetted on 5 June 2009.

Under the South Sydney LEP 1998, the Town Centre is covered by the Green Square Town Centre Zone 11(a), and Green Square Town Centre Public Domain Zone 11(b) zones, as shown in Figure 2. Zone 11(b) applies to the roads, plazas and parks with Zone 11(a) applying to the development sites.

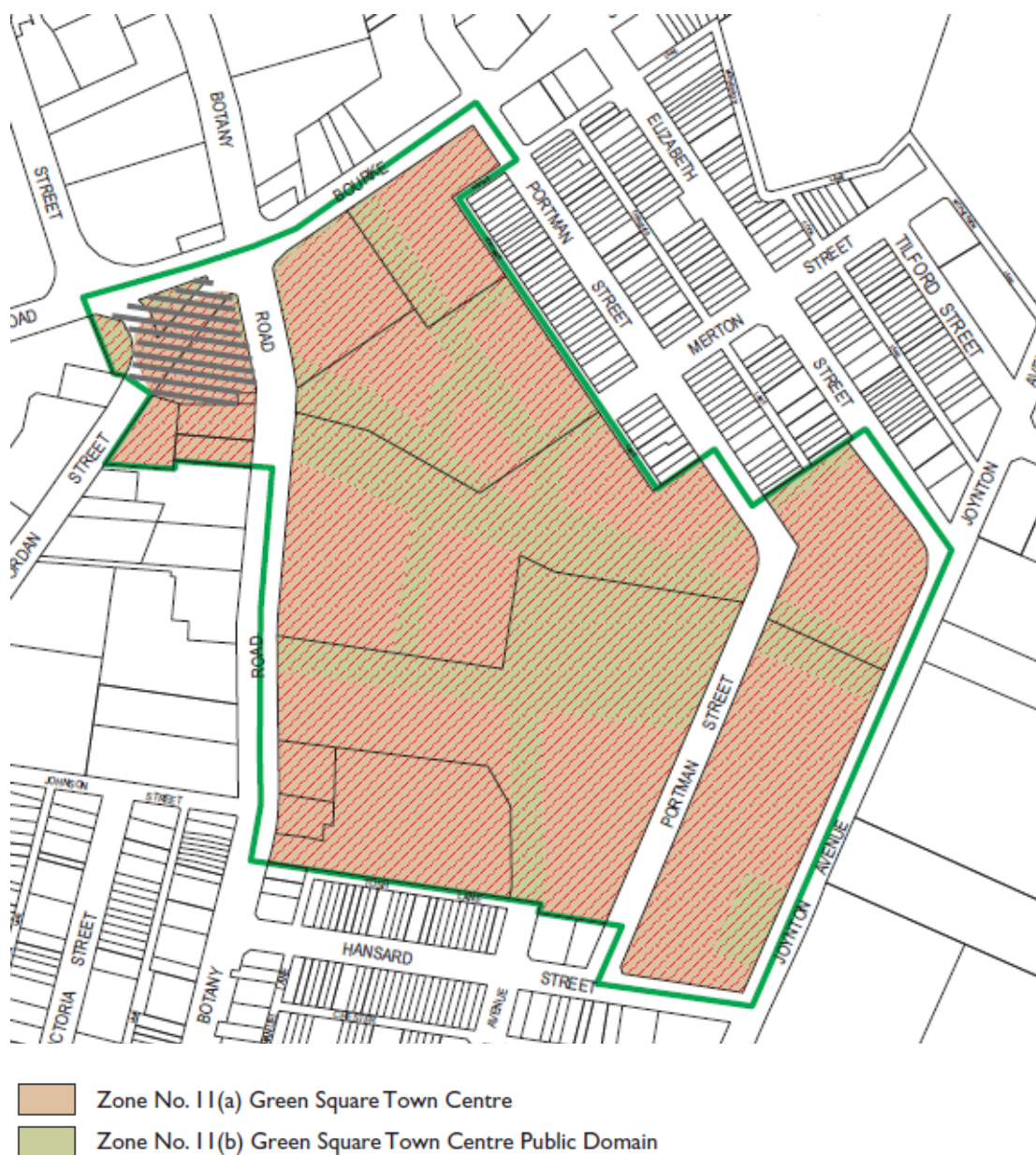


Figure 2: Land Use Zoning Map

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These zones operate under a deferral model with the provisions of the LEP relating to this area being a "deferred matter" under section 68(5) of the EP&A Act. This model is used to ensure delivery of the essential infrastructure to support the redevelopment. The effective zoning for the site is therefore Zone 4a Industrial General under the *City of Sydney Planning Scheme Ordinance 1971* for the majority of the Town Centre lands; and under the *South Sydney Local Environmental Plan 114*, Special Uses 5(a) Hospital for the former South Sydney Hospital site and 4 General Industrial for the land at 2A Bourke Street, at the intersection with O'Riordan Street.

The Town Centre DCP provides more detailed provisions for built form, public domain and infrastructure design and layout. The LEP and DCP are complemented by the *Green Square Town Centre Infrastructure Strategy* which identifies the essential infrastructure and the funding mechanism for achieving it.

Since the Town Centre controls were developed, the City has undertaken several studies, projects and strategies within the area which are proposed to inform the review of the planning controls. These include:

- (a) Sustainable Sydney 2030;
- (b) Green Square and Southern Areas Retail Study 2008;
- (c) Green Square Transport Management and Accessibility Plan 2008; and
- (d) Town Centre Infrastructure and Public Domain Development Applications.

A submission has been made to the City, in the form of a Planning Proposal, by Landcom and its development partner, a consortium comprised of Mirvac and Leighton Properties. The submission requests an amendment to the LEP controls to vary the permissible gross floor area, land use mix, building heights and public domain layout, as they apply to three sites comprising approximately one third of the Town Centre lands. The submission has implications for the established planning framework for the Town Centre, other Town Centre landowners and the infrastructure delivery model. Rather than progress a stand alone Planning Proposal, a review of the planning controls for the entire Town Centre is proposed to ensure a holistic approach to the amendments.

Site Identification

This Planning Proposal is in relation to the sites known as Green Square Town Centre, within the Green Square Urban Renewal Area in the City of Sydney Local Government Area, as detailed below and shown in Figure 3:

- 324 Botany Road Alexandria Lot 4 DP 25272
- 355 Botany Road Zetland Lot Y DP 413956
- 377-497 Botany Road Zetland Lot 1 DP 628547
- 501 Botany Road Zetland Lot 2 DP 505350
- 509 Botany Road Zetland Lot 11 DP 610938
- 511-515 Botany Road Zetland Lot 12 DP 610938
- 97-115 Portman Street Zetland Lot 1 DP 595708
- 811 Elizabeth Street Zetland Lot 1 DP 808432
- 956-960 Bourke Street Zetland Lot 10 DP 874704
- 312-318 Botany Road Alexandria Lot 1 DP456791, Lot 1 DP575225, Lot D DP81525 (Green Square Stn U/G)
- 318A Botany Road Alexandria Lot X DP447410

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- 3 Joynton Avenue Zetland Lot 1 DP 136025
- 301-303 Botany Road Zetland Lot 2 DP 1015633
- 6-12 O’Riordan Street Alexandria Lot 2 DP 25272
- 320-322 Botany Road Alexandria Lot 3 DP 25272
- 2A Bourke Road Alexandria Lot 5 DP 39201

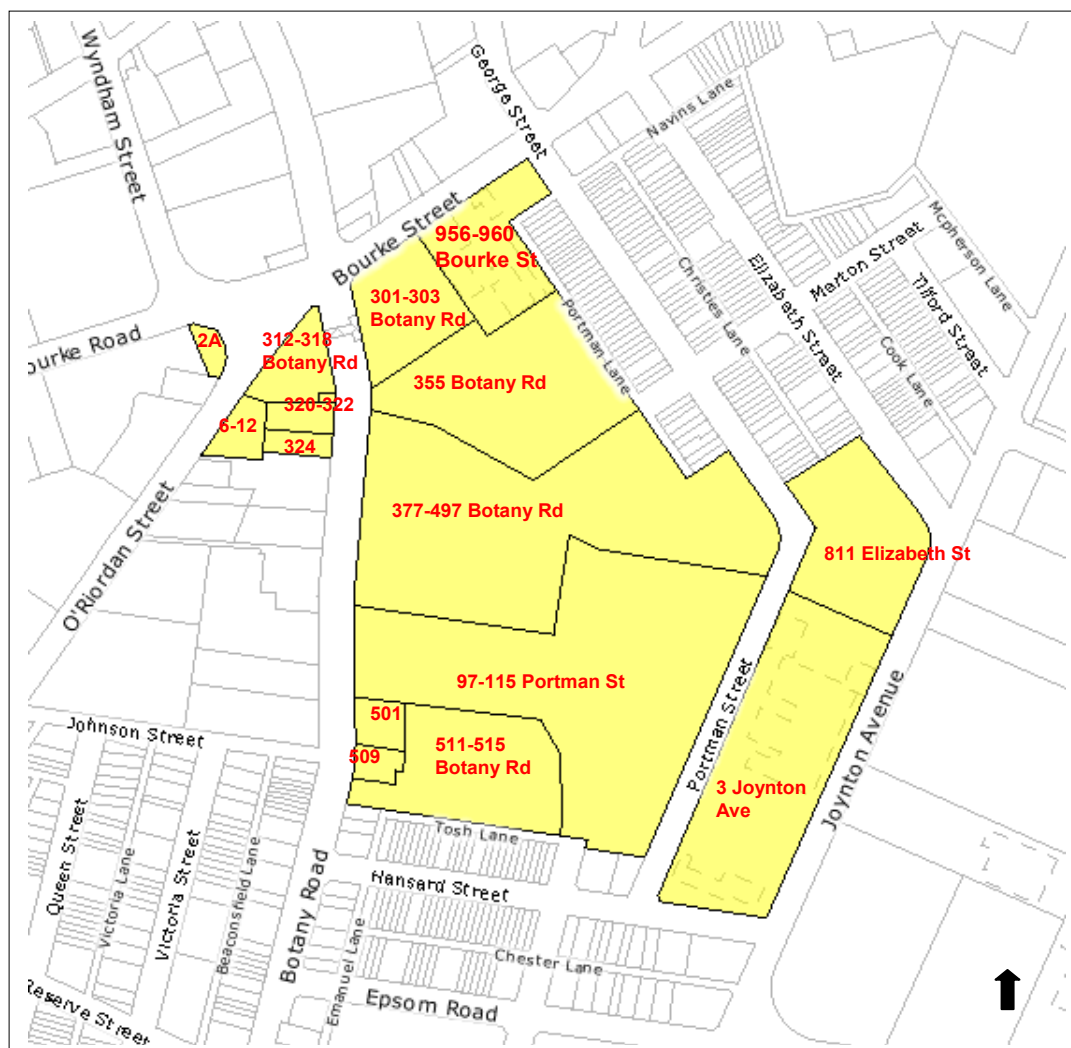


Figure 3: The sites within the Green Square Town Centre

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Part 1 – Objectives or Intended Outcomes

It is intended to implement a Standard Instrument LEP across the Green Square Town Centre area of the City of Sydney that replaces the existing LEP made as an amendment to the South Sydney LEP 1998, which operates as a deferred instrument under provision 59(3) of the EP&A Act. It is intended the new LEP will update the current provisions and integrate the outcomes of recent studies and strategies, and the consideration of proposal(s) submitted to the City seeking an amendment of the current planning controls.

The deferral model currently applying to the Town Centre provisions under South Sydney LEP 1998 is intended to continue as the basis for ensuring the essential infrastructure is provided with redevelopment. It is therefore intended to include in the LEP Standard Instrument clauses that apply to the land, in addition to establishing the criteria under which the instrument can be un-deferred. Additional local provisions on stormwater and flood management, architectural design standards, affordable housing, and car parking provision are proposed to be included.

Part 2 – Explanation of the Provisions

The proposed LEP will consist of a Standard Instrument LEP with the accompanying maps and additional local provisions.

The Standard Instrument LEP provisions will cover matters including:

- **Land use zoning:** The current zoning consist of non-Standard Instrument compliant land use zones, which differentiate between the public open space and street network, and development sites. In order to comply with the Standard Instrument, it is necessary to apply land use zones to the Lot areas and to amend the zones to be consistent with those in the Standard Instrument.
- **Height of buildings:** The current controls provide for height of buildings expressed as RLs, and this will be reviewed and expressed in metres above ground level.
- **Floor space ratio:** The current controls provide for a gross floor area (GFA) for each development site, rather than a floor space ratio for Lot areas. The revised controls will provide amended floor space ratios across Lot areas, with more detailed development site building bulk and form controls contained in an accompanying DCP.
- **Exceptions to development standards:** The current controls allow for a variation to the GFA and height controls of plus or minus 10%. Whilst providing limited flexibility in the development standards for the area, the prescriptive nature of the current GFA controls is necessary to ensure that a minimum amount of GFA is generated for each development site and ensure that adequate funding is contributed to under the Development Rights Scheme of the *Green Square Town Centre Infrastructure Strategy* for the delivery of essential infrastructure. The review is intended to examine the infrastructure funding model, and the existing nexus between GFA and development contributions.

Additional local provisions will cover matters including:

- **Flood planning:** The Town Centre is subject to significant floodwater management constraints, and certain requirement to ensure potential risks and hazards are addressed are included in LEP provisions. It is proposed that the draft LEP retain a clause relating to flood management in the Town Centre, in particular for the sites on the southern corner of Botany Road and O'Riordan Street.

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- **Design excellence:** A provision relating to architectural design standards is included in the current LEP controls and it is anticipated that consideration will be given to the expansion of these provisions to include provisions relating to design excellence and architectural design competitions.
- **Land use mix:** The current land use controls are specific about the breakdown of commercial, residential and retail floorspace permissible for each development site, applied through the land use zoning. This is to ensure a desirable mix of land uses within the Town Centre, but also to ensure that contributions to the delivery of the essential infrastructure required under the Development Rights Scheme (which is tied to the land use mix and amount) are achieved. Further consideration is being given to the Development Rights Scheme and associated *Infrastructure Strategy* operation and delivery of essential infrastructure, and therefore to the need for provisions in the LEP relating to land use mix on specific development sites.
- **Airspace operations:** The Town Centre is within the Inner Horizontal Surface at 51m AHD for the Sydney Airport Obstacle Limitation Surface. Requirements for consultation with Sydney Airport are proposed to be included in the LEP.
- **Development in areas subject to airport noise:** Due to the proximity of the Town Centre to Sydney Airport, requirements for consideration of the noise impact of aircraft on development are proposed to be included in the LEP. (Should amendments be made to the State Environmental Planning Policy (Infrastructure) to incorporate a clause addressing aircraft noise, as presented in the relevant discussion paper, a separate clause will not be necessary.)
- **Car parks:** The current controls enable development for the purpose of a communal car park to be undertaken beneath the public plaza areas. It is likely that this will be a permissible land use under any proposed zoning, however, additional provisions relating to the operation and location of any potential communal car park may be required.
- **Car parking ancillary to other development:** The current car parking controls are contained in *South Sydney DCP No. 11 – Transport Guidelines for Development*. It is intended to include revised car parking rates within the LEP, consistent with the approach proposed for the City's new comprehensive City Plan LEP currently under preparation, and to recognise the extensive work that has been undertaken to determine appropriate car parking rates for the Green Square and wider City area.

Part 3 – Justification

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal a result of any strategic study or report?*

The Planning Proposal responds to the need to provide a Standard Instrument LEP compliant LEP for the Town Centre. The Town Centre lands are to be excluded from the comprehensive City Plan LEP for the City of Sydney, and will continue to be governed by the deferred instrument under Clause 59(3) of the EP&A Act. The need to review and update the current LEP provisions has been expedited by Landcom and the Mirvac/Leighton Consortium submission requesting support for a Planning Proposal to amend the current LEP controls for three sites, covering one third of the Town Centre lands. These sites are:

- (a) 956-996 Bourke Street (former City of Sydney Depot);
- (b) 355 Botany Road (former Waterloo Incinerator); and
- (c) 377-497 Botany Road (Police Services).

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The current controls are prescriptive in terms of gross floor area, height and land use location and mix. The controls define the development sites and the public domain (roads and open space) through land use zoning. Each development site is prescribed a GFA and height, which can be varied up or down by 10% only. This prescriptive GFA is used to ensure the appropriate level of essential infrastructure contribution under the associated Development Rights Scheme set in the *Green Square Town Centre Infrastructure Strategy*. The land use mix is also prescribed for each development site with only in a minor variation permitted.

The submission by Landcom and the Mirvac/Leighton Consortium requesting support for a Planning Proposal to amend the current LEP controls seeks to provide for an increase in the development standard controls and changes to the land use mix. The proposal is discussed briefly below.

Submission for a Planning Proposal for sites at 956-996 Bourke Street, 355 Botany Road and 377-497 Botany Road

This submission seeks to amend the current planning controls in the LEP in relation to:

- the location of the public domain zone necessitated by changes to the street and public domain layout;
- changes to the development site areas and boundaries;
- an increase in development GFA;
- a change in the land use mix;
- variations to the building heights; and
- the addition of retail uses to the public domain zone area.

In addition to the above Planning Proposal submission, the City has also undertaken studies, projects and strategies which would be used to influence and inform any amendments to the planning controls. These include:

- the *Green Square and Southern Areas Retail Study 2008*, which recommends an increase in retail floorspace in the Town Centre;
- the *Green Square Transport Management and Accessibility Plan 2008*, which includes a range of measures to reduce private car dependency and progress towards a 'no car growth' scenario;
- *Sustainable Sydney 2030*, which provides a strategic vision and directions for the entire City of Sydney Local Government Area; and
- development approvals relating to the provision of essential infrastructure and public domain within the Town Centre, which define more precisely these infrastructure requirements.

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2. *Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

The Planning Proposal is the only means of enabling the substantial amendments to the planning controls for the Town Centre, to ensure that development is capable of being undertaken in a timely manner, and to deliver the substantial public benefits inherent in the scheme. Since the original scheme was developed, and subsequently adopted by the Council and the CSPC in April 2006, considerations relating to additional technical documentation, legislative requirements (Standard Instrument LEP), State and local strategic policy directions, as well tighter funding structures, as well as the submission to the City for a request to support a Planning Proposal for significant sites within the Town Centre, lead to the pressing need for a review of the planning package that currently applies

The substantial development undertaken in the wider Green Square area and the significantly larger population increasingly rely on the facilities and amenities to be provided in the Town Centre. This emphasises the need to achieve the development of the major centre in a timely manner.

3. **Is there a net community benefit?**

There is a net community benefit provided by the development of the Town Centre. The sites are currently zoned for industrial uses in most part (except the former South Sydney Hospital site which is zoned for special uses), and include various industrial developments, and vacant sites. The Planning Proposal will facilitate the development of a major residential, commercial and retail centre to service the substantial residential and worker population in Green Square and the wider southern Sydney area. This includes substantial public domain in the form of two plazas, two parks, and a network of new streets with cycle and pedestrian routes providing access across the area and to the Green Square Railway Station.

Issue	Comment	Net community benefit? ✓ x
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (eg land release, strategic corridors, development within 800 metres of a transit node)?	The Town Centre is located within the City to Airport Strategic Corridor and is identified as a 'Planned Major Centre' in the Metropolitan Strategy. The Planning Proposal will be compatible with these designations.	✓
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?		

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<p>Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?</p>	<p>The Planning Proposal is being prepared, in part, in response to a proposal submission received on behalf of landowners of substantial sites within the Town Centre which seeks to significantly amend the current LEP controls. The submission raises implications for the planning framework for the entire Town Centre, and this Planning Proposal will allow for a holistic approach to the review of planning controls for the entire Town Centre, rather than progressing the submitted proposal request, and any other proposals, individually.</p>	<p>✓</p>
<p>Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?</p>	<p>No other spot rezonings in the locality have been progressed in the recent past. The land use zones in the area have been subject to extensive review to inform the zones to be incorporated into the new City of Sydney comprehensive City Plan LEP. It is not intended the Planning Proposal will significantly amend the intent of the existing non-Standard Instrument compliant zones.</p>	<p>✓</p>
<p>Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?</p>	<p>The LEP will effectively result in the loss of industrially zoned lands (as the effective land use zone applying to the sites). However, there is a current LEP applying to the Town Centre which although is deferred, has the potential to allow through the Green Square Town Centre, and Green Square Town Centre Public Domain Zones, for mixed use development, including commercial, retail and residential. The Planning Proposal is intended to continue this approach and once LEP zonings are activated, the loss of 'employment lands' on the low density industrial sites will be replaced by commercial and retail employment generating activities.</p>	<p>✓</p>
<p>Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?</p>	<p>The Planning Proposal will significantly increase the supply of residential development in the area. The current deferred Town Centre LEP permits 286,700sqm of residential GFA. The Planning Proposal will consider the opportunity to increase this, and to make a significant contribution to meeting the residential dwelling targets contained in the Metropolitan Strategy for the City of Sydney.</p>	<p>✓</p>

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<p>Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?</p>	<p>The site is located at the junction of three significant roads through the southern Sydney area, Botany Road, Bourke Street and O’Riordan Street. These roads provide an essential link between the city, the airport and Port Botany. The additional capacity of these roads is limited and will be further stretched by the increase in population on the Town Centre. The Town Centre is directly adjacent to the Green Square Railway Station, however, the application of a station access charge dissuades the widespread use of this station. Changes to the station surcharge, and the provision of improved public transport services will be necessary to effectively service the proposal.</p> <p>The Planning Proposal will include requirements for significant public domain in the form of new streets including cycleways and pedestrian links, and a proposed route for the future provision of light rail. These requirements will be supported by a detailed DCP and a reviewed Infrastructure Strategy that will detailed the essential infrastructure funding and delivery mechanism to support future development of the Town Centre.</p>	<p>✘ ✓</p>
<p>Will the proposal result in changes to the car distances travelled? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?</p>	<p>The Planning Proposal is likely to result in decreased car distances to be travelled by residents and employees in the Green Square and wider southern Sydney area. The Proposal will include the provision of a major retail, commercial and residential town centre to service the wider area and thereby reduce the distance to travel for retail and other services by the local population (existing and proposed).</p>	<p>✓</p>

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<p>Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?</p>	<p>The Town Centre area includes the site of the Green Square Railway Station, in the Airport Link Line. Although, the application of a station access charge dissuades the widespread use of this station, redevelopment of the Town Centre has the potential to significantly activate the Station. Transport infrastructure upgrades have been identified in the <i>Green Square Transport and Accessibility Plan 2008</i> to service the Town Centre and the wider Green Square renewal area. Future investment in this infrastructure will be supported by the Planning Proposal.</p>	<p>✓</p>
<p>Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?</p>	<p>The Town Centre land has not been identified as having a need for protection due to environmental impacts. The land has been identified as being subject to flood risk. The Green Square area including the Town Centre is the subject of a Floodplain Risk Management Study and Plan to address this risk. It is intended provisions in the LEP will require flood mitigation measures for development. This requirement will be supported by the flood management strategy detailed in the above Study and Plan.</p>	<p>✓</p>
<p>Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community?</p>	<p>The development of a town centre in this strategic location is complementary to the extensive residential development that has occurred in the east of the Green Square area, and to its location within the City to Airport Corridor. The site will also provide services to the industrial and commercial uses to the west. The current planning controls the proposed LEP will amend have been developed to address the interface with surrounding land uses and potential amenity impacts on the residential properties surrounding the site.</p>	<p>✓</p>
<p>Will the public domain improve?</p>	<p>There will be significant improvements to the public domain through the provision of public plazas, two parks and a new network of streets, cycleways and pedestrian links.</p>	<p>✓</p>

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<p>Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?</p>	<p>The proposal will enable the development of a large retail and commercial centre to support the surrounding residential and industrial area. The site has been planned to provide significant retail uses, including much needed fresh food/supermarket uses for the wider Green Square area.</p>	<p>✓</p>
<p>If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?</p>	<p>The proposal is for a centre.</p>	<p>✓</p>
<p>What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?</p>	<p>The draft plan is needed to facilitate the development of the Green Square Town Centre to provide new jobs and dwellings to meet Metropolitan Strategy targets, and to provide essential retail and services to the wider Green Square and southern Sydney area. There is a current scheme in operation, however, this has been in operation for 5 years with no development forthcoming under the current controls. The scheme needs updating with regard to current development conditions and to respond to the submission of a Planning Proposal request for a major part of the Town Centre. Delay in the progress of the plan would likely impede the development of the Town Centre and thereby further delay the provision of services and amenities to the rapidly increasing population of Green Square.</p>	<p>✓</p>

Section B – Relationship to strategic planning framework

4. *Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Metropolitan Strategy

Economy and Employment and Centres and Corridors – The site is identified as being located within the City to Airport Corridor and a Planned Major Centre, in the Centres and Corridors section of the Metropolitan Strategy. The strategy identifies the need to achieve strong and viable centres which provide employment, retail and residential functions for the wider metropolitan area. The Green Square Planned Major Centre is allocated an employment capacity of 14,000 jobs by 2031. In order to achieve this capacity it is important that the Green Square Town Centre provides an attractive centre for commercial activities. (It is noted the strategy defines the boundaries of the centre as including adjacent areas to the east.)

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Housing – The strategy seeks to focus residential development around centres. The Town Centre will assist in the concentration of residential development and in achieving the residential dwelling targets of the strategy. The proposed review of the planning controls may confirm the increase in residential GFA sought by the proposal submitted to the City by Landcom and its consortium partners, and may therefore result in more dwellings. The proposal will also include requirements for the provision of affordable housing contributions (in-kind provision of affordable housing units and monetary contributions) to improve the stock of affordable housing in the area, and expand the housing mix.

Transport – The provision of additional infrastructure will support the growth of the centre and improve the amenity and connectivity for the wider area. The Town Centre will include the provision of significant cycle and pedestrian routes to enhance the existing network, consistent with the strategy. It will also facilitate the future provision of a light rail system which will enable the integration of existing modes of transport, improve the accessibility of the area, and reduce car dependency.

Environment and Resources – The proposal seeks to further consolidate the projected employment and population growth of Sydney within the existing urban footprint through the redevelopment of an underutilised industrial site for a major commercial, retail and residential centre. Sustainability outcomes such as recycled water use, Water Sensitive Urban Design initiatives, sustainable flood management and connectivity to tri-generation will be examined in the review of existing planning controls.

Parks and Public Places – The Town Centre will provide for significant increases in public open space in the form of two plazas and two parks, to serve the needs of the future Town Centre residents and workers, and the wider community. These spaces will be linked the wider network of existing and proposed parks and public places within Green Square and the adjacent areas.

Sydney City Draft Subregional Strategy

Centres and Corridors – Green Square is nominated as a Planned Major Centre providing a major shopping and business centre serving the subregion with large shopping malls, specialist retail, medical services, taller offices and residential buildings and a minimum of 8,000 jobs (within a 1km radius of the train station). The figures specifically for the Green Square Town Centre provide for 5,500 residents and 5,000 jobs. The review of the planning controls will reassess the projections for the Town Centre and examine the opportunity to increase the commercial and retail floorspace achievable.

Housing – The City of Sydney, and Landcom, will seek to continue to facilitate the delivery of the Town Centre and the provision of around 5,500 new dwellings identified in the strategy. The review of the planning controls will also reassess the projections for the Town Centre and examine the opportunity to increase the residential floorspace achievable.

Transport – The Town Centre is located on the Miranda to City Strategic Bus Corridor which will target a 25km/hr average bus speed and new integrated bus network. This and other measures being pursued through the *Green Square Transport and Accessibility Plan 2008* (prepared for Transport NSW, the City of Sydney and Landcom) will support the development of the Town Centre. The Planning Proposal will incorporate transport considerations and actions resulting from this plan.

Parks, Public Places and Culture – The Planning Proposal for the Town Centre will include significant public open space and civic urban space in the form of plazas that will foster cultural and social activities. Community facilities and amenities are planned in these spaces. This is consistent with the subregional policy provisions.

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5. Is the Planning Proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

Sustainable Sydney 2030 Strategic Plan – 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. Of these, the following Directions are relevant to the Town Centre and this Planning Proposal.

Direction	Comment	Compatible ✓ x
<p>Direction 2 provides a road map for the City to become <i>A Leading Environmental Performer</i> and sets measurable targets to drive down the environmental footprint, including reducing greenhouse gas emissions by 70% compared to 1990 levels by 2030. Objectives include increasing the capacity for local energy generation and water supply; reducing waste generation.</p>	<p>Consideration is being given to the inclusion of provisions relating to the ability for development to incorporate local energy generation schemes and recycled water systems in the detailed planning controls.</p>	<p>✓</p>
<p>Direction 3 - <i>Integrated Transport for a Connected City</i> includes objectives supporting and planning for enhanced access by public; developing an integrated inner Sydney public transport network; and managing regional roads to support increased public transport use.</p>	<p>The Planning Proposal supports the development of a future public transport route through the Town Centre. Measures being pursued through the <i>Green Square Transport and Accessibility Plan 2008</i> will support the development of the Town Centre. The Planning Proposal will incorporate transport considerations and actions resulting from this plan.</p>	<p>✓</p>
<p>Direction 4 - <i>A City of Pedestrians and Cyclists</i> outlines actions that will make walking and cycling an easy option for residents and visitors in our City. Objectives include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces.</p>	<p>The Planning Proposal will seek to enable a finer grain street pattern which will provide increased pedestrian and cyclist linkages throughout the Town Centre. Supporting controls will also promote the inclusion of cycleways and improved pedestrian amenity.</p>	<p>✓</p>
<p>Direction 6 - <i>Vibrant Local Community and Economies</i> recognises and seeks to build on our diverse City communities with diverse lifestyles, interests and needs. Objectives include creating a network of Activity Hubs as places for meeting, shopping, creating, learning and working for local communities.</p>	<p>The Town Centre will form a new activity hub, providing a focal point for the wider Green Square area, and facilities including retail and community buildings.</p>	<p>✓</p>

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<p>Direction 8 - <i>Housing for a Diverse Population</i> recognises that housing affordability is an increasing challenge in inner Sydney. 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; ensuring that a substantial proportion of housing is aimed at the lower end of the market; facilitating and promoting growth in the 'affordable housing' sector including by Not-for Profit (NFP) and other housing providers.</p>	<p>The Planning Proposal will enhance the provision of residential development in the inner city and supports the provision of affordable housing.</p>	<p>✓</p>
<p>Direction 9 - <i>Sustainable Development, Renewal and Design</i> includes objectives to ensure renewal areas make major contributions to the sustainability of the City; planning for a beautiful City and promoting design excellence; and ensuring new development is integrated with the diversity and 'grain' of the surrounding City.</p>	<p>The Planning Proposal increases the contribution that the Town Centre will make towards accommodating the projected increases in residential and worker populations. In reviewing the planning controls, the proposal will examine the public domain layout and provide a finer grain block pattern that integrates with the surrounding street pattern. Provisions relating to design excellence will also be considered.</p>	<p>✓</p>

In addition to the above Directions, *Sustainable Sydney 2030* identifies *Connecting Green Square* as one of 10 Project Ideas. The 2030 Vision proposes the Town Centre be strengthened and supported by the addition of residential, retail and business activity and improved public transport. The Planning Proposal will consider the opportunity to increase the development potential of the area to provide additional residential, commercial and retail development, and will enable the future provision of public transport linking Green Square to the City Centre.

6. Is the Planning Proposal consistent with applicable state environmental planning policies?

<p>State Environmental Planning Policy</p>	<p>Comment</p>	<p>Compatible ✓ x</p>
<p>SEPP (Affordable Rental Housing) 2009</p>	<p>The Divisions anticipated to apply to the land uses zones to be applied to the Town Centre are: Division 3 Boarding Houses – enables an additional 20% FSR for sites with an FSR over 2.5:1 when developed for the purpose of a boarding house, subject to specific provisions relating to the standard of development.</p>	<p>✓</p>

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	<p>Division 4 – Supportive accommodation is permissible without consent provided it does not involve alterations or additions to the building.</p> <p>Division 5 – Social housing joint ventures are permissible on any sites proposed to be zoned B3 Commercial Core.</p> <p>Division 7 – Group homes includes provisions relating to the exempt and complying development provisions for such development.</p> <p>Nothing in the Planning Proposal is inconsistent with these provisions.</p>	
SEPP (Infrastructure) 2007	<p>The SEPP includes provisions relating to development with impacts on flood liable land, flood mitigation works, educational establishments, health service facilities, public administration buildings, development in rail corridors, and development adjacent to road corridors.</p> <p>The Planning Proposal is not inconsistent with the provisions of this SEPP.</p>	✓
SEPP No. 55 - Remediation of Land	<p>The Planning Proposal does not propose to change the zoning of the land to permit uses which would not be permissible under the current LEP controls. The site is considered to be able to be made suitable for purpose through remediation.</p>	✓
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	<p>The site has been identified as providing the potential for urban consolidation under the current LEP controls and this Planning Proposal supports this. The proposal is to enable significant multi-unit residential development on previously vacant or low scale industrial land.</p>	✓
SEPP No. 1 - Development Standards	<p>The current deferred LEP for the Town Centre excludes the operation of SEPP 1. The Planning Proposal intends to provide controls consistent with the Standard LEP Instrument including provisions relating to varying the development standards.</p>	✓

7. Is the Planning Proposal consistent with applicable Ministerial Directions (S117 directions)?

Section 117 Direction	Comment	Compatible ✓ x
1.1 Business and Industrial Zones	<p>The current deferred LEP proposes a change from an existing industrial zone to the Green Square Town Centre and Green Square Town Centre Public Domain Zones. The Planning Proposal will consider opportunities to increase the potential floor area for employment generating uses through the intensification of development to provide for higher level</p>	✓

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	employment uses. Significant strategic planning has been undertaken in the Green Square area to review the quantum of industrial and business land and development.	
2.3 Heritage Conservation	The Planning Proposal maintains the currently listed Heritage Item at the site of the former South Sydney Hospital.	✓
3.1 Residential Zones	The Planning Proposal seeks to increase the housing choice in a location close to existing transport infrastructure, and to proposed future infrastructure. The proposal will not reduce the permissible residential density of the land.	✓
3.4 Integrating Land Use and Transport	The Planning Proposal will improve the accessibility of the area through the provision of significant new streets providing cycle, pedestrian and vehicular access. The integration of land use and the provision of a new major centre will reduce the car trip distances for the wider Green Square area.	✓
3.5 Development Near Licensed Aerodromes	The Planning Proposal does not alter the permissible land uses from those enabled under the current deferred LEP. Consideration has been given to the Obstacle Limitation Surface for Sydney Airport.	✓
4.3 Flood Prone Land	The Planning Proposal seeks to maintain the existing provisions relating to floodwater management and integrate the outcomes of the Floodplain Risk Management Study and Plan.	✓

Section C – Environmental, social and economic impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no existing critical habitats or threatened species, populations or ecological communities or their habitats found in this developed, industrial area. The Planning Proposal does not intend to significantly alter the land uses permitted under the current deferred LEP controls.

9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Flooding – The current deferred LEP controls include specific provisions relating to floodwater management. It is intended that these provisions will be incorporated in the proposed new LEP, and supported by DCP controls. The Planning Proposal is anticipated to include changes to the infrastructure layout for the Town Centre, with associated changes to the development block layout and size. The further review and assessment of any changes to development types, patterns and public domain networks will include an assessment of any potential changes to flood risk, and will be reflected in amendments to the proposed controls, if necessary.

Amenity of public open space – The Planning Proposal will examine the opportunity to provide for additional GFA for the development sites. The impact of this and any height increases upon the amenity of the public domain, in particular in terms of overshadowing, will

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be extensively tested. It is proposed to include supporting DCP controls to guide the built form to ensure that high levels of amenity are provided to the public domain.

Transport – The Planning Proposal will examine the potential to include additional gross floor area. Potential impacts upon the transport and parking requirements for the area will be examined in this context. The parking requirements for development will be examined in the review of the planning controls to recognise the Town Centre's accessibility with regard to planned transport improvements, and in response to an extensive study undertaken for parking provision within the wider City of Sydney.

10. How has the Planning Proposal adequately addressed any social and economic effects?

The development of planning controls for the Town Centre has been subject to many studies focused on the economic and social effects of the planning scheme. The Planning Proposal does not intend to significantly amend the concept of the original scheme and therefore it is not considered necessary to undertake extensive social and economic impact assessments. However, the following issues are being considered.

Community facilities – The Town Centre has been earmarked as the site for a large multi-purpose community facility, incorporating a library, aged persons and family spaces and art and cultural spaces. The facility is proposed to be located within the new plaza areas, and planning controls will reflect this.

Affordable housing – The planning controls for the Town Centre will continue to include provision for affordable housing contributions in accordance with the *Green Square Affordable Housing Development Control Plan*. In addition, consideration is being given to ensuring the on-site provision of affordable housing through the review of planning controls.

Retail development – The *Green Square and Southern Areas Retail Study 2008* considered the economic impact of retail development in the wider Green Square area on the development of a major retail centre at the Town Centre. The study recommends an increase in retail floorspace from 16,500 sqm to approximately 26,000 sqm. The study and its recommendations will be considered in the review of planning controls.

Infrastructure funding and delivery – The current *Green Square Town Centre Infrastructure Strategy* establishes the funding methodology and delivery for the Town Centre. This strategy is a significant component of the package of controls tied in with the deferral model. The proposed review will include an assessment of the economic feasibility of future development in the Town Centre to inform the revision of the Infrastructure Strategy. This is discussed in more detail below.

Section D – State and Commonwealth interests

11. Is there adequate public infrastructure for the Planning Proposal?

The Town Centre is located at the junction of three significant roads through the southern Sydney area, Botany Road, Bourke Street and O'Riordan Street. These roads provide an essential link between the City, the Airport and Port Botany. The additional capacity of these roads is limited and will be further stretched by the increase in population on the Town Centre. The Town Centre area, however, includes the site of the Green Square Railway Station, in the Airport Link Line. Although, the application of a station access charge dissuades the widespread use of this station, redevelopment of the Town Centre has the potential to significantly activate the Station. Transport infrastructure upgrades have been identified in the *Green Square Transport and Accessibility Plan 2008* to service the Town Centre and the wider Green Square renewal area, including a future light rail system. Future investment in this infrastructure will be supported by the Planning Proposal.

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The current and proposed planning scheme for the Town Centre includes the *Green Square Infrastructure Strategy* which identifies the essential infrastructure required to service and facilitate the development of the Town Centre and establishes the Development Rights Scheme mechanism to fund this provision. It is not intended to substantially alter this mechanism for infrastructure funding and provision, beyond amendments resulting from proposed changes to the planning controls.

The public infrastructure identified in the *Infrastructure Strategy* comprises civil and public domain infrastructure including new streets, substantial public plazas and parks, and stormwater management works. The planning controls will incorporate provision for this infrastructure.

Services and facilities accessible 5km to the Town Centre within 5km include the Royal Prince Alfred and Prince of Wales Hospitals, the Universities of Sydney and NSW and primary and secondary schools.

The development of the existing planning scheme for the Town Centre considered the provision of public infrastructure, utilities and essential services in the area, and any impact that a change in the planning controls may have on this provision will be identified during consultation with the relevant authorities.

12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

This matter is to be completed after the Planning Proposal has been submitted for the Gateway Determination by the Minister for Planning and consultation with the relevant authorities has been undertaken.

Consultation with the following public authorities is proposed and confirmation of this list is sought through the Gateway Determination:

- NSW Department of Education and Training;
- NSW Department of Housing;
- NSW Department of Industry, Investment and Energy;
- NSW Department of Industry and Investment, State and Regional Development;
- NSW Department of Planning;
- NSW Department of Transport;
- NSW Fire Brigade;
- NSW Health Department;
- NSW Office of Water;
- Rail Corporation NSW;
- Redfern Waterloo Authority;
- Sydney Airports Corporation Limited;
- Sydney Water Corporation;
- Energy Australia; and
- Ministry for Police.

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Part 4 – Community Consultation

This Planning Proposal is of a type that does not fall within the definition of a 'low impact Planning Proposal' and therefore, it is proposed to be on exhibition for a minimum period of 28 days.

Notification of the public exhibition will be:

- on the City of Sydney website;
- in newspapers that circulate widely in the area (The Sydney Morning Herald and Central); and
- in writing to the landowners; the adjoining landowners; community groups; and the surrounding community in the immediate vicinity of the site.

Information relating to the Planning Proposal will be on display at:

- the Green Square Town Centre Project Office located at the Tote Building, 52-112 Joynton Ave, Victoria Park, and
- Council locations at Town Hall House, 456 Kent Street, Sydney and Redfern, 158 Redfern Street, Redfern.