



6.0 PLANNING PROPOSAL DETAILS

6.1 Objectives

The objectives of the Planning Proposal are to:

1. Create the core of the Town Centre and provide a catalyst for development within the wider Town Centre and Green Square Redevelopment Area.
2. Rationalise the proposed land uses to create an integrated and vibrant centre as contemplated by the Metropolitan Strategy and SS2030.
3. Provide additional development capacity to address key targets from the Sydney City draft Sub-regional Strategy and SS2030.
4. Provide for the orderly and economic development of the Town Centre through consolidating key sites to address fragmented ownership, and by developing the Town Core Sites in a staged and coordinated manner.
5. Establish a more fine-grain subdivision pattern.
6. Ensure that the development of both public and private domain achieves design excellence.

In effect, the principal aims and objectives of the existing LEP for the Town Centre (as outlined in Section 4.2) do not change as a result of the proposed amendments.

Rather, it is the position of this report that the core planning controls need to be amended in order that the objectives can be achieved.

The current aims and objectives of the GSTC LEP are:

3 Aims and objectives of plan

(1) The aims of this plan are:

- (a) to foster the environmental, economic, social and cultural well-being of Green Square by encouraging the establishment of a significant new town centre (the Green Square Town Centre), and*
- (b) to encourage the orderly and sustainable development of land within the Green Square Town Centre.*

(2) The objectives of this plan are:

- (a) to deliver environmental planning outcomes and benefits to the public and owners of land within the Green Square Town Centre that are significantly superior to those likely to result from development of the land in accordance with the local environmental planning instruments currently applying to that land, and*
- (b) to establish the subdivision pattern, permissible land uses, land use mix, maximum gross floor area and maximum building heights, that together, will encourage development of the Green Square Town Centre, and*
- (c) to establish planning provisions for development of a vibrant town centre with an appropriate mix of land uses, visual interest and a distinctive character that is meaningful to the local community, and informed by the social, cultural and historical values and attributes of Green Square, and*
- (d) to encourage the provision of a high-quality, safe and functional public domain, and ensure high-quality building design, and*
- (e) to facilitate the conservation of heritage items and areas of heritage significance.*



Landcom's tender process provided clear feedback on the existing planning controls, and it is a fundamental position of the Planning Proposal that the current controls will not allow objectives (2) (a), (b) and (c) to be met.

Underpinning this is the strategic planning objective of ensuring new housing and employment in the Town Centre occurs in a sustainable and holistic way, delivering a range of public and private benefits. The strategic planning documents relevant to the City of Sydney local government area, comprising the Metropolitan Strategy, the Sydney City draft Sub-regional Strategy and SS2030 all identify GSTC as a planned major centre that is critical in meeting housing and employment targets over the next 20 years. The Planning Proposal looks to deliver the strategic planning objectives and this matter is discussed in more detail in Section 7 of the report.

6.2 Key outcomes

6.2.1 Urban Design and Public domain

The Planning Proposal includes an amended public domain and an urban design vision developed in conjunction with Gehl Associates Architects.

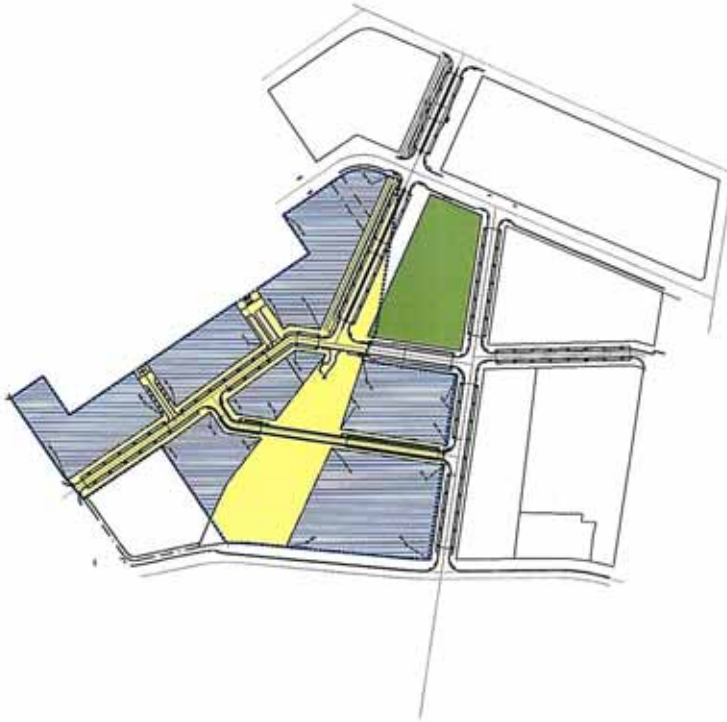
The layout of the public domain and road system envisaged in the current planning controls is compared to the proposed scheme is provided in Figure 10 and are provided in full in Annexure B, being the architectural drawing package.

Figure 10: (following page) Existing structure and layout of Town Centre and proposed structure and layout of Town Centre (drawing number 00_SK003).



GSC/LANDCOM SCHEME

PROPOSED SITE BOUNDARIES	20,216m ²
PROPOSED PUBLIC DOMAIN	23,496m ²
PROPOSED SHEA'S PARK (EXCLUDING SITE 1)	6,238 m ²
PROPOSED GSTC BOUNDARY (EXCLUDING SITE 1)	52,433 m ²
LEP GSTC BOUNDARY	51,710 m ²



LEP SCHEME

PROPOSED SITE BOUNDARIES	31,874 m ²
PROPOSED PUBLIC DOMAIN	20,211m ²
PROPOSED SHEA'S PARK (EXCLUDING SITE 1)	6,776 m ²
LEP GSTC BOUNDARY	51,710 m ²





As a result of a collaborative approach between Mirvac Design and Gehl Architects, the key elements include:

- the re-configuration in scale of the public domain
- introduction of privately owned threshold retail elements:
 - the retail strategy and layout
 - increased connectivity by way of the additional street network through the public domain
- strengthening of the East West Boulevard as a dedicated transport corridor
- the reorientation of the Community Building.

The area of the public domain is much more fine grain at the ground plane and achieves increased pedestrian and transport connectivity.

Figure 11, again taken from the drawing package in Annexure B, identifies the key features and improvements.

Figure 11: (following page) Key features of new urban design approach (drawing number 00_SK002).

REDUCTION IN BUILDING HEIGHT TO ALLOW ADDITIONAL SOLAR PENETRATION INTO DUNNING AVENUE.
REQUIRED 6M WIDE THROUGH SITE LINK WITH PUBLIC ACCESS IN ACCORDANCE WITH THE GSTC DESIGN GUIDELINES 2006.

COMMERCIAL USES LOCATED IN CLOSE PROXIMITY TO GREEN SQUARE STATION AND BOTANY ROAD TO:

- REINFORCE THE TOWN CENTRE AND CREATE A FOCAL POINT FOR ECONOMIC DEVELOPMENT IN THE SOUTHERN PART OF THE CITY OF SYDNEY
- SHIELD RESIDENTIAL BUILDINGS FROM TRAFFIC NOISE ALONG BOTANY RD

DESIRED RELOCATION OF STATION ACCESS INTO PROPOSED BUILDING IN ACCORDANCE WITH THE GSTC DESIGN GUIDELINES 2006.

COMMUNITY BUILDING RE-ORIENTED TO RESCALE CIVIC PLAZA AND BETTER INTEGRATE INTO THE PUBLIC DOMAIN.

SITES 8-19 SCALED DOWN INTO SMALLER DEVELOPMENT LOTS TO CREATE AN URBAN ENVIRONMENT WITH A FINE GRAIN, ONE THAT IS PERMEABLE TO ENCOURAGE USE AND THE INTERACTION OF PEOPLE.

BUILDING FORMS RE-ORIENTED EAST-WEST TO ALLOW FURTHER PENETRATION OF NATURAL DAYLIGHT TO SITES 8 & 19. BUILDINGS FORMS ARTICULATED TO CREATE VARIED SKYLINE.

LEGEND - URBAN DESIGN OUTCOMES

- PUBLIC DOMAIN
- TALLER BUILDING FORMS
- MEDIUM SCALE BUILDING FORMS
- LOW SCALE BUILDING FORMS
- PRIVATE + COMMUNAL OPEN SPACE
- DESIRED GROUND LEVEL RETAIL USES FOR SITE 6
- COMMUNITY USES
- RETAIL THRESHOLD ELEMENTS
- PEDESTRIAN CONNECTIVITY
- 6M WIDE FULL HEIGHT VISUAL CONNECTION
- RETAIL CIRCULATION
- GOSLANDCOM PROPOSED BOUNDARY FOR THE TOWN CORE SITES WITHIN GREEN SQUARE TOWN CENTRE
- DESIRED RELOCATION OF STATION ACCESS

6 METRE WIDE FULL HEIGHT VISUAL CONNECTION REQUIRED BETWEEN SITE 7 AND SITE 8 IN ACCORDANCE WITH THE GSTC DESIGN GUIDELINES 2006.

RETAIL THRESHOLD ELEMENTS AND THE PROPOSED COMMUNITY BUILDING HAVE BEEN LOCATED WITHIN THE PUBLIC DOMAIN TO:

- REDUCE SCALE OF SPACE TO CREATE A SERIES OF INTIMATE SPACES
- SHIELD CIVIC PLAZA FROM BOTANY ROAD AND FORM A LOW SCALE EDGE ALONG NORTHERN SIDE OF PLAZA TO HELP BUFFER EFFECTS OF TRANSPORT CORRIDOR

ADDITIONAL ROAD THROUGH CIVIC PLAZA ADDED TO IMPROVE:

- CONNECTIVITY ACROSS THE SITE
- ACTIVATE THE GROUND PLANE
- ENCOURAGE PEDESTRIAN MOVEMENT ACROSS THE PUBLIC DOMAIN AND THROUGH THE SITE.

DEVELOPMENT SITES 17 & 18 SEPARATED TO IMPROVE PEDESTRIAN & VISUAL CONNECTIVITY TO THE PUBLIC DOMAIN FROM ACCESS PLACE (MERTON STREET)

PUBLIC DOMAIN AREA INCREASED BY APPROXIMATELY 3000m² IN COMPARISON TO LEP MASTERPLAN.

ROAD ALIGNMENT OF DUNNING AVENUE AND NEW CROSS STREET TO IMPROVE:

- VISIBILITY
- CONNECTIVITY
- TRAFFIC SAFETY

CIVIC SPACES BROKEN DOWN INTO 3 ROOMS PROVIDING A VARIETY OF EXPERIENCES & SCALES

CIVIC NATURE OF SPACE MAINTAINED FOR PUBLIC EVENTS

* NOTE - FOR ACCURATE DIMENSIONS OF LOT BOUNDARIES AND ROAD RESERVES, PLEASE REFER TO DRAWING 00_SK100001





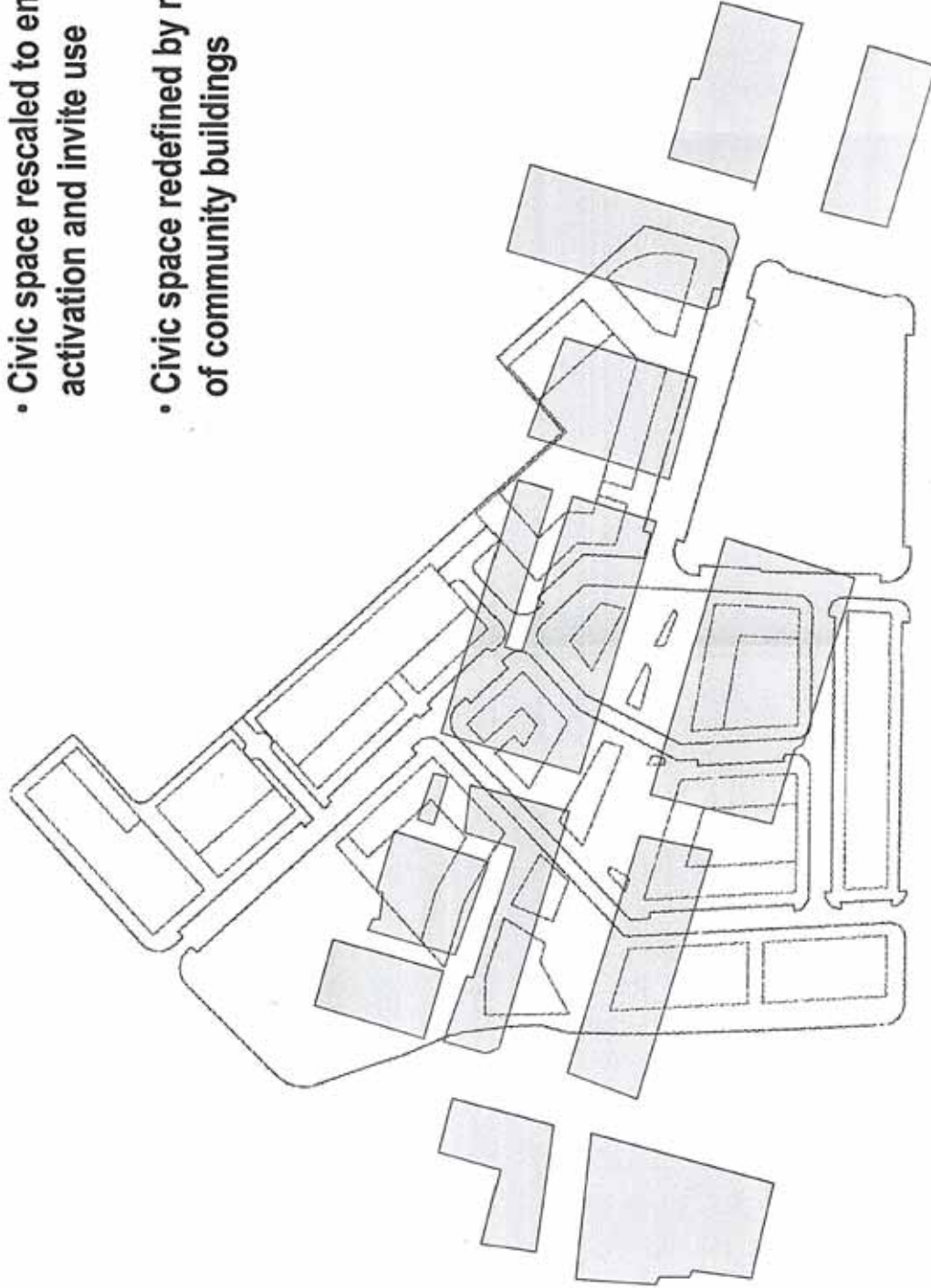
As a result of conditions of consent attached to the approved Essential Infrastructure DA for GSTC (D/2008/1195) there is some required realignment and redesign of streets, particularly the intersection of Dunning Avenue and New Cross Street. This in turn impacts on the western boundary of Boulevard Park.

Adoption of the altered design of the public domain will require a consequential modification to the development consent for the public domain of GSTC (D/2008/1194).

Figure 12 provides context regarding the scale of the proposed central public domain features, comparing this space to that of Martin Place.

Figure 12: (following page) Proposed central public domain area compared to Martin Place (drawing number 00_SK004).

- Civic space rescaled to ensure activation and invite use
- Civic space redefined by reorientation of community buildings



GSTC OVERLAY ONTO
MARTIN PLACE (SHADED)





The urban design and public domain initiatives are supported by a Statement from Gehl Architects at Annexure C, as well as the design excellence statement from Mirvac Design at Annexure D.

6.2.1.1 Design excellence delivery process

It is proposed that future development on the relevant Town Core Sites be subject to a design excellence process. Details of the process are included in the Design Excellence Statement contained at Annexure D.

6.2.2 Increased retail space and improved retail planning

The proposal includes an increase in retail space of 3,520m² from 12,100m² to 15,600m², associated with the relevant sites as well as a much more refined and focused retail strategy for the Town Centre. Figure 13 on page 40, shows the extent of retail space across the sites and in particular the focus of retail at ground level. The proposal includes privately owned retail buildings within the public domain.

The retail strategy is focused on a fine grain design at ground level and provides an active retail loop and through site links which allow for connectivity between retail hubs and responds to pedestrian and public transport routes within and through the site. The strategy has 3 distinct areas focusing on fashion (Dunning Avenue), food and beverage (plazas) and fresh food (to the south of the plazas) with the objective of providing a genuine village character dominated by pedestrians, rather than vehicles. The fresh food area is intended to accommodate a moderate size supermarket and a large scale fruit and vegetable offering.

The design rational for the retail in the public domain is:

- To rescale the wide public spaces and define the northern edge of the plazas;
- To define and act as a buffer to the transport corridor at the northern edge of the plazas;
- To double load the public domain with retail creating active edges on both sides;
- To draw people across the public domain by creating destinations and amenity;
- To use built form to create continuity along the northern edge of the public domain linking the three distinct plaza areas.

As mentioned above, the provision of a supermarket has been considered in the proposal and a moderate sized operation can be accommodated within the fine grain subdivision proposed. Something in the order of 1,500-2,000m² is capable of housing one of the major operators in what will be the equivalent of an inner-city environment.

Given the the proposed level of retail service provided by the aggregation of shops, the retail area will provide for the fresh food and grocery needs of the local community.

A larger, traditional, "full-line" supermarket commonly in place in suburban shopping centres and regional centres, will generate other requirements and impacts such as regular large vehicle visits into the Town Centre and substantial car parking requirements, both directly impacting on the pedestrian amenity of the centre and the village character. There may be located within the Town Centre more acceptable sites for the introduction of a full-line supermarket, in a location that will have less direct impact on the heart of the pedestrianised area of the centre. It should also be noted that a supermarket has been approved by the Council immediately to the north of the Town Centre fronting Bourke Street.

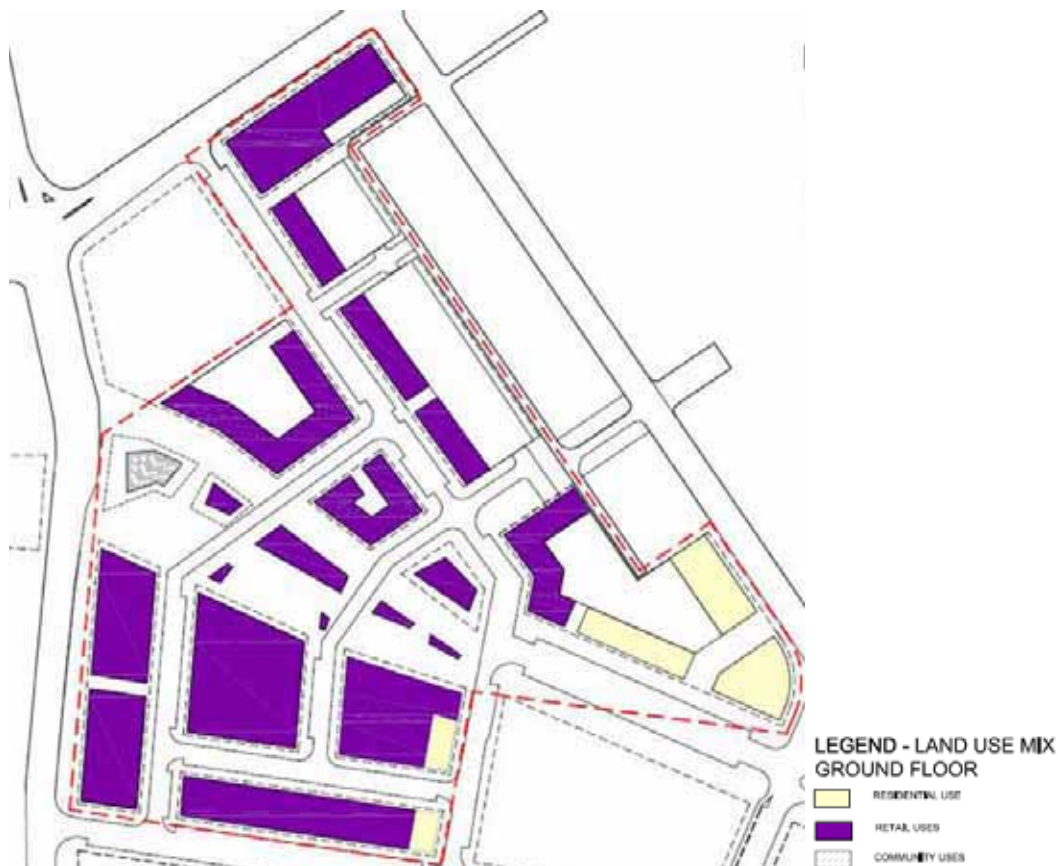


Figure 13: Land use mix at ground level.

As discussed in Section 7 of this report, this increase in retail space is consistent with the recommendations of the Council's Green Square and Southern Areas Retail Study of 2008 and will serve to reinforce the Town Centre as the primary retail centre for the Urban Renewal Area. These recommendations include:

- That Council and Landcom bring forward the development of the retail core of Green Square as soon as possible;
- 26,000m² of core retail floor space being provided in GSTC;
- provision of a distinct and lively Town Centre with lively streets and an attractive public domain;
- the main urban design characteristics include pedestrian permeability, active frontages and lively streets; adequate car parking; and integration of multiple uses.

The retail strategy, and particularly the staging, proposed by Landcom and GSC will meet the key objective of bringing forward development of the Town Centre as Green Square's retail core.

The proposal includes the temporary adaptive reuse of part of the Police site for a freshfood market at Stage 1. This is specifically brought forward until the development of sites 8 and 19 where the permanent fresh food retail will be located.

6.2.2.1 Introduction of retail elements in public domain

A series of small, low-scale retail 'threshold' elements have been introduced within the public domain.

*Design rationale*

The retail elements within the public domain are a fundamental aspect of the design rationale of the proposal. These elements contribute positively to urban design outcomes by:

- Reducing the scale of the extensive public domain area to create more appropriately scaled spaces – an approach consistent with the intent of the 2003 Green Square Master Plan, current DCP and the approved public domain concept plan;
- Providing activation on both sides of the transport corridor through the public domain;
- Creating activity within the public domain;
- Creating a continuous retail environment that fosters pedestrian movement and circulation across the public domain;
- Providing opportunities for unique and innovatively designed elements.

Management approach

These retail elements will be owned and managed by a single entity in conjunction with the retail spaces on development sites. This will provide for integrated management of the retail within the Town Core Sites to ensure a consistency of tenant management, maintenance and fit-out design. This approach provides the benefits of integrated management but in the context of an open, fine-grain retail environment.

Land titling

The retail elements will be retained in private ownership on individual lots separate from the public domain lot dedicated to Council.

6.2.3 Increased employment

In addition to the increased employment opportunities arising from the increase in retail space, the proposal includes an increase in commercial floor space of 40,538m² gross floor area (18,405m² to 58,943m²).

This increase in employment floor space is combined with a much more refined and focused strategy for the placement of this space along Botany Road and in very close proximity to the railway station, as shown in Figure 14 on page 42.



Figure 14: Proposed location of commercial floor space.

The Council's 2008 Capacity Study confirms that, in order to meet the targets of both the Sydney City draft Sub-regional Strategy (58,000 additional jobs and 2.37 million square metres of additional floor space) and SS2030, (97,000 additional jobs and 3.97 million square metres of additional floor space), additional employment floor space, over and above that estimated in the current planning controls, will be needed.

The estimated commercial employment arising from the commercial floor space under the existing LEP provisions is 1,104 jobs. The increase in commercial employment, arising from the additional 40,538 m² of commercial floor space is estimated to be 2,433 jobs (based on industry standards for commercial office space), providing a total estimate of 3,537 commercial jobs on the subject sites.

The proposed retail floor space provides for an estimated 750 jobs, representing an increase of 170 jobs from the existing LEP provisions.

The location of dedicated commercial office buildings also provides an improved urban design outcome, with these buildings creating a buffer between Botany Road and more sensitive residential uses.

6.2.4 Increased housing

The increase in residential floor space is 17,922m² potentially accommodating an additional 180 - 220 dwellings, based on the Council's estimates in the 2008 Capacity Study.



The increase in residential floor space is discussed in greater detail in Section 7 of the report. In summary:

- the Department of Planning and the Council have in place ambitious targets for increased housing within the City of Sydney;
- the Council's Capacity Study of 2008 identifies that, based on existing planning controls across the LGA, together with other practical constraints on development, there is not adequate capacity to meet the state or local targets; and
- the logical location for increased density of development and increased housing is within a planned major centre located immediately adjacent to major public transport.

6.2.5 Built form

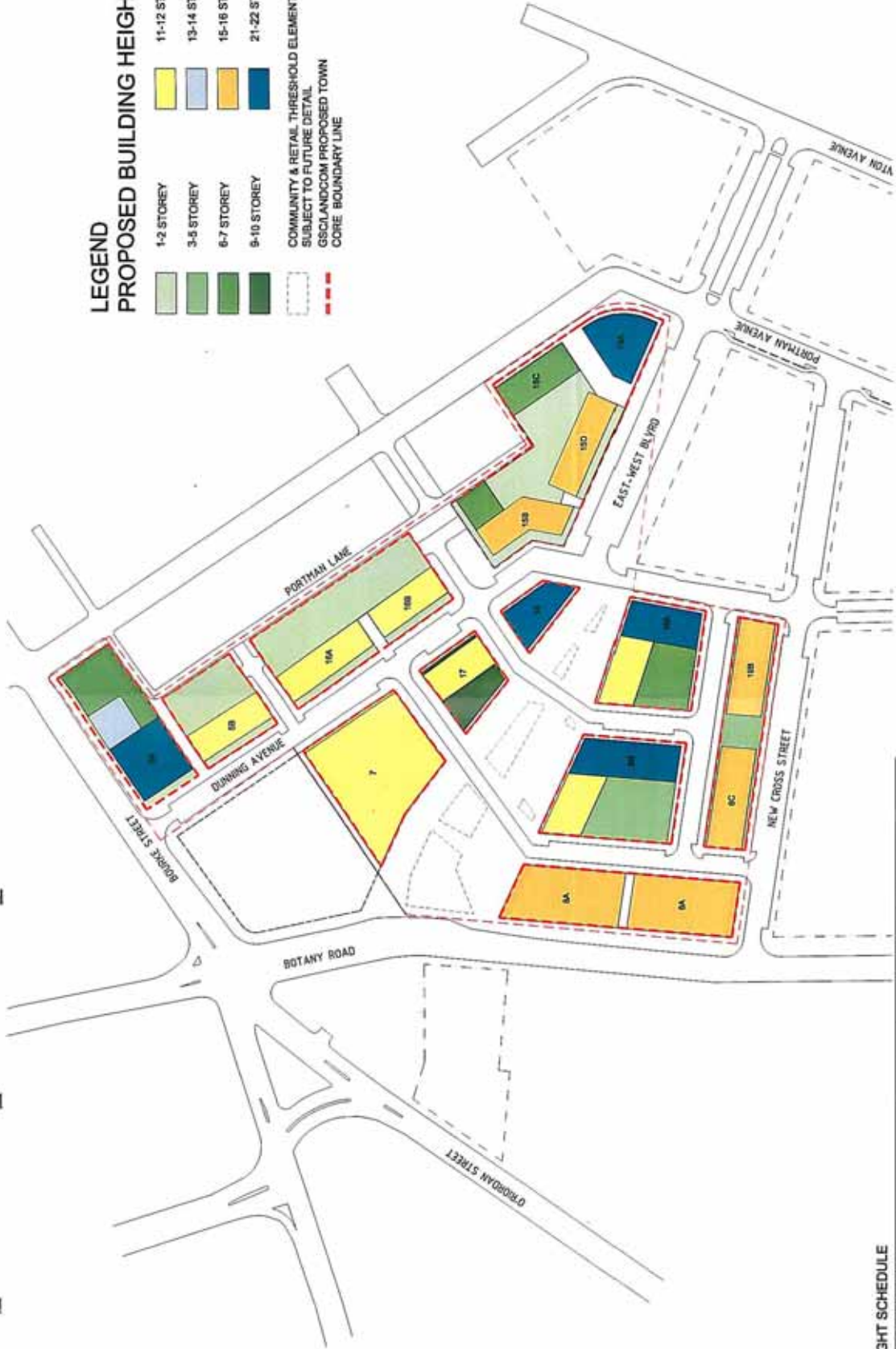
6.2.5.1 Building heights

Building heights across the relevant sites are shown in Figure 15. Table 4 shows the changes in building height compared to the current deferred planning controls.

Development Site	LEP Max. Height	LEP Max. Height +10%	GSC Scheme Max. Height
Site 5A	19	21	22
Site 5B	10	12	11
Site 16A	10	12	11
Site 16B	10	12	11
Site 15A	11	12	22
Site 15B	11	12	16
Site 15C	5	6	7
Site 15D	11	12	16
Site 7	16	17	11
Site 17	10	12	12
Site 18	18	20	21
Site 8A	10	11	15
Site 8B	14	16	21
Site 8C	11	13	15
Site 19A	14	16	21
Site 19B	11	13	15

Table 4: Height Schedule.

Figure 15: (following page) Proposed building heights (drawing number 00_SK0013).



LEGEND

PROPOSED BUILDING HEIGHTS

1-2 STOREY	11-12 STOREY
3-5 STOREY	13-14 STOREY
6-7 STOREY	15-16 STOREY
9-10 STOREY	21-22 STOREY

COMMUNITY & RETAIL THRESHOLD ELEMENTS
SUBJECT TO FUTURE DETAIL
GSLANDCOM PROPOSED TOWN
CORE BOUNDARY LINE

BUILDING HEIGHT SCHEDULE

DEVELOPMENT SITE	BUILDING COMPONENT	HEIGHT OF BUILDING COMPONENT IN METRES ABOVE APPROVED FLOOD PLANNING LEVELS	DEVELOPMENT SITE	BUILDING COMPONENT	HEIGHT OF BUILDING COMPONENT IN METRES ABOVE APPROVED FLOOD PLANNING LEVELS
SITE 5A	4 STOREY COMPONENT	21.1 M	SITE 7	11 STOREY COMPONENT	41.5 M
	22 STOREY COMPONENT	48.1 M			
SITE 8B	2 STOREY COMPONENT	5.1 M	SITE 17	9 STOREY COMPONENT	28.1 M
	11 STOREY COMPONENT	35.1 M			
SITE 10A	2 STOREY COMPONENT	5.1 M	SITE 18	12 STOREY COMPONENT	35.1 M
	7 STOREY COMPONENT	31.1 M			
SITE 10A	2 STOREY COMPONENT	5.1 M	SITE 2A	18 STOREY COMPONENT	58.3 M
	11 STOREY COMPONENT	35.1 M			
SITE 10A	22 STOREY COMPONENT	48.1 M	SITE 2C	9 STOREY COMPONENT	35.5 M
SITE 10B	6 STOREY COMPONENT	31.5 M	SITE 2C	18 STOREY COMPONENT	48.5 M
	16 STOREY COMPONENT	35.5 M			
SITE 10C	7 STOREY COMPONENT	31.5 M	SITE 6B	12 STOREY COMPONENT	35.1 M
SITE 10D	6 STOREY COMPONENT	31.5 M	SITE 10B	12 STOREY COMPONENT	35.1 M
			SITE 10A	9 STOREY COMPONENT	35.1 M
			SITE 10D	9 STOREY COMPONENT	35.1 M

- * NUMBER OF STOREYS INDICATED ABOVE ARE EXCLUSIVE OF ROOF PLANT LEVELS AND ARE CALCULATED ABOVE THE APPROVED FLOOD PLANNING LEVELS.
- * HEIGHT IN RELATION TO A BUILDING UNDER THE SLEP, 1998 IS DEFINED AS THE HIGHEST POINT OF THE BUILDING EXCLUDING PLANT AND LIFT OVERLAYS, COMMUNICATION DEVICES AND THE LIKE.
- * NOTE - FOR ACCURATE DIMENSIONS OF LOT BOUNDARIES AND ROAD RESERVES, PLEASE REFER TO DRAWING 00_SK1000Q1

PRELIMINARY



The details of the proposed built form are presented in detail in the accompanying drawing package at Annexure B.

The hierarchy of uses above the ground plane is ordered such that commercial buildings are located around the Transport Place and the residential adjacent to the existing neighbourhood and future green space. All with a common theme of retail at the ground floor of each building.

Redistribution of land use will simplify the current hierarchy for improved definition of work, live and play zones.

Importantly, the proposal has carefully considered the integration, in particular at the ground plane, of future adjoining sites, including:

- Proposed development site 6 (existing John Newell site);
- Proposed development site 1 above Green Square train station; and
- Future development sites on the current Waverley Depot site to the south.

The existing deferred LEP provisions permit development of a scale consistent with the proposed building heights, with development on site 1 permitted to 22 storeys. All buildings are orientated and articulated to reflect compliance with SEPP 65 and the SS2030 Vision of GSTC as an Activity Hub. The height and placement of buildings has been carefully considered in order to protect the amenity of, and solar access to, the public domain, and in particular the central plazas. The accompanying shadow diagrams (refer to Annexure M) confirm this sensitive design approach.

6.2.5.2 Floor space

The table below outlines the proposed amendments to floor space mix and increases in gross floor areas across the subject sites.

Development site	Existing Residential GFA	Existing Commercial GFA	Existing Retail GFA	Existing Total GFA	Proposed Residential GFA	Proposed Commercial GFA	Proposed Retail GFA	Proposed Total GFA
5	16,000.4 (72.4%)	3,005.6 (13.6%)	3,094 (14%)	22,100	23,315 (87%)	Nil	3,495 (13%)	26,810
7	13,083.5 (68.5%)	6,016.5 (31.5%)	Nil	19,100	Nil	19,478 (93.52%)	1,350 (6.48%)	20,828
8	37,754 (86%)	4,653.4 (10.6%)	1,492.6 (3.4%)	43,900	27,572 (38.53%)	39,465 (55.15%)	4,525 (6.32%)	71,561
15	22,600 (100%)	Nil	Nil	22,600	38,865 (97%)	Nil	1041 (3%)	39,907
16	10,347.2 (89.2%)	1,252.8 (10.8%)	Nil	11,600	14,325 (89%)	Nil	1699 (11%)	16,024
17	4,916.4 (72.3%)	1,530 (22.5%)	353.6 (5.2%)	6,800	9,462 (91%)	Nil	990 (9%)	10,452
18	3,797.2 (86.3%)	264 (6%)	338.8 (7.7%)	4,400	9,618 (95%)	Nil	480 (5%)	10,098
19	22,093.2 (72.2%)	1,683 (5.5%)	6823.8 (22.3%)	30,600	25,357 (93%)	Nil	2,043 (7%)	27,400
Totals	130,591.9 (81.1%)	18,405.3 (11.4%)	12,102.8 (7.5%)	161,100	148,514 (67%) (add 17,922.)	58,943 (26%) (add 40,538.)	15,623 (7%) (add 3,520.)	223,080 (total additional 61,980)

Table 5: Existing and proposed floor space.

The floor space ratio for the existing three (3) sites (J, L, and M), under the deferred LEP provisions is 3.11:1. The floor space ratio for the three (3) sites under the Planning Proposal is 4.31:1. The additional 61,980 square metres of floor space represents a FSR of 1.2:1 spread across the subject sites.



6.2.6 Transport and car parking

The proposed floor space is accompanied by car parking in accordance with the requirements of South Sydney Development Control Plan No 11.

The acceptability of this car parking and traffic movement on the existing and proposed road system is addressed in the accompanying Transport Report prepared by Colston Budd Hunt and Kafes at Annexure I. The report also focuses on the strategic advantages of the subject sites in achieving the integration of transport and high density development, centred around the railway station and regional bus routes.

The proposal also includes some car parking above ground level, providing the opportunity for future adaptive re-use as future attitudes to private vehicle ownership and use change over time. The location of the above-ground car parking is identified in the accompanying drawing package at Annexure B.

The proposal is consistent with the Green Square Urban Renewal Area Transport Management and Accessibility Plan (TMAP). The City of Sydney Council and various agencies including NSW Transport and Infrastructure, Roads and Traffic Authority, Landcom, Department of Planning and RailCorp have developed a Transport Management Accessibility Plan (TMAP) for the Green Square Urban Renewal Area. The TMAP was finalised in December 2008.

The TMAP is intended to guide future sustainable development of the Green Square Renewal Area and also guide the provision of transport infrastructure and services by the State Government. The TMAP is intended to:

- Reduce the growth of car based trips
- Create a significant shift from private vehicles to public transport, with a target by 2016 for CBD work trips by public transport of 75% and 25% for metropolitan work trips as per the State Government's target set in the State Plan
- Manage increasing freight movements from Port Botany expansion, and
- Improve the liveability of the inner city.

Key actions identified in the TMAP that will be delivered as a result of the planning proposal include:

- Provision of an east-west public transit corridor through the Town Centre
- New road connections within the Town Centre
- Significant improvement in east-west pedestrian access to Green Square rail station
- Prominent bicycle parking facilities
- Significant improvement of the ground plane planning to accommodate pedestrians and cyclists
- Innovative strategies to reduce car dependency such as provision for car share facilities
- Inclusion of parking areas capable of future adaptive reuse
- A target for new GSTC residents to have the highest per capita use of the City Rail system measured against Sydney's Local Government Areas – with a benchmark objective of 25% usage

6.2.7 Sustainability

The Planning Proposal proposes that an integrated precinct approach is the basis for a successful sustainability strategy that addresses all facets of sustainability – environmental, transport, social and economic. This has resulted in a comprehensive range of initiatives that respond to the SS2030 strategy and include key initiatives relating to the proposed City of Sydney Green Transformer and transport.



Full details of the proposed sustainability initiatives are provided in Annexure F to this report. A summary table is provided below. A direct response to the directions and targets in SS2030 is provided at Annexure P.

SUSTAINABILITY INITIATIVES	
ELEMENT	INITIATIVES
Environmental	• Highly efficient base buildings that achieve Australian best practice (as defined by the Green Building Council) • Provision for future connection to a Green Transformer (subject to Green Transformer delivery) • Dual reticulation in all buildings to provide for future connection to a non-potable / recycled water source. • Rainwater harvesting • Water efficient fixtures and fittings • Water Sensitive Urban Design (WSUD) measures within private and public domains. The attached concept and drawings for the public domain at Annexures G and H address this matter as well • Smart metering in buildings (subject to Green Transformer delivery) • 20% eco-preferred materials • Low VOC materials and finishes • 60% reuse / recycle of construction and demolition waste • Organic waste composting facilities in residential buildings • Integrated waste management plan
Connectivity	• Activated ground plane with retail uses • Main and secondary streets and networks • Links to existing street networks • Design review by independent experts resulting in a safe (eyes on the street, ground floor activation), child friendly (strong community, mother's rooms, surveillance) and healthy (walkable) outcome. • Front loading retail • WiFi provision to selected areas of the Public Domain
Transport	• Target for new GSTC residents to have the highest per capita use of the City Rail system measured against Sydney's Local Government Areas – with a benchmark objective of 25% usage • Planning for transit oriented development with greater concentration of jobs, housing and retail immediately adjacent to Green Square railway station • One bicycle to be provided to each new household in the Town Core Sites within GSTC • Above ground, adaptable car parking to provide long-term flexibility for changing car use patterns over time • Streets designed to promote walking and cycling • Provision for a dedicated transport corridor through the Town Centre to support the Green Loop • Public and private bicycle storage with shower facilities • Green vehicle priority parking • Car share scheme (hybrid vehicles) • Real time public transport information via intranet • Partnership with community transport schemes (shuttle bus) • Subsidised energy to recharging facilities for electric or hybrid plug-in vehicles (subject to Green Transformer delivery) • Bicycle hire stations offering smart bicycles for rental



SUSTAINABILITY INITIATIVES	
ELEMENT	INITIATIVES
	The implementation of Smart Travel Plans through the intranet
Community Development	- Potential Community Building delivery in partnership with City of Sydney to achieve overall integration - Implementation of Community & Cultural Strategy to provide opportunities for people to participate in community-building and cultural events - Community & Cultural Strategy to be reviewed by Independent Experts. (Independent Experts may include City Futures Institute, UNSECO Growing Up in Cities Project, Heart Foundation, UTS Designing Out Crime Unit) - Appointment of a Place Manager for the first the first four years of the development completing its first dwellings - The provision of a Community Garden within the Public Domain - Mixed land uses to support day/night and weekday/weekday activation such as retail, commercial, residential, creative industries and community spaces - Regular growers markets in the public domain - Delivery partnerships with local organisations - Skills training and development with local delivery partners - Mirvac School of sustainability at Bond University to sponsor research graduate programs in association with the development of Green Square - Adoption of the Leighton Indigenous Program to provide apprentice and other opportunities during the construction of Green Square - Adaptive reuse of warehouse located on Police site as temporary fresh food in Stage 1 until the permanent fresh food is delivered (Stage 2) - The provision of interim Community spaces along Dunning Avenue under a rental structure arrangement until the Community Building is delivered in the public domain (Stage 2)
Community Engagement and Education	- Comprehensive community consultation and engagement program - Permanent art located in the public domain - Subsidised energy to community based organisations (subject to Green Transformer delivery) - Partnerships with locals schools, universities and TAFE
Economic	- Increased commercial floor space to provide a sustainable commercial centre - Business incubation and support through 'loose fit' first floor commercial space and appropriate rental structure - Diversity of independent retail spaces including high street fashion, fresh food, food and beverage, show room, essential retail and services, laneways and threshold retail elements in public domain
Housing	<u>Affordable Housing Strategy</u> The GSC/Landcom recognise that housing affordability is a major issue in the City of Sydney and that at Green Square the gap between local housing prices and the usual benchmarks for affordability are potentially large. As affordable housing plays an important role in establishing a socially diverse and sustainable community in GSTC, GSC/Landcom will investigate strategies to



SUSTAINABILITY INITIATIVES	
ELEMENT	INITIATIVES
	significantly widen the range of households and income groups who could be attracted to living in the area. The GSC's Affordability Strategy has several strands: - GSC/Landcom will comply with the current Green Square Affordable Housing DCP (adopted by Council on 14 August 2002 and effective from 10 September 2002). - The Green Square Affordable Housing DCP focuses on the provision of affordable rental housing. In addition to compliance with this DCP, GSC/Landcom is committed to the promotion of a socially diverse community within Green Square, specifically through the provision of offering diversity in accommodation. GSC/Landcom are exploring a number of models: - Exploring options with financiers to launch a residential fund – potentially providing rental accommodation owned by a fund with an affordable housing component – possibly aimed at key workers - Housing for specific market sectors – investigating options for purpose built housing for key groups such as students, hospital staff and senior citizens. Particular attention will be paid to exploring options that meet “whole of life” housing needs, for instance by providing adaptable housing that uses Universal Housing Design principles, as well as housing that promotes “ageing in place”. - Negotiated planning concessions – identifying opportunities to gain planning bonuses from the City of Sydney in return for additional affordable housing delivery, and - Home buyer financial products – working with financiers to develop a scheme to assist purchasers with initial capital or off set interest rates such as shared-equity arrangements. - Opportunities to partner in Government affordability initiatives potentially partnering with investors and an affordable housing manager to submit a tender under the National Rental Affordability Scheme - Partnering with a not-for-profit housing association to manage any on site affordable rental housing and to develop an affordable housing product - Affordable housing monetary contributions arising from resulting development may be directed towards the proposed City West Housing development at the former South Sydney Hospital site.

Table 6: Sustainability initiatives.

Landcom and GSC believe that waste management, specifically relating to the excavation and disposal of material from the site, is a significant and overlooked sustainability issue. The transport and off-site disposal of large quantities of surplus material has a number of key sustainability impacts, as follows:

- Significant emissions generated through the excavation and transport of materials to landfill locations in western Sydney, and
- Utilisation of scarce and dwindling land-fill capacity within New South Wales.

The proposal for above-ground car parking in some locations is a response to this issue, by eliminating the need to excavate for underground car parking.



6.3 Additional Matters

6.3.1 Flood management

Flood management issues were extensively considered as part of the preparation of the current planning controls for the Town Centre. The 'Assessment of Flood Management Issues' report prepared by Webb McKeown & Associates forms part of the supporting studies for the planning controls.

In adopting the existing planning controls, the Council has satisfied itself that the site can be developed for the intended purposes (ie. a town centre) subject to implementation of appropriate drainage infrastructure and overland flowpaths. The Planning Proposal does not fundamentally alter the nature of the intended use or development of land and is therefore consistent with the original position of Council.

Specific aspects of the Proposal and management of stormwater drainage and flooding have been addressed by Hughes Trueman.

The statement from Hughes Trueman, included at Annexure L, states:

"The Proposed GSC/Landcom Scheme – Regional Flood Impacts

The proposal provides an alternative street and building layout for the proposed Town Core Sites within GSTC area. The proposal is shown in the Mirvac Design Plan GSC/Landcom Scheme Masterplan 00_SK0001.

In Reviewing the proposal against the approved plan it is noted that the general east west road permeability to the cross site regional flow is generally consistent with the approved layout and no change is proposed to the alignment of the regional stormwater channel. Similarly the proposed overall site grading for the Town Core Sites within GSTC area east west road system is generally consistent with the approved scheme.

The positions and grading of the overland flowpaths – East/West Boulevard, Dunning Avenue South and New Cross Street remain unchanged in the proposed scheme and impacts due to the regional flooding shall be similar to the approved scheme.

The Proposed GSC/Landcom Scheme – Local Flood Impacts

Local stormwater management measures will be addressed for each proposed road in accordance with Council requirements and building floor levels shall be similarly addressed.

Flood Planning Levels

To achieve the cities 2030 objectives for an active retail interface with the verge, the urban design shall be integrated with the engineering to achieve the floodplain management objectives. It is proposed to accept Floodplain Planning Levels (FPLs) in accordance with the NSW Floodplain Development Manual 2005 sections – K3.1, F4.1, &K5, which is also reflected in Table 7.1 Part H of the GSTC Development Control Plan 97 Rev April 06. These documents provide for the discretionary determination of Flood Planning Levels to be set at or above the 1 in 100 year flood level. It is proposed to adopt a 150-300 mm freeboard for commercial and retail developments and associated car parks. A freeboard greater than 300 mm will preclude an urban outcome to provide an active frontage in accordance with the cities 2030 plan objectives."

As stated above, the flood planning levels rely on the existing provisions of the GSTC DCP that accommodate a discretionary determination of flood planning levels as recommended in the Webb



McKeown & Associates flood management report. In this context it is critical that a 150-300 mm freeboard for commercial and retail developments is adopted so as to allow integration of retail shop fronts to the public domain, and avoid undesirable outcomes such as ramps and steps that are contrary to the City of Sydney's policy objectives for active and vibrant streets.

6.3.2 Remediation

The Council has satisfied itself in adopting the existing planning controls that the site is, or can be made, suitable for the intended use.

Landcom has subsequently undertaken further investigations on the relevant sites since this time that further supports this position. An interim site audit statement prepared by Environ Australia Pty Ltd, relevant to the Town Core site subject to Planning Proposal, is contained at Annexure J.

In summary the statement includes the opinion that *"the measures outlined in the conceptual HLA Remedial Action Plans as revised by Douglas are practical and the sites can be made suitable for the proposed development if the site is remediated in accordance with those Plans"*.

6.3.3 Staging

It is proposed that development across the subject sites be staged over a 10–15 year period. Details of proposed staging are included in Annexure K to this report. Importantly, Stage 1 focuses very heavily on achieving extensive retail uses and services at ground level to meet the needs of the growing residential population of Green Square, as well as delivery of the heart of the public domain for GSTC.

The proposed development staging provides an opportunity to deliver a significant portion of the public domain in Stage 1. This requires a collaborative approach with the City of Sydney to achieve this outcome, noting that GSC and Landcom propose to make monetary contributions and rely on the City of Sydney to deliver the infrastructure and public domain works, consistent with the Infrastructure Strategy.

As noted above, the proposal is consistent with the Infrastructure Strategy, whereby the proponent makes contributions to essential infrastructure and makes available land for public works, thereby servicing the individual sites in a timely and coordinated manner.

It is also noted that the delivery of the Boulevard Park and key roads is constrained by the existing operations of Waverley Council.

The estimated infrastructure contributions for Stage 1 of the Planning Proposal (including Sites 5, 7 and 16) based on proportional allocation of the capped contribution of \$35.8m is outlined below.

Site 5	26,810 (PP GFA)	\$ 4,302,483.41
Site 16	16,024 (PP GFA)	\$ 2,571,540.25
Site 7	20,828 (PP GFA)	\$ 3,342,488.79

Figure 16: (following page) Proposed Stage 1 (drawing number 00_SK0029).



6.3.4 Essential infrastructure funding

The proposed approach to essential infrastructure funding, associated with the future redevelopment of the subject sites, is addressed in a statement attached at Annexure E of the report.

In summary it is proposed that the contributions of \$35.8M calculated in accordance with the development potential under the currently deferred planning controls be maintained and not increased as a result of the additional development floor space included in this Planning Proposal. This contribution will be provided for the Council to undertake the works, and will not rely on works-in-kind. The rationale and justification for this approach is addressed in the statement.

Contributions will be made on a site by site basis.

As outlined in Section 6.3.3, the estimated infrastructure contributions for Stage 1 of the Planning Proposal (including Sites 5, 7 and 16) based on proportional allocation of the capped contribution of \$35.8m is outlined below.

Site 5	26,810 (PP GFA)	\$ 4,302,483.41
Site 16	16,024 (PP GFA)	\$ 2,571,540.25
Site 7	20,828 (PP GFA)	\$ 3,342,488.79