

City of Sydney

PLANNING PROPOSAL

Amendment to South Sydney
Local Environmental Plan 1998

301-303 Botany Road, Waterloo

September 2010



city of villages

Prepared by City of Sydney

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Table of Contents

Introduction	1
Background	2
The Site	2
The Green Square Town Centre	3
Planning controls for the site	3
The proposed development	5
Proposed review of the Town Centre planning controls	6
'Undeferral' of the planning controls for the subject site	7
Part 1 - Objectives or Intended Outcomes	8
Part 2 - Explanation of the Provisions	8
Part 3 - Justification	9
Section A - Need for the Planning Proposal	9
Section B - Relationship to strategic planning framework	10
Section C - Environmental, social and economic impact	16
Section D - State and Commonwealth interests	18
Part 4 - Community Consultation	19
Attachments:	
Planning Proposal Attachment A	21
<i>Economic and Housing Assessment</i> prepared by Hill PDA for the proponent (June 2010)	21
Planning Proposal Attachment B	23
<i>Assessment of Traffic and Parking Implications for the Planning Proposal</i> prepared by Transport and Traffic Planning Associates for the proponent (July 2010)	23
Planning Proposal Attachment C	25
<i>DA Acoustic Assessment</i> prepared by Wilkinson Murray for the proponent (July 2010)	25



Introduction

This Planning Proposal explains the intent of, and justification for, the proposed amendment of South Sydney Local Environmental Plan 1998 (South Sydney LEP 1998) as it applies to the land known as 301 Botany Road, Waterloo ('the site'). The site is contained within the Green Square Town Centre (the 'Town Centre'), as defined by South Sydney LEP 1998 - Amendment No. 17.

The proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* ('the 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 proposed to amend the land use mix control for the site to allow for increased retail and residential floorspace and consequently a decrease in the quantum of commercial floorspace. No amendments to the zoning or built form controls are proposed.

Background

The Site

This Planning Proposal relates to the land at 301-303 Botany Road, Waterloo and is shown at Figure 1. The site has an area of approximately 5,470 sqm and is owned by John Newell Pty Ltd ('the proponent').



Figure 1 *Aerial photo of the subject site*

The site is currently used as the 'John Newell Mazda' dealership, which comprises a dealership showroom with offices, service centre and workshop and hardstand area for display of new and used vehicles.

The site has dual frontage to Botany Road and Bourke Street and is located directly opposite the Green Square railway station. The site has direct vehicle access to Bourke Street and Botany Road.

The Green Square Town Centre

The site to which this Planning Proposal applies (shown in blue in Figure 1) is one of sixteen lots that make up the Green Square Town Centre (the 'Town Centre'), as defined by the *South Sydney Local Environmental Plan 1998*. Figure 2 shows the site in the context of the Town Centre.

The Town Centre covers an area of 13.74 hectares. It is located within the Green Square Urban Renewal Area, approximately 4.5 km south of central Sydney and north of Sydney (Kingsford Smith) Airport. It is identified as a planned Major Centre in the NSW Government's Metropolitan Strategy.

The majority of the lots within the Town Centre are owned by State and local public authorities. The Town Centre also contains the Green Square Railway Station and other privately owned land holdings.

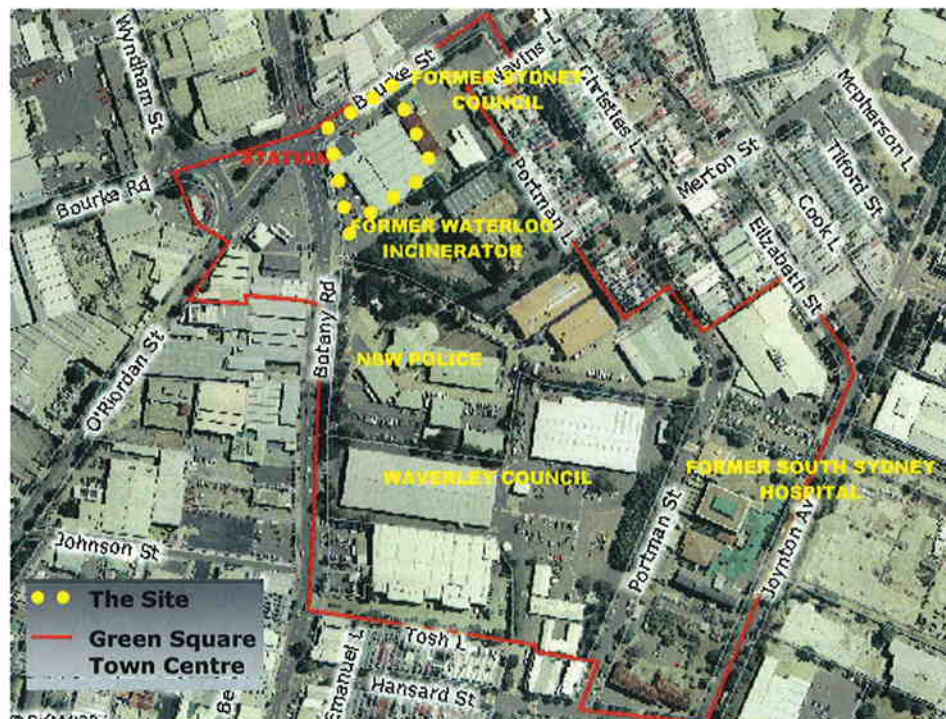


Figure 2 Aerial photograph of the site in the context of the Green Square Town Centre.

Planning controls for the site

The controls for the Town Centre are located in the *South Sydney Local Environmental Plan 1998 – Amendment No. 17: Green Square Town Centre (Town Centre LEP)* 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 South Sydney LEP 1998 (Amendment No. 19) to allow for communal car parking below the plazas in the Town Centre was approved by Council and the CSPC on 4 August 2008 and 31 July 2008, respectively, and gazetted on 5 June 2009.

The Town Centre LEP identifies 19 'Development Sites' within the Town Centre. The subject site is identified as Site 6.

Under the Town Centre LEP, 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 3. Zone 11(b) applies to the roads, plazas and parks with Zone 11(a) applying to the Development Sites.

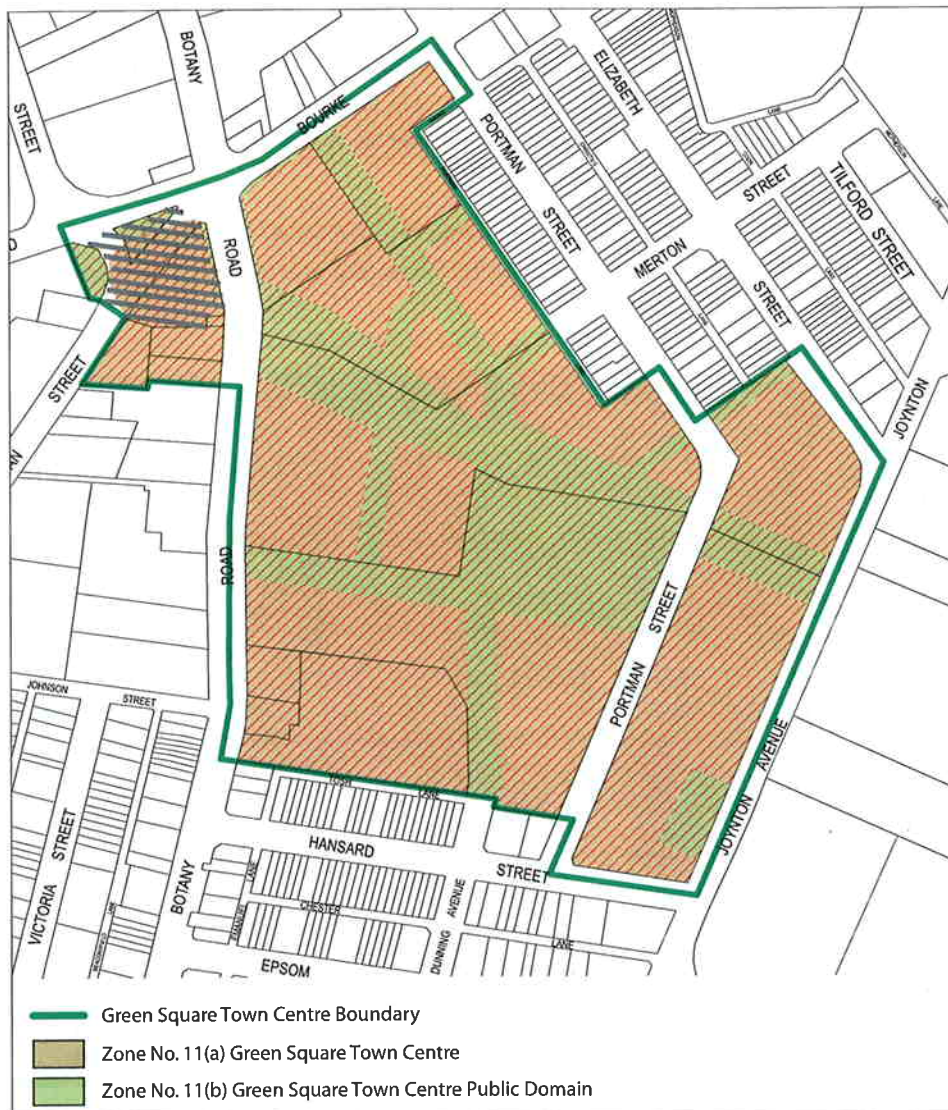


Figure 3 Land Use Zoning Map, Town Centre LEP.

The Town Centre LEP zones the majority of the site Zone 11(a) with a small portion of the site zoned 11(b) Green Square Town Centre Public Domain. Zone 11 (a) provides for a mix of residential, commercial and retail uses.

Although gazetted, the Town Centre LEP is not operative. It is a 'deferred matter' under section 59 of the Act. This deferral model is used to ensure delivery of the essential infrastructure to support the redevelopment. The effective zoning for the site is therefore *Zone 4(a) Industrial General* under the *City of Sydney Planning Scheme Ordinance 1971*.

Schedule 5 of the Town Centre LEP details the maximum allowable gross floor area (GFA) and land use mix for each Development Site. For Site 6, the Town Centre LEP allows for:

Development site	Total gross floor area	Commercial development	Residential development	Retail development
Site No.6 (subject site)	35,800m ²	27.8% (8,852 sqm)	72.2% (25,850 sqm)	Nil

Clause 27 KF of the Town Centre LEP allows the amount of commercial and residential floorspace to be varied by no more than 10% of the total GFA specified for the site. Retail floorspace on the site may be increased to up to 5% of the total floor area permitted on the Development Site. On Site 6, the maximum retail gross floor area permissible is 1,790 sqm.

The Town Centre LEP provides the maximum building heights for Development Sites. As shown in Figure 4, the maximum building height for Site 6 ranges between approximately 8 and 18 storeys. Clause 27KG of the Town Centre LEP allows for these maximum heights to be increased by up to 10% where the development achieves design excellence and where there is no further impact on the public domain.

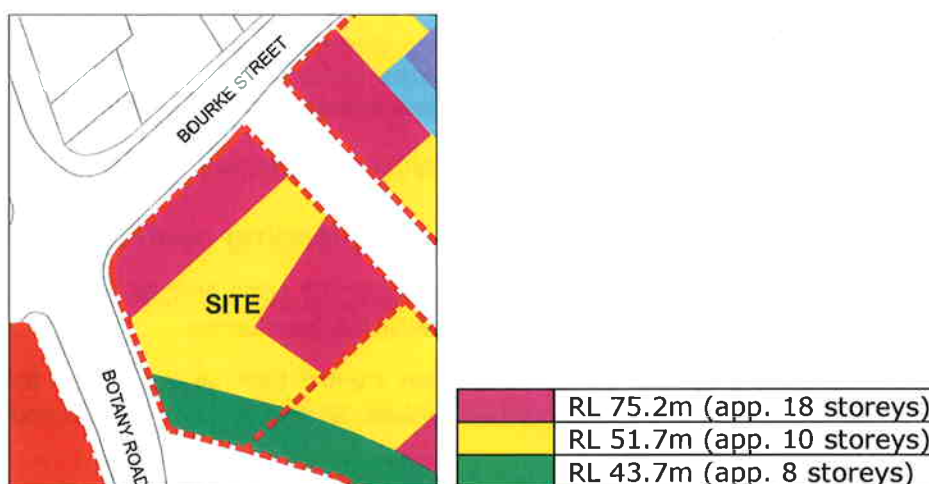


Figure 4 Maximum building heights permissible on the site, as shown in the Town Centre LEP.

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.

The proposed development

The proponent is currently preparing a Stage 1 DA for the redevelopment of the site. The Stage 1 DA will seek approval for land uses, building envelopes, total GFA, car parking and pedestrian access arrangements.

The proposed development scheme comprises a maximum 34,380 sqm of residential GFA and 5,000 sqm of retail gross floor area. This land use mix use varies from that achievable under the current Town Centre LEP and therefore an amendment to the LEP is being sought. Figure 5 illustrates the proposed changes to the land use mix for Site 6.

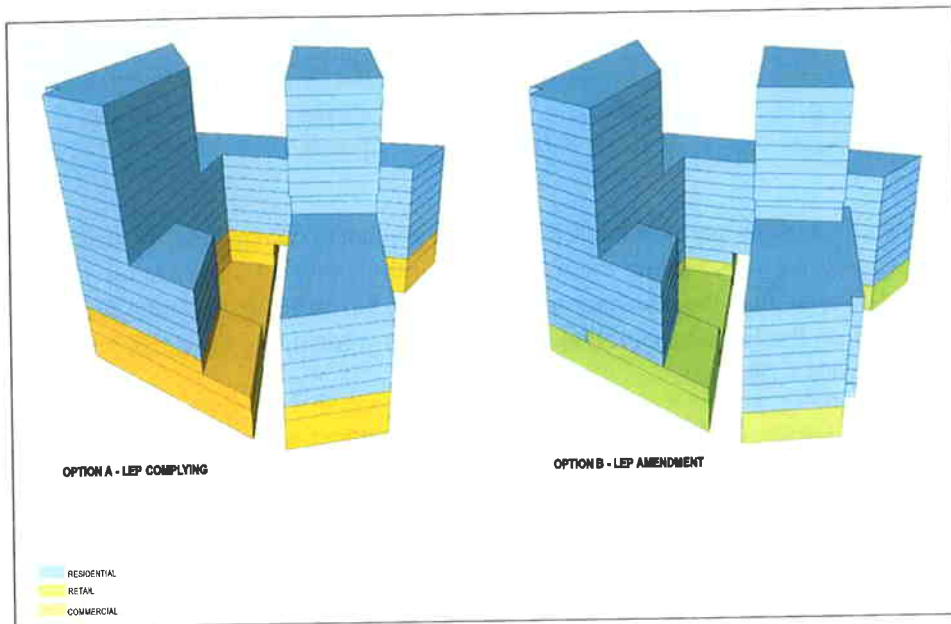


Figure 5 Diagram showing permissible building envelopes under the Town Centre LEP, with Option A demonstrating the current permissible land use mix under the LEP and Option B showing the proposed land use mix sought by this Planning Proposal.

No amendments to the permissible building height or GFA controls are being sought.

Proposed Review of the Town Centre planning controls

This Planning Proposal has been being prepared at the same time as two other Planning Proposals being progressed for sites within the Town Centre:

1. Planning Proposal to amend the Town Centre LEP as submitted by Landcom and the Green Square Consortium (Mirvac Projects Pty Ltd and Leighton Properties Pty Ltd)

The Planning Proposal relates to sites 956-996 Bourke Street, 355 Botany Road, and 377-497 Botany Road within the GSTC. The proposal primarily seeks to increase densities, vary building heights, alter the land use mix, and alter the public domain layout by introducing additional public streets. Council on 26 July 2010 and the CSPC on 22 July 2010 resolved to commence the process for amending the Town Centre LEP for these sites.

2. A comprehensive review of the controls for all sites within the Green Square Town Centre

Council on 26 July 2010 and the CSPC on 22 July 2010 resolved to commence the process of preparing Sydney Local Environmental Plan 2010 – Green Square Town Centre, being a stand-alone and Standard Instrument-compliant LEP. The proposed review is intended to integrate the Planning Proposal for the Landcom and Green Square Consortium sites, as well as any forthcoming proposals within the Town Centre. The review will include a review of the Town Centre DCP and the Green Square Infrastructure Strategy.

Progressing the Planning Proposal for the site at 301 Botany Road, Waterloo, as a separate matter is consistent with the approach taken for the Landcom and Green Square Consortium sites, and the CSPC resolution of 17 June to consider the proposal on its merit. The subject amendment is limited to land use mix and presents fewer

planning implications than the other two Planning Proposals being progressed. It can be expected to be made sooner.

A Stage 1 DA is being prepared in accordance with the proposed LEP amendment and the determination of the DA cannot be made until an LEP amendment is gazetted. Accordingly if the proposed LEP amendment is incorporated into the wider review of Green Square controls, the determination of the DA will be significantly delayed.

This Planning Proposal is to be considered separately to these Planning Proposals.

‘Undeferral’ of the planning controls for the subject site

As previously mentioned in this report, the Town Centre LEP operates as a “deferral” model with the provisions of the Town Centre LEP being a “deferred matter” under section 59 of the Act. The provisions of the LEP, are deferred from operation until a request for un-deferral is made and a planning agreement entered into between the site owner and the City of Sydney. This model is used to ensure delivery of the necessary level of essential infrastructure to support the redevelopment.

The process of un-deferral of the site, or effectively rezoning the site, is separate to amending the Town Centre LEP and is not dealt with by this Planning Proposal. Separately, the landowner and the City of Sydney will have to enter into a Voluntary Planning Agreement to secure the necessary contributions towards infrastructure in the Town Centre as required by the *Green Square Town Centre Infrastructure Strategy*.

The landowner of the site has requested to commence Voluntary Planning Agreement negotiations with the City of Sydney. Voluntary Planning Agreement negotiations will commence once a Gateway Determination is issued by the Minister for Planning. The Voluntary Planning Agreement would be publicly exhibited concurrently with the exhibition of the Planning Proposal for the site.

The Agreement would be finalised at the time when this Town Centre LEP amendment process is complete, which will allow for the simultaneous un-deferral of the amended Town Centre LEP as it applies to the site.

Part 1 - Objectives or Intended Outcomes

The proposed LEP will make minor changes to the detailed land use provisions for the subject site, as contained in Schedule 5 of the Town Centre LEP. The making of the proposed LEP will allow for development of the site that is consistent with the objectives for the Town Centre in the LEP.

Part 2 - Explanation of the Provisions

The Planning Proposal for the site only seeks to amend Part 2 of Schedule 5 of the Town Centre LEP to change the land use mix control for Site 6.

It is proposed to amend Part 2 of Schedule 5, as follows (with proposed new text in **bold italics** and proposed deleted text in ~~strike through~~):

Part 2 Gross floor area and total mix of development				
Site	Total gross floor area	Commercial development	Residential development	Retail development
Site No 1	41,700 m ²	94.8%	Nil	5.2%
Site No 2	15,900 m ²	100.0%	Nil	Nil
Site No 3	5,900 m ²	98.1%	Nil	1.9%
Site No 4	5,300 m ²	100.0%	Nil	Nil
Site No 5	22,100 m ²	13.6%	72.4%	14.0%
Site No 6	35,800 m ²	27.8% Nil	72.2% 87.3%	Nil 12.7%
Site No 7	19,100 m ²	31.5%	68.5%	Nil
Site No 8	43,900 m ²	10.6%	86.0%	3.4%
Site No 9	27,800 m ²	6.7%	93.3%	Nil
Site No 10	7,200 m ²	9.3%	90.7%	Nil
Site No 11	21,100 m ²	2.1%	97.9%	Nil
Site No 12	31,200 m ²	Nil	100.0%	Nil
Site No 13	35,000 m ²	6.7%	86.5%	6.8%
Site No 14	22,000 m ²	20.8%	79.2%	Nil
Site No 15	22,600 m ²	Nil	100.0%	Nil
Site No 16	11,600 m ²	10.8%	89.2%	Nil
Site No 17	6,800 m ²	22.5%	72.3%	5.2%
Site No 18	4,400 m ²	6.0%	86.3%	7.7%
Site No 19	30,600 m ²	5.5%	72.2%	22.3%

The Planning Proposal does not seek to amend any other controls within the Town Centre LEP. Specifically:

- the proposed amendment does not increase the total permissible gross floor area on the site;
- no changes are required to the existing zoning provisions under Clause 21F and Clause 21G of the Town Centre LEP or the Zoning Map.
- no amendments are being sought for any built form controls; and

- the proposed LEP amendment does not seek to change the aims or objectives of the LEP.

The proposed amendment would allow for development for the following uses:

- Residential: 31,253 sqm
- Retail: 4,547 sqm

Clause 27KF2(b)(i) of the Town Centre LEP will continue to provide that the maximum proportion of residential and retail GFA could be sought to be varied by up to 10%. Clause 27KF2(b)(i) would therefore allow for the following maximum GFA:

- Residential: Maximum 34,379 sqm
- Retail: Maximum 5,001 sqm

Clause 27KF 2(b)(ii) of the Town Centre LEP will also continue to allow the 'nil' commercial GFA component may be increased to 5% of the gross floor area of the development with a consequential reduction in the residential and retail floorspace. The maximum gross floor area of commercial floorspace that could be achieved is 1,969 sqm.

Part 3 – Justification

Section A – Need for the Planning Proposal

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

The proposed LEP amendment does not represent a departure from the planning strategies or objectives for the Town Centre. The proposed LEP will amend the land use mix permitted on the site to allow for retail uses at the lower levels of a residential tower instead of commercial uses at the lower levels.

The Town Centre development will achieve a number of strategic directions, including:

- It is to develop as a 'Major Centre', as defined in the NSW Government's *Metropolitan Strategy* and will provide retail, commercial and community uses and services for the regional area. The Town Centre will make a significant contribution in achieving the City's residential and employment targets.
- It will develop as an 'Activity Centre' as envisioned in *Sustainable Sydney 2030* and will be the location of pilot sustainability projects identified in the strategy, such as tri-generation and water-recycling and different affordable housing models.
- Developing a high-density centre in this location will promote the 'zero car growth' scenario promoted by the *Green Square Transport Management and Accessibility Plan 2008*.
- It will provide a regional retail offering, as recommended by the *Green Square and Southern Areas Retail Study 2008* (the 'Retail Study').

The proposed increase of retail floorspace on the site supports the recommendations of the Retail Study, which recommends an increase in retail floor area in the Town Centre of more than 10,000 sqm. The proposed retail uses at upper and lower ground levels will also serve to activate the public domain in this location.

In general, the proposed LEP amendment will facilitate the development of Site 6 of the Town Centre. It is likely to be one of the first developments taken up within the centre, which has been planned for over ten years and which has been technically re-zoned for mixed-use (albeit a 'deferred' zoning uplift) since 2006. The City considers that the proposed LEP will therefore act as a catalyst for the development within the Town Centre, which will in turn achieve the strategic planning benefits described above.

This Planning Proposal reflects the proponent's development scheme for the site. The proposed retail and residential land use mix has been informed by reports commissioned by the proponent, including an *Economic and Housing Assessment* prepared by Hill PDA (June 2010), which is included at **Attachment A** to this Planning Proposal.

A.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 amendments to the planning controls for the Town Centre as contained in the Town Centre LEP.

A.3 Is there a net community benefit?

There is a net community benefit provided by the development of the Town Centre, which is to be the major activity hub containing residential, commercial, retail, entertainment, community and civic uses for the substantial residential and worker population in Green Square and the wider southern Sydney area. The development of the Town Centre will result in new dwellings, jobs, public parks, streets and plazas. The Town Centre is also a fundamental element of many wider planning strategies.

The proposed minor changes to the land use provisions for the subject site do not detract from these community benefits.

Section B – Relationship to strategic planning framework

B.1 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)?

The Town Centre presents many opportunities to satisfy the objectives and targets set by the *Metropolitan Strategy* and the draft *Sydney City Subregional Strategy*. The Town Centre is nominated as a Planned Major Centre providing a major shopping and business centre for 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 railway station). The Town Centre will provide for 5,500 residents and 5,000 jobs.

In terms of the *Metropolitan Strategy's* transport targets, the development of the Town Centre will provide for a critical mass that will support significant public investment in transport infrastructure. Transport improvements will also 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.

The proposed LEP will not affect the Town Centre's ability to satisfy the directions set by State planning policy. The reduction of commercial floor area on the subject site (from 8,852 sqm in the current controls to up to 1,969 sqm in the proposed controls) will not affect the Town Centre's operation as a future commercial hub. The introduction of retail uses at upper and lower ground levels supports the role of the Town Centre as a regional retail destination. The proposed retail uses will also contribute to the creation of active public spaces.

B.2 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 development of the Town Centre as a whole, and to the site to which this Planning Proposal applies.

Direction	Comment	Compatible
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.	The Town Centre is being investigated as a possible location for tri-generation plants and water recycling. It also places high densities near existing public transport infrastructure which will result in fewer trips by private vehicle. This Planning Proposal will contribute to these outcomes.	Yes
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.	A future public transport route will be located through the Town Centre. Cycleways and a pleasant walking environment and connections will also be provided. The Town Centre will also implement recommendations of the <i>Green Square Transport Management and Accessibility Plan</i>, which seeks to achieve zero car growth in Green Square. The City continues to lobby for the removal of the access fee currently charged at the Green Square Railway Station. This Planning Proposal will contribute to these outcomes.	Yes
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.	The Town Centre will be the location of high quality pedestrian connections and public spaces. A fundamental objective for the centre is to create a lively public domain which promotes the health and well-being of residents and workers. The Planning Proposal with its introduction of retail land uses at upper and lower ground levels has the potential to improve the public domain anticipated in the Town Centre.	Yes

Direction	Comment	Compatible
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.	The Town Centre will form a new activity hub, providing a focal point for the wider Green Square area with facilities and services and retail and community buildings. This Planning Proposal will contribute to these outcomes.	Yes
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.	The Town Centre will provide accommodation for approximately 5,500 residents. This Planning Proposal will contribute to these outcomes. It may also facilitate the timely development of Site 6 which will place more dwellings onto the private market and generate contributions for the provision of affordable rental housing.	Yes
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.	The Town Centre will be an exemplar of sustainable, high quality urban renewal. This Planning Proposal will contribute to these outcomes. Redevelopment of the site will be subject to design excellence requirements.	Yes

B.3 Is the Planning Proposal consistent with applicable state environmental planning policies?

The Planning Proposal is consistent with the relevant State Environmental Planning Policies (SEPPs), as demonstrated below:

State Environmental Planning Policy	Comment	Compatible
SEPP (Affordable Rental Housing) 2009	The Planning Proposal does not preclude future development in accordance with this SEPP.	Yes
SEPP (Infrastructure) 2007	The Planning Proposal is not inconsistent with the provisions of this SEPP.	Yes
SEPP No. 55 - Remediation of Land	The Planning Proposal does not propose to change the zoning of the land to permit uses which would not be permissible under the current deferred LEP controls. The site is considered to be able to be made suitable for purpose through remediation.	Yes
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	As a part of the Town Centre, 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.	Yes
SEPP No. 1 - Development Standards	The current deferred LEP for the Town Centre excludes the operation of SEPP 1. The Planning Proposal does not alter this.	Yes
SEPP No. 70 – Affordable Housing	The SEPP enables the collection development contributions for the purpose of developing affordable housing in Green Square. The Planning Proposal does not affect the operation of the Green Square Affordable Housing Scheme.	Yes

B.4 Is the Planning Proposal consistent with applicable Ministerial Directions (S117 directions)?

The Planning Proposal is consistent with the relevant Ministerial Directions under the Act, as demonstrated below:

Section 117 Direction	Comment	Compatible
1.1 Business and Industrial Zones	The current deferred LEP enables a change from an existing industrial zone to the Green Square Town Centre and Green Square Town Centre Public Domain Zones. The Planning Proposal does not propose to change the (deferred) land use zone for the site. The Planning Proposal seeks to decrease the amount of non-residential GFA (in order to increase residential GFA) by approximately 4,000 sqm. This is considered appropriate within the context of the Town Centre and the employment lands to the west of the Town Centre.	Yes
3.1 Residential Zones	The Planning Proposal seeks to increase the number of dwellings, in a location which is close to existing transport infrastructure and to proposed future infrastructure.	Yes
3.4 Integrating Land Use and Transport	The Town Centre as a whole 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 need for car trips in the wider Green Square area. The Planning Proposal will contribute to this strategy.	Yes
3.5 Development Near Licensed Aerodromes	The Planning Proposal does not alter the permissible land uses from those enabled under the current deferred LEP and will not change the building envelope controls. Consideration has been given to the Obstacle Limitation Surface for Sydney Airport.	Yes
4.3 Flood Prone Land	The Planning Proposal will not amend the existing provisions relating to floodwater management and integrate the outcomes of the Floodplain Risk Management Study and Plan.	Yes

Section C – Environmental, social and economic impact

C.1 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.

C.2 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The minor nature of the proposed changes to the land use controls for the site will not generate any significant environmental impact, as discussed below:

Increase in residential population

The Planning Proposal seeks to increase the residential gross floor area permitted on the site by approximately 4,000 sqm and consequently decrease the permissible commercial area. Additional dwellings on the site may place some additional demand on the planned public open space and facilities in the Town Centre.

Potential impacts will be considered in preparing the Planning Proposal and will be reviewed as part of the comprehensive review of the controls for the whole Town Centre, which was discussed earlier in the 'Background' section of this report. Increasing the level of contributions required to develop this site will also be considered to address increased demand.

Traffic

The proponent commissioned an *Assessment of Traffic and Parking Implications for the Planning Proposal*, which has been prepared by Transport and Traffic Planning Associates. The document is provided at **Attachment B**.

The Green Square Town Centre Transport Report was undertaken by Masson Wilson Twiney to support the preparation of the 2003 Green Square Town Centre Master Plan, which formed the basis of the current controls. This report was updated in 2006. Transport and Traffic Planning Associates used the traffic generation assessment in the 2006 report as a base case to measure the impact of the Planning Proposal on traffic generation, as shown in Table 2.

Table 2 – Vehicle trips per hour – PM peak

PM Peak	Residential	Commercial	Retail	Total Trips per hour
Current LEP	67	56	131	254
Planning Proposal	83	Nil	170	253

The report finds that the Planning Proposal will potentially generate one less car movement per hour in peak periods.

Based on surveys of similar mixed use developments in the inner city, the proponent's report considers that the potential vehicle trips associated with the retail uses are likely

to be less than that identified above due to the proximity of good public transport services, dual purpose trips, and sharing of some retail parking with residential visitor parking. If future development of Site 6 was to incorporate up to 5% of the total gross floor area for commercial land uses (as would be allowed under the Planning Proposal), traffic generation would be less as it has a lower trip generate rate.

The findings of this report and the traffic impacts will be investigated more thoroughly in preparing the Planning Proposal.

Car Parking

The Transport and Traffic Planning Associates report assessed the impacts of the Planning Proposal on car parking requirements. Pursuant to the *South Sydney DCP No. 11 Transport Guidelines for Development 1996* the car parking requirement for the development under the current controls is 347 spaces. Should the Planning Proposal proceed, it is estimated that the requirement would be reduced to 311 spaces. This rate assumes some sharing of spaces between residential and retail uses, which is common practice.

This Planning Proposal does not amend the car parking controls for the site. Appropriate parking requirements will be determined through the development application process.

Design and Residential Amenity

The proponent commissioned a solar access and design review of the amended scheme for the site. *The Urban Design and Residential Amenity Analysis and Solar Access Study*, which was prepared by Stanasic and Associates, considers:

- Apartment mix;
- Compliance with the key residential amenity benchmarks of *State Environmental Planning Policy No 65-Design Quality of Residential Flat Development*, solar access, natural ventilation and minimum south facing apartments;
- The form and envelope of the building; and
- Floor-by-floor comparison of the uses from lower ground floor to Level 2, the only locations where changes to uses will occur.

The report finds that the changes to the land use mix proposed by this Planning Proposal do not affect the site's capacity to achieve solar access and design objectives. The findings of the report will be considered in preparing the Planning Proposal.

Acoustic Impacts

Permitting an increased quantum of residential GFA on the site and reducing commercial gross floor area would have the effect of locating residential floorspace closer to street level (down from approximately 6.8m above street level to 3.8m above street level). With a reduced 'buffer' distance from street level the potential arises for residential uses to be more affected by noise sources.

Wilkinson Murray were commissioned by the proponent to undertake an *Acoustic Assessment: 301 Botany Road, Waterloo*, which is provided at **Attachment C**. The report finds that with the appropriate acoustic treatments a development in accordance with the Planning Proposal will be able to comply with the recommended amenity criteria for residential uses. This report will be considered in more detail in preparing the Planning Proposal.

C.3 How has the Planning Proposal adequately addressed any social and economic effects?

The adopted planning controls for the wider Town Centre were subject to many studies focused on the economic and social effects of the scheme. The Planning Proposal will not amend the concept of the original scheme and therefore it is not considered necessary to undertake further social and economic impact assessments.

The Planning Proposal proposes to increase the retail floor area permissible on the site by 5,000 sqm. At this scale, the additional retail area is not likely to affect the viability of the planned retail development in the remainder of the Town Centre. The increase in retail area is consistent with the recommendations of the Retail Study and will contribute to ensuring that the Town Centre is the major retail centre in the southern part of the City of Sydney.

Section D – State and Commonwealth interests

D.1 Is there adequate public infrastructure for the Planning Proposal?

The current scheme for the wider Town Centre addresses the issues of public infrastructure provision, in that:

- The traffic impacts associated with the development of the Town Centre were considered to be acceptable.
- Although, a service access fee applies to trips made from the Green Square Railway Station, this infrastructure will provide a key public transport facility for the Town Centre. 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.
- The current and proposed planning scheme for the Town Centre includes the Green Square Town Centre 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.
- 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 development of the existing planning scheme for the Town Centre considered the provision of public infrastructure, utilities and essential services in the area.
- Services and facilities accessible within 5km of the Town Centre include the Royal Prince Alfred and Prince of Wales Hospitals, the Universities of Sydney and NSW and primary and secondary schools.
- Community facilities including a library and cultural centre are planned to be located within the Town Centre.

The Planning Proposal will not increase the overall floor area permissible on the site and does not change the Town Centre's access to public services and facilities.

D.2 What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

This matter is to be determined following the issue of a Gateway Determination by the Minister for Planning and the relevant authorities have been consulted.

Generally, the Planning Proposal represents a minor amendment to the existing Town Centre scheme and is not likely to generate objections from public authorities.

Part 4 – Community Consultation

This Planning Proposal falls within the definition of a 'low impact Planning Proposal' in that it does not change the current land use zones for the site or the building envelope. It is therefore proposed that the Planning Proposal be exhibited for a period of 14 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 Town Centre 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 the Redfern One Stop Shop (158 Redfern Street, Redfern).

