

City of Sydney

PLANNING PROPOSAL

SYDNEY LOCAL ENVIRONMENTAL PLAN 2010

(GREEN SQUARE TOWN CENTRE) –

Sites 301 Botany Road, 501 Botany Road, 509 Botany Road, 3 Joynton Avenue, 511-515 Botany Road, 97-115 Portman Street, 811 Elizabeth Street, Zetland; 312-318 Botany Road, 324 Botany Road, 318A Botany Road, 6-20 O'Riordan Street, and 2A Bourke Road, Alexandria

January 2011



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Table of Contents

Introduction	3
Site Identification	3
Background	4
PART 1 – Objectives or Intended Outcomes	20
PART 2 – Explanation of the Provisions	21
2.1 LEP Provisions	21
2.2 LEP Maps	22
2.3 Optional Standards Instrument Provisions	23
2.4 Local Provisions	24
PART 3 – Justification	26
Section A – Need for a Planning Proposal	26
Section B – Relationship to Strategic Planning Framework	32
Section C – Environmental, Social and Economic Impact	38
Section D – State and Commonwealth Interests	41
PART 4 – Community Consultation	42

Appendices

- Appendix A:** Green Square Town Centre Urban Design Principles, November 2010
- Appendix B:** LEP Provisions Drafting Advice – City of Sydney
- Appendix C:** LEP Maps – City of Sydney

Introduction

This Planning Proposal explains the intent of, and justification for, the proposed Sydney Local Environmental Plan 2010 (Green Square Town Centre) (the Town Centre LEP 2010), to replace the current South Sydney Local Environmental Plan 1998 as it applies to specific sites within the Green Square Town Centre (the Town Centre). The Town Centre LEP is to be prepared in accordance with the requirements of the Standard Instrument (Local Environmental Plans) Order 2006. The sites this Planning Proposal applies to are identified in the section below.

This Planning Proposal does not apply to the three sites within the Town Centre for which Landcom and the Green Square Consortium, a joint venture of Mirvac Projects Pty Ltd and Leighton Properties Pty Ltd (Landcom/Mirvac/Leighton), have requested amendments to the planning controls. These sites, at 956-960 Bourke Street, 355 Botany Road and 377-497 Botany Road, Zetland, are subject to a separate Planning Proposal to create a new stand-alone LEP compliant with the Standard Instrument.

This Planning 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*.

The Planning Proposal addresses matters that are intended to be included in the Town Centre LEP 2010. More detailed planning matters will be guided by a Development Control Plan (DCP). The DCP will be prepared and implemented in accordance with Part 3 Division 6 of the EP&A Act.

Site Identification

This Planning Proposal is in relation to twelve sites within the area defined as the Green Square Town Centre under the *South Sydney Local Environmental Plan 1998*, which forms part of the Green Square Urban Renewal Area, in the City of Sydney Local Government Area, as detailed below and shown in Figure 1:

- | | |
|----------------------------------|--|
| • 301 Botany Road, Zetland | Lot 2 DP 1015633 |
| • 324 Botany Road Alexandria | Lot 4 DP 25272 |
| • 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 |
| • 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 |
| • 3 Joynton Avenue, Zetland | Lot 1 DP 136025 |
| • 6-20 O'Riordan Street | Lot 2 DP25272 |
| • 2A Bourke Road | Lot 5 DP39201 |



Figure 1: Site Plan of the Green Square Town Centre and the subject sites

Background

The Town Centre 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 entire Town Centre comprises fifteen lots, including several large sites owned by State and local public authorities. These include the former Waterloo Incinerator site (355 Botany Road) and former South Sydney Works Depot (956-960 Bourke Street), both owned by Landcom, Waverley Council's Works Depot (97-115 Portman Street), the NSW Police Service Centre (377-497 Botany Road), and the former South Sydney Hospital site (3 Joynton Avenue) owned by the City of Sydney, as shown in Figure 1. The Town Centre also contains the Green Square Railway Station and other privately owned land holdings.

The vision for the Town Centre is for a centre that provides retail, commercial and civic functions for Green Square and the southern areas of the City of Sydney. The City is committed to the realisation of this exciting new major centre. It is envisaged that it will set new benchmarks in public domain design and ecologically sustainable development. As a large scale urban renewal project, the City's vision for the Town Centre is that it will Demonstrate that cities can grow in ways that are "climate positive" and also economically and environmentally sustainable.

Current Planning Controls

The current planning controls for the Town Centre are:

- the specific provisions under *South Sydney Local Environmental Plan 1998 (Amendment No.17) – Green Square Town Centre* (the current Town Centre LEP); and
- South Sydney Development Control Plan 1997: Urban Design – Precinct H: Green Square Town Centre* (the current 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 current Town Centre LEP, Amendment No.19, in respect of communal car parking below the plazas was approved by Council and the CSPC in mid 2008 and gazetted on 5 June 2009.

The Town Centre LEP

Under the current 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)*, as shown in Figure 2. Zone 11(b) applies to the roads, plazas and parks with Zone 11(a) applying to the 'development sites'.

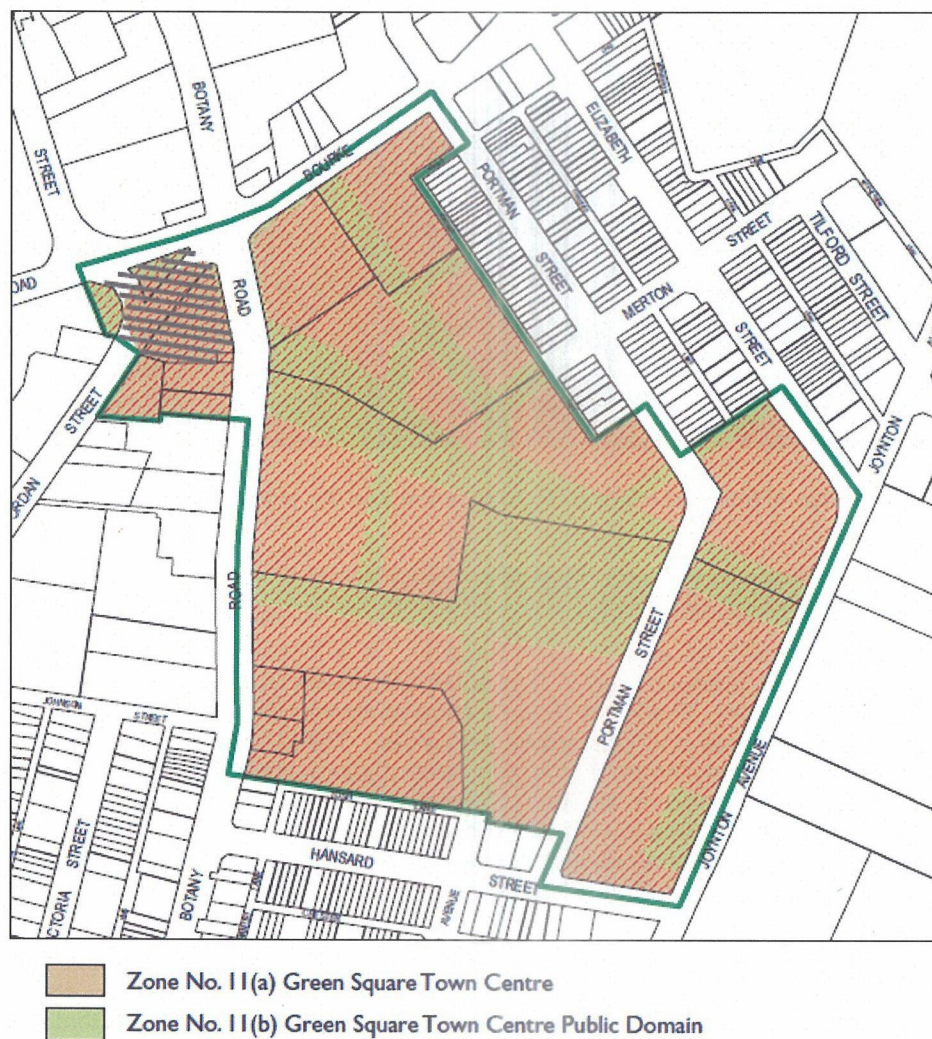


Figure 2: Land Use Zoning Map under the current Town Centre LEP

Figure 3 shows the 'development sites' that result from the above zoning controls, and for which the current Town Centre LEP allocates specific gross floor areas for commercial, retail and residential uses and defined in the LEP.

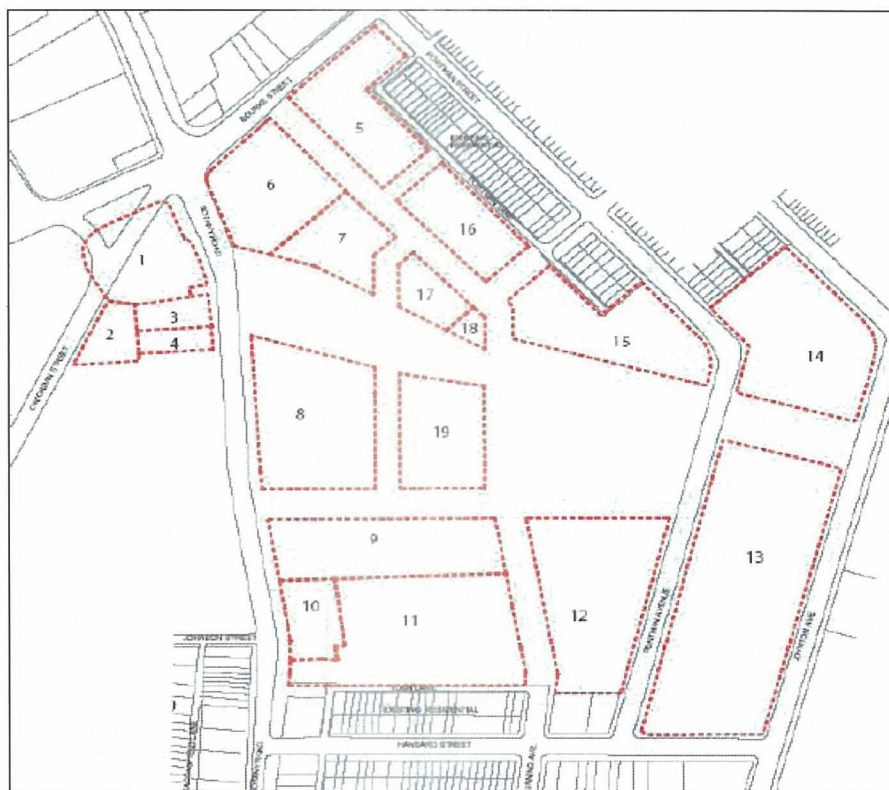


Figure 3: 'Development Sites'

Although gazetted, the current Town Centre LEP is a "deferred matter" under section 59(3) of the EP&A Act, and the provisions are "deferred" for all sites within the Town Centre. The Town Centre LEP provisions have no effect until such time as the land becomes "un-deferred". Thus, the operative zoning is Zone 4a Industrial General under the *City of Sydney Planning Scheme Ordinance 1971* for the majority of the Town Centre lands, and Special Uses 5(a) Hospital for the former South Sydney Hospital site and 4 General Industrial for 2A Bourke Street under the *South Sydney Local Environmental Plan 114*.

This 'deferral' tool is used to ensure delivery of the essential infrastructure to support the redevelopment. The trigger for un-deferring land is a commitment by the site owner/developer to contribute to the delivery of the essential infrastructure and land. This commitment is set out in a Planning Agreement offer made by the site owner/developer and negotiated with the City of Sydney.

The Town Centre DCP

The current Town Centre DCP provides more detailed provisions to support the primary planning controls set out in the LEP. It contains guiding principles and defines in detail the main structural elements that will realise the Town Centre vision. It focuses on key considerations for the design of buildings (for example, location of activities, building alignment, sun access) as well as the design of the public domain.

Similar to the Town Centre LEP, the DCP is not operative until the specific land is "un-deferred".

The Town Centre Infrastructure Strategy

The current LEP and DCP are complemented by the *Green Square Town Centre Infrastructure Strategy* which identifies the essential infrastructure required to support development in the Town Centre.

This infrastructure is considered essential for achieving an appropriate level of public amenity, and to meet basic requirements for access, circulation and services. The Strategy also details how the cost is equitably shared between land owners/developers, and determines infrastructure contributions, either in money or works in kind, which are necessary to service the development of land in the Town Centre.

The Infrastructure Strategy establishes that land within the Town Centre can only be developed as set out in the current Town Centre LEP if the appropriate level of services and public domain can be provided, and Council is satisfied of this requirement. Thus the "un-deferral" of Town Centre land will only proceed for sites where the essential infrastructure requirement can be met by the landowner/developer. As mentioned above, a Planning Agreement between the City of Sydney and the landowner is the anticipated mechanism detailing on a site specific basis the appropriate contribution towards essential land and infrastructure.

Current Planning Proposals

This Planning Proposal is one of three separate Planning Proposals currently being progressed for lands within the Town Centre. The other two are described below.

Landcom/Mirvac/Leighton Planning Proposal

In May 2010 the City received a submission for a planning proposal from Landcom/Mirvac/Leighton for three sites in the Town Centre, 956-960 Bourke Street, 355 Botany Road and 377-497 Botany Road, Zetland. The submission requested an amendment to the LEP controls to vary the permissible gross floor area, land use mix, building heights and public domain layout.

Council, on 26 July 2010, and the CSPC, on 22 July 2010, resolved to forward the proposal as submitted by Landcom/Mirvac/Leighton to the Department of Planning to seek a Gateway Determination to place it on public exhibition. The Gateway Determination was issued on 16 September 2010 with instructions for the City of Sydney to translate the Landcom/Mirvac/Leighton proposal into a stand-alone LEP in a format that is compliant with the Standard Instrument.

Council, on 15 November 2010, and the CSPC, on 11 November 2010, endorsed the Planning Proposal for public exhibition to give the community the opportunity to comment on the amendments proposed by Landcom/Mirvac/Leighton. The Planning Proposal (and supporting documentation) for the three sites was exhibited from 20 November to 20 December 2010. The outcomes of the exhibition are scheduled to be reported to Council and the CSPC in the first quarter of 2011.

Planning Proposal for 301 Botany Road, Zetland (John Newell Pty Ltd site)

The Planning Proposal for this site was considered by Council on 13 September and the CSPC on 9 September 2010 for submitting to the Department of Planning for a Gateway Determination. The Planning Proposal seeks to amend the current Town Centre LEP to change the land use mix from 27.8% commercial and 72.2% residential to 87.3% residential and 12.7% retail. No change to the permissible gross floor area or building heights is proposed.

A Gateway Determination was issued on 20 October 2010 and the Planning Proposal was exhibited from the 6 December to 20 December 2010. The outcomes of the exhibition are scheduled to be reported to Council and the CSPC in the first quarter of 2011.

Given that, because of its minor nature, the Planning Proposal for 301 Botany Road, Zetland is being progressed as an amendment to the current Town Centre LEP, rather than as a stand-alone new LEP, the subject Planning Proposal that applies to the remainder of the Town Centre sites also covers this site. This is to ensure that at the completion of the process of review of the planning controls, all sites within the Town Centre are covered under a new stand-alone LEP that is compliant with the Standard Instrument; consequently allowing the easy integration of the Town Centre planning controls with Draft *Sydney Local Environmental Plan 2011* to apply to the entire City of Sydney Local Government Area, with a few exceptions.

Integration of the current Planning Proposals

Although there are three separate Planning Proposals being progressed for sites within the Town Centre, it is important that a holistic approach in reviewing the entire package of planning controls, the current LEP, DCP and Infrastructure Strategy. The development and refinement of these three proposals need to inform one another to ensure their implications are appropriately addressed and that an integrated and coordinated set of documents are produced that can easily be consolidated into one at a later stage.

This Planning Proposal will therefore consider all the Town Centre sites, including the Landcom/Mirvac/Leighton sites to ensure the proposed LEP provisions put forward in this Planning Proposal complement those being considered for the Landcom/Mirvac/Leighton Planning Proposal and to be refined following review by the City and public input received during the public exhibition mentioned above.

In conjunction with the development of this Planning Proposal, the current Town Centre DCP will be reviewed for the entire Town Centre as one document, informed by the three Planning Proposals. This will ensure that appropriate detailed provisions for built form, land use and public domain design and layout are in place as the current Town Centre LEP is amended by the three Planning Proposals.

Similarly, it is intended to review the *Green Square Town Centre Infrastructure Strategy* to reflect the changes resulting from the Planning Proposals. Any proposed changes to the floor space and land use mix of sites in the Town Centre will have implications for the infrastructure to be delivered. An increase in floor space area, for example, would be commensurate with an increase in resident and worker populations and may have implications for the provision of essential infrastructure and public domain. An assessment of the essential infrastructure required to support the additional development density and the cost implications will be necessary.

The primary objectives of the review are to produce:

- (a) a more flexible regulatory framework that can respond to market demand and that is compliant with Standard Instrument requirements;
- (b) a land use, built form and public domain framework that reflects good urban design and sustainability principles; and
- (c) a scheme that generates the catalyst for the creation of new jobs, services and dwellings serviced by the appropriate infrastructure and a high level of public transport accessibility.

The review and integrated consideration of the Planning Proposals is informed by several studies, projects and strategies of relevance to the Town Centre the City has undertaken, either on its own or in partnership with the State Government, since the current Town Centre planning controls were approved by Council and the CSPP in 2006. These include:

- (a) *Sustainable Sydney 2030*;
- (b) *Green Square and Southern Areas Retail Study* (2008);
- (c) *Green Square Transport Management and Accessibility Plan* (2008);
- (d) Town Centre Infrastructure and Public Domain Development Applications approved by Council in 2008, and supporting technical studies; and
- (e) the work undertaken in preparation of the City-wide *Draft Sydney Local Environmental Plan 2011* and *Draft Sydney Development Control Plan 2010*, to be publicly exhibited early in 2011.

These are discussed further in the next section of this Planning Proposal.

The Planning Proposal

Council, on 26 July 2010, resolved the following (amongst other things):

" ...

- (A) *commence the process to prepare Sydney Local Environmental Plan 2010 – Green Square Town Centre, which will be a stand-alone, site-specific local environmental plan prepared in accordance with the Standard Instrument (Local Environmental Plans) Order 2006;*
- (B) *commence the process to review and amend the supporting planning controls for the Green Square Town Centre, the South Sydney Development Control Plan 1997: Urban Design – Precinct H: Green Square Town Centre and Green Square Town Centre Infrastructure Strategy;*
- (C) *forward to the Minister for Planning the Planning Proposal for the whole Green Square Town Centre, as shown at Attachment A to Item 2 of the Planning and Development Committee on 19 July 2010, in accordance with section 56(1) of the Environmental Planning and Assessment Act 1979;...*

The CSPC, on 22 July 2010, also resolved to:

" ...

- (A) *commence the process to prepare Sydney Local environmental Plan 2010 – Green Square Town Centre, which will be a stand-alone, site-specific local environmental plan prepared in accordance with the Standard Instrument (Local Environmental Plans) Order 2006, and repeal the applicable provisions of the South Sydney Local Environmental Plan 1998 accordingly;*
- (B) *note the recommendation to Council's Planning Development and Transport Committee on 19 July 2010 that Council commence the process to review and amend the supporting planning controls for the Green Square Town Centre, the South Sydney Development Control Plan 1997: Urban Design - Precinct H: Green Square Town Centre and Green Square Town Centre Infrastructure Strategy; and*
- (C) *note the recommendation to Council's Planning Development and Transport Committee on 19 July 2010 that Council forward to the Minister for Planning a Planning Proposal for the Green Square Town Centre in accordance with section 56(1) of the Environmental Planning and Assessment Act 1979;....*

The City of Sydney submitted the Planning Proposal to the Department of Planning on 12 August 2010, for a Gateway Determination to be issued. The Department advised on 16 December 2010 that additional information is required on the proposed planning controls to progress the Planning Proposal towards a Gateway Determination.

The original Planning Proposal endorsed by Council and the CSPC in July 2010 has therefore been expanded to include additional information on the proposed LEP provisions and describes in detail the work the City has undertaken to inform these provisions.

As mentioned above, this Planning Proposal also takes into consideration and integrates the proposed amendments put forward in the two separate Planning Proposals described above being progressed for other sites within the Town Centre: for the Landcom and the Green Square Consortium lands; and for the site at 301 Botany Road. In summary, this Planning Proposal seeks to amend the current planning controls for the subject sites, herewith referred to as the residual sites, to reflect the following proposed changes:

- the public domain zone layout;
- the 'development site' areas and boundaries;
- an increase in development gross floor area for some sites;
- a change in the land use mix and zoning controls; and
- variations to the building heights.

The details of these proposed changes are discussed in detail below.

Public Domain Layout

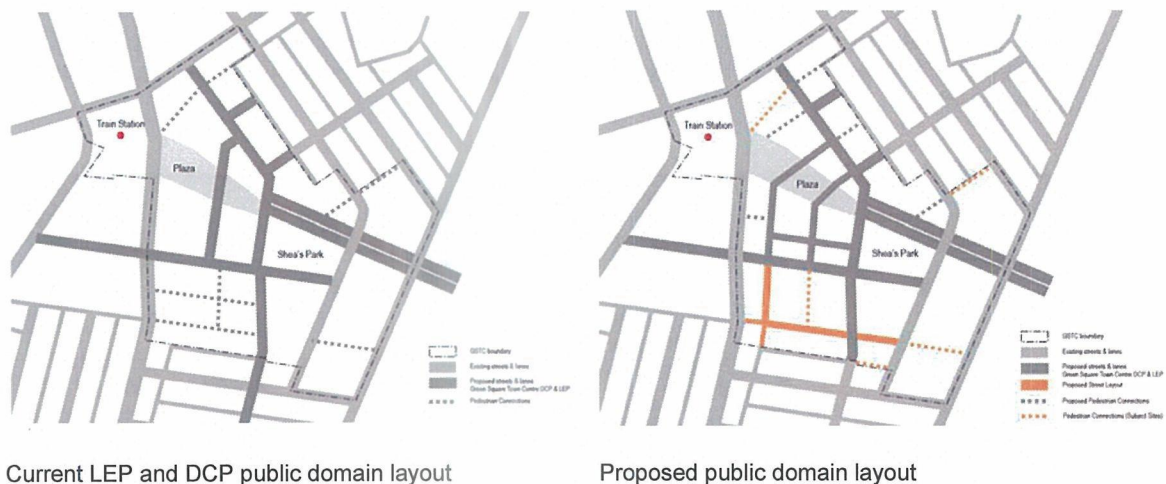
Roads

The Town Centre Public Domain Zone 11(b) in the current Town Centre LEP establishes the street network pattern and the layout of the plazas. It is detailed in the Town Centre DCP. The street pattern seeks to provide a coherent structure that complements the fine grain of existing streets adjacent to the Town Centre.

In November 2008 Council approved two development applications for the Town Centre for:

- essential infrastructure works related to the construction of new roads and footpaths, and the provision of services such as stormwater, sewer, power and telecommunications; and
- the public domain concept design plans and details for the general layout of spaces, paving and other ground cover, planting, water features and open space.

This Planning Proposal seeks to change the public domain layout under the current Town Centre LEP and DCP to create a finer grain pattern of street blocks and therefore increase permeability and connectivity throughout. The proposed street network seeks to align with that proposed for the Landcom and Green Square Consortium lands. This includes the upgrading of an east-west through-site-link identified in the current Town Centre DCP to a road, which now extends through Dunning Avenue to Portman Street. A new north-south street parallel to Botany Road is also proposed which connects through the Landcom and Green Square Consortium lands to the public plazas. The changes to the public domain layout compared to the current Town Centre LEP and DCP are shown in Figure 4.



Current LEP and DCP public domain layout

Proposed public domain layout

Figure 4: Comparison of the proposed public domain layout against the current Town Centre LEP and DCP

The above changes are not in accordance with the Land Use Zoning Map shown at Figure 2, which dictates the 'development sites' and public domain layout. This Planning Proposal seeks to reflect the proposed layout in a form that is compliant with the Standard Instrument, with detailed requirements to be included in the updated Town Centre DCP.

These changes to the 'development site' boundaries, and the increase in the number of 'development sites' formed by the proposed roads also have implications for the gross floor area and building height controls which relate to the new 'development sites'.

Sheas Park

The Town Centre sites covered by this Planning Proposal will also provide Sheas Park, bounded by the new East-West Boulevard, New Cross Street, Portman Street and Dunning Avenue. Sheas Park will be approximately 5,600sqm, contained within the Waverley Council Depot site.

The Development Applications for the Town Centre infrastructure and public domain approved by Council in 2008 included civil infrastructure details and the conceptual scheme for the public domain, developed with significant community input during 2007/2008. The park has been design to have predominantly soft landscaping finishes, utilising a native planting theme and integrating with the stormwater drainage and flood management systems for the Town Centre. The park will also include a formal water feature, creating a themed and visual link to the plaza areas.

Built Form

In reviewing the current Town Centre LEP, the City is undertaking a detailed urban design analysis and has developed a series of urban design principles to guide development of the controls and against which to reference the review and the assessment of Planning Proposals. The principles, included at Attachment A, inform the built form provisions proposed, including building envelopes, height of buildings, gross floor area (GFA) and resulting floor space ratios.

This Planning Proposal seeks to amend the gross floor area for some of the residual sites permissible under the current Town Centre LEP. The gross floor area and land use make up of each 'development site' will effectively change as a result of the new street layout and building envelopes proposed. A comparison between the current Town Centre LEP and proposed gross floor area for the residual sites is shown in Table 1. In addition to the maximum gross floor area identified in Table 1, it is also proposed to allow a 10% increase in floor space ratio through the application Design Excellence provisions in the proposed LEP. Explanation of this provision is provided in Part 2 of this Planning Proposal and details in Appendix B.

Owner	Address	Lot Area (m ²)	LEP FSR	LEP GFA (m ²)	Proposed FSR	Proposed GFA (m ²)
John Newell Pty Ltd	301-303 Botany Road	5,697	6.28	35,800	6.28	35,800
Homabros International Pty Ltd	320-322 Botany Road	1,062	5.56	5,900	5.56	5,900
Toga Development No 15 Pty Ltd	324 Botany Road	835	6.35	5,300	6.35	5,300
William Beard Pty Ltd	6-14 O'Riordan Street	1,378	11.54	15,900	11.54	15,900
R M Constructions Pty Ltd	1 O'Riordan Street	696				
Senayear Pty Ltd	503-507 Botany Road	1,220	3.49	7,200	3.64	7,517
	509 Botany Road	845				
Hatbands Pty Ltd	511-515 Botany Road	9,932	2.12	21,100	2.16	21,467
Amha Properties Pty Ltd	811 Elizabeth Street	9,771	2.25	22,000	2.31	22,612
RTA	Public Road	619	7.51	41,700		
	312-328 Botany Road	525				
	312-328 Botany Road	424			7.64	42,394
	312-328 Botany Road	1,695				
	Public Road	2,287				
City of Sydney	3 Joynton Avenue	18,780	1.86	35,000	1.86	34,971
Waverly Council	97-115 Portman Street	33,100	1.78	59,000	1.81	60,038
Energy Australia	318A Botany Road, Substation	81				

Table 1: Breakdown of current Town Centre LEP and proposed gross floor area (GFA)

Figures 4 and 5 provide a three-dimensional comparison between building envelopes for the residual sites under the current Town Centre LEP and this Planning Proposal. The diagrams also show the building envelopes being considered under the Planning Proposal for the Landcom/Mirvac/Leighton sites. It is noted the envelopes for the Landcom/Mirvac/Leighton sites are shown as were publicly exhibited, and it is anticipated a refinement will take place as a result of the City's further assessment and consideration of public submissions.

As shown in Figures 4 and 5, increases to some building heights are proposed to accommodate the additional gross floor area.

The translation of these proposed building envelopes into Standard Instrument compliant LEP controls is shown at Appendix C in the LEP maps for 'Height of Buildings' and 'Floor Space Ratio'.

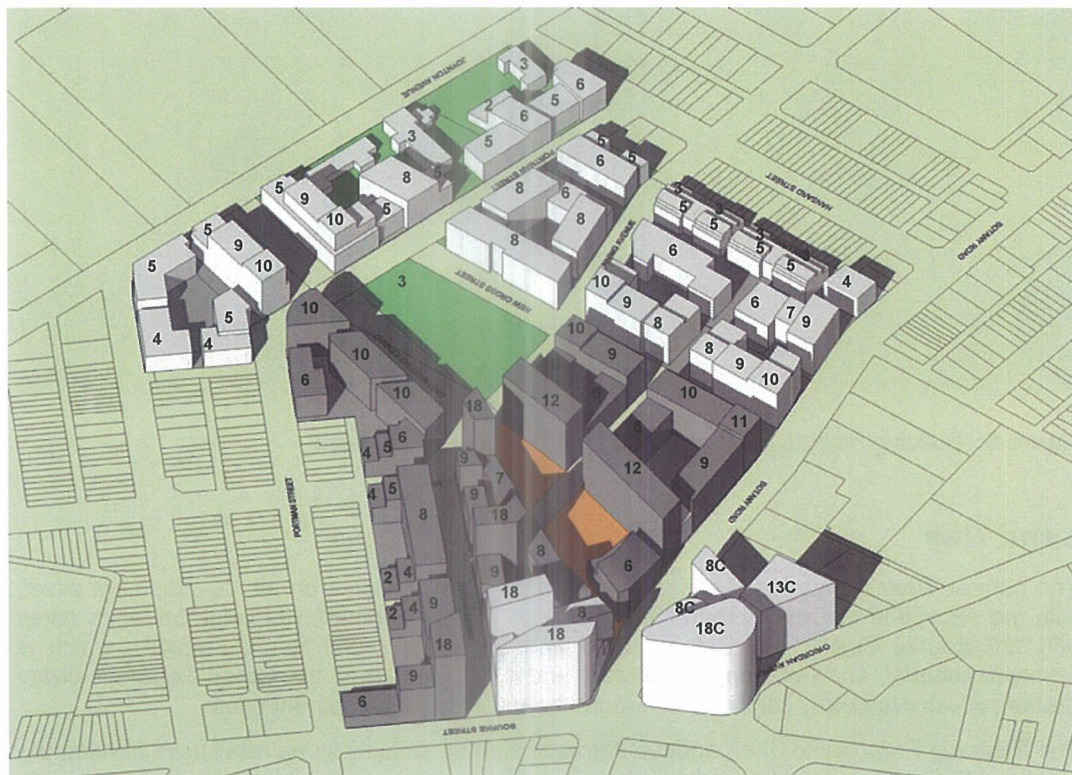


Figure 5: Building heights in storeys permitted under the current Town Centre LEP



Figure 6: Building heights in storeys proposed for the residual sites

Land Use

The current Town Centre LEP controls provide for a mix of uses on all 'development sites', with the exception of Development Site 15 within the Landcom/Mirvac, Leighton lands (sites 956-960 Bourke Street, 355 Botany Road and 377-497 Botany Road, Zetland), which is purely residential, and Development Sites 2 and 4 to the south of the Green Square Railway Station, which are purely commercial. Figure 3 shows the 'development sites'

The Planning Proposal for the Landcom/Mirvac, Leighton sites includes retail uses fronting the plazas with Dunning Avenue north of the plazas becoming a retail 'high street'. Three main commercial buildings are also proposed on these sites, one fronting Civic Plaza to the north, and two aligned along Botany Road, south of Civic Plaza. Residential floorspace is proposed to be accommodated throughout all buildings on these sites, with the exception of the three commercial buildings.

This Planning Proposal seeks to introduce greater flexibility in the mix of uses throughout the residual sites within the parameters set by the land use zones under the Standard Instrument LEP. The zones are required to apply to existing allotment boundaries, rather than 'development sites'. Specific details in respect of the location of uses within the created 'development sites' is intended will be contained in the DCP.

It is proposed to zone the sites east of Botany Road Zone B4 Mixed Uses. The B4 Zone will allow for all of the uses anticipated on these sites under the current controls. It is envisaged predominantly residential uses will be provided on these sites, with the exception of 301 Botany Road, which is planned to include 5,000sqm of retail floorspace and has frontage to Civic Plaza.

A draft Zoning Map is shown at Appendix 3.

The sites to the west of Botany Road (and south of the Green Square Railway Station) are proposed for commercial uses. Office development on these sites will take advantage of their proximity to the station and the high-visibility of these sites. Residential development is not supportable in this location because of busy adjacent roads. To achieve these objectives, it is proposed to zone sites west of Botany Road Zone B3 Commercial Core. This zone will not permit residential development, but will allow for a range of commercial and retail uses and hotel accommodation.

The DCP will provide more details about the required land use mix of each 'development site'. This approach will allow greater development flexibility than it is permissible under the land use mix provisions contained in the current Town Centre LEP, and thus being able to accommodate trends, needs and demand for particular uses over the long timeframe it is anticipated will take the Town Centre to evolve. The approach will seek to set the following land use outcomes:

- defining the appropriate location for major retail development, in proximity to other services and facilities and key public domain frontage;
- locating residential uses at the interface between the Town Centre and existing residential neighbourhoods;
- using non-residential uses to buffer more sensitive uses from the impacts of busy roads;
- ensuring commercial uses are developed on sites where larger building footprints are supportable; and
- ensuring the Town Centre contributes sufficiently to the City's residential and employment targets as established by the NSW Government's Metropolitan Strategy.

Transport, Traffic and Parking

The Town Centre is pivotal to the Integrated Inner City Transport Network envisaged for the southern areas of the City, providing the opportunity for an important public transport hub. The development of the Landcom/Mirvac/Leighton sites at 956-960 Bourke Street, 355 Botany Road and 377-497 Botany Road, Zetland will be a crucial catalyst for delivering a key aspect of this transport network, with the termination of a transport corridor and future light rail line adjacent to Green Square railway station. The residual sites will also play an important role in connecting the Town Centre to the surrounding residential areas by the East-West Boulevard. The Town Centre has a strategic advantage in achieving the integration of transport and high density development, centred around the railway station and regional bus routes. This location means the residual sites are not reliant upon the delivery of this infrastructure in the phasing of development. They are able to develop independently.

The Planning Proposal safeguards a component of the lands required in the Town Centre for the public transport corridor, which connects from the Green Square railway station, through the residential precincts in the eastern sectors of Green Square such as Victoria Park and Crown Square to Central station and the City. This will provide a priority corridor for transport to improve travel times for journeys into Central Sydney and better connections to cross-regional services and other modes.

The issues and opportunities relating to transport including traffic and vehicular access as well as pedestrian, bicycle and public transport access are being detailed in the findings of the specific studies discussed below. In progressing this Planning Proposal, the City will assess the potential impact of the additional traffic generation resulting from the proposed relatively minor increase in gross floor area for the residual sites in terms of parking and transport provision (the proposed increases are shown in Table 1). This includes the impact of any proposed changes to the street network, and the Green Square Transport Management and Accessibility Plan 2008 (the TMAP) which sets measures to achieve a "No Car Growth" target in Green Square.

The Green Square Transport Management and Accessibility Plan

The TMAP was developed by NSW Transport and Infrastructure in conjunction with the NSW Roads and Traffic Authority, Landcom and the City of Sydney, and was adopted by Council in March 2009. The purpose of the TMAP is to identify measures to improve the accessibility of Green Square by sustainable modes such as walking, cycling and public transport. It also identifies measures to reduce the demand for private vehicle travel as the foundation for achieving mode share targets adopted in *Sustainable Sydney 2030*.

The key findings of the TMAP are:

- (a) a "business as usual" scenario for growth in the area would be incompatible with the vision for Green Square, described in *Sustainable Sydney 2030*, as a sustainable and liveable activity hub;
- (b) that the vision for Green Square is best achieved by adopting a scenario of "no net increase in car traffic" for the renewal area, supported by a comprehensive transport strategy that includes:
 - (i) managing car parking supply to constrain traffic growth;
 - (ii) developing key transit corridors that are to adapt to demand growth;
 - (iii) prioritising cycle and walking trips; and
 - (iv) implementing travel demand management measures to new residents and businesses; and
- (c) the majority of increased travel demand in the future will arise from the strong growth in resident population most of which will occur outside the Town Centre in other areas of the Green Square Urban Renewal Area.

Specific resolutions that emerged from the consideration of the TMAP by Council included:

- (a) the endorsement, in principle, of the package of measures to ensure a "no car growth" scenario;
- (b) a call on the State Government to immediately commence work on developing the Green Loop transit service; and
- (c) a call on the State Government to abolish the Green Square railway station access levy.

The removal of the station access fee is critical for the successful activation and development of Green Square, as the community advises this is a disincentive for using heavy rail and is directly contradictory with the objectives of the TMAP. The City continues to seek the removal of this fee to improve access for residents and workers in Green Square.

The TMAP 'Business as Usual' forecast indicates that without policy intervention, total private vehicle trips to and from Green Square would increase significantly. Accordingly the TMAP recommends a comprehensive package of transport and integrated planning measures that support a 'No Car Growth' scenario, in particular, facilitating key public transport corridors that can accommodate higher forms of transit and the needs of all transport users over time.

The future development of the Town Centre support principles of integrated land use and transport, consistent with *Sustainable Sydney 2030* and the State Government's jobs and dwelling targets. A review of the Town Centre planning controls, and the proposed changes in land use and development capacity that result from the review and Planning Proposals, is being informed by consideration of the TMAP outcomes, in particular to ensure the "no car growth" scenario is still achievable.

Botany Road Action Plan Study

Botany Road functions as a regional route connecting to the Airport and Port Botany, and dissects the Town Centre. It will play an increasingly important role, particularly as a public transport corridor, as development in the Town Centre occurs.

The study examines the current efficiency of Botany Road and its function as a freight corridor and known conflicts, including its function as a residential village and a major public transport thoroughfare. The imminent expansion of both Sydney Airport and Port Botany must be taken into consideration as they may threaten the viability of this corridor should action not be taken to manage it correctly. Urban amenity is also highly important, particularly around the Town Centre, and the action plan recommendations will seek to achieve integration across transport modes, including improvements to pedestrian and cycling safety and connectivity, and correct management of car parking. Specific considerations to improve the effectiveness of the road have been identified, including where the bus priority works are required and the preferred re-configuration of the five-way intersection at Green Square railway station.

A key outcome will be to determine key priorities for the future planning of the corridor, as well as intervention measures and a funding strategy. The study is scheduled to be completed by early 2011.

Eastern Transit Corridor Action Plan Study

The purpose of the Eastern Transit Corridor Action Plan Study is to link the Green Square Town Centre with the eastern sections of the urban renewal area and into the City Centre, including proposals for light rail, bus services and road links. This includes the precincts of Victoria Park and Crown Square, which are nearing completion, and the masterplan areas of Epsom Park and Lachlan. The study will examine the integration of these precincts with the Town Centre and focus on the provision of public transport.

This is being developed jointly with the funding agencies, Transport NSW, the NSW Roads and Traffic Authority and the City of Sydney. It is anticipated the study will commence in early 2011. The following concepts are to be investigated:

- (f) How amended transport networks proposed by the State (and not due for release until January 2011) will affect how the Eastern Transit Corridor operates.
- (g) The requirements for a sensitivity test on the impacts of any further increased floor space within the Town Centre.
- (h) Recognition that proposals and densities across the Town Centre may change and that transport solutions proposed therefore need to be adaptable and scalable.
- (i) The need for a full gap analysis of transport supply versus demand, and an estimate of the costs of closing such a gap.
- (j) The provision of a network model that shows how each mode will interact and the transition provisions required in moving from one mode to another, for example if light rail was introduced what changes would occur to bus services.
- (k) A delivery schedule including responsibilities to clarify which level of Government would be required to deliver which parts of the solution and over what period.
- (l) Transport needs to be responsive to precinct masterplans and designs, and the evolution of these designs.
- (m) A specific staging strategy to plan, fund and deliver major infrastructure.

Parking

The TMAP states that the current parking rates in the *South Sydney Development Control Plan No. 11* (DCP 11) should be reviewed with the aim of reducing further private vehicle use in the area, though this must be in conjunction with the provision of increased transit services and patronage to Green Square railway station. The plan also states that parking controls can only be tightened in line with a substantial increase in public transport frequency and patronage or a new service such as the Green Loop Concept and potential Metro Rail initiatives connecting to the Town Centre. Parking controls include time-limiting on-street parking to encourage healthy client turnover for businesses and discourage private car use.

The TMAP states that whilst adopting lower parking rates than those in DCP 11 would support the "No Car Growth" mode share targets, it would not be realistic to impose such tighter restrictions without delivery of major improvements in transit along the key regional transport corridors.

The table below details the comparison of parking spaces required for the residual sites using the current DCP 11 rates and the rates proposed in the Draft *Sydney Local Environmental Plan 2011*, which is planned for public exhibition in the first quarter of 2011:

DCP 11	Sydney LEP 2011
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3095	1953
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The above figures are based on an assumed land use mix of approximately 38% commercial and 62% residential within the residual sites.

The Draft *Sydney Local Environmental Plan 2011* parking controls allow a maximum level of car parking spaces dependant on proposed use, gross floor area and accessibility category. Using the work undertaken to map accessibility across the City of Sydney, these parking rate figures assume that the Town Centre, including the residual sites, has a 'medium' level of accessibility in both the Land Use and Transport Integration (LUTI) and Public Transport Accessibility Level (PTAL) categories (categories B and E respectively).

It is considered parking controls can only be tightened in line with a substantial increase in public transport frequency. Until the initiatives identified in the TMAP (and the other studies discussed above) and the support of State Agencies for improved public transport have been realised, applying the lower rates proposed in the Draft *Sydney Local Environmental Plan 2011* may be premature, and may need to be implemented in stages, as development proceeds and public transport accessibility increases.

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 Scheme* that requires contribution, either monetary or dedication of 3% of the total residential floor space and 1% of non-residential floorspace for affordable rental housing.

At present the Planning Proposal for the Landcom/Mirvac/Leighton sites does not provide additional affordable rental housing above the contribution rate required under this Scheme. Landcom/Mirvac/Leighton 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 the Town Centre, Landcom/Mirvac/Leighton have committed to investigate strategies to significantly widen the range of households and income groups who could be attracted to living in the area. In addition to contributing to the Green Square Affordable Housing scheme Landcom/Mirvac/Leighton have committed to the promotion of a socially diverse community within Green Square, specifically through offering diversity in accommodation.

The City has identified the provision of additional affordable rental housing as one of the community benefit priorities to negotiate with Landcom/Mirvac/Leighton to achieve the *Sustainable Sydney 2030* target of 10% in the Town Centre. The City has identified dedication of land as a mechanism to achieve the target, given land availability is a critical issue being faced by City West Housing, the 'registered' affordable housing provider under the scheme, to deliver rental housing units.

The outcomes of these negotiations will inform the approach for the whole of the Town Centre.

Community

There are numerous community benefits the development of the Town Centre can offer. The Town Centre 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 public 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.

The City is committed to the provision of social infrastructure, including community facilities, as an integral and essential component of the planning and implementation of the renewal of Green Square. The City's vision for community facilities in Green Square includes the timely provision of multipurpose facilities that are accessible, equitable, sustainable, vibrant, safe, inclusive of all people and integrated within a network of social infrastructure that is flexible and adaptable to the needs of Green Square communities.

The City currently provides a community venue in the Town Centre, the Green Square Community Facility on Joynton Ave, located in the former South Sydney Hospital site. The venue is used by groups and individuals for a range of programs, activities and small and large meetings. A new community library link and a customer service centre is also operational since December 2010 in the Green Square Community Centre, Tote Building, on Joynton Avenue, Zetland within Victoria Park.

Two major facilities are planned for Green Square:

- (a) a multipurpose library, cultural and community centre in the Green Square Town Centre, fronting Civic Plaza and Botany Road; and
- (b) a Health and Recreation Centre including aquatic facilities, as part of the Epsom Park Precinct, on Joynton Avenue, opposite the former South Sydney Hospital site.

A conceptual design framework for the facilities within the Town Centre was developed for the public domain Developed Application approved by Council in 2008. The detailed design is to be undertaken by the City. The new LEP provisions will therefore require sufficient flexibility to enable the future facilities to be accommodated.

Stormwater and Flood Risk Management

Under existing conditions a significant portion of the Town Centre is subject to flooding in large storm events, with flood depths and flow velocities that are hazardous and could be a risk to personal safety. Flood risk was identified by the City at an early stage in this project and appropriate provisions for flood risk management are contained in the current Town Centre LEP and DCP. A number of studies over time have been undertaken to ensure that flood risk is minimised and managed throughout the Town Centre.

The development application approved by Council for the essential infrastructure and the public domain in November 2008 addresses the flood risk management requirements in the current planning controls. The proposed infrastructure layout utilises a combination of culverts and cross-site overland flow paths. The future built form layout will require to be assessed for the 1 in 100 year storm event and compliance with the requirements of the NSW Government's *Flood Development Manual 2005*, and the Town Centre Flood Study, and Flood Risk Management Study and Plan prepared in accordance with the Manual for the purpose of the infrastructure development applications.

Future development applications will require to demonstrate the risk of flooding is minimised and that they comply with the required drainage infrastructure and overland flowpaths. Relevant provisions are proposed for the LEP as contained in Appendix B.

Contamination

The Town Centre area has historically been used for industrial and commercial uses, including, for example, a former brick quarry, which occupied a significant proportion of the development area, and was subsequently backfilled with coal, tar, ash, slag and general refuse between 1930 and 1950.

Preliminary site investigations were undertaken for the Town Centre in developing the current Town Centre LEP and DCP controls as required by State Government policy. Detailed site assessment will be required to be undertaken by independent experts engaged by individual landowners/developers to support future development. The appropriate level of investigation and remediation will depend upon the circumstance of each site. The stages required may include detailed investigation, Remedial Action Plan and Validation and Monitoring.

Infrastructure Funding

Increasing floor space in the Town Centre will have implications for the *Green Square Town Centre Infrastructure Strategy*. The strategy establishes the mechanism for provision and funding for essential infrastructure based on the floor space and land use allocated to the 'development sites'. The prescriptive nature of the current Town Centre LEP land use and gross floor area controls ensure that the overall funding strategy for the essential infrastructure is maintained and can be achieved.

An increase in gross floor area and change in land use mix is commensurate with an increase in resident and worker populations within the Town Centre, and so has implications for the quantum of essential infrastructure and public domain and their staging and delivery. The changes to the public domain layout across the entire Town Centre, with the additional streets would increase the cost of civil works. It is intended to review the Infrastructure Strategy to reflect the changes resulting from this Planning Proposal and the Planning Proposal for the Landcom/Mirvac/Leighton sites to ensure the essential infrastructure required to support the additional development density is appropriately costed and funded.

The City is also undertaking an examination of the implications for Council arising from the infrastructure funding and delivery model to ensure potential financial exposure and risks to Council are identified and responsibly managed. This work will progress separate to, but in parallel with, the Infrastructure Strategy review and the assessment of the Planning Proposals.

Other Relevant Studies

In addition to the work identified above, other relevant documents that inform the review of the planning controls and the Planning Proposal include:

- (c) ***Sustainable Sydney 2030***: The vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. The Town Centre offers an important opportunity for the realisation of many aspects of *Sustainable Sydney 2030*;
- (d) ***Green Square and Southern Areas Retail Study 2008***: This study provides a retail hierarchy for the southern areas of the City, centred upon the Town Centre as a major centre;
- (e) **Town Centre Infrastructure and Public Domain Development Applications**: Development consent was granted by Council in November 2008 for the essential infrastructure works and public domain (Stage 1) works in the Town Centre. Essential infrastructure works include the construction of a hierarchy of public roads, footpaths, landscaping, and stormwater construction under the Shea's Park. The public domain works include concept design plans and the details of the general layout of spaces, and landscaping for the Civic and Neighbourhood Plazas, Shea's Park, Shea's Stream, and the Link Road running along the north of the plazas as an extension of the light rail corridor.