ATTACHMENT B

DRAFT AMENDMENT:
GREEN SQUARE TOWN CENTRE
DEVELOPMENT CONTROL PLAN 2012
DATED AUGUST 2013

Draft Amendment to Green Square Town Centre Development Control Plan 2012 – Green Square Library and Plaza, August 2013

[1] Section GSTC 1 – Introduction

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

GSTC 1.1 Purpose of this Development Control Plan

This Development Control Plan ("DCP") has been made in accordance with Section 74C of the *Environmental Planning and Assessment Act 1979* (the "Act") and complements the provisions of *Sydney Local Environmental Plan (Green Square Town Centre) 201~~0~~3 and Sydney Local Environmental Plan (Green Square Town Centre–Stage 2) 2013* (the "LEP"). It should also be read in conjunction with the *Green Square Town Centre Public Domain Strategy* adopted in March 2013.

The DCP provides more detailed provisions than those in the LEP for development in the Town Centre that will:

(a) recognise and reinforce the distinctive characteristics of the Town Centre as the major centre for the surrounding neighbourhoods; and

(b) protect and enhance the public domain.

Compliance with the provisions of this DCP does not necessarily guarantee that consent to a Development Application ("DA") will be granted. Each DA will be assessed having regard to the LEP, this DCP, other matters listed in Section 79C of the Act, and any other policies adopted by the Consent Authority.

Consistent application of the provisions of this DCP will be given high priority by the Consent Authority.

GSTC 1.8 Monitoring and review

The Consent Authority is required to keep the LEP and DCP under regular and periodic review. The Consent Authority is committed to this process to ensure that the Plans continue to be useful and relevant planning instruments.

The Consent Authority is to review *Sydney Local Environmental Plan (Green Square Town Centre) 201~~1~~3, Sydney Local Environmental Plan (Green Square Town Centre–Stage 2) 2013* and the *Green Square Town Centre Development Control Plan 201~~1~~2* at least five yearly intervals in order to:

(a) assess the continued relevance and responsiveness of the Plan's provisions;

(b) the achievement of the objectives of the Plan; and

(c) identify the need for changes to the provisions to better achieve the objectives of the Plan and changes in circumstances.

[2] Section GSTC 2 - Desired Future Character

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

GSTC 2.1 Locality Statement

The Green Square Town Centre will be the residential, commercial, retail and cultural centre for the Green Square Urban Renewal Area. When the Green Square Town Centre is complete, it will have the potential to accommodate approximately 5,850 residents and 9,300 workers, creating a new village hub for the southern areas of the City of Sydney.

It will be a highly accessible place, providing good access to and from the centre, through walking, cycling or public transport. The Town Centre will provide a range of open spaces including parks and plaza areas which will offer places for relaxation, recreation and venues for community events. Shea's Stream and its interpretive elements will be a key design feature along the east-west spine. Community buildings will be provided including the re-use of the heritage buildings of the former Royal South Sydney Hospital and a new community library at the heart of the Town Centre.

It will be an exciting new centre that will set new benchmarks in public domain design and ecologically sustainable development. As a large scale urban renewal project, the Town Centre will demonstrate that cities can grow in ways that are 'climate positive' whilst still be economically and environmentally sustainable.

As far as practicable, ~~B~~buildings in the Town Centre will be designed and constructed for connection to ~~the Council's proposed~~ Green Infrastructure systems (trigeneration, non-potable recycled water and automated waste). ~~systems.~~

GSTC 2.2 Principles

(a) Enable the Green Square Town Centre to achieve its potential to become a 'Planned Major Centre' as nominated in the NSW State Government's *Metropolitan Plan for Sydney 2036*.

(b) Encourage development that takes advantage of Green Square's proximity to Central Sydney, the surrounding network of educational and cultural institutions, and Sydney Airport and the ports.

(c) Integrate the Green Square Town Centre with the wider Green Square Urban Renewal Area.

(d) Ensure that the type and scale of retail development will reflect the centre's role as a 'Planned Major Centre'.

(e) Locate retail and other active uses at the ground level to create interest and activity.

(f) Provide a high quality public domain that is highly accessible, safe, encourages diverse social interaction, accommodates active and passive activities, and is enhanced with public art.

(g) Develop, through the design, layout and management of buildings and the public domain, an area that is safe and pleasant to walk and cycle.

(h) Establish an integrated pedestrian, bike and public transport network that encourages sustainable travel behaviour.

(i) Establish a public infrastructure system that will accommodate stormwater and floodwater management to ensure that development both within and outside of the Town Centre is not adversely affected by flooding and that flood risks and hazards are minimised.

(j) Develop the Green Square Town Centre as a model for environmentally sustainable design in new centres.

(k) Provide a coherent structure of streets that complements the existing, adjacent street network and is highly permeable for pedestrians.

(l) Encourage adaptable building designs that can accommodate changes in land use over time.

(m) Provide for development that creates appropriate, adaptable and affordable housing.

(n) Establish a civic place, including the Green Square library, as the heart of the Town Centre, to bring activity and a unique identity.

[3] Section GSTC 3 - Local Infrastructure

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

GSTC 3.0 Variation to local infrastructure and transport

In planning for the local infrastructure and transport needs of the Green Square Town Centre the Consent Authority recognises the need for this DCP to adopt a flexible approach.

This DCP identifies the future location and alignment of Town Centre streets, the Eastern Transit Corridor and bus routes. These are articulated in the DCP provisions for street network and hierarchy, access and circulation, the indicative street sections and other provisions. However, these matters are subject to detailed design resolution and relevant authority approval. It is noted that the final transport, street design and traffic management arrangements may vary from the provisions in this DCP.

Objective

(a) To provide reasonable flexibility to ensure that detailed design development of local infrastructure and transport is not unduly constrained.

Provision

(1) Where local infrastructure and transport arrangements are being considered, including alternatives to the arrangements set out in this DCP, a reasonable degree of flexibility in design will be acceptable. Where this occurs, alternative proposals should illustrate consistency with the objectives of this DCP and should make reference to specific DCP provisions as a benchmark.

GSTC 3.1 Public open space

Objectives

(a) Achieve a strong definition of the public domain with integration of design themes and signature elements to give Green Square Town Centre a sense of place and to establish it as the focal point of the Green Square Urban Renewal Area.

(b) Achieve an adaptable public domain capable of accommodating a broad range of uses and events (including major events), experiences and activities.

(c) Establish a diverse and sustainable range of public spaces, plazas and parks throughout the centre that encourage social interaction and use by everyone.

(d) Achieve a variety of spaces that are inclusive of particular needs and desires of key community groups such as children, young people, older people, people on low incomes and people with a disability.

(e) Achieve desirable public open spaces with high levels of amenity addressing safety, climate, activity, circulation, seating and enclosure.

(f) Integrate the Town Centre and surrounding communities by providing a community focus and spaces for people to meet, walk, recreate and feel safe.

(g) Enable the provision of appropriate facilities within the public domain to enhance the usability of the Town Centre.

(h) Integrate the management of stormwater and floodwater into the design of public open spaces.

(i) Achieve well integrated interpretive water elements, ecologically sustainable and landmark public art to create a more visually interesting and culturally diverse public domain.

Provisions

(1) Where required to be provided by Council, public open space is to be made available in the locations identified in Figure 3.1: Public open space and in accordance with the standards set out in Table 3.1: Public open space – key characteristics and the detailed design considerations below.

(2) Public open spaces are to be designed to include clear, accessible, safe and convenient linkages to each other, especially to the Transport Place, Green Square library and plaza, Neilson Square, and The Drying Green.

(3) Design of the public domain is to integrate stormwater and floodwater management, and to include well integrated interpretive water elements and ecologically sustainable public art intrinsic to the management of local stormwater.

(4) Design of the public domain is to include design elements, furniture and fixtures to facilitate temporary events, both small and large scale.

(5) Landscaping and choice of materials is to respond to the character of each space and is to unite and relate to the other spaces throughout the Town Centre.

(6) Design of open spaces is to be of the highest quality, incorporating features such as indigenous tree species, well integrated landmark public art and appropriately varied hard surface design.

(7) Vehicular movements through the plazas are to be generally restricted except for public transit, emergency vehicles, servicing and vehicular drop-off, and special events.

Name	Purpose	Activity	Requirements
The Drying Green	Primary green space	Play (formal and informal).	Deep soil planting throughout. Floodwater management/detention basin. Soft landscaping elements.
Matron Ruby Grant Park	Park	Passive recreation.	Include mature planting. Reflect cultural and heritage values.
Green Square plaza	Premier plaza Focus of district and community identity and learning	District and major community events and gatherings. Activities for all age groups.	Generous space expressed through a variety of outdoor 'rooms'. Include future light rail and community library. ~~public building.~~
Neilson Square	Community plaza	Local focus for gatherings and participation in community life.	More intimate plaza space. Opportunities for informal play. Soft landscaping elements. Ensure sufficient space for light rail.
Transport Place	Transport hub	Pedestrian, cycle and public transport interchange. East-west bus connections. North-south rail connections.	Direct pedestrian connections to Green Square plaza and to employment to the west. Concourse retailing and services to be explored. Mitigate traffic impacts.

Table 3.1: Public open space – key characteristics

3.1.3 Green Square Plaza

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

(1) A plaza of a minimum size of 6,257sqm (including the Transit Corridor), is to be provided in the location identified in Figure 3.1: Public open space and is to:

(a) provide the principal gathering space to act as the heart of the Green Square Town Centre;

(b) be designed to support community events through the provision of an adaptable space, variations in levels where appropriate to enable formal and informal seating and the inclusion of fixtures, for example water and power supply;

(c) provide a variety of outdoor spaces including exposed, sheltered, sunny, shaded, intimate and expansive;

(d) include play elements integrated into the landscape design and enable informal play;

(e) enable large temporary markets and provide for staged and/or seated performances;

(f) incorporate a community library building in Green Square plaza, with the bulk of the building located underground; ~~public building for community facilities near Botany Road which is to define the plaza's western edge;~~

(g) allow for the continuation of Zetland Avenue public transit route along the northern edge for long-term light rail and incorporate a public transport stop;

(h) integrate the function and interpretation of Shea's Stream into the landscape design;

(i) be fronted by specialty retail and café/restaurant uses, including the opportunity for al-fresco dining along the southern edge;

(j) protect user amenity against traffic intrusion from Botany Road through the use of acoustic screening measures where necessary;

(k) incorporate visual links and signage to Transport Place and the Green Square Railway Station, and appropriate pedestrian connections crossing Botany Road, preferably at-grade and from the northern side of the public building; and

(l) excluding shadows cast by community buildings in site 20, achieve direct sunlight each hour between 12 midday and 2pm on 21 June for at least 50% of a 4m wide strip along the full length of the southern edge of the Green Square plaza and

(m) excluding shadows cast by community buildings in site 20, achieve consolidated areas of direct sunlight each hour between 12 midday and 2pm on 21 June generally consistent with the location and size indicated in Figure 3.2: Direct sunlight to Green Square plaza.

(2) The Green Square plaza is to have a separate identity to the adjacent Neilson Square. The threshold between the two plazas is to make reference to each other's design to achieve a visual coherence throughout the Town Centre core.

(3) Should the plaza be separated into two or more areas by design elements or temporary streets, it is to be designed so that the areas can be amalgamated to provide a large plaza area capable of staging community and district events.

(4) Temporary vehicular crossing points to enable construction of the Town Centre core in phases or which operate during the set up of community events are to be:

(a) carefully integrated to maintain the predominantly open character of the plaza; and

(b) carefully controlled to limit impact of vehicles on pedestrian safety and amenity.

~~(5) The western north-south street which crosses the plaza is to be pedestrianised in the medium term, following completion of construction of the Town Centre core.~~

(6) ~~At the~~ The interface between the plaza and the transit corridor should be designed to allow for:

~~(a) a kerb-less edge;~~

~~(b) textural and material difference between surface finish to delineate movement of buses/ trams; and~~

~~(c) separating bollards.~~

(a) pedestrian priority and safety;

(b) maximised pedestrian movement; and

(c) integration with the plaza treatment and level of finishes.

GSTC 3.3 Street Network

Objectives

(a) Provide a fine grained and legible pedestrian priority street network that maximises access to and within the Green Square Town Centre.

(b) Provide a street network that promotes public transport, walking and cycling as the preferred modes of movement.

(c) Ensure that new streets respond to key connections within and adjacent to the Town Centre and, where appropriate, enhance the existing street network.

(d) Establish a street hierarchy which seeks to protect amenity on existing lower order residential streets.

(e) Ensure that the street network provides a high level of amenity and safety for all users.

(f) Create clear and direct east-west pedestrian connections through the Town Centre from Botany Road to Joynton Avenue.

(g) Establish a key public transport route along Zetland Avenue, as part of the Eastern Transit Corridor, which will provide dedicated transit and cycle lanes and high quality public domain.

(h) Ensure that Zetland Avenue is designed so as to enable the future incorporation of a light rail system.

(i) Create a road network that can be used to manage stormwater through the integration of an upgraded underground drainage network, overland flowpaths and integration of Water Sensitive Urban Design.

(j) Restrict the number of vehicular entries to enhance the pedestrian environment and improve safety.

Provisions

(1) Where required by Council, new streets are to be provided in the locations identified in Figure 3.6: Street network and hierarchy.

(2) All streets are to be constructed generally in accordance with the standards set out in Table 3.2: Indicative street types and Figures 3.8 to 3.22: Indicative Street Sections and are to be cognisant of the detailed design considerations outlined in sub sections GSTC 3.3.1 to GSTC 3.3.4 in this DC, and designed to conform with the minimum dimensions permitted by the relevant Australian Standard for Parking Facilities under Part 1: Off-Street Car Parking.

(3) Shared zones are to be provided in the locations identified on Figure 3.6: Street network and hierarchy, which are to prioritise pedestrian and cycle movements and to facilitate local vehicular access only.

(4) Temporary vehicular access may be permitted in the two locations shown in Figure 3.6: Street network and hierarchy to facilitate staging of development and are thereafter to be pedestrianised.

(5) Once pedestrianised the temporary vehicular access crossing Green Square plaza adjacent to the public building may continue to be used for occasional timed-controlled access to temporary events within the plaza and for emergency and community vehicles when required. The temporary vehicular access is to be paved consistent with the materials in the plaza to differentiate this access from other permanent streets within the Town Centre and aid its visual integration within the plaza.

(6) Vehicular traffic is to circulate around the Town Centre in accordance with Figure 3.23: Access and circulation.

(7) Traffic management devices are not to impede cycle or pedestrian movements.

(8) The design of Zetland Avenue and Geddes Avenue is to allow for overland stormwater flows from the east of the Town Centre.

(9) Street trees are to be provided as indicated in Figures 3.8 to 3.22: Indicative Street Sections and are to be of frangible species so as not to pose a crash risk to users.

Note: Land uses provided in the Figures 3.8 to 3.22: Indicative Street Sections are indicative only. For required land use at ground floor, first floor, and second floor and above, refer to Figure 4.1, Figure 4.2 and Figure 4.3 Land Use.

GSTC 3.3.2 Eastern Transit Corridor and Bus priority/Light rail access

The Eastern Transit Corridor (the "ETC") will connect the eastern suburbs of Green Square to Transport Place through the Town Centre, along Zetland Avenue and across the plazas. It will operate as a high capacity transport corridor that is critical to the successful development of Green Square Town Centre as an accessible and sustainable major centre for the southern areas of the City of Sydney.

It ~~will~~ may be developed in two stages ~~with~~ where the initial stage ~~to~~ may accommodate bus priority access, pedestrian links, cycleways and quality urban design elements. A future light rail alignment is to be protected to enable the implementation of light rail through the ETC and plazas in a later stage of development.

Objectives

(a) Facilitate the staged development of bus priority measures and light rail in the Green Square Town Centre to link Green Square Town Centre with the Victoria Park and Epsom Park neighbourhoods and the rest of the City.

(b) Ensure the ETC is designed predominantly for cycle and pedestrian movements, and transit, including light rail.

(c) Ensure that new streets and plazas are designed to enable the future incorporation of a light rail system.

(d) Ensure the incorporation of high quality urban design elements (for example street furniture, attractive materials) to integrate bus priority access within the plazas.

(e) Ensure the safety of pedestrians and other users of the plazas, access ways and street system, through good design.

(f) Set out the location of potential bus stops and transport nodes.

Provisions

(1) Continuous paths of travel for all users are to be provided through the ETC and plazas with the use of level or gently sloping surfaces, kerb ramps or flush pavements, where appropriate.

(2) The ETC:

1. is to be constructed in accordance with the Zetland Avenue indicative street types and sections in this section of the DCP, in so far as the ETC runs through the Town Centre; and

2. is to be of a width to ensure sufficient space is provided for cycleways, bus priority access and the introduction of light rail in accordance with Figure 10.1: Transport Structure Plan and Table 3.3: ~~Stage 1~~ Development Requirements - ETC and Plazas. ~~and Table 3.4: Stage 2 Development Requirements - ETC and Plazas..~~

(3) The plazas:

a) are to be of a width to ensure sufficient space is provided for shared pedestrian and cycle access, bus priority access and the introduction of light rail, demonstrated at Figure 3.24: ~~Initial stage plaza~~ ETC Terminus- Plaza section and Figure 3.25: ~~Later stage plaza~~ ETC Corridor- General Interface-Plaza section; and

b) ~~are to~~ may incorporate bus priority access at grade to allow access for buses to and from Botany Road, in the initial stage of development.

~~(4) The initial stage of development of the ETC and plazas is to satisfy the requirements set out in Table 3.3: Stage 1 Development Requirements – ETC and Plazas.~~

(4) The development of the ETC and plazas is to satisfy the requirements set out in Table 3.3: Development Requirements- ETC and Plazas.

~~(5) The later stage of development of the ETC and plazas is to satisfy the requirements set out in Table 3.4: Stage 2 Development Requirements – ETC and Plazas.~~

Table 3.2: Indicative Street types (subject to detailed design)

~~STAGE 1: BUS CORRIDOR AND PROTECTED FUTURE LIGHT RAIL ALIGNMENT~~		
~~Type~~	~~Reservation width~~	~~Design considerations~~
~~ETC~~	~~Light rail reservation - 15m (may include bus priority access: 2 lanes at 3.3m each)~~	~~a. Significant east-west road connecting into the Green Square Town Centre.~~ ~~b. Function as a high capacity transport corridor with bus priority access lanes, light rail reservation, pedestrian footpaths, a dedicated cycleway and traffic lanes.~~
~~Plazas~~	~~Light rail reservation - 15m (may include bus priority access: 2 lanes at 3.3m each)~~	~~a. Function as a high capacity transport corridor with bus priority access lanes, light rail reservation and shared pedestrian and cycle access as indicated at Figure 10.1: Transport Structure Plan.~~ ~~b. Provide bus priority access lanes, north of the public building in Green Square plaza, to connect with Botany Road.~~ ~~c. Provide continuous bus priority access into the ETC and the continuation of the Dunning Ave alignment (Paul Street) at the eastern end of the plazas.~~ ~~d. Provide bus priority access lanes at grade with the pedestrian plaza areas, with bollards and signage at appropriate locations as shown at Figure 3.24: Initial stage plaza section.~~ ~~e. Provide bus stops and shelters at locations marked on Figure 10.1 – Transport Structure Plan.~~

~~**Table 3.3: Stage 1 Development Requirements – ETC and Plazas**~~

The later stage of development of the ETC and plazas is to satisfy the requirements set out in Table 3.4: Stage 2 Development Requirements – ETC and Plazas.

DEVELOPMENT REQUIREMENTS ETC AND PLAZAS		
Type	**Reservation width**	**Design considerations**
ETC	Light rail reservation –variable width (may include bus priority access: 2 lanes at 3.25m each)	a. Significant east-west road connecting into the Green Square Town Centre. b. Function as a high capacity transport corridor with bus priority access lanes (initial stage only) a light rail alignment, pedestrian footpaths, a dedicated cycleway and traffic lanes.
Plazas	Light rail reservation – variable width (may include bus priority access: 2 lanes at ~~3.3~~ 3.25m each)	a. Function as a high capacity transport corridor with potential for bus priority access lanes (initial stage only), a light rail line and shared pedestrian and cycle access as indicated at Figure 10.1: Transport Structure Plan. b. Provide potential for bus priority access lanes (initial stage only), light rail line, north of the public building in Green Square

DEVELOPMENT REQUIREMENTS ETC AND PLAZAS		
Type	**Reservation width**	**Design considerations**
		plaza, to connect with Botany Road. c. Provide a continuous light rail line into the ETC at the eastern end of the plazas. d. Provide continuous bus priority access into the ETC and the continuation of the Dunning Ave alignment (Paul Street) at the eastern end of the plazas. e. Provide potential for bus priority access lanes (initial stage only), and the light rail line at grade with the pedestrian plaza areas, with bollards and signage at appropriate locations as shown at Figure 3.24: Terminus section. ~~Later stage plaza section.~~ f. Provide bus stops, light rail stops and shelters at locations marked on Figure 10.1: Transport Structure Plan.

Table ~~3.4~~ 3.3: ~~Stage 2~~ Development Requirements – ETC and Plazas

GSTC 3.3.3 Barker Street

Objectives

(a) Provide a north-south access through the Town Centre core and establish a more fine-grained pattern of street blocks.

(b) Be designed to create a more intimate city street in contrast to the expanse of the urban plaza areas.

Provisions

Barker Street is to:

(1) provide controlled vehicular access for drop-off, emergency vehicles and the like, and to support the library and plaza activities ~~support two-way traffic with parking and street tree planting outside of the plaza crossing~~; and

(2) be designed and finished so as to provide a visual and physical link between the Neilson Square and Green Square plazas.

GSTC 3.5 Staging and Implementation

Objectives

(a) Ensure that the redevelopment of the Green Square Town Centre is coordinated in an orderly manner to ensure the activities of adjacent sites and amenity of residential neighbours are not adversely impacted upon.

(b) Address the stormwater and flood management at the outset of construction works, thus ensuring adjacent areas are not adversely affected.

(c) Secure the public domain required to support the Town Centre at the earliest opportunity.

(d) Ensure that as far as practicable, the development of sites can occur independently, without reliance on infrastructure from adjacent sites.

(e) Provide vehicular access during the construction phase of sites in the Town Centre.

(f) Facilitate the staged closure of roads and shareways to vehicular traffic in identified locations in the Town Centre.

Provisions

(1) All sites to be redeveloped are to have a public road frontage and be accessible via a public street.

(2) Development must ensure that flood and stormwater management solutions are co-ordinated with each stage of development.

(3) Temporary vehicular accesses are permitted in the two locations shown on Figure 3.6: Street network and hierarchy to facilitate the staging and construction of development and thereafter are to be closed to vehicular traffic and pedestrianised.

(4) ~~The temporary vehicular access that runs beside the public building, as indicated on Figure 3.6: Street network and hierarchy in section GSTC 3.3 Street network of this DCP:~~

~~(a) is to be open for temporary vehicular access to the development sites to the south of the plaza area until Geddes Avenue is constructed;~~

~~(b) is to be closed to vehicular access and become a pedestrian priority lane once Geddes Avenue is constructed; and~~

~~(c) is to be designed with removable bollards or planter boxes or the like, so that it may be opened or closed to vehicular access from time to time, to provide access to the public building and to accommodate special functions in Green Square plaza.~~

(5) The street that runs east-west, perpendicular to Botany Road and north of 517 Botany Road, as indicated on Figure 3.6: Street network and hierarchy in section GSTC 3.3 Street network of this DCP:

(a) is to be open for temporary vehicular access to the development sites to the south of the Green Square plaza and north of Tosh Lane until Paul Street is constructed; and

(b) is to be closed to vehicular access and become a pedestrian priority lane when Paul Street is constructed.

[4] Section GSTC 6 - Building Layout, Form and Design

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

GSTC 6.3 Building Layout

(1) Buildings are to be located within the sites nominated in Figure 6.1: Development Sites.

(2) The layout of buildings within the development sites are to be consistent with the following principles:

(a) buildings are to address the street and be aligned with streets to form broken perimeter blocks with building breaks where appropriate;

(b) full height gaps are to be provided between buildings for solar access and visual connections between street and private open spaces within blocks; and

(c) buildings are to step down in height toward the south and east of the Town Centre adjacent to existing lower scale development.

(3) The built form layout is to be generally consistent with that shown in Figure 6.5: Illustrative building footprints. Alterations to that layout will only be considered where they demonstrate an improved public benefit and design excellence.

(4) The public building is to:

(a) be provided generally within Green Square plaza in development site 20;

(b) be designed as a landmark building;

(c) ~~have a ground floor~~ be designed so as to maximise the activation of Botany Road and Green Square plaza through active uses and integration into the public domain;

(d) incorporate a degree of transparency at-grade to allow for visual connection between Transport Place and Green Square plaza;

(e) be designed to ~~buffer~~ minimise the impact of traffic noise from Botany Road to Green Square library and plaza;

(f) consider the provision of shelters for weather protection:

i. for pedestrians using the tram and bus stops at the north-western corner of Green Square plaza; and

ii. for pedestrians waiting for buses along Botany Road;

(g) be located with regard to:

i. the location of underground stormwater infrastructure;

ii. the location of the future underground green infrastructure network; and

iii. the social, cultural and community requirements of the space/facility.

(h) be supported with below ground cycle and communal car parking facilities (where appropriate); and

(i) be ~~oriented east-west, along the transport corridor, up to~~ built to a maximum of ~~4~~ 8 storeys, whilst minimising overshadowing impacts on the public domain. ~~and providing a north-south arcade (refer to Figure 6.6: Public building oriented along transport corridor).~~

Table 6.2: Height of Buildings
Amend the table as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

Site	Maximum height of buildings in storeys above ground level	Height of buildings in metres* above the FPL or assumed ground level including building services	Height of buildings in metres* above the FPL or assumed ground level excluding building services but including parapets	Street frontage height in storeys	Street frontage height in metres* above the FPL or assumed ground level
1	8	35	33.5	-	-
	21	87	82.5	-	-
2	15	63	60	-	-
3	8	34	32.5	-	-
4	8	34	32.5	-	-
5A	4	18.5	17	-	-
	28	95.5	90.5	8	29.5
5B	2	8	-	-	-
	10	37	35.5	8	29
6	8	31	29	-	-
	10	37	35.5	8	29
	18	63.5	60	-	-
7	8	29	29	-	-
	12	43.5	41.5	-	-
	15	55.5	50.5	8	29
8A	8	33	33	-	-
	24	97.5	93	8	33
8B	17	72.5	67	-	-
8C	4	19	17	-	-
	9	33	32	-	-
	13	47	44.5	9	32
	24	83.5	78.5	9	32
8D	10	37	35	8	29
9A	11commercial or 14 residential	48.5	46.5	12	40.5
9B	10	35.5	33.5	8	28.5
10A	10	36.5	34.5	8	28.5
10B	8	30	28.5	-	-
11A	8-9	30.5	30.0	7	24
11B	3	12.5	11.5	-	-
	6	21.5	21.0	-	-

11C	8	30.5	29.0	6	23
12A	8	30.5	28.5	-	-
	10	36.5	34.5	8	28.5
	14	49	47	8	28.5
12B	6	23	21	-	-
12B	3	13.5	12		
13A	6	25	23	-	-
	8	31	29.5	-	-
	10	37	35.5	8	29
	18	63.5	60	8	29
13C	3	14	12	-	-
	6	23.5	21.5	-	-
	8	29.5	28.5	-	-
13B	3	14	12	-	-
14	4	16	15.5	-	-
	6	23.5	22.5	-	-
	10	36.5	35	8	28.5
	12	43	41	10	35
15A	22	77	72	-	-
15B	12	43.5	42	10	35
15C	1	3	1.5	-	-
	4	15.5	14.5	-	-
	12	43	42	10	35.5
15D	4	15.5	14.5	-	-
	6	25	23	-	-
16A	2	8	6	-	-
	10	37.5	35.5	8	29
16B	2	8	6	-	-
	10	37.5	35.5	8	29
17	8	30.5	29	-	-
	12	43.5	41.5	8	29
18	18	64.5	59.5	-	-
19A	4	19	17	-	-
	9	32.5	32.5	-	-
	13	47	44.5	9	32.5
	21	74.5	69.5	9	32.5
19B	9	32	32	-	-
	10	37.5	35.5	8	29
20	~~6~~ 8	~~26~~ 31	~~24~~ 25	-	-
	~~5~~	~~22~~	~~20~~	-	-
	~~3~~	~~16~~	~~14~~	-	-

FPL= Flood Plain Level

[5] Section GSTC 8 - Environmental Management

GSTC 8.4 Waste

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough.~~

Objectives

(a) Reduce the amount of construction and demolition waste going to landfill.

(b) Reduce the amount of waste generated in the operation of a development from going to landfill.

(c) Ensure waste from within developments can be collected and disposed of in a manner that is healthy, efficient, minimises disruption to amenity, and is conductive to the overall minimisation of waste generated.

Provisions

(1) A waste management plan detailing how waste is to be minimised during demolition and construction of a development and over its effective life is to be submitted with the Development Application. It should include (but is not limited to):

  (a) details regarding how waste is to be minimised within a development;

  (b) estimations of quantities and types of materials to be re-used or left over for removal from the site;

  (c) details regarding the types of waste and likely quantities of waste to be produced;

  (d) a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas;

  (e) details of reusing or recycling methods for waste either on-site or off-site;

  (f) targets for recycling and reuse;

  (g) nomination of the person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste;

  (h) confirmation that all waste going to landfill is not recyclable or hazardous; and

  (i) measures to reuse or recycle at least 80% of construction and demolition waste, either on site or diverted for reuse and recycling with receipts sufficient to demonstrate the target will be achieved.

(2) The waste management plan must also address the generation of waste from the occupants of the development. It should include (but is not limited to):

  (a) plans and drawings of the proposed development that show the location and space allocated to the waste management facilities;

  (b) nomination of the waste collection point for the site;

  (c) deification of the path of access for users and collection vehicles;

(d) details of the on-going management of the storage and collection of waste, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and

(e) where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste management arrangements.

(3) Development should incorporate the requirements and provisions of the City's waste policies, with primacy given to the provisions of this DCP.

(4) Developments must allow for off-street collection of waste.

(5) Waste must be stored in the largest residential bin sizes available from the Council to practically service the development.

(6) Buildings with 100 or more apartments must provide steel skip compaction systems to be installed prior to issue of Occupation Certificate.

~~2. Development should incorporate the requirements and provisions of the City of Sydney Code for Waste Minimisation in new Developments 2005.~~

~~3. Buildings within the Town Centre are encouraged to provide the necessary connections to and in-building infrastructure to enable the connection to an automated waste collection system.~~

~~4. Internal automated waste infrastructure and the external connection to an evacuated waste system underground pipe network is to be provided with separate chutes for recyclable and non-recyclable waste.~~

[6] Section GSTC 10 – Transport and Parking

GSTC 10.4 Vehicle access and footpaths

Objectives

(a) Ensure that vehicle access does not impact on the safety of pedestrians, users of access ways and the street system or street frontage activity.

(b) Ensure that car parking, vehicle access, and loading and servicing areas are functional and integrated with the form and arrangement of buildings on the site.

Provisions

(1) Unless it can be demonstrated in a Traffic Impact Study to the Consent Authority's satisfaction that it is not practicable, vehicular access is to be provided according to the vehicular access points indicated by a red arrow for all sites within the Green Square Town Centre in Figure 10.2: Integrated basement car parking.

(2) Alternative access points to those identified in Figure 10.2: Integrated basement car parking may be acceptable where they utilise existing access points.

(3) Despite provision (1) above, temporary vehicular access is permitted in accordance with section GSTC 3.5 Staging and Implementation and Figure 3.6: Street network and hierarchy of this DCP.

(4) Where a driveway is proposed across a major pedestrian thoroughfare/ footpath, additional safety measures may be required including a parking attendant or signals to manage access. The driveway is to cross the footpath at footpath level.

(5) Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths.

(6) Walking routes through large car parks are to be clearly delineated with appropriate markings, pedestrian crossings and signposting.

(7) Vehicular access is to be designed to give priority to pedestrians and bikes by continuing the type of footpath material and grade.

(8) Vehicle access/egress is to be a single crossing with a maximum width of 3.3m over the footpath, and perpendicular to the kerb alignment as shown in Figure 10.4: Vehicle crossing points below. A wider crossing may be acceptable if it can be demonstrated that compliance with this provision has a detrimental impact on the flow of traffic entering the site.

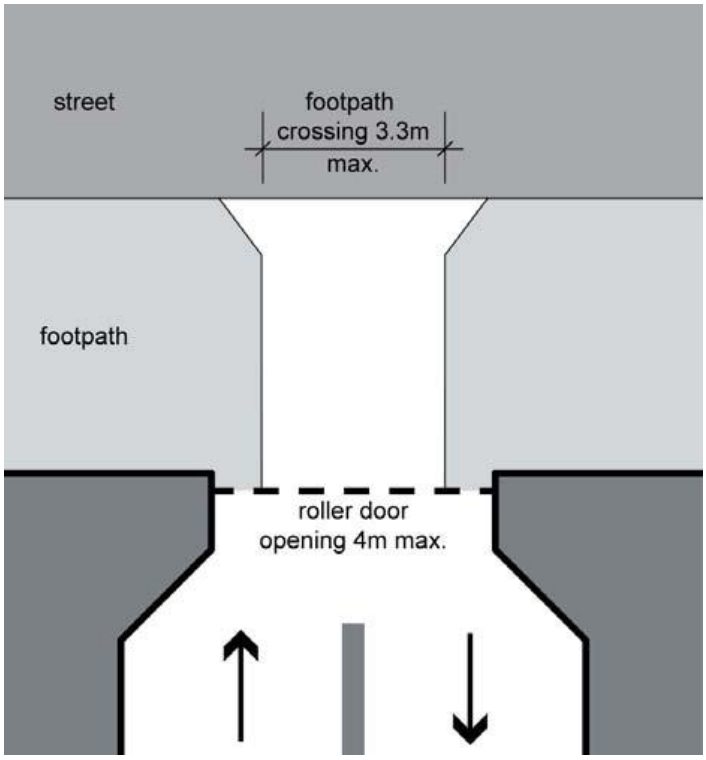


Figure 10.4: Vehicle crossing points.

(9) Vehicle ramps are to be located inside the building and where practicable are not to be visible from the public domain.

(10) Access is to be designed to avoid reversing movements into or out of a public street for all developments. If necessary, a mechanical turntable may need to be installed to achieve this requirement.

(11) Where possible adjoining developments should share/amalgamate vehicle entry/exit points. Internal on-site signal equipment is to be used to allow shared access.

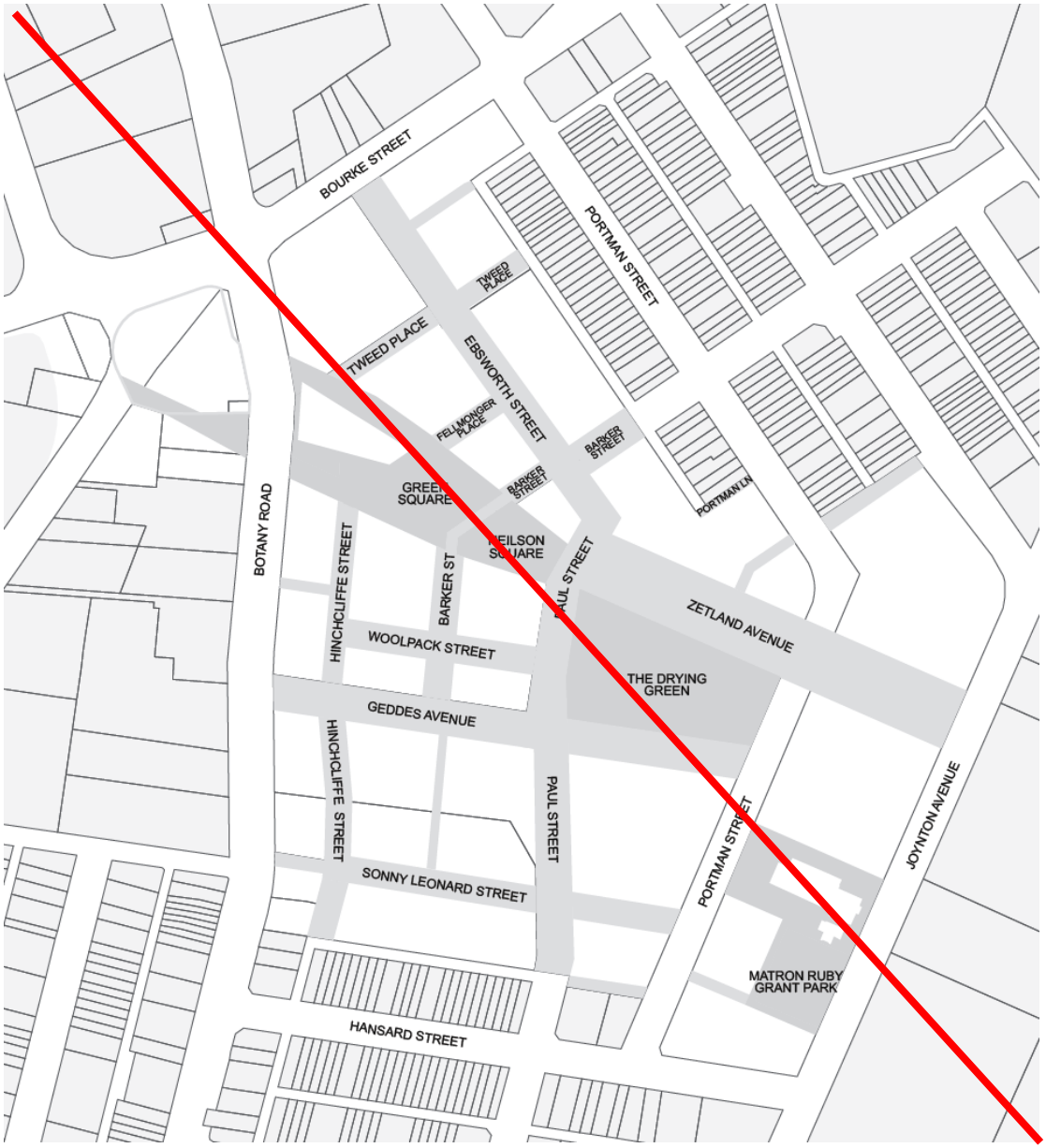
(12) Direct access to a designated arterial or sub-arterial road is not permitted wherever an alternate access can be provided.

(13) Service vehicle access is to be combined with parking access and provided in accordance with other controls for vehicular access in this DCP.

[7] Amendments to Figures

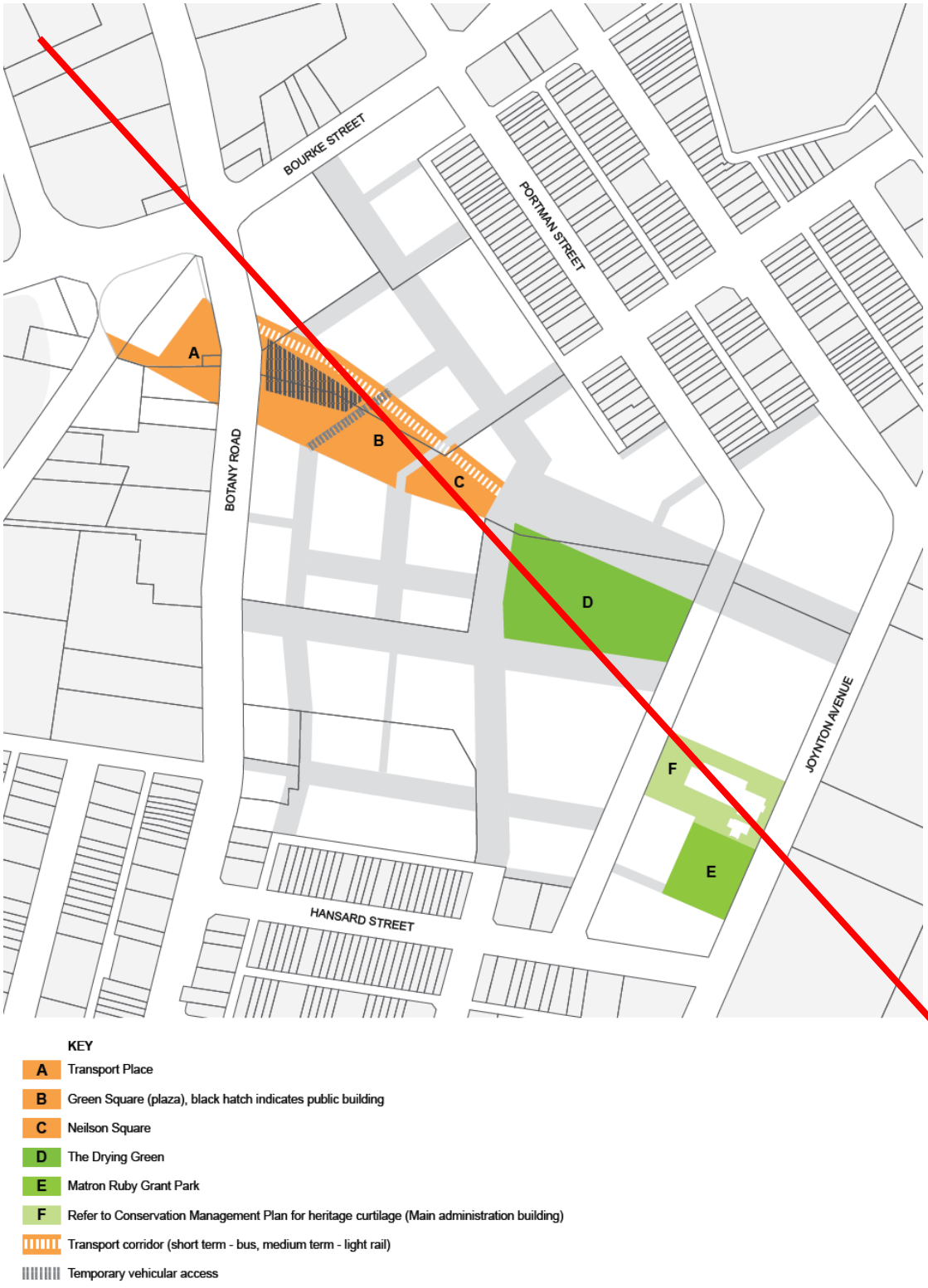
Delete Figures marked with a red line and replace with the following figures:

Figure 1.1: Site Identification Map
Figure 3.1: Public Open Space
Figure 3.2: Direct sunlight to Green Square Plaza
Figure 3.6: Street Network and Hierarchy
Figure 3.7: Location of Street Sections
Figures 3.8 -3.22: Sections, various
Figure 3.12: Direct sunlight to Green Square plaza
Figure 3.23: Access and Circulation
Figure 3.24: ETC Terminus- Plaza Section
Figure 3.25 ETC Corridor (general interface) - Plaza Section
Figure 3.26: Through-site links and arcades
Figure 3.27: Flood Management Principles
Figure 4.1: Land use- ground floor
Figure 4.2: Land use- first floor
Figure 4.3: Land use- second floor and above
Figure 4.5: Location of active frontages
Figure 6.1: Development sites
Figure 6.5: Illustrative Building Footprints
Figure 6.6 Proposed Green Square Library and plaza
Figure 6.8: Building Height in Storeys
Fig 6.11: Illustrative aerial view of built form from North-west showing heights in storeys
Figure 6.14: Street frontage alignments and primary setbacks
Figure 6.15: Street frontage heights and secondary setbacks
Figure 10.1 : Long-term Transport Structure Plan
Figure 10.2: Integrated basement car parking



~~Figure 1.1: Site Identification Map~~

Figure 1.1: Site Identification Map

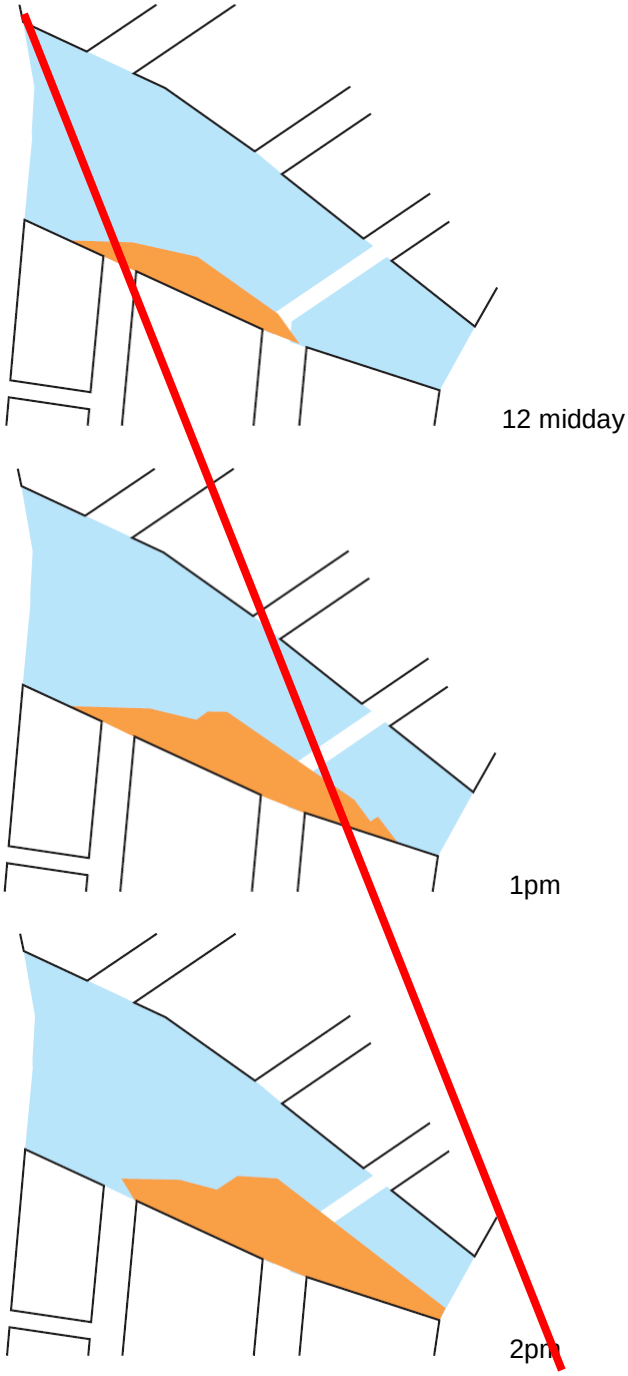


~~Figure 3.1: Public open space~~

KEY

A	Transport Place
B	Green Square (plaza)
C	Neilson Square
D	The Drying Green
E	Matron Ruby Grant Park
F	Refer to Conservation Management Plan for heritage curtilage (Main administration building)

Figure 3.1: Public open space



~~Figure 3.2: Direct sunlight to Green Square plaza~~
~~Note: the plan is to scale and the area in orange should be in direct sunlight.~~

12 midday

1pm

2pm

Figure 3.2: Direct sunlight to Green Square plaza
Note: the plan is to scale and the area in orange should be in direct sunlight.

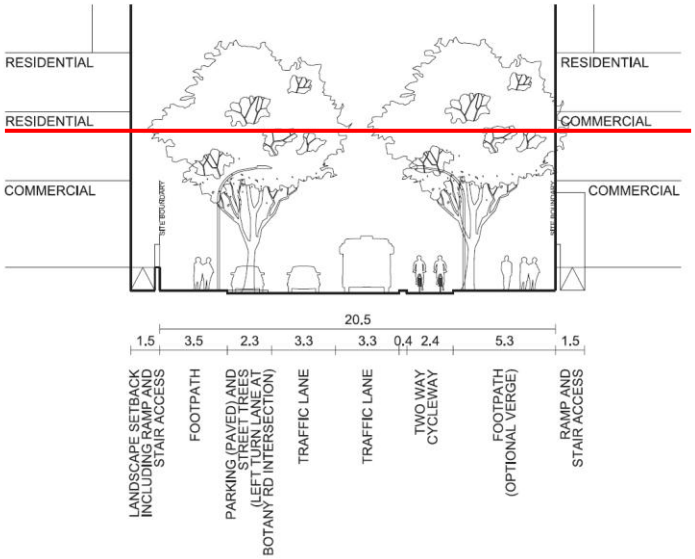
~~Figure 3.6: Street network and hierarchy~~

Figure 3.6: Street network and hierarchy

~~Figure 3.7: Location of Street Sections~~

Figure 3.7: Location of Street Sections

Figure 3.9: Geddes Avenue Indicative Street Section – 20.5m (Section B)



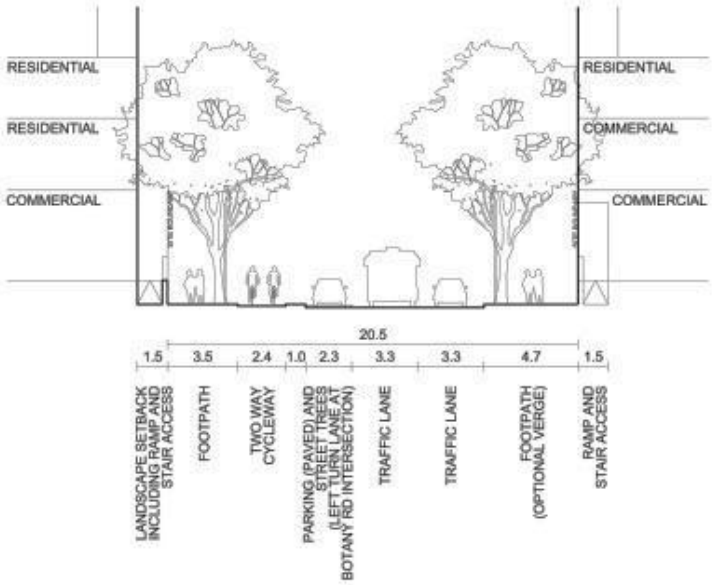
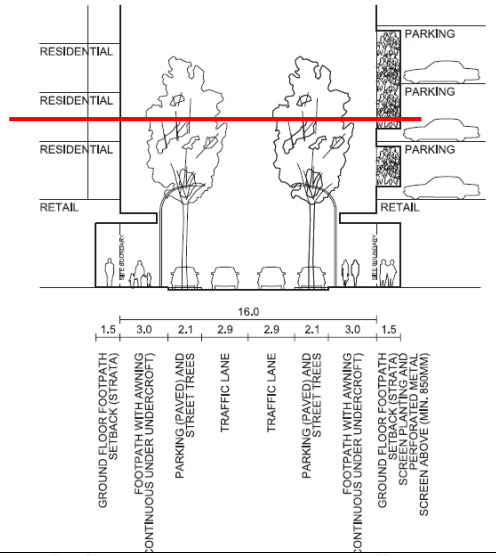


Figure 3.12: Local Street Type 2 Indicative Street Section – 16m (Section ~~E~~ P)



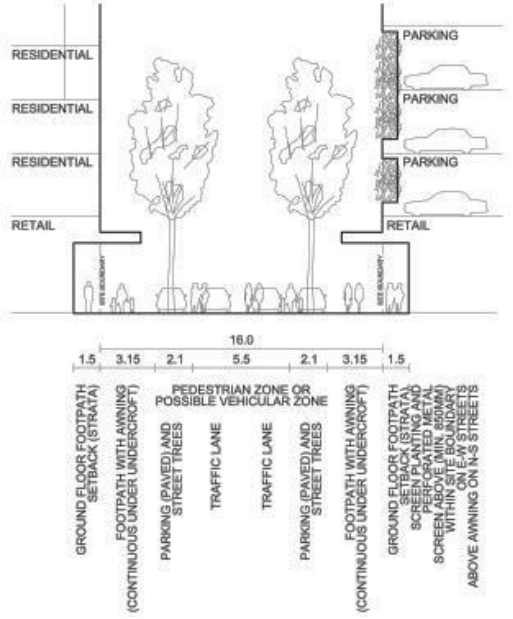


Figure 3.15: Local Street Type 3 Indicative Street Section – 12m (Section H)

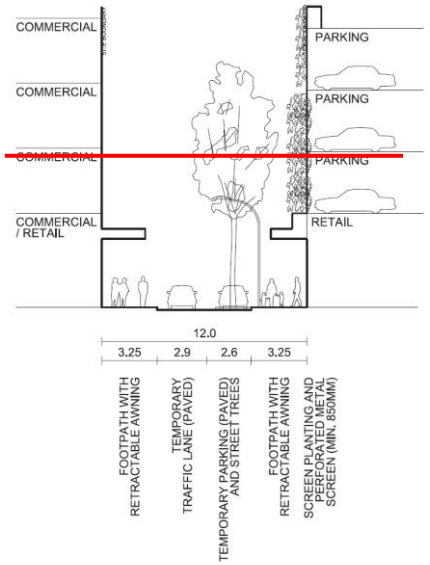
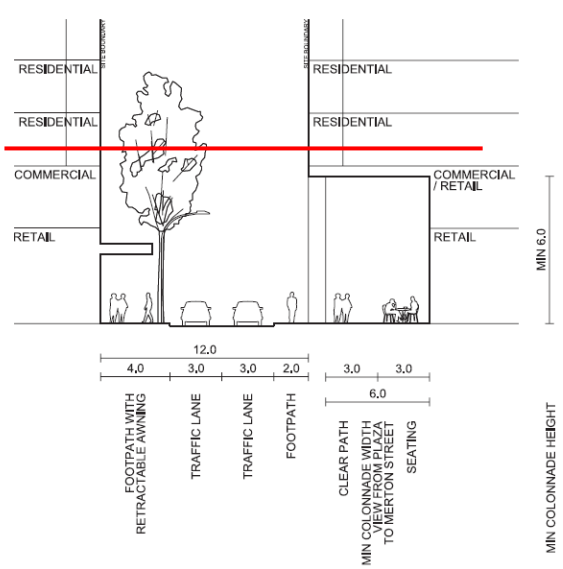
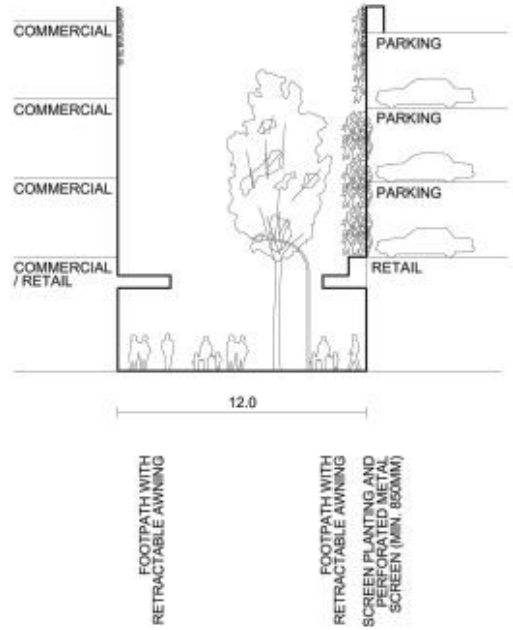


Figure 3.16: Local Street Type 3 Indicative Street Section – 12m (Section I)





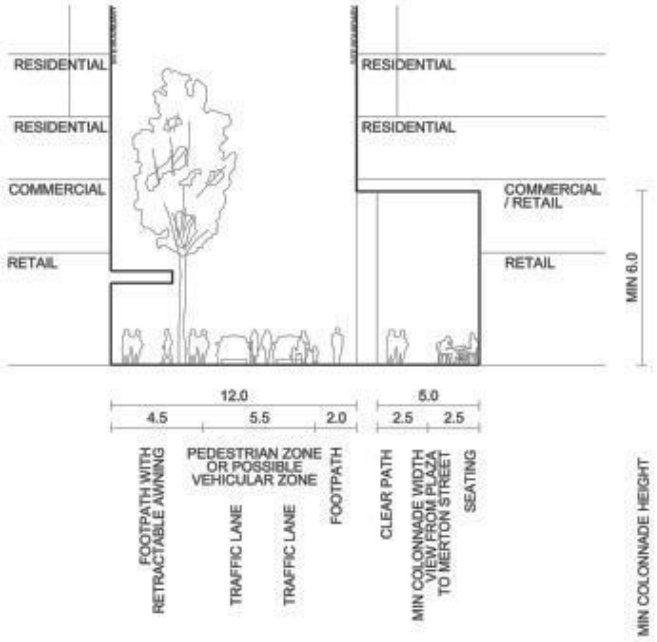
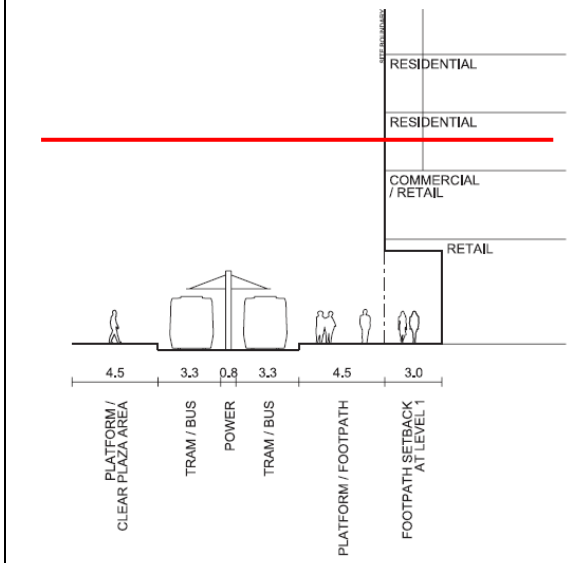


Figure 3.18: Indicative Transit Corridor Cross Section through Plaza (Section K)



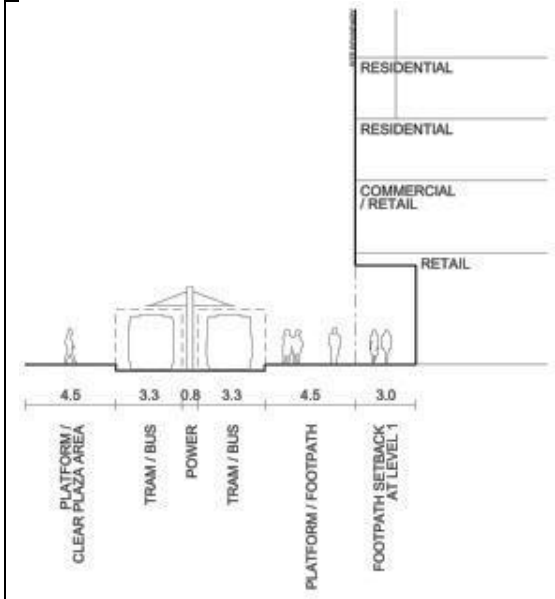
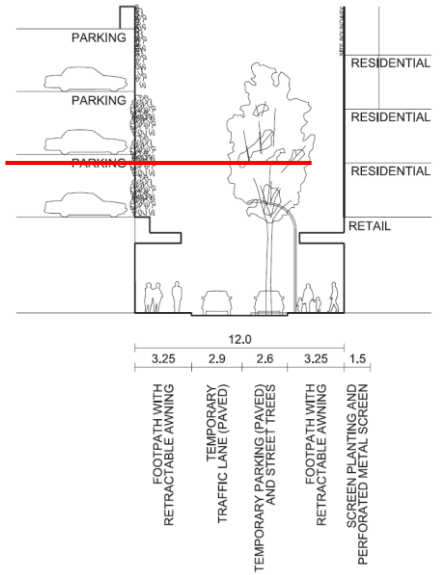
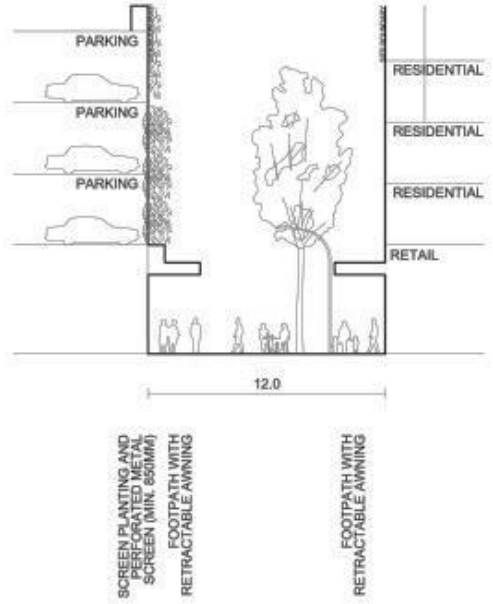


Figure 3.21: Local Street Type 3 Indicative Street Section – 12m (Section N)





~~Figure 3.23: Access and circulation~~

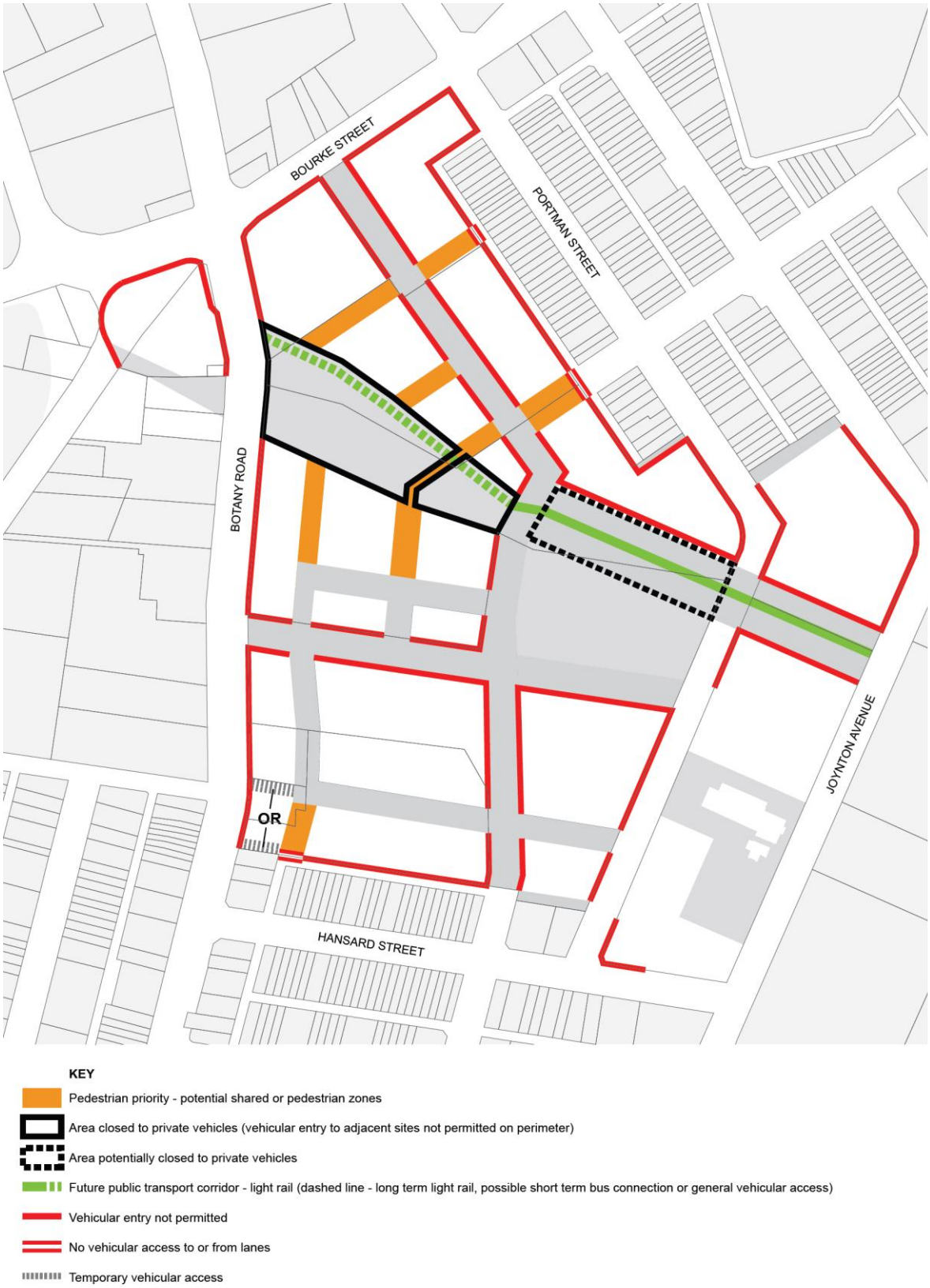
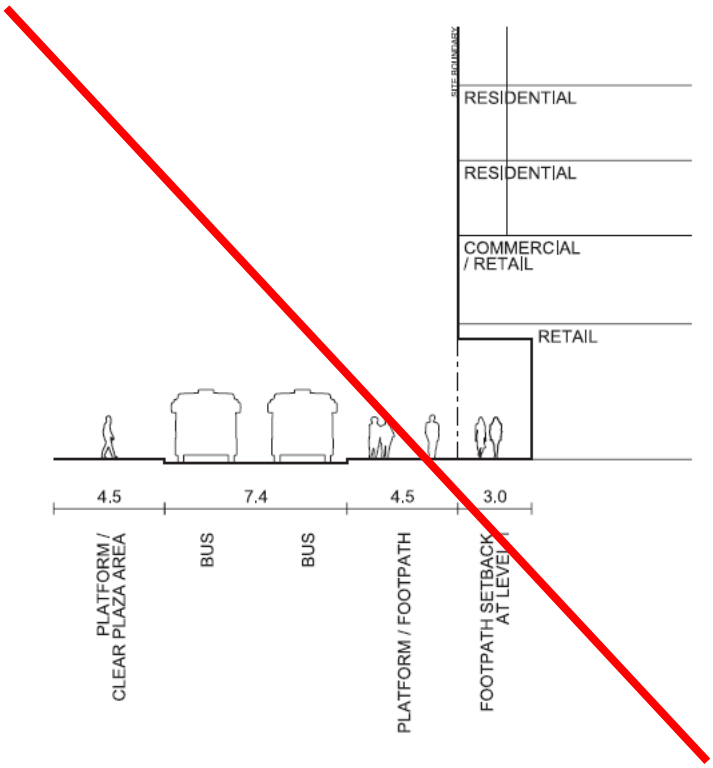


Figure 3.23: Access and circulation



~~**Figure 3.24: Initial stage plaza section**~~

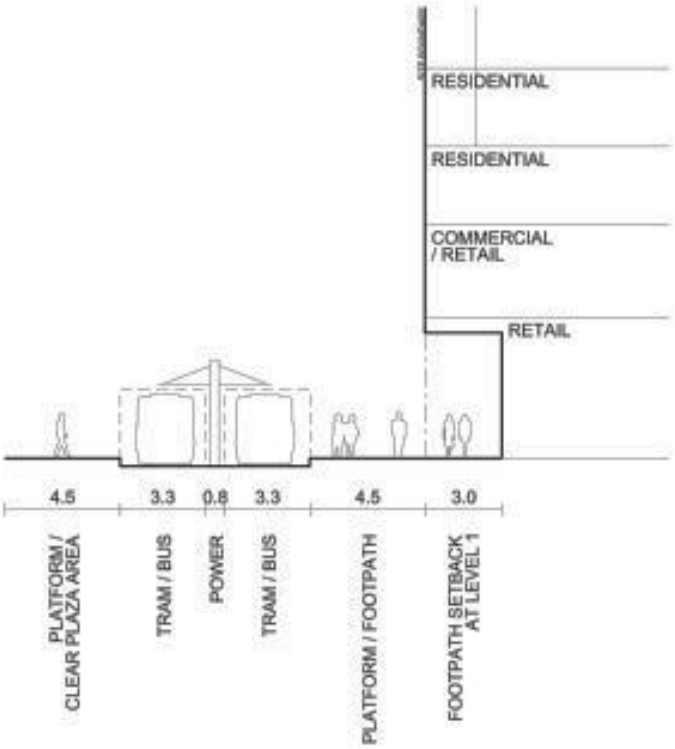
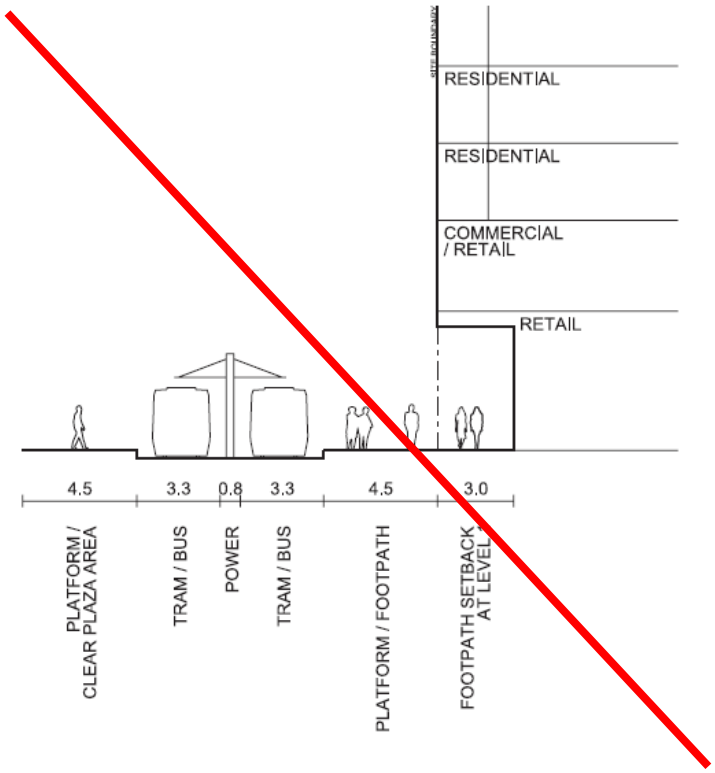


Figure 3.24: ETC Terminus-Plaza Section



~~**Figure 3.25: Later stage plaza section**~~

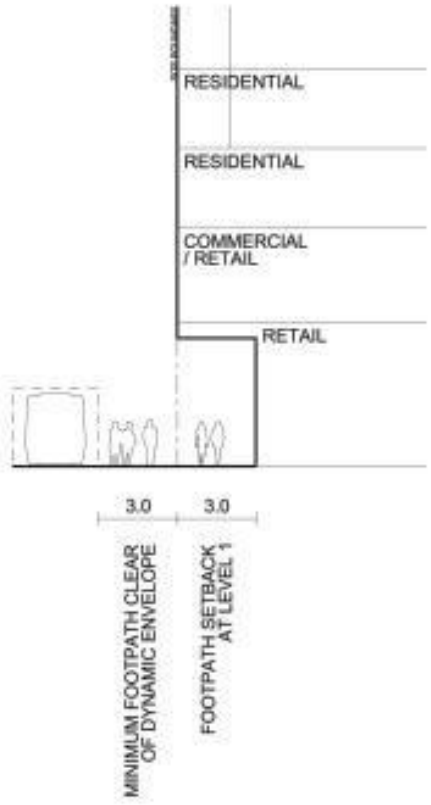


Figure 3.25 ETC Corridor (general interface) - Plaza Section

~~Figure 3.26: Through-site links and arcades~~

Figure 3.26: Through-site links and arcades

~~Figure 3.27: Flood Management Principles~~

Figure 3.27: Flood Management Principles

~~Figure 4.1: Land use - ground floor~~

Figure 4.1: Land use - ground floor

~~Figure 4.2: Land use - first floor~~

KEY

- Retail
- Commercial
- Retail or commercial (orange hatch - residential permissible)
- Community (including green infrastructure) or open space (A - potential site of green infrastructure hub)
- Residential, retail or commercial
- Car parking, retail or commercial

FIRST FLOOR

Figure 4.2: Land use - first floor

~~Figure 4.3: Land use - second floor and above~~

KEY

- Retail
- Commercial
- Retail or commercial
- Community (including green infrastructure) or open space (A - potential site of green infrastructure hub)
- Residential, retail or commercial
- Hatch - car parking permissible up to level 4

UPPER FLOORS

Figure 4.3: Land use - second floor and above

~~Figure 4.5: Location of active frontages~~

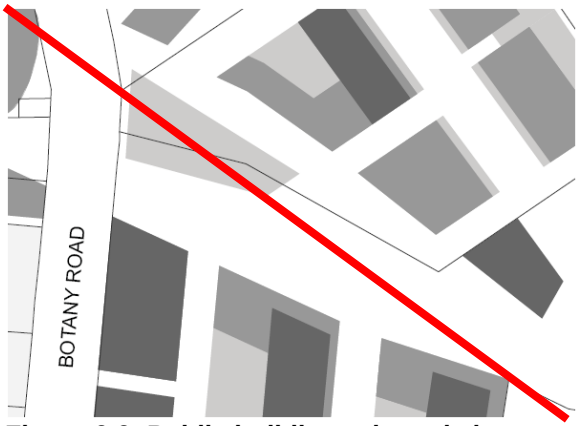
Figure 4.5: Location of active frontages

~~Figure 6.1: Development sites~~

Figure 6.1: Development sites

~~Figure 6.5: Illustrative building footprints~~

Figure 6.5: Illustrative building footprints



~~**Figure 6.6: Public building oriented along transport corridor**~~

Figure 6.6 Proposed Green Square Library and Plaza:

KEY

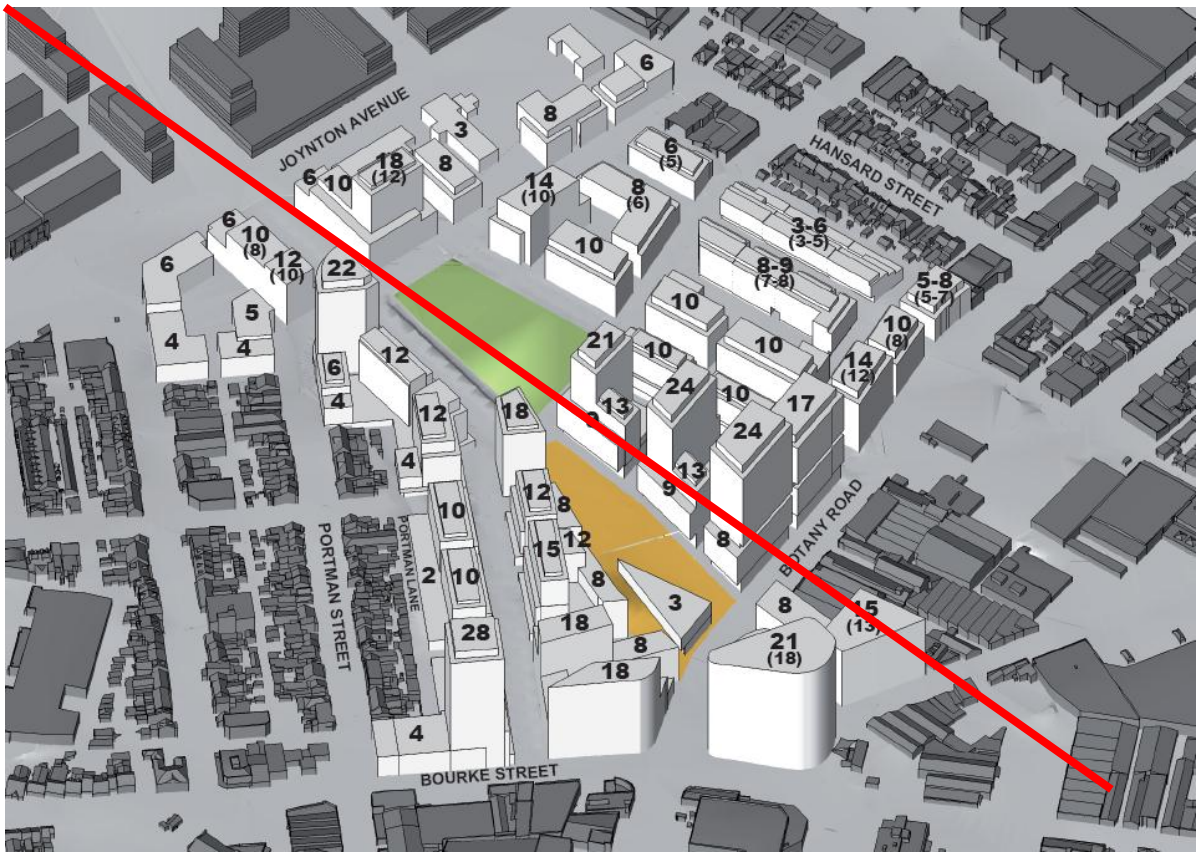
X	Maximum building height in storeys **including** additional floor space available through competitive design process (where applicable)
(X)	Maximum building height in storeys **excluding** additional floor space available through competitive design process - shown in brackets
✳	Heights subject to development meeting minimum sun access requirements to adjacent private open space as per GSTC DCP clause 6.10.2. Refer to building envelope diagram.

~~Figure 6.8: Building height in storeys.~~

KEY

X	Maximum building height in storeys **including** additional floor space available through competitive design process (where applicable)
(X)	Maximum building height in storeys **excluding** additional floor space available through competitive design process - shown in brackets
✳	Heights subject to development meeting minimum sun access requirements to adjacent private open space as per GSTC DCP clause 6.10.2. Refer to building envelope diagram.

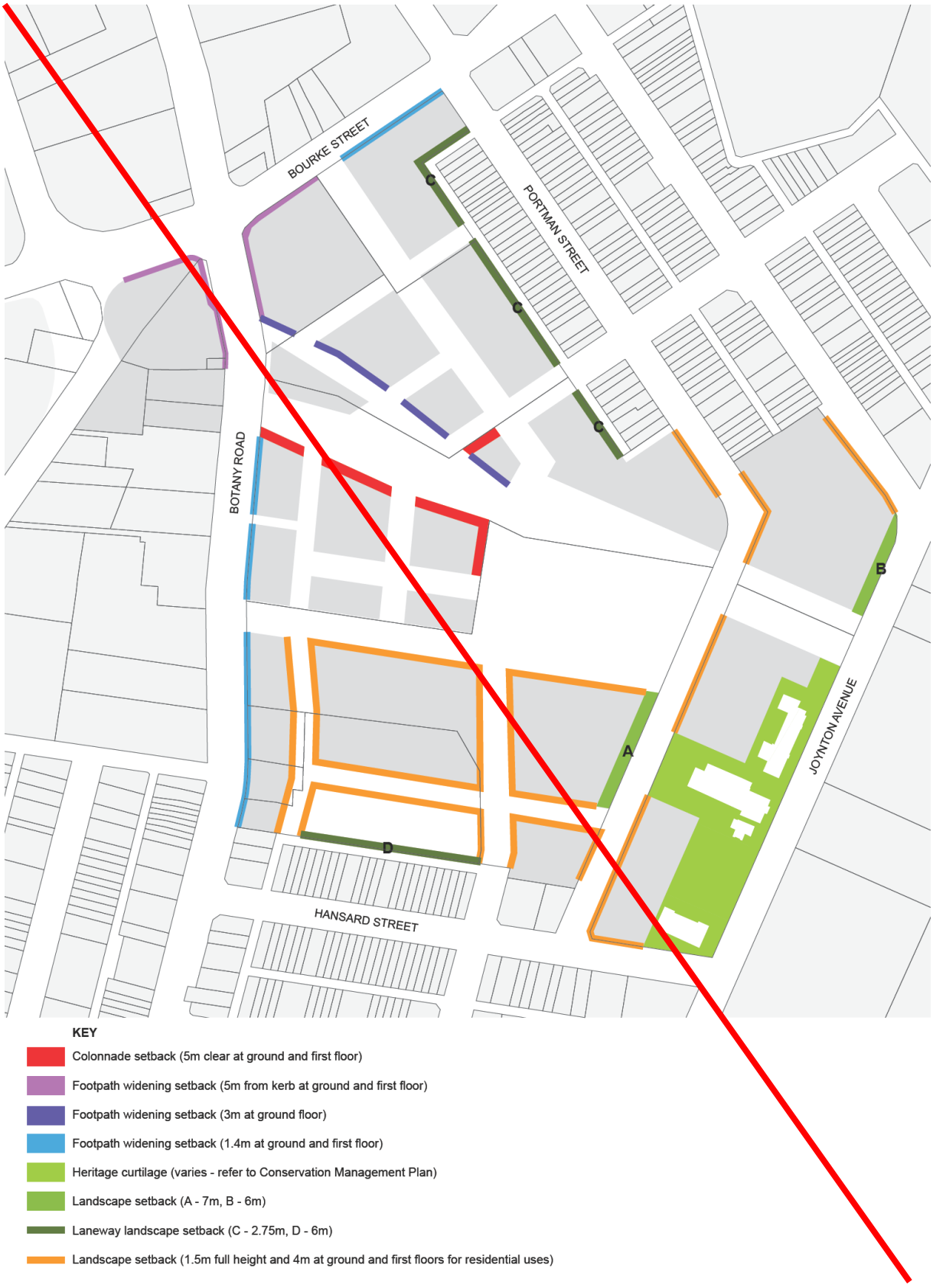
Figure 6.8: Building height in storeys.



~~Figure 6.11: Illustrative aerial view of built form from north-west showing heights in storeys~~

Figure 6.11: Illustrative aerial view of built form from north-west showing heights in storeys

(* Library building subject to competition and design development)



~~Figure 6.14: Street frontage alignments and primary setbacks~~

Figure 6.14: Street frontage alignments and primary setbacks

~~Figure 6.15: Street frontage heights and secondary setbacks~~

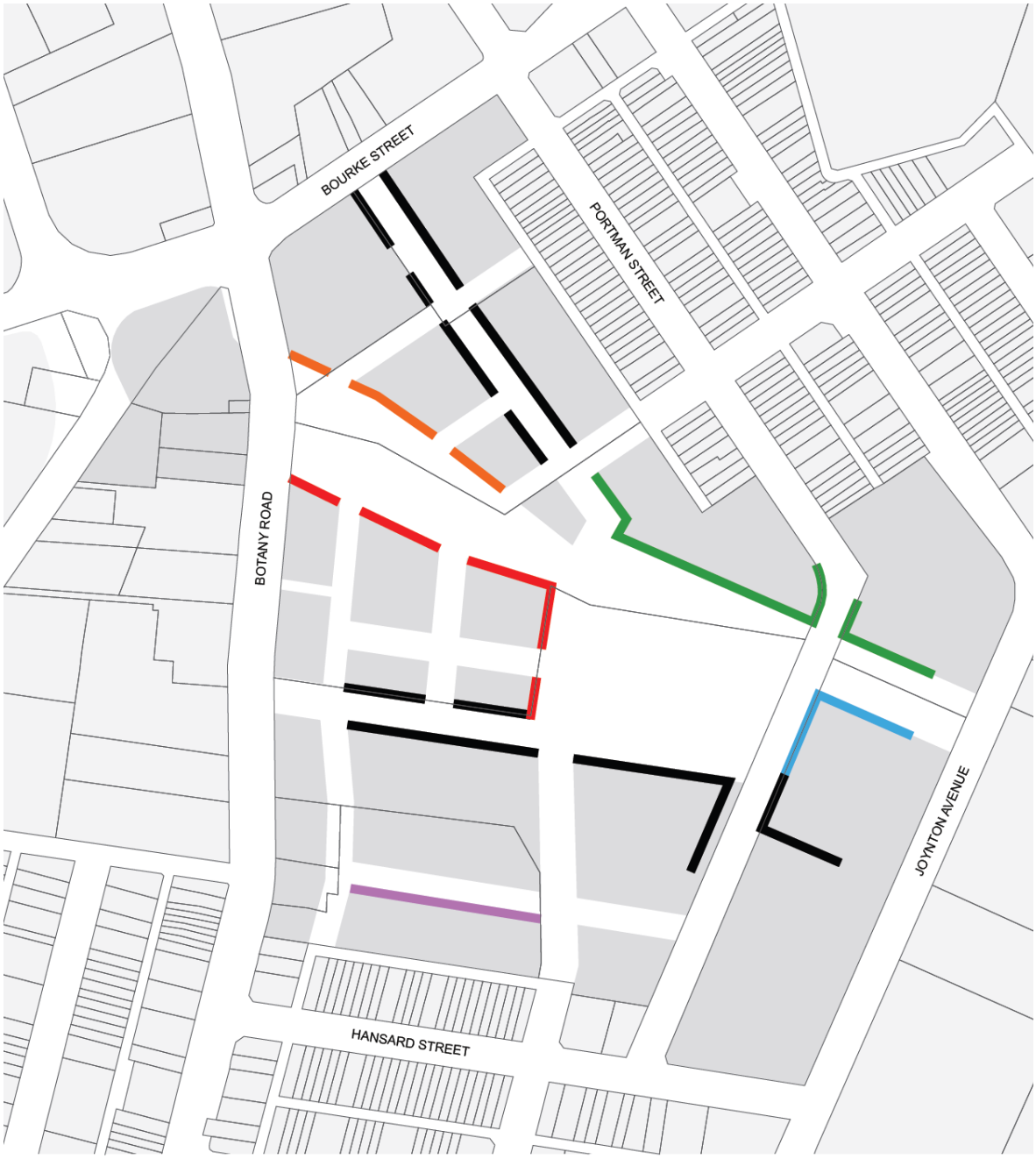


Figure 6.15: Street frontage heights and secondary setbacks

~~Figure 10.1: Transport Structure Plan~~

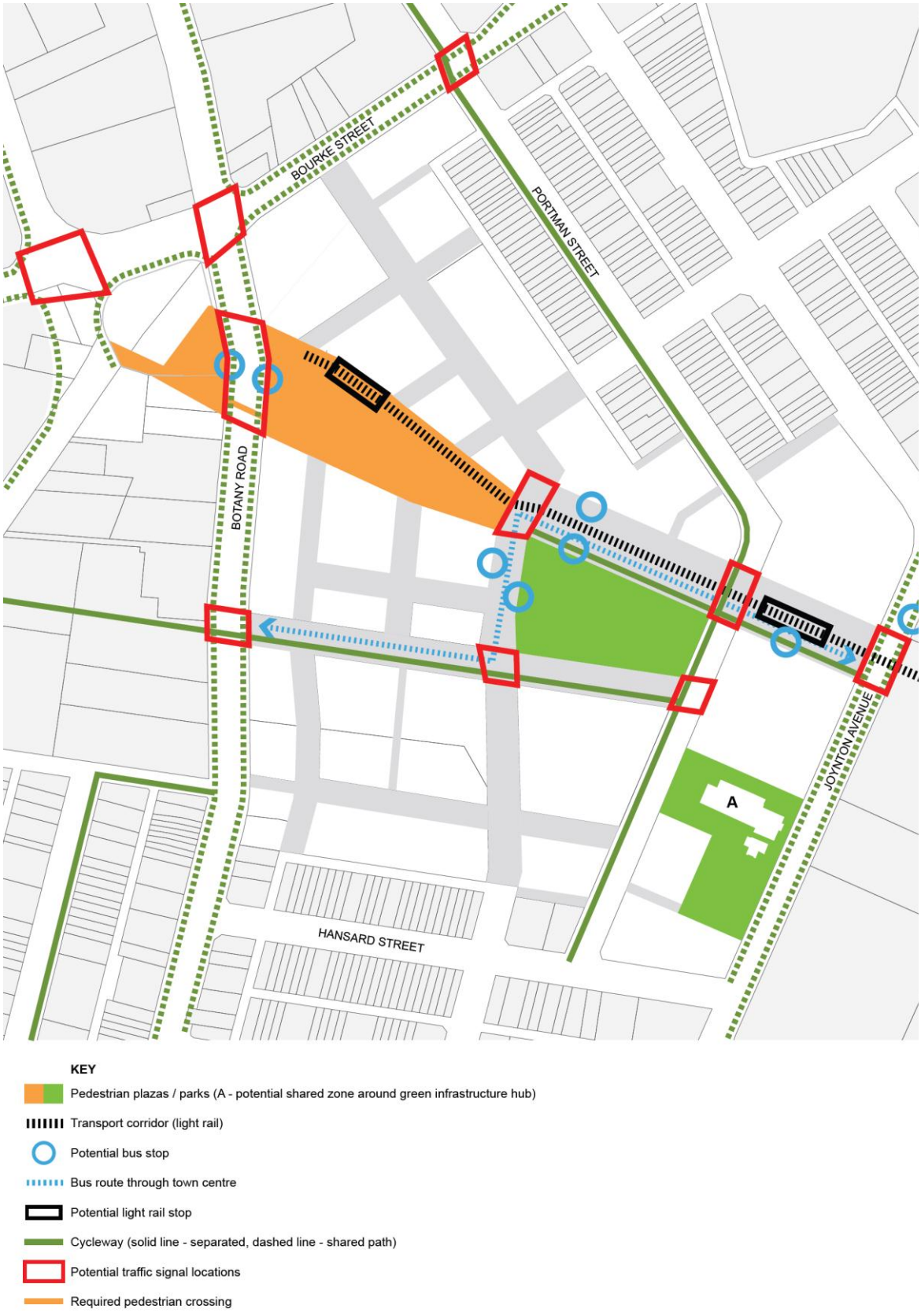


Figure 10.1: <u>Long-term</u> Transport Structure Plan

~~Figure 10.2: Integrated basement car parking~~

Figure 10.2: Integrated basement car parking