

The background of the lower half of the page features a dark blue diagonal band. Behind this band and extending to the right is a grayscale image of a city skyline with a prominent skyscraper. Overlaid on these elements are various white and gray geometric shapes, including cubes and rectangles, some of which are outlined or semi-transparent, creating a layered architectural effect.


Planning Proposal

138-142 Cronulla Street, Cronulla

Submitted to Sutherland Shire Council
On behalf of Munro Operations Trust Pty Ltd

April 2020

REPORT REVISION HISTORY

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TABLE OF CONTENTS

1. Executive Summary	7
1.1. Introduction.....	8
1.2. Background	8
1.2.1. Background to previous Planning Proposal.....	8
1.2.2. Consultation with Sutherland Council	8
2. The Site	9
2.1. Location and description	9
2.2. Current LEP Controls	12
2.3. Existing Development	13
2.4. Adjacent and surrounding development	14
3. Indicative Design Concept	15
3.1. Massing Principles	15
3.2. Design Concept.....	16
4. Objectives and intended outcomes.....	17
4.1. Objectives of the Planning Proposal	17
5. Explanation of the provisions.....	19
5.1. Amendment to Sutherland Shire Local Environmental Plan 2015.....	19
5.2. Sutherland Shire Development Control Plan 2015	20
5.2.1. Building Envelope	20
5.2.2. Cronulla Town Centre Building Height Map	21
5.2.3. Beach Park Avenue (Opposite Monro Park) Map	22
6. Justification	23
6.1. Need for a Planning Proposal	23
6.1.1. Is the PP a result of an endorsed local strategic planning statement, strategic study or report?.....	23
6.1.2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?.....	24
6.2. Relationship to Strategic Planning Framework	24
6.2.1. Will the PP give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?	24
6.2.2. Will the PP give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategic or strategic plan?	28
6.2.3. Is the planning proposal consistent with applicable state environmental planning policies?	33
6.2.4. Is the planning proposal consistent with the applicable Ministerial directions (s.9.1 directions)?	34
6.3. Environmental, Social and Economic Impact.....	37

6.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?	37
6.3.2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	37
6.3.3. Has the planning proposal adequately addressed any social and economic effects? 44	
6.4. State and Commonwealth Interests	45
6.4.1. Is there adequate public infrastructure for the planning proposal?	45
6.4.2. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?	46
7. Mapping.....	47
8. Community Consultation	48
9. Project Timeline.....	49
10. Conclusion.....	50
Appendix 1 Indicative Concept Plans	51
Appendix 2 Traffic Impact Assessment	52
Appendix 3 Economic Impact Assessment	53
Appendix 4 Urban Design Report.....	54
Appendix 5 Heritage Impact Statement.....	55
Appendix 6 Geotechnical Report.....	56
Appendix 7 Survey Plan	57
Appendix 8 Acoustic Review	58

FIGURES

Figure 1 Proximity of Cronulla (in yellow) to the three CBD's in the Greater Sydney Region Plan	9
Figure 2 Aerial of subject site (yellow) and local transport network	10
Figure 3 Aerial 3D view of Cronulla Town Centre	10
Figure 4 Aerial view, subject site outlined in red and shaded yellow	11
Figure 5: Land Zoning Map	12
Figure 6: Height of Building Map	12
Figure 7: Land Zoning Map	12
Figure 8: Heritage Conservation Area Map.....	12
Figure 9: Subject site – south east corner from Gerrale Street.....	13

Figure 10: Subject site – south west corner from Cronulla Street.....	13
Figure 11: View down Beach Park Road from the subject site	13
Figure 12: View of Munro Park from subject site	13
Figure 13: View to Cronulla Station from subject site	13
Figure 14: View looking to centre of Munro Park	13
Figure 15: View looking towards subject site from corner of Munro Park	14
Figure 16: View of Munro Park from subject site at ground level.....	14
Figure 17: Photomontage of indicative concept	17
Figure 18 View of Indicative Concept from Cronulla Station.....	18
Figure 19: View of Indicative Concept from Cronulla Street	18
Figure 20 Existing and Proposed Building Envelope	20
Figure 21: Existing Height of Building Map, Sheet 008A (extract)	21
Figure 22: Proposed Floor Space Ratio Map, Sheet 008A (extract).....	21
Figure 23: Existing Beach Park Avenue (Opposite Munro Park) Map	22
Figure 24: Proposed Beach Park Avenue (Opposite Munro Park) Map	22
Figure 25: Output by Industry Sector (in Sutherland Shire) from 2011/12 to 2016/17.....	24
Figure 26: Comparison of Compliant (red line) and Proposed overshadowing in mid-winter.....	39
Figure 27: The concept in comparison to the existing and future built form	42
Figure 28: Neighbouring views.....	43
Figure 29: Existing Floor Space Ratio Map, Sheet 008A (extract).....	47
Figure 30: Proposed Floor Space Ratio Map, Sheet 008A (extract).....	47

TABLES

Table 1: Lot Descriptions.....	11
Table 2 Massing Principles (source: Kennedy Associates)	15
Table 3: Proposed uses.....	16
Table 4: Proposed controls.....	19
Table 5: Consistency with Greater Sydney Region Plan and South District Plan.....	25
Table 6: DPIE Assessment Criteria for assessing PP's.	27
Table 7: Consistency with draft LSPS.	28
Table 8: Consistency with state environmental policies (SEPPs).	33
Table 9: Consistency with Section 9.1 Ministerial Directions.	35
Table 10 Existing, Compliant and Proposed Peak Hour Vehicle Trip Generation	40
Table 11: DCP Parking Rates for Existing, Scenario 1, Scenario 2 and Proposed development	41
Table 12 Operational Impacts in Cronulla; Base Case and Proposal Case	44
Table 13 Bus Service Frequencies	46
Table 14: Indicative project timeline.	49

1. EXECUTIVE SUMMARY

City Plan Strategy & Development (City Plan) has prepared this Planning Proposal (PP) on behalf of Munro Operations Trust Pty Ltd (the proponent). It is submitted to Sutherland Shire Council (Council) for assessment under Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The proposed amendment to the Sutherland Shire Local Environmental Plan 2015 (SSLEP) is site specific and applies to a 1,424sqm site comprised of four (4) lots located directly east across from the Cronulla Railway Station. The proposal applies to land legally described as Lots 1-4 in DP 18461, known as 138-142 Cronulla Street, Cronulla (subject site) as shown in Figure 4.

The objectives of this PP are to:

- Amend the floor space control to facilitate redevelopment of the site for a high quality, modern commercial development;
- Generate additional economic and employment opportunities with the Cronulla Town Centre, close to the Cronulla railway station;
- Support public domain revitalisation in Cronulla Mall through high quality architectural design quality, enhanced urban design and street front activation; and
- Facilitate a built form outcome that utilises established urban design principles to minimise additional shadow impacts on Monro Park and adjoining development.

The proposal demonstrates strategic merit as it is consistent with the objectives of the State and Local strategic planning framework. The need for this type of development has been identified in Sutherland Shire Council's strategic planning framework including the Sutherland Community Strategy Plan (2017), Sutherland Economic Strategy (2018) and the draft Sutherland Local Strategic Planning Statement (LSPS, 2019). It will deliver considerable economic benefits to Cronulla by directly facilitating the development of commercial floorspace and creation of local jobs. The resulting commercial floorspace will specifically contribute to increasing professional, technical, scientific, construction and real estate jobs in Cronulla.

The proposal demonstrates site specific merit with a built form resulting in a two (2) storey podium containing food and beverage premises with commercial offices uses including shared co-working space, up to a maximum building height of 25 metres. This PP clearly demonstrates the proposal is consistent with the urban design context of the site, will not result in additional over shadowing of Munro Park and create an intensity of development that can be accommodated with the existing transport network.

The indicative built form outcome will be achieved by introducing a Part 6 Local Provision into the SSLEP as follows:

- Insert a new site-specific subclause in *Part 6 Local Provisions* to include additional FSR for the development of a fully commercial development on the site;
- Retain the B3 Commercial Core zoning, permissible uses and maximum height, with changes proposed to the applicable Floor Space Ratio control; and
- Amend Sheet 008A of the Floor Space Ratio map to include a site-specific 'Area' provision applicable to the subject site which permits an additional 0.9:1 FSR on the subject.

1.1. Introduction

This report has been prepared by City Plan Strategy & Development (City Plan) on behalf of Monro Operations Trust Pty Ltd to support an amendment to the Sutherland Shire Local Environmental Plan 2015 (SSLEP) for a 1,471sqm site at 138-142 Cronulla Street, Cronulla (Lots 1-4 of DP 18461). The subject site is located in the Sutherland Shire Local Government Area (LGA) and shown in Figure 2.

The Planning Proposal (PP) seeks amendment of the SSLEP to facilitate the development of a commercial building comprising strata offices, co-working spaces and food and drinks premises on the subject site. The site is identified as a 'gateway' location in the Sutherland DCP 2015 (SSDCP) and between two (2) major pedestrian links from Cronulla station to Cronulla beach and the mall. The proposed amendment to controls would enable a built form which is largely consistent with the built form envisaged by Council and in meeting the NSW Government's and Council's strategic objectives for the locality.

The PP is consistent with the requirements of Section 3.33 of the Environmental Planning and Assessment (EP&A) Act and in accordance with the Department of Planning and Environment's (DPE) *A guide to preparing Planning Proposals*, and *A guide to preparing local environmental plans* (2016).

1.2. Background

1.2.1. Background to previous Planning Proposal

A PP for this site was submitted to Council on 17 October 2019. The PP was considered by the Sutherland Shire Local Planning Panel (SSLPP) on 17 December 2019 and on 21 January 2020. The Officer's recommendation was for the PP to proceed to the Department of Planning, Industry and Environment (DPIE) for gateway determination. The Local Planning Panel adopted this recommendation on 21 January 2020.

The PP was presented to the Sutherland Shire Strategic Planning Committee on 10 February 2020 and was again supported to proceed for a gateway determination.

On 24 February 2020, the PP was considered by at a full meeting of Sutherland Shire Council. The report presented to Council recommended support for the PP to proceed for a gateway determination. However, Council did not resolve to support the PP.

The proponent elected not to pursue a rezoning review and instead has taken on board the concerns raised by Councillors in their determination and has elected to prepare a new PP.

1.2.2. Consultation with Sutherland Council

The proponent and consultant team have had on-going discussions with Council Officers during the preparation of this PP.

On 17 March 2020, the proponent held initial discussions with Councillors Forshaw and Scaysbrook regarding the intention for a new proposal.

On 20 April 2020, a meeting was held with Councillors Provan, Simone and Forshaw to discuss the suitability of the new PP.

2. THE SITE

2.1. Location and description

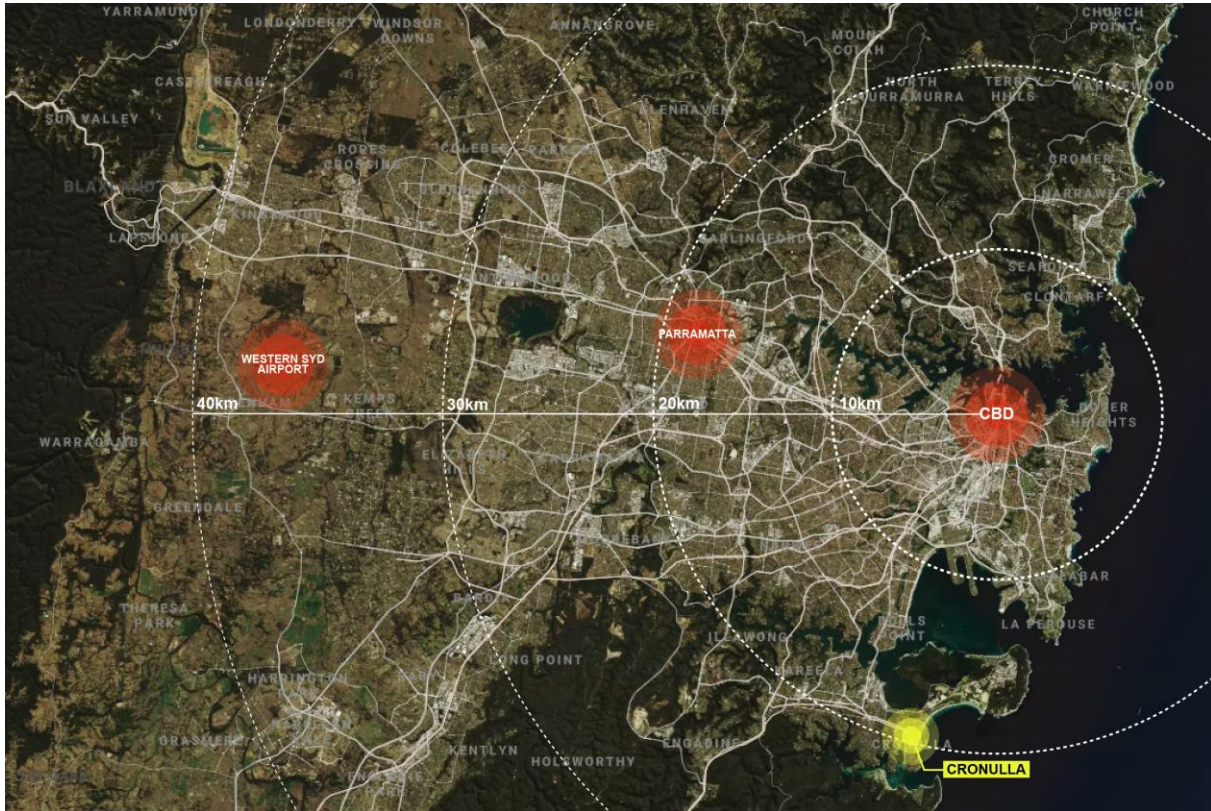


Figure 1 Proximity of Cronulla (in yellow) to the three CBD's in the Greater Sydney Region Plan (Source: Nearmap)

The site is located in the Cronulla Town Centre within the Sutherland Shire Local Government Area (LGA), and geographically 20km southwest of the Sydney CBD. The site is within the 'South District' of the 'Greater Sydney Region' as defined by the Greater Sydney Commission.

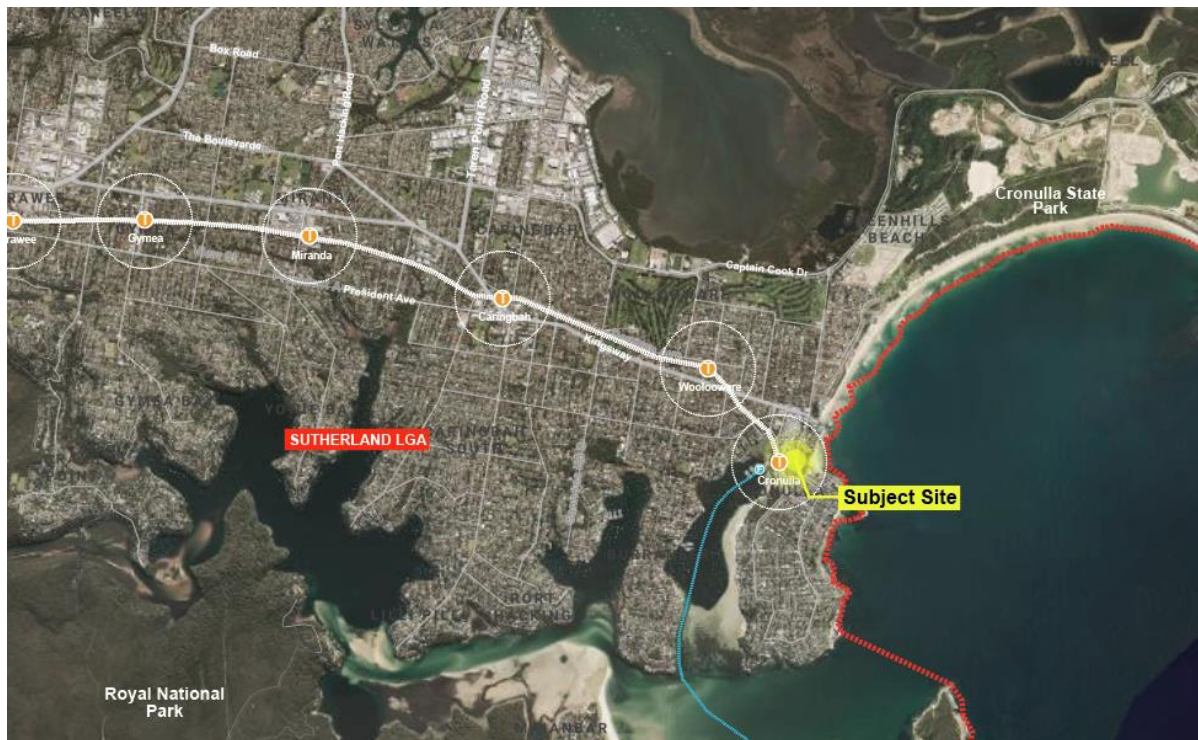


Figure 2 Aerial of subject site (yellow) and local transport network (Source: Nearmap/CityPlan)

The subject site is located within the Sutherland Local Government Area (LGA) and within the Cronulla 'Local Centre', directly across from the Cronulla Railway Station and on the main pedestrian thoroughfare towards Cronulla Beach. The site has access to the existing transport network offering rail, bus and ferry options. The site offers a 30 minute drive to the Sydney Airport, and 45 minute drive and 60 minute transit by rail to the Sydney CBD respectively.

The site consists of four (4) allotments under the same deposited plan as illustrated in Figure 4 and Figure 4 with a total site area of 1,424sqm.

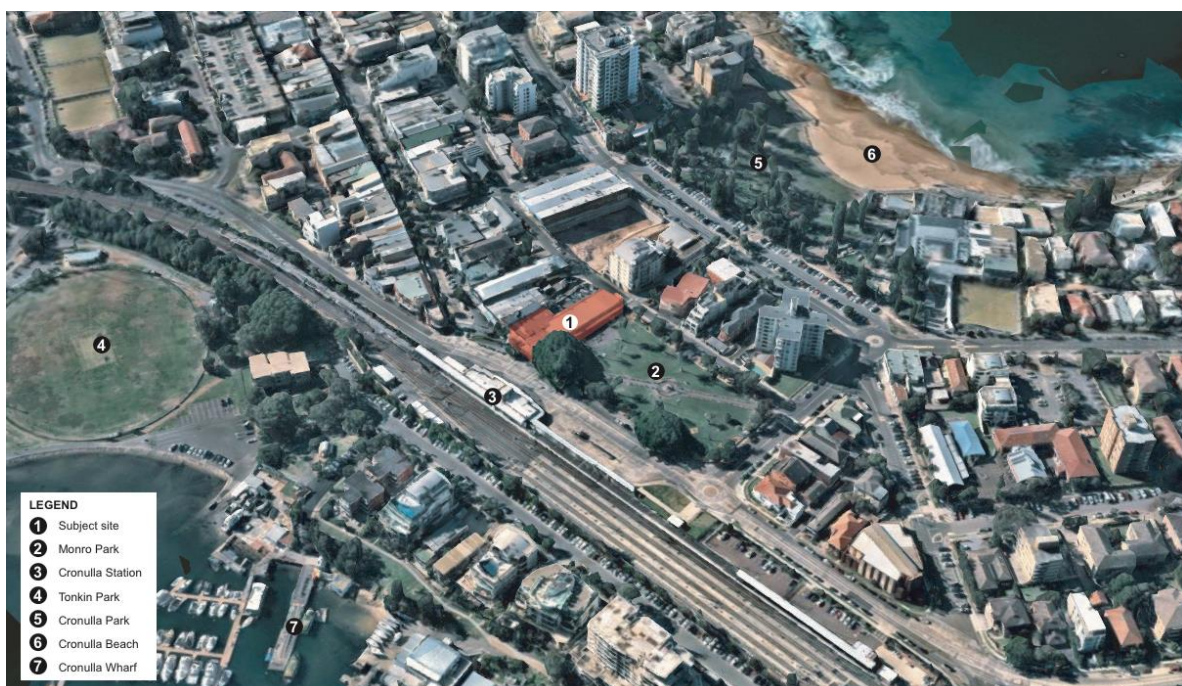


Figure 3 Aerial 3D view of Cronulla Town Centre (Source: Nearmap)

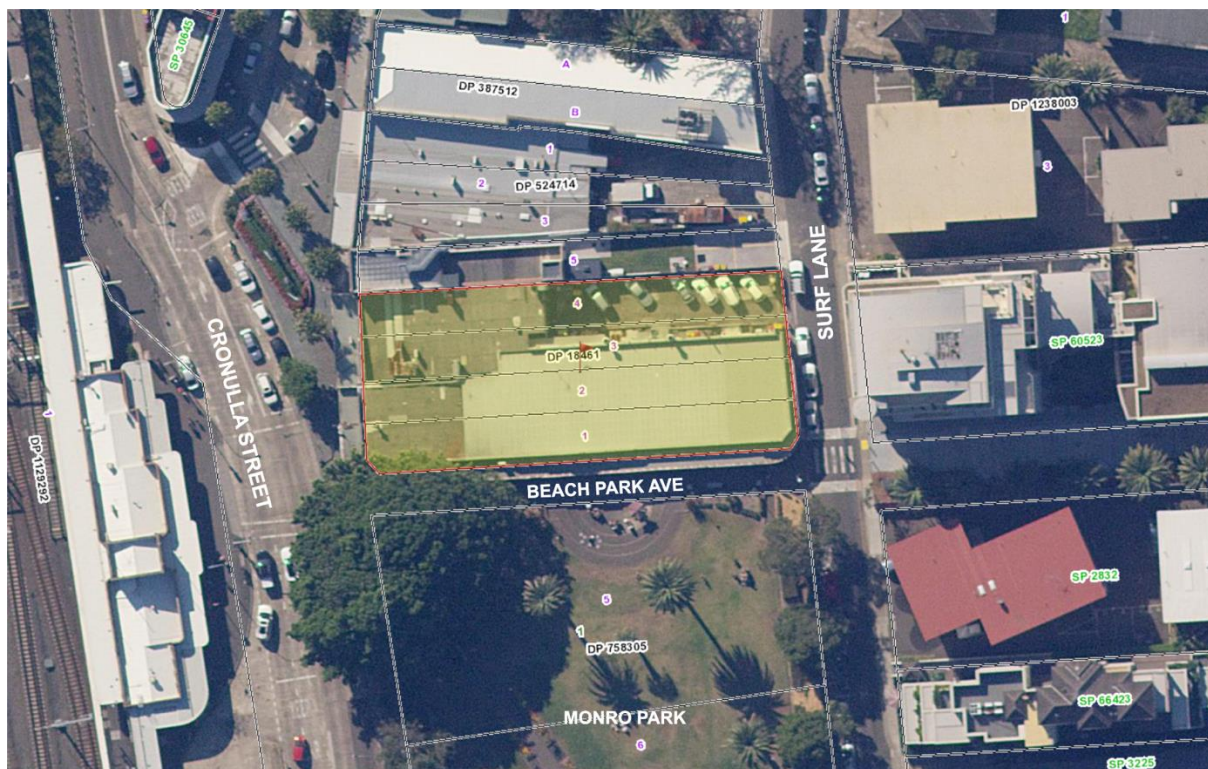


Figure 4 Aerial view, subject site outlined in red and shaded yellow (Source: SixMaps)

Table 1: Lot Descriptions.

Lot Description	Address	Approximate Site Area
Lot 1 DP 18461	138 Cronulla Street	400sqm
Lot 2 DP 18461	138 Cronulla Street	334sqm
Lot 3 DP 18461	138 Cronulla Street	348sqm
Lot 4 DP 18461	138 Cronulla Street	345sqm
Total Area		1,424sqm

2.2. Current LEP Controls

The Sutherland Shire LEP 2015 has the following key development controls applicable to this site:

■ Zoning - B3 Commercial Core

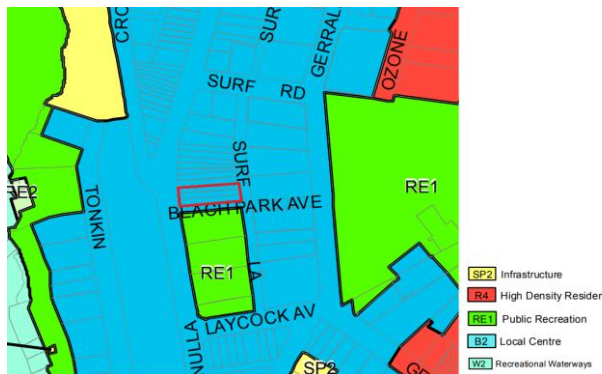


Figure 5: Land Zoning Map, site outlined in red (Source: NSW Legislation)

■ Building Height - 25 metres

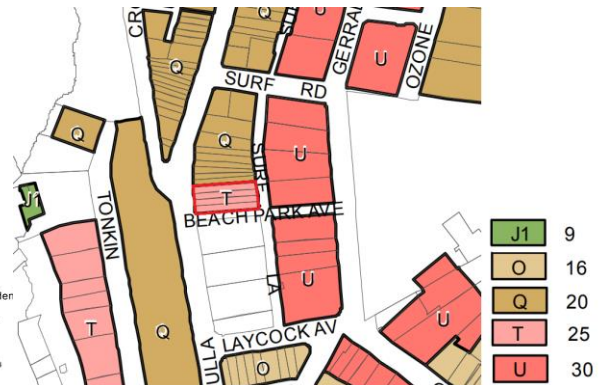


Figure 6: Height of Building Map, site outlined in red (Source: NSW Legislation)

■ Floor Space Ratio - 2:1



Figure 7: Land Zoning Map, site outlined in yellow (Source: NSW Legislation)

■ Heritage Conservation Area

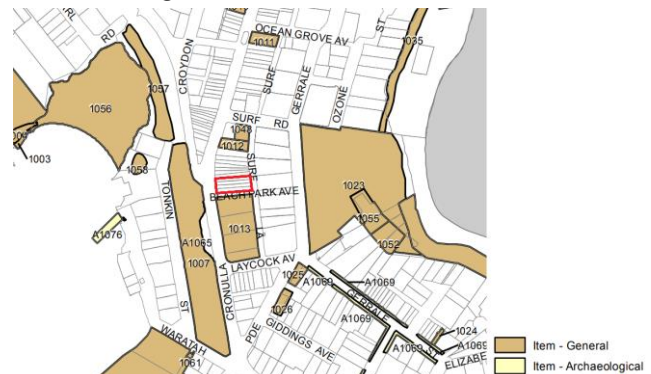


Figure 8: Heritage Conservation Area Map, site outlined in red (Source: NSW Legislation)

The following land uses are permissible with consent on the site:

Centre-based child care facilities; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Any other development not specified in item 2 or 4

2.3. Existing Development

The subject site consists primarily of food and drinks retail premises within single storey tenancies fronting both Cronulla Street and Beach Park Avenue. Rear access to the tenancies for deliveries and on-site parking is located via Surf Lane.

The photos in Figure 9 - Figure 16 provide an illustrative overview of the existing development and its relationship with the surrounding area. Further details and additional photos of the site and surrounding locality are provided in the Urban Design Report prepared by Kennedy Associates (dated 27 April 2020) at Appendix 4.



Figure 9: Subject site – south east corner from Gerrale Street



Figure 10: Subject site – south west corner from Cronulla Street



Figure 11: View down Beach Park Road from the subject site



Figure 12: View of Munro Park from subject site



Figure 13: View to Cronulla Station from subject site



Figure 14: View looking to centre of Munro Park



Figure 15: View looking towards subject site from corner of Munro Park



Figure 16: View of Munro Park from subject site at ground level

2.4. Adjacent and surrounding development

The site is conveniently located in Cronulla in close proximity to transport, retail, leisure, educational, cultural and recreation services and amenities. There are several specialty eateries, cultural facilities such as the Cronulla Arts Theatre, live music venues approximately 100 metres from the site, and educational establishments in the area including the St Aloysius Catholic Primary School within 200 metres to the south-east of the site.

Adjoining the site to the north are retail tenancies within one and two storey buildings at the intersection of Cronulla Street and Croydon Street. To the east, at the intersection of Beach Park Avenue and Surf Lane are residential flat buildings ranging from two (2) to eight (8) storeys. Further south beyond Munro Park are a mixture of single detached dwellings and two (2) storey commercial buildings.

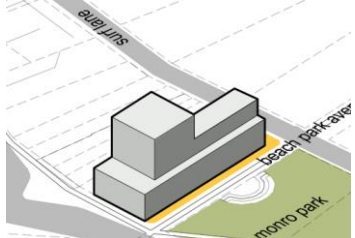
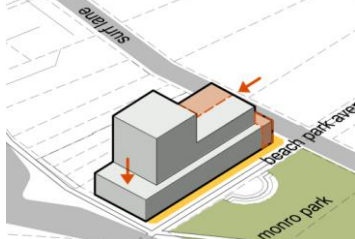
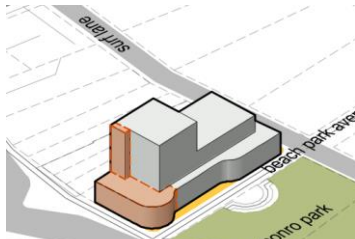
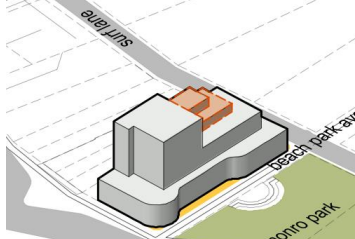
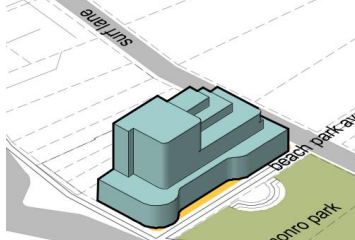
3. INDICATIVE DESIGN CONCEPT

An indicative design concept demonstrating a potential development outcome for the site has been prepared by Innovate Architects (dated April 2020) and is included at Appendix 1.

3.1. Massing Principles

The design principles and rationale of the built form supporting the PP are detailed in the Urban Design Report prepared by Kennedy Associates (dated 27 April 2020) included at Appendix 4. A summary of the principles is provided in Table 2.

Table 2 Massing Principles (source: Kennedy Associates)

	<p>1. Sutherland Shire Development Control Plan 2015 Massing</p> <p>The massing strategy is derived from the principles established outlined in the SSDCP 2015 for the site. The SSDCP outlines setbacks to Surf Lane and Beach Park Avenue, a podium of two storeys and a tower located to the west. The massing anticipates a shop top housing development with residential development.</p>
	<p>2. Residential to Commercial</p> <p>The SSDCP massing principles were designed to facilitate residential development. As such, it allowed for building separations, balconies and building depths compliant with ADG controls. However, the indicative design concept consists of commercial development only.</p> <p>As residential uses are no longer applicable and commercial uses are proposed, larger floor plates are provided to the north.</p>
	<p>3. Corner Activation</p> <p>The site is identified as a 'Gateway' location in the SSDCP, identified by its location between two major pedestrian links, connecting the Beach, Station and Mall.</p> <p>To reinforce the pedestrian activity of the corner, the massing of the lower podium will be sculpted to create a feature along the site. At upper levels, a vertical 'pop out' is proposed.</p>
	<p>4. Additional Floor Space</p> <p>Additional massing is proposed at the 5th and 6th levels.</p> <p>The location and size of the additional volumes have been carefully considered to respond to the constraints of the site. The size and shape of the volume is sculpted by successively receding the massing to ensure that the proposal results in no additional overshadowing onto Monro Park.</p>
	<p>5. Proposed Scheme</p> <p>The proposed massing strategy achieves a high level of consistency with the objectives and principles established by the SSDCP with rational modifications to achieve the intended outcome. The strategy is considered to be an appropriate approach for distributing floorspace across the site.</p>

3.2. Design Concept

As Sydney's density increases, mixed use development in close proximity to transport infrastructure makes walking or public transport a healthier and more convenient option than driving. Desirability, ease of access and being central to the broader community creates an alternative work environment to the traditional car centric suburban context. The design concept provides for and attracts the establishment of small businesses that have a focus on the creation of local professional jobs within Cronulla, which are currently catered for in Cronulla in a limited capacity.

The proposed commercial development will provide a building form and layout that is both consistent with the massing identified in Council's DCP and within the future urban structure of the Cronulla centre. The site's location is identified as a gateway location in Council's DCP and as such a 'stand out' building with an exemplary architectural design is anticipated within this location.

The design philosophy has been to adopt a zero setback on the northern elevation to minimise overshadowing of Monro Park. The maximum opportunity to relocate the building off the boundary would be 1.5 metres due to functional floor plate layout which would create a narrow, window tunnel and be an unusable, unsafe corridor between this building and any future development adjacent.

The existing lot configuration means that the northern elevation of any future development of the subject site will be exposed and visible until such time as the adjoining site is redeveloped. Careful consideration has been given to the most architectural treatment of this elevation.

The proposed controls allow for a podium consisting of food and beverage floorspace and co-working spaces beneath commercial office floorspace. The Gross Floor Area (GFA) of each use is described in Table 3.

Table 3: Proposed uses.

Built Form	Level	Sqm	Use
Podium	Ground Floor	821.5	Food and Beverage
	Level 1	832	Food and Beverage
	Level 2	725	Commercial
Tower	Level 3	725	Commercial/Co-working
	Level 4	454	Commercial/Co-working
	Level 5	331	Commercial
	Level 6	250	Commercial
Total		4,138.5	

4. OBJECTIVES AND INTENDED OUTCOMES

4.1. Objectives of the Planning Proposal

The objectives of this PP are to:

- Amend the floor space control to facilitate redevelopment of the site for a high quality, modern commercial development;
- Provide additional employment opportunities with the Cronulla Town Centre, close to the Cronulla railway station;
- Support public domain revitalisation in Cronulla Mall through high quality architectural design quality, enhanced urban design and street front activation;
- Facilitate a built form outcome that utilises the established principles of Council's DCP, so as to minimise additional shadow impacts on Monro Park or adjoining development.



Figure 17 Photomontage of indicative concept (source: Innovate Architects)



Figure 18 View of Indicative Concept from Cronulla Station (source: Innovate)



Figure 19 View of Indicative Concept from Cronulla Street (source: Innovate)

5. EXPLANATION OF THE PROVISIONS

5.1. Amendment to Sutherland Shire Local Environmental Plan 2015

This Planning Proposal seeks to amend the applicable FSR control in the Sutherland Shire Local Environmental Plan 2015.

No other LEP amendments are proposed.

Table 4: Proposed controls.

	Current	Proposed
Zoning	B3 Commercial Core	No change
Building Height	25 metres	No change
Floor Space Ratio	2:1	2.9:1

The proposed FSR amendment could be achieved via 'Part 6 - Additional local provision' as suggested below. It is understood that Parliamentary Counsel will prepare formal wording of this clause when the planning proposal proceeds to finalisation.

6.23 138-142 Cronulla Street, Cronulla

(1) *The objectives of this clause are as follows:*

- (a) *To encourage commercial development adjacent to the Cronulla Railway Station and within walking distance of the Cronulla Local Centre and Cronulla Beach;*
- (b) *To promote local employment opportunities within Cronulla; and*
- (c) *To be a catalyst for the revitalisation of the southern end of the Cronulla Local Centre.*

(2) *This clause applies to the land identified as "Area 13" on the Floor Space Ratio Map.*

(3) *Despite Clause 4.3 (2), the maximum floor space ratio for a building on land to which this clause applies may exceed the maximum floor space ratio shown for the land on the Floor Space Ratio Map by an additional 0.9:1 if the additional floor space resultant from this clause is for the purposes of commercial premises.*

5.2. Sutherland Shire Development Control Plan 2015

5.2.1. Building Envelope

To support the desired built form outcomes proposed in this planning proposal, it is anticipated that minor amendments to the Sutherland Shire Development Control Plan 2015 will be required.

Figure 20 provides a comparison of the existing and proposed building envelope controls for the site.

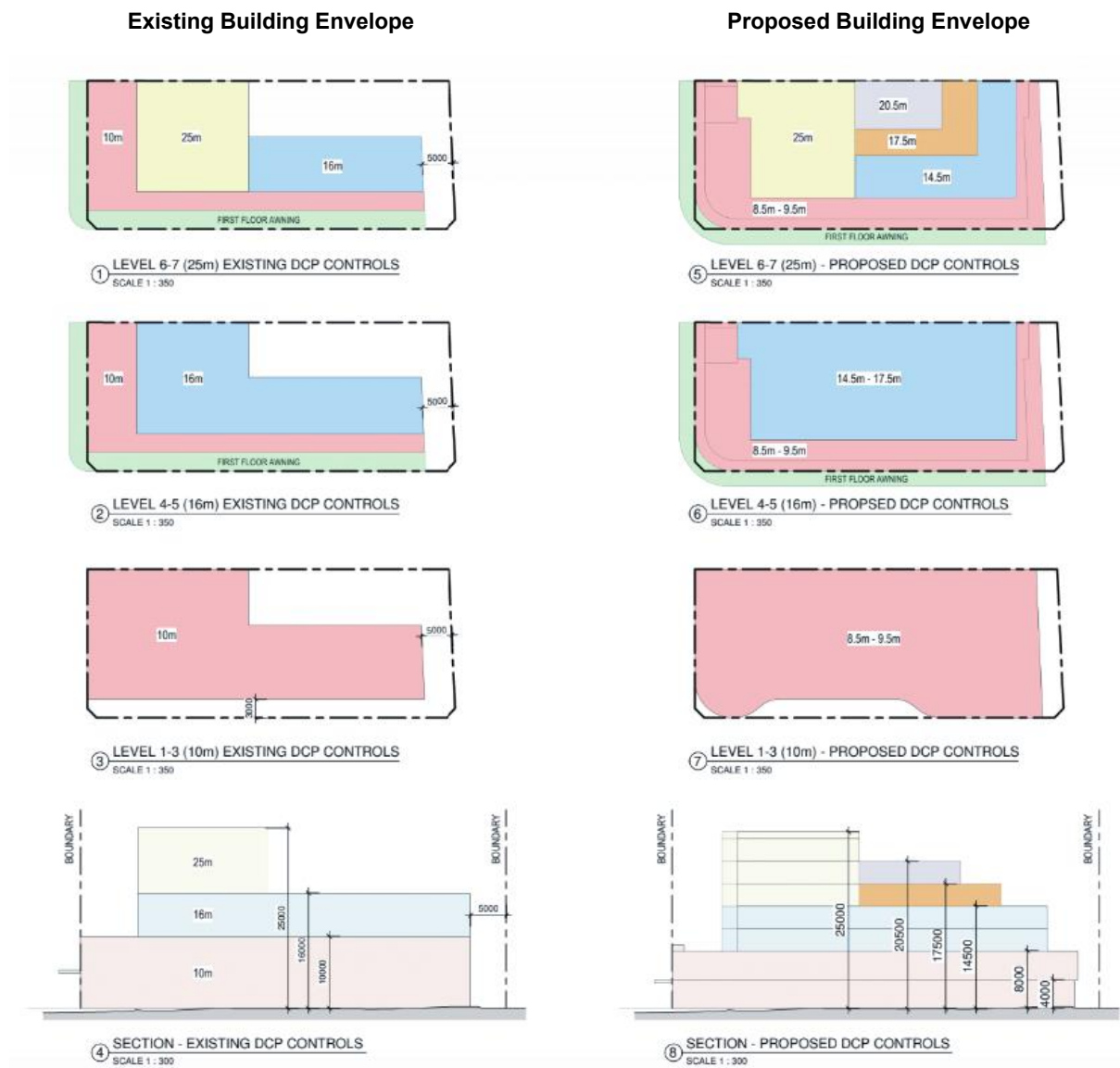


Figure 20 Existing and Proposed Building Envelope (source: Innovate Architects)

5.2.2. Cronulla Town Centre Building Height Map

The following maps (Figure 22 and Figure 23) are an extract from Section 4.1 of the SSDCP 2015 Chapter 19 B3 Commercial Core Cronulla and should the PP be gazetted, provides the required changes to the Height of Building map applicable to the site.

Existing



Figure 21: Existing Height of Building Map, Sheet 008A (extract)

Proposed



Figure 22: Proposed Floor Space Ratio Map, Sheet 008A (extract)

5.2.3. Beach Park Avenue (Opposite Monro Park) Map

The proposal requires a mapping change to Section 5.4 of the SSDCP 2015 Chapter 19 B3 Commercial Core Cronulla as identified in Figure 23 and Figure 24.

Existing

Beach Park Avenue (Opposite Monro Park)

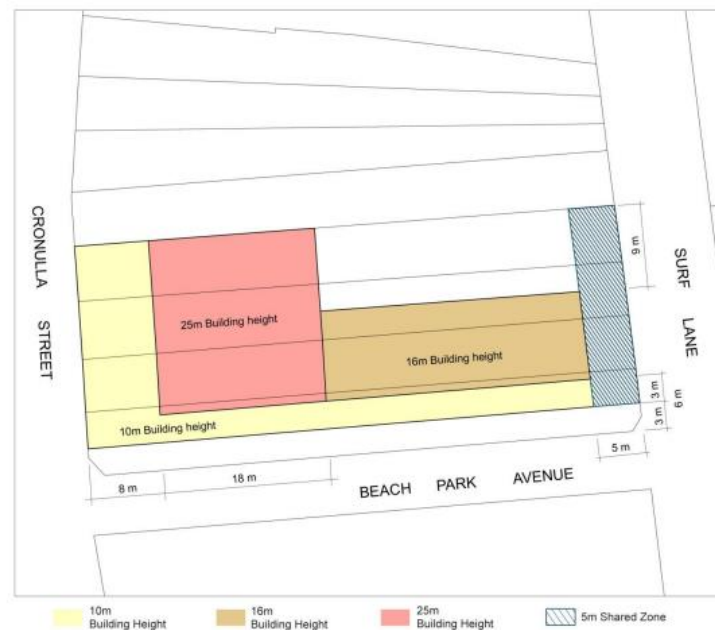


Figure 23: Existing Beach Park Avenue (Opposite Monro Park) Map

Proposed

Beach Park Avenue (Opposite Monro Park)

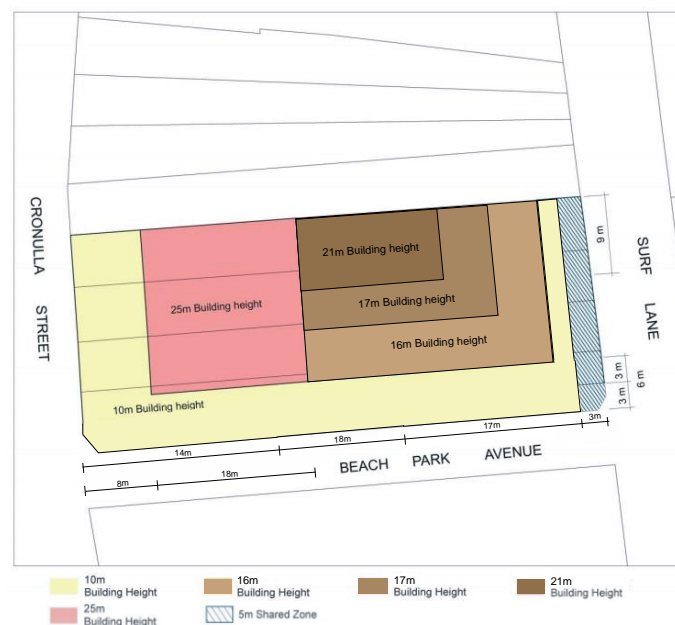


Figure 24: Proposed Beach Park Avenue (Opposite Monro Park) Map

6. JUSTIFICATION

6.1. Need for a Planning Proposal

6.1.1. Is the PP a result of an endorsed local strategic planning statement, strategic study or report?

Yes. The PP arises from the objectives that underpin the Sutherland Economic Strategy (Strategy) which was made in November 2018. The purpose of the Strategy is to outline the key economic objectives that will contribute to enhancing the vibrancy, liveability, economic diversity and sustainability of the Sutherland Shire. The Strategy is part of Council's Integrated Planning and Reporting Framework and aligned to Council's Community Strategic Plan. The relevant outcomes of the Strategy in relation to the PP are:

Outcome 1 Provide a prosperous community with a fulfilling work/life balance

The objective of Outcome 1 is to increase the total number of local jobs by 10,000 FTE (totalling 87,037 jobs) by 2030. This represents an increase of 588 jobs per year from 2019 to 2030. The PP will directly contribute to this objective by amending the relevant planning controls applicable to the site to facilitate the construction of commercial office floorspace on the site. This in turn will provide existing local businesses and coworking space communities within the Sutherland Shire with additional opportunities for office floorspace through to 2036. The PP will also provide retail employment floorspace to assist in the creation of local jobs to contribute to Cronulla's existing café culture.

The 'Strategic Approach' employed by this Outcome to achieve its objective, as part of Point 1.2, specifically seeks to "encourage the growth of the professional, scientific and technical services". Additionally, Point 1.4 of the Approach seeks to market the Sutherland Shire as a suitable location for professional services.

As shown in Figure 25, from Financial Years (FY) 2011/12 to FY 2016/17, the output of the ten largest industry sectors in the Sutherland Shire has shown a sharp decline in Manufacturing with an overall increase in the remaining nine sectors. Specifically, the four industries experiencing the largest growth output over this period were Real Estate (+825m), Construction (+731m), Professional Services (+629m) and Financial Services (+388m). The PP would directly contribute to the growth of these industries by providing commercial office floorspace and co-working spaces for startups and the growth and establishment of Professional Services and Financial Services firms. The PP would also indirectly contribute to the Construction and Real Estate industries by providing FTE employment during construction and sales phases.

Outcome 2 A diverse, resilient and self-sustaining business community providing a prosperous and fulfilling lifestyle

The objective of Outcome 2 is to increase Sutherland Shire's business output (turnover) by 15% by 2030. The Strategic Approaches from this Outcome seek to "proactively market the Sutherland Shire as a location for business, commercial investment and a diversified workforce" (2.3), and to "undertake research on opportunities for increased business accommodation in Sutherland Shire" (2.9). The outcomes resulting from the PP would be consistent with Outcome 2 as the PP would provide additional opportunities for business activity and contribute to increasing the turnover of business output in Cronulla and by extension to Sutherland.



Figure 25 Output by Industry Sector (in Sutherland Shire) from 2011/12 to 2016/17 (graph: City Plan / data: Sutherland Economic Strategy)

Sutherland Shire Council has also prepared a draft Local Strategic Planning Statement (LSPS) which was exhibited from 11 September 2019 - 25 October 2019, to provide the strategic planning framework to guide future development decisions. Consistency with the draft Sutherland Shire LSPS which was presented to Council post exhibition is demonstrated in Table 7.

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

Yes, commercial development is currently permissible on the site. A PP is the only mechanism to amend the development standards applicable to the site.

6.2. Relationship to Strategic Planning Framework

6.2.1. Will the PP give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

This PP directly supports and implements the priorities for Cronulla identified in "A Metropolis of Three Cities, The Greater Sydney Region Plan" (Region Plan) and the "South District Plan" (District Plan) by supporting the development of employment generating floorspace and providing jobs closer to homes and next to major public transport infrastructure.

Cronulla is defined as a 'Local Centre' under the South District Plan which has a baseline target of 241,500 jobs by 2036 which represents 10% of the Greater Sydney Region total of 2,439,800 jobs by 2036.

This PP is capable of assisting the centre in meeting its expected increase in employment by providing a total of approximately 4,138.5 sqm of employment floorspace. This represents a net increase of approximately 3,100sqm when compared to the existing uses on the site currently (approximately 1,000

sqm), translating to a total of 130 FTE local jobs in operational phase and 81 FTE jobs during construction phase.

The Region Plan outlines strategies to support proposals that increase investment and business activity in centres. Objective 22 of the Region Plan emphasises the need to attract investment in centres to facilitate jobs growth and diversify the types of jobs in centres (Strategy 22.1). This Planning Priority reinforces the need for alternative commercial floorspace and to provide a variety of jobs in Cronulla.

Planning Priority S9 of the District Plan relates to Objective 22 of the Region Plan and seeks to support the growth of business opportunities and jobs in centres. Specifically, the PP will provide a unique opportunity to facilitate the development of 'smart work hubs' which offer the conveniences of modern offices in local areas by providing high speed internet, meeting rooms and video conferencing facilities.

Consistency with the Greater Sydney Region Plan's planning priorities, objectives and actions is demonstrated in Table 5.

Table 5: Consistency with Greater Sydney Region Plan and South District Plan.

Planning Priority	GSRP Objective	Action	Comment	Consistent
Planning Priority S1: A city supported by infrastructure	Objective 2: Infrastructure aligns with forecast growth - growth infrastructure compact. Objective 4: Infrastructure use is optimised.	Action 3: Align forecast growth with infrastructure. Action 4: Sequence infrastructure provision using a place-based approach. Action 6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour/changes to reduce the demand for new infrastructure.	The proposed amendment to the SSLEP provides the opportunity to stimulate redevelopment and economic investment on a site that is well served by existing public transport, social infrastructure and all essential utilities and services.	Yes
Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities	Objective 7: Communities are healthy, resilient and socially connected.	Action 10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by providing walkable places at a human scale with active street life	The PP facilitates a commercial development that will activate the ground floor by providing a family oriented community destination, thereby promoting the east-west walkability across the Cronulla local centre from the Cronulla railway station to Cronulla Beach.	Yes
Planning Priority S6: Creating and renewing great places and local centres, and respecting the District's heritage	Objective 12: Great places that bring people together. Objective 13: Environmental heritage is identified, conserved and enhanced.	Action 18: Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by: (a) Prioritising a people-friendly public realm and open space as a central organising design principle,	The PP facilitates a development outcome that contributes to the public domain by providing food and drinks premises. The PP will comprise a diversity of land use mix in a location within 25 metres of the Cronulla railway station and within close	Yes

Planning Priority	GSRP Objective	Action	Comment	Consistent
		(b) Recognising and balancing the dual function of streets as places for people and movement, (c) Providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres, (d) Integrating social infrastructure to support connections and provide a community hub, (e) Recognising and celebrating the character of a place and its people.	proximity to the centre of Cronulla.	
Planning Priority S11: Supporting growth of targeted industry sectors	Objective 24: Economic sectors are targeted for success.	Action 45: When preparing plans for tourism and visitation, consider: (a) encouraging the development of a range of well-designed and located facilities (b) enhancing the amenity, vibrancy and safety of centres and township precincts (c) supporting the development of places for artistic and cultural facilities (d) improving public facilities and access (e) protecting heritage and biodiversity and to enhance cultural and eco-tourism (f) supporting appropriate growth of the night-time economy (g) developing industry skills critical to growing the visitor economy Action 46: Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions. Action 47: Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated	The PP facilitates a development outcome that: 6. Is consistent with the built form outcome envisioned by Council. 7. Is respectful of its context adjacent to the heritage listed Monro Park. 8. Enhances the amenity of the subject site by providing significantly more employment than the currently on the site, within the Cronulla centre. 9. Will provide conference floorspace that may be used for community cultural events to support the tourism and night time economy; and 10. Has considered the nearby heritage items by providing a built form that is consistent with the anticipated height for the site.	Yes

Planning Priority	GSRP Objective	Action	Comment	Consistent
		<p>approach to tourism activities, events and accommodation.</p> <p>Action 48:</p> <p>Create capacity for tourist accommodation in appropriate locations through LEPs.</p>		
<p>Planning Priority S15: Increasing urban tree canopy cover and delivering Green Grid connections</p>	<p>Objective 30:</p> <p>Urban tree canopy cover is increased.</p> <p>Objective 32:</p> <p>The Green Grid links parks, open spaces, bushland and walking and cycling paths.</p>	<p>Action 70:</p> <p>Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> (a) Greater Sydney Green Grid priority corridors and projects important to the District (b) opportunities for connections that form the long-term vision of the network (c) walking and cycling links for transport as well as leisure and recreational trips 	<p>The subject site is identified as Project 7 on the "Projects important to District" list. This includes a cluster of projects to connect Kamay Botany Bay National Park and Bonna Point Reserve to Cronulla.</p> <p>The site adjoins Monro Park which connects a series of open spaces within Cronulla.</p> <p>The PP will enhance the usability of the park by providing enhanced street front activation and promote the existing walking pathway from Cronulla station to Cronulla Beach.</p>	Yes

Table 6: DPIE Assessment Criteria for assessing PP's.4138

Does the proposal have strategic merit?	Will it?
Give effect to the relevant regional plan outside of the Greater Sydney Region Plan, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.	Yes - refer to Table 5.
Give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement.	Yes - refer to Table 7.
Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.	<p>The Sutherland Shire LEP was gazetted in 2015 and is therefore 4 years old.</p> <p>Consequently, the LEP has not considered the growth anticipated by the Greater Sydney Region Plan as the Plan was a draft in 2017. Accordingly, the South District Plan and 2016 population, employment and dwelling projections were released after the gazettal of this LEP.</p> <p>This PP is capable of assisting the local centre in accommodating this growth by providing approximately 4,138.5sqm of commercial</p>

Does the proposal have strategic merit?	Will it?
	floorspace on the site. This represents an increase of 1,281sqm additional floorspace over what is currently permissible on the site.
Does the site have site-specific merit, having regard to the following?	
The natural environment (including known significant values, resources or hazards),	The PP is within an existing urban environment and is not subject to environmental constraints.
The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and	The PP has taken into consideration its surrounding urban context and the likely uses of the land. The proposal is consistent with the built form massing and heights currently within the Cronulla local centre. The indicative concept is consistent with the existing uses and approved uses surrounding the site.
The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	Existing utility services will adequately service any future development proposal as a result of this PP.

6.2.2. Will the PP give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategic or strategic plan?

This PP will give effect to the Sutherland draft Local Strategic Planning Statement (LSPS) as demonstrated in Table 7.

Table 7: Consistency with draft LSPS.

Planning Priority	Actions	Comment
INFRASTRUCTURE AND COLLABORATION		
PP1: Align future planning to existing infrastructure	1.1 Land use planning will consider the capacity of existing infrastructure, committed improvements and forecast demand from the existing population. 1.2 Timing of planning changes will be coordinated and proportioned to align with infrastructure investment decisions.	The PP is consistent with this priority. The resultant uplift arising from this PP (compared to existing controls) will contain the parking requirements and traffic generation of the proposal. As demonstrated in Appendix 2, the proposal would not burden existing infrastructure capacity.
PP2: Realise the F6	2.1 Advocate for the F6 corridor to be a multi-modal link. 2.2 Advocate for expediting the later stages of the F6 Motorway. 2.3 Collaborate on planning for the F6 corridor.	N/A
PP3: Miranda to Kogarah Mass Transit Link	3.1 Collaborate on planning for the mass transit link 3.2 Protect the corridor, once the alignment has been determined	N/A

Planning Priority	Actions	Comment
	3.3 Undertake place based planning for centres that benefit from infrastructure investment	
PP4: Collaborative partnerships	4.1 Identify and prioritise collaboration opportunities with TfNSW 4.2 Identify and prioritise collaboration opportunities with Local Aboriginal Land Councils 4.3 Identify and prioritise collaboration opportunities with sports and recreation groups 4.4 Identify and prioritise collaboration opportunities with strategic land holders	The PP provides an opportunity for collaboration between Council and the owner of a strategic site in the Cronulla Town Centre.
LIVEABILITY		
PP5: Respect Local Character	5.1 Identify locations for the preparation of local character statements 5.2 Prepare local character statements 5.3 Review LEP and DCP provisions to incorporate local character statements 5.4 Advocate for changes to State Planning policies to reflect local character statements	The PP respects local character as the built form is consistent with the height envisaged by the SSDCP. The PP will facilitate the development of a considerable amount of commercial and employment floorspace which aligns with the strategic objectives for Sutherland.
PP6: Open Space and Sporting Needs	6.1 Develop a Demand Management Plan for playgrounds 6.2 Provide open space within 10 minute walk of homes in low and medium density residential areas 6.3 Provide open space within 5 minute walk of homes in higher density residential areas 6.4 Develop a Demand Management Plan for sport 6.5 Prioritise removal of barriers to disability inclusion and provide facilities to include people of all levels of ability, when preparing Masterplans or Plans of Management for open space 6.6 Create partnerships with agencies, interest groups and user groups to explore more opportunities for destination walks, mountain biking and adventure activities in bushland.	N/A
PP7: Community Connections	7.1 Develop a strategic and facilities plan for library services 7.2 Collaborate to jointly use school facilities, such as halls, stages and studio/workshop space for creative activities 7.3 Prepare sector plans for Child & Family; Youth; Seniors; People with Disability and Mental Health; Multicultural; Aboriginal and Torres Strait Islander; and Vulnerable communities	N/A

Planning Priority	Actions	Comment
	7.4 Refurbish the Sutherland Entertainment Centre 7.5 Refurbish the Sutherland School of Arts. 7.6 Facilitate multiple and shared use of community halls/ buildings 7.7 Ensure the spatial distribution of community halls/ buildings across Sutherland Shire and the services they provide are appropriate for growing and changing community needs	
PP8: Housing Choice	8.1 Prepare a housing strategy 8.2 Undertake research and policy development work to facilitate affordable rental housing	N/A
PP9: Attractive Public Places	9.1 Prepare place based plans for the strategic centres of Miranda and Sutherland/Kirrawee 9.2 Collaborate with Transport for NSW to implement the Movement and Place Framework in centres 9.3 Prepare place based plans for Caringbah, Engadine and Menai 9.4 Review strategies to create safe and vibrant night time economy 9.5 Prepare tailored Plans of Management for key recreation destinations/ foreshore parks 9.6 Continue the implementation of the Cronulla Mall upgrade project	The PP will facilitate achievement of Action 9.6 by providing a catalyst for investment and rejuvenation of Cronulla Mall.
PRODUCTIVITY		
PP10: Grow Strategic Centre Jobs	10.1 Support the growth of Sutherland/Kirrawee as an 'integrated centre' 10.2 Review and update existing place-based plans for Sutherland/Kirrawee and Miranda to support the role and function of the centres 10.3 Support the strengthen Sutherland/Kirrawee and Miranda's centres night-time economy 10.4 Enhance public spaces to make a more attractive shopping destination 10.5 Partner to achieve a movement and place solution for traffic 10.6 Collaborate to ensure that future transport infrastructure supports the growth of jobs in Sutherland/Kirrawee and Miranda 10.7 Commission expert advise to identify opportunities to increase employment and economic activity in Sutherland/Kirrawee and Miranda centres	N/A
PP11: Grow Caringbah Medical Precinct	11.1 Monitor the success of Caringbah Medical Precinct	N/A

Planning Priority	Actions	Comment
	<p>11.2 Advocate for increased specialisations in health services and opportunities for further education and training</p> <p>11.3 Collaborate to ensure that future transport infrastructure optimises access links to medical precinct</p> <p>11.4 Undertake place-based planning for the precinct</p> <p>11.5 Explore options to strengthen the connectivity between the Kareena and Sutherland hospitals, the Caringbah Medical Precinct and Miranda and Caringbah Centres</p>	
PP12: ANSTO Innovation Precinct	<p>12.1 Continue to participate in the ANSTO collaboration area – an all-of-government approach to growing the precinct</p> <p>12.2 Assist in implementing the Place Strategy as developed by the ANSTO collaborative process</p> <p>12.3 Advocate for improved transport and access links to the Lucas Heights campus</p> <p>12.4 Advocate for upgrades to New Illawarra Road and Heathcote Road to improve safety</p> <p>12.5 Apply broad land use permissibility to the ANSTO precinct to ensure flexible uses can be accommodated</p>	N/A
PP13: Grow Industrial and Urban Services Jobs	<p>13.1 Retain and manage all land zoned for industrial and urban services</p> <p>13.2 Retain the potential of Kurnell industrial lands to accommodate large format businesses, industrial and urban services</p> <p>13.3 Retain and manage strategic maritime use in the IN4 zone</p> <p>13.4 Review the role and function of the Kirrawee Industrial precinct to support employment growth in a way that has synergies with the Sutherland/Kirrawee strategic centre</p> <p>13.5 Commission a strategic review of industrial lands to gain an understanding of current and emerging industrial and urban service activities and their requirements</p>	N/A
PP14: Connected Transport Networks	<p>14.1 Support improved connections and connectivity between and within the centres, including opportunities and facilities for walking and cycling, local buses and on-demand transport services</p> <p>14.2 Plan for coordinated freight and distribution networks and last mile delivery</p> <p>14.3 Protect the long-term operational role & efficiency of Sydney Airport from inappropriate development</p>	N/A

Planning Priority	Actions	Comment
PP15: Support the growth of the tourism industry	15.1 Investigate opportunities to enhance and grow visitor experiences in Sutherland Shire 15.2 Support initiatives to increase short stay visitor accommodation opportunities in Cronulla and surrounding areas 15.3 Explore opportunities to improve navigation and accessibility to key visitor places/experiences	The PP will facilitate redevelopment of the site that will provide a more vibrant and attractive environment for tourists in Cronulla.
SUSTAINABILITY		
PP16: Improve the quality of our waterways and beaches	16.1 Finalise and implement the Environment and Sustainability Strategy and Plans 16.2 Retain LEP and DCP provisions to protect and enhance the waterways and foreshores 16.3 Prepare and implement a Coastal Zone Management Plan for Bate Bay 16.4 Develop and implement a Catchment and Waterway Management Strategy and Plans 16.5 Prepare a Coastal Destination Management Plan	N/A
PP17: Protect and enhance natural habitats and landscapes	17.1 Retain the Greenweb strategy in the DCP to create biodiversity corridors and connect areas of fragmented habitat 17.2 Retain LEP and DCP provisions to protect and enhance areas of urban bushland, biodiversity, Aboriginal heritage and scenic landscapes	N/A
PP18: Increase urban tree canopy	18.1 Continue the Green Streets program 18.2 Continue the Bushcare program 18.3 Execute Stage 1 of the 5 Million Trees Program 18.4 Retain LEP and DCP provisions to ensure sufficient space for canopy trees and indigenous local planting 18.5 Seek funding for future stages of 5 Million Trees Program	N/A
PP19: Establish green grid connections	19.1 Incorporate Green Grid into LEP and DCP provisions 19.2 Prepare a Staged Delivery Plan to implement the Sutherland Shire Green Grid Strategy	N/A
PP20: Improve energy, water and waste efficiency	20.1 Encourage initiatives that contribute towards achieving low-carbon, high efficiency strategies on sites or contiguous areas larger than 10 hectares 20.2 Advocate for improved waste management requirements under SEPP 65 20.3 Ensure LEP has broad permissibility to support waste recycling facilities and emerging waste management solutions appropriate locations 20.4 Update and implement the Waste Management Policy and Strategy	The future development arising from this PP is anticipated to be a leading example of low-carbon, high efficiency building design and operation.

Planning Priority	Actions	Comment
	20.5 Advocate for improvements to, and the wider application of BASIX	
PP21: Manage risks to life and property from hazards	21.1 Continue to manage the risk to life and property from natural hazards through the planning framework 21.2 Adopt a precautionary approach to the risk proposed by fuel storage at Kurnell and limit residential density in Kurnell accordingly 21.3 Review LEP provisions to respond to improved technologies and reduced risks at ANTISO 21.4 Prepare a Coastal Vulnerability map and implement the Coastal management SEPP 21.5 Respond to the impacts of urban heat on our community through tree planting, landscaping improvements and sustainable urban design	N/A

6.2.3. Is the planning proposal consistent with applicable state environmental planning policies?

This PP is consistent with all applicable State Environmental Planning Policies (SEPPs) as shown in Table 8.

Table 8: Consistency with state environmental policies (SEPPs).

SEPP Title	Consistent	Comment
1. Development Standards Consistent	N/A	
19. Bushland in Urban Areas	N/A	
21. Caravan Parks	N/A	
33. Hazardous and Offensive Development Complex	N/A	
36. Manufactured Home Estates	N/A	
44. Koala Habitat Protection	N/A	
47. Moore Park Showground	N/A	
50. Canal Estate Development	N/A	
55. Remediation of Land	N/A	The State Environmental Planning Policy Amendment (Minor Amendments) 2020 (published 17 April 2020) omits Clause 6 of State Environmental Planning Policy No 55 - Remediation of Land which required "contamination and remediation to be considered in zoning or rezoning" of a PP. Considerations of this SEPP in relation to this PP are therefore not relevant.
64. Advertising and Signage	N/A	
65. Design Quality of Residential Flat Development	N/A	

SEPP Title	Consistent	Comment
70. Affordable Housing (Revised Schemes)	N/A	
SEPP (Building Sustainability Index: BASIX) 2004	N/A	
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	
SEPP (Major Projects) 2005	N/A	
SEPP (Sydney Region Growth Centres) 2006	N/A	
SEPP (Infrastructure) 2007	Yes	The PP will not contain provisions that will contradict or hinder application of this SEPP.
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	N/A	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	
SEPP (Temporary Structures and Places of Public Entertainment) 2007	N/A	
SEPP (Exempt and Complying Development Codes) 2008	Yes	The PP will not contain provisions that will contradict or hinder application of this SEPP.
SEPP (Western Sydney Parklands) 2009	N/A	
SEPP (Affordable Rental Housing) 2009	N/A	
SEPP (Educational Establishments) 2017	N/A	
SEPP (Vegetation in Non-Rural Areas) 2017	Yes	The PP will not contain provisions that will contradict or hinder application of this SEPP.
SEPP (Coastal Management) 2018	Yes	The PP will not contain provisions that will contradict or hinder application of this SEPP.
SEPP (Gosford City Centre) 2018	N/A	
SEPP (Concurrences) 2018	N/A	
SEPP (Aboriginal Land) 2019	N/A	
SEPP (Primary Production and Rural Development) 2019	N/A	

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

6.2.4. Is the planning proposal consistent with the applicable Ministerial directions (s.9.1 directions)?

This PP is consistent with all relevant Directions issued under Section 9.1 of the Act, as demonstrated in Table 9.

Table 9: Consistency with Section 9.1 Ministerial Directions.

Direction Title	Consistent	Comment
Employment and Resources		
1.1 Business and Industrial Zones	Yes	The PP promotes employment growth and supports the viability of the Cronulla Local Centre.
1.2 Rural Zones	N/A	
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	N/A	
Environment and Heritage		
2.1 Environment Protection Zones	N/A	
2.2 Coastal Protection	Yes	The PP is located in close proximity to "coastal land" as defined under the <i>Coastal Management Act 2016</i> . While not being within land designated under the Act or Ministerial Direction 2.2, the PP is therefore not inconsistent with the objectives or this Direction.
2.3 Heritage Conservation	Yes	The site is not an item of heritage significance. However, the site is located in close proximity to two heritage items being the Cronulla Station and Monro Park. The proposed development will not detract from the significance of the area as the indicative design concept would not result in any overshadowing onto either Heritage Item. The approach taken will preserve the heritage value of the locality as noted by the attached Heritage Impact Statement (Appendix 6).
2.4 Recreation Vehicle Areas	N/A	
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	
2.6 Remediation of Contaminated Land	N/A	The PP does not propose to rezone the land.
Housing, Infrastructure and Urban Development		
3.1 Residential zones	Yes	
3.2 Caravan Parks and Manufactured Home Estates	N/A	
3.3 Home Occupations	N/A	
3.4 Integrating land use and transport	Yes	The PP will enable retail and commercial development in close proximity to public transport (bus, rail and ferry) services encouraging walking, cycling and use of public transport.

Direction Title	Consistent	Comment
3.5 Development Near Licensed Aerodromes	N/A	
3.6 Shooting Ranges	N/A	
3.7 Reduction in non-hosted short term rental accommodation period	N/A	
Hazard and Risk		
4.1 Acid sulphate soils	N/A	The PP would not be inconsistent with the objectives of this Direction.
4.2 Mine Subsidence and Unstable Land	N/A	
4.3 Flood Prone Land	N/A	The site is not located within flood prone land. Accordingly, Direction 4.3 is not applicable.
4.4 Planning for Bushfire Protection	N/A	The site is not located within a Bushfire prone area. Accordingly, Direction 4.4 is not applicable.
Regional Planning		
5.1 Implementation of Regional Strategies	Yes	The PP is consistent with this Ministerial Direction as demonstrated in Table 5.
5.2 Sydney Drinking Water Catchments	Yes	The PP will be consistent with this Ministerial Direction.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	
5.9 North West Rail Link Corridor Strategy	N/A	
5.10 Implementation of Regional Plans	N/A	The PP is consistent with this Ministerial Direction as demonstrated in Table 5.
5.11 Development of Aboriginal Land Council land	N/A	
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP is consistent with this Ministerial Direction.
Metropolitan Planning		
7.1 Implementation of the Metropolitan Plan for Sydney 2036	Yes	The PP is consistent with this Ministerial Direction as demonstrated in Table 5.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	

Direction Title	Consistent	Comment
7.3 Parramatta Road Corridor Urban Transformation Strategy	N/A	
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	N/A	
7.9 Implementation of Bayside West Precincts 2036 Plan	N/A	
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	

6.3. Environmental, Social and Economic Impact

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

The subject site is located within an existing urban environment and does not contain critical habitat or threatened species, population or ecological communities, or their habitats.

6.3.2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The existing FSR control applicable to the site allows for a maximum developable floorspace of 2,848sqm. The proposed amendment to the control would facilitate approximately 4,138.5sqm of commercial floorspace. This represents an increase of approximately 1,300sqm of additional commercial floorspace on site over a compliant development under existing controls.

A summary of the key findings of assessments and studies undertaken to determine the environmental effects of the proposed increase in floorspace are shown in the following.

6.3.2.1. Heritage

A Heritage Impact Statement (HIS) has been prepared by NBR Architecture and accompanies the PP at Appendix 5.

The subject site is not listed as an item of local heritage significance, however the site is located in the vicinity of a number of heritage listed items, as identified in Schedule 5 of the Sutherland LEP 2015, which includes:

- Item 1013, Monro Park, bus shelter, gate posts and monument, 146 Cronulla Street, Cronulla; and
- Item 1007, Cronulla Railway Station, Cronulla Street.

Cronulla Railway Station is also listed on the NSW State Heritage Register, listing number 01123.

The assessment has evaluated the impact of the PP using the criteria set out in the NSW Heritage Division publication 'Statements of Heritage Impact' using the following criteria:

- **Legibility:** potential loss of legibility of the cultural significance of an item, i.e. if the proposed development interferes with the item's architectural aesthetic;

The heritage items surrounding the site identify the cultural significance of the development of Cronulla historically. Commercial uses formed the core of the centre of Cronulla and were surrounded by residential areas further away from the station. Future development will support this trend as the suburb is developed.

The HIA concluded that the buildings on the site are not architecturally related to the style of Cronulla Station and the redevelopment of the site by way of a PP will not affect the legibility of the Station. The Station will continue to signify and operate as an architectural example and example of the typology of train stations. Further, the scale of the proposed development is acceptable in terms of potential heritage impacts onto Monro Park as it will not detract from the legibility of the Park as it is a district landscaped element.

- **Scale:** potential overscaling of development near a heritage item, resulting in dominance over that item and a consequent reduction in the ability of the general public to appreciate the heritage item;

The HIA concludes that the PP will facilitate the development of a building which is comparable in height to several nearby apartment blocks. The proposed building will be of a larger scale than the existing buildings on the site and will result in a change of urban and architectural character to the immediate area surrounding Cronulla Station.

The significant landscape qualities of Monro Park are experienced at ground level and will continue to be utilised and appreciated within an altered context. The architectural qualities of Cronulla Station will also be retained. Overall, the proposed development is acceptable with regard to potential heritage impacts.

- **Amenity:** potential loss of amenity to a heritage item should its setting and surrounding public domain be affected; and

The HIA concludes that amenity may be lost when altering use or employment of a heritage item in its immediate setting, overshadowing or loss of outlook or views. The proposed development would be acceptable it would not impact on the amenity of nearby heritage items.

A potential reduction in amenity is identified with regard to potential overshadowing of Monro Park. However, the proposal is consistent with the anticipated height for the site and potential shadows over Monro Park are in accordance with shadows anticipated for a compliant development as shown in Figure 26.

- **Views:** potential loss of views to or from a heritage item if these views are deemed historically important and contribute to the cultural significance of an item.

The HIA concludes that existing views from Monro Park and Cronulla Station will be retained. Views to both heritage items from street level and the experiential qualities of each are important aspects of their heritage significance which will be retained.

The site is located on the existing northern edge of Monro Park and will not impact its eastern, western and southern edges. The visibility of the park, including its landscape elements and built structures will be retained by the PP. Views of Monro Park which are currently obtained from its boundary streets, Cronulla Street, Surf Lane and Laycock Avenue will be retained.

6.3.2.2. Sun and Shadow Conditions

The maximum extent of overshadowing generated in mid-winter by the indicative design concept is shown in Figure 26.

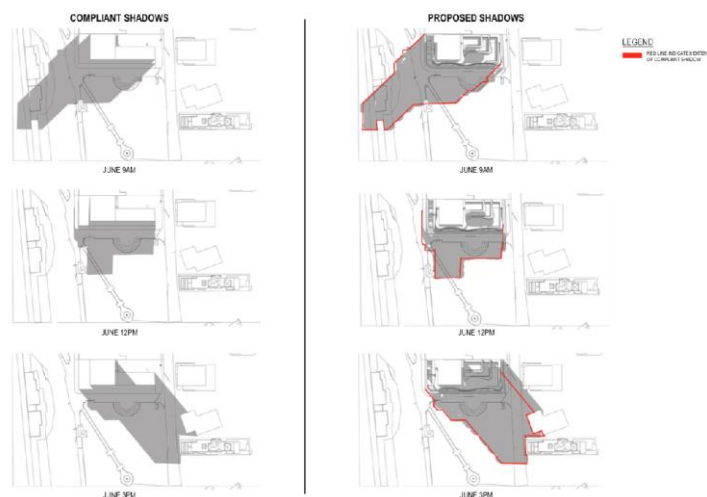


Figure 26: Comparison of Compliant (red line) and Proposed overshadowing in mid-winter (source: Innovate)

The shadow diagrams in Figure 26 demonstrate that the redevelopment of the site is almost entirely consistent with the anticipated shadows expected from a compliant development. The proposal will result in slight additional overshadowing towards the eastern portion of the site at 3pm for approximately 30 - 60 minutes in mid-winter.

This additional floorspace requested sought as part of this PP is therefore considered consistent with the shadows anticipated by a development at the site as any potential overshadowing that may be generated would be minor and would not adversely affect the adjacent heritage items beyond the overshadowing anticipated from a compliant development.

6.3.2.3. Traffic and Transport

A Traffic and Transport Impact Assessment (TIA) has been prepared by Ason Group (dated 24 April 2020) to determine if any environmental effects will result from the proposed increase in floorspace and accompanies this PP at Appendix 2.

Traffic Generation

The potential trip generation of the retail and commercial floorspace permissible under current controls has been calculated in comparison to existing, two (2) "Complying scenarios" and the proposed development. These scenarios both comprise 1,200sqm GFA of retail/food and beverage premises with either: 17 residential units (Scenario 1) or 1,650sqm GFA of commercial (office) area (Scenario 2). The trip generation rates of the existing development, both scenarios and the proposed development have been calculated in Table 10:

Table 10 Existing, Compliant and Proposed Peak Hour Vehicle Trip Generation (source: Ason Group)

Land Use	Retail GFA (sqm)			Commercial GFA (sqm)			Residential Units			Total		
Peak	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Trip rate	1.4	5.6	10.7	2.0	1.5	0.1	0.19	0.15	0.18			
Existing	12	48	92							12	48	92
Complying Scenario 1	13	54	103				3	3	3	17	56	106
Complying Scenario 2	13	54	103	33	25	2				46	79	104
Proposed	18	74	141	50	37	2				68	111	144

With reference to Table 10, the estimated trip generation of the proposed development would represent an increase over the compliant development scenarios, being:

- 22 vehicle trips per hour in AM peak period;
- 32 vehicle trips per hour in PM peak period; and
- 42 vehicle trips per hour in Saturday peak period.

As demonstrated within the TIA, these increases to key peak periods are not significant within the context of the site and local traffic environment for the following reasons:

1. **Trip Generation:** the trip generation resultant from the proposed development represents less than 1 additional vehicle trip per minute to the local road network;
2. **Trip Distribution:** it is anticipated that commercial and staff parking will be provided on site as the majority of site trips in key weekday PM and Saturday peak periods will be generated to off-site parking, either on street or in local car parks. As such, these additional trips would not be concentrated at the site itself (or Surf Lane where access is proposed) but rather dispersed from within the Centre. This reduces the potential for concentrated traffic impacts.
3. **Commercial Trip Generation:** there is significant potential to reduce vehicle trips given the excellent public and active transport options by which to reduce vehicle trips, noting similar sub-regional centres (i.e. Hurstville, Liverpool and Penrith) which provide significantly lower parking requirements within town centres. A reduction in parking levels would potentially reduce trip generation to a level below that of a compliant development.

From this assessment, it is apparent that the traffic generation resultant from the proposed development under the amended FSR control will be marginally greater when compared to current controls and would have minimal impacts on the Cronulla Town Centre. As such, the proposal is supportable with consideration of the relevant traffic issues and context.

Parking Requirements

Any future DA on the site is subject to parking controls specified under Chapter 19 B3 Commercial Core Cronulla under the Sutherland Shire DCP 2015. The respective parking rates required for the proposed development are summarised in Table 11.

Table 11: DCP Parking Rates for Existing, Scenario 1, Scenario 2 and Proposed development (source: Ason Group)

Land Use	Retail spaces required per sqm GFA	Commercial spaces required per sqm GFA	Residential spaces required per sqm GFA	Total
Parking DCP	30	30	1	
Existing	36	-	-	36
Complying Scenario 1	40	-	17	57
Complying Scenario 2	40	55	-	95
Proposed	55	83	-	138

The indicative development concept contains approximately 60-80 basement car parking spaces.

While the proposed development represents a shortfall of around 60 spaces when applying the LGA wide centres parking rate, the TIA concludes that within the context of Cronulla, the proposal would require significantly fewer parking spaces given the following:

1. **Draft Sutherland Integrated Transport Strategy:** the draft Integrated Transport Strategy (ITS) recognises the increasing uptake of private vehicles (82% for Sutherland Shire) is contributing to increased noise and air pollution and congestion on key arterial roads within the LGA. The Strategy makes reference to providing "parking in moderation, which does not discourage the use of public transport". As such, the provision of 1 parking space per 30sqm within the Town Centre is inconsistent with the mode share targets established by the draft ITS when requiring parking provisions consistent with the DCP (35% primary public transport usage by 2030).
2. **Improving uptake of public transport:** Survey and Census data indicates that car usage is 60% in Cronulla with 20% of residents choosing to use public transport as their primary method of transport to travel to work. A reduced parking rate would encourage a higher uptake of public and active transport.
3. **Comparative parking rates:** the DCP parking rates are significantly higher than other sub-regional centres with similar levels of public transport access and land uses such as Liverpool (1 per 100sqm), Penrith (1 per 100sqm) and Hurstville (1 per 60sqm).
4. **Shared use parking:** the proposal consists of two land uses which have different peak parking demands which generate demand at different times of weekdays and weekends. The commercial floorspace peaks at mid-morning and tapers off during the afternoon (no demand at 6:00pm) while food and beverage floorspace is moderate at early afternoon and increases at mid-evening (7:00pm). On Saturdays, there is no demand for commercial floorspace while food and beverage builds across the day.
5. **Parking credits:** the existing site operations generate a demand for approximately 30 parking spaces (as per SDCP requirement). These spaces could be considered as 'credits' to which would be available to a new development.

In consideration of the above, a significant reduction in on-site parking is may be justified as part of a future Development Application process. Further, a sustainable level of on-site parking can be determined through a process such that the future masterplan would have no significant impact on the local parking environment. The proposed development therefore represents a suitable parking provision which is consistent with the strategic transport framework of Cronulla.

6.3.2.4. Suitability of Built Form within Cronulla

As demonstrated by the Urban Design Report (Appendix 4), an assessment of the suitability of the indicative development concept has been undertaken with regard to the existing and anticipated built forms in Cronulla, the significance of the site as a gateway location, its consistency with massing principles outlined in the SSDCP, its architectural merit and lack of impacts on surrounding sites and heritage items.

The Report demonstrates that given the role of the site as a gateway location, the proposed amendment to the FSR control and resultant built form present a well considered outcome with a coherent massing strategy. It is demonstrated by Figure 27, and in further detail within the Report, that the additional development capacity and built form sought by the PP achieves an appropriate fit with the existing context of Cronulla, consistent with the existing residential developments to the east (11-13 storeys) and will be consistent with the proposed intensification of commercial development to the north by 2036 (9 storeys).

The proposed FSR control and indicative development concept present a well articulated urban design outcome with the potential to activate the southern end of Cronulla Mall and would not present any adverse environmental impacts beyond that of a compliant development on the site.

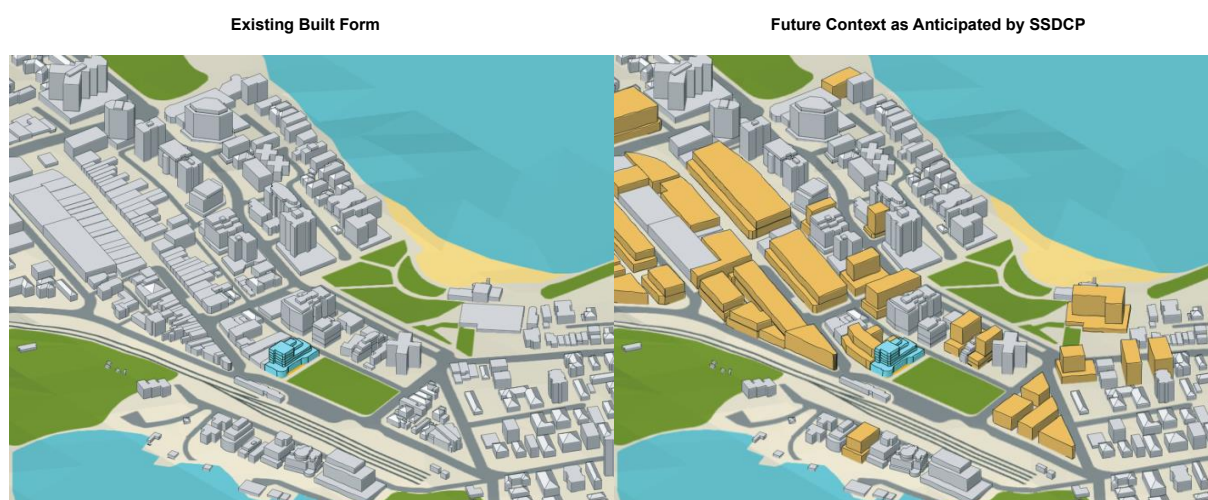


Figure 27 The concept (blue) in comparison to the existing (grey) and future (yellow) built form anticipated within Cronulla (source: Kennedy Associates)

6.3.2.5. Neighbouring Views

The Urban Design Report (Appendix 4) provides a detailed analysis on the suitability of the proposed development in relation to neighbouring views within the current built form context of the Cronulla Centre.

The proposed development has materially the same visual appearance as a compliant development. In all instances, there are no differences between the built form proposed and a compliant scheme that would adversely affect neighbouring western views. Notably considering the future context of the locality is in a process of transformation, the suitability of the proposed development is therefore consistent with the existing and future built form context.



Figure 28 Neighbouring views (source: Kennedy Associates)

6.3.2.6. Land Remediation

A Preliminary Site Investigation (PSI) has been undertaken by AssetGeoEnviro (dated 4 November 2019) and included at Appendix 6.

The PSI provides an assessment of the existing site and soil conditions that may be affected by the proposed development. There is an unlined rock sewer tunnel across the site (as shown on Sheet 06, Basement Level 3 of the Indicative Concept Plans), located approximately 9.5m below ground level completed in 1956. The extent of soil disturbance as part of this proposed development will involve the removal of soil from the entire site, except for a 3-metre-wide setback along the eastern boundary. Rock excavation for basement levels is proposed down to approximately RL 8.2 metres AHD.

Following an assessment of historical summaries of previous reports and business listings, historical aerial photographs, titles and other historical information; the PSI concludes that there were no previous uses on the site that may potentially cause contamination. A land title search shows that no other uses other than a public school existed on the site.

Accordingly, the PSI considers that the site can be made suitable for the proposed development provided that the standard recommendations are adopted as part of the DA process.

6.3.2.7. Acoustic Impacts

An Acoustic Review (AR) was undertaken by Arup (dated 23 April 2020) is included at Appendix 8.

The AR provides a qualitative assessment of the likely noise generation resultant from both permissible uses under the B2 Local Centre zone and the uses proposed as part of the indicative design concept. In summary, the findings provided from the assessment conclude that the increased FSR sought under the PP do not necessarily translate to any increase in potential noise impact from the site. In particular, impact from the site will be subject to a separate development application.

The primary noise emission from the indicative concept would be related to the food and beverage use at ground and first floor. Noise emission from the commercial development would be largely limited to building services noise, which can be readily mitigated to address noise criteria. Terrace spaces off the commercial tenancies would not be expected to present a significant risk for noise impact.

While a detailed evaluation of potential acoustic impacts can only be reasonably carried out for a specific development and use, the AR concludes that the proposed increase in FSR for the site would not lead to an increased noise emission to the surrounding environment.

6.3.3. Has the planning proposal adequately addressed any social and economic effects?

An analysis of the potential economic activity and impacts resultant from the amended FSR control sought by this PP has been prepared by Atlas Urban Group (dated 27 April 2020) and is attached at Appendix 3. The assessment identifies that several positive economic effects would occur due to the amended FSR control and development concept (proposal case) when compared to the current commercial development on site (base case).

The assessment examines the economic impacts of the concept by comparing the direct financial output and flow on employment generation for Cronulla likely to occur during construction and operational phases. During the construction phase, resources will be drawn from, and thereby generate economic activity, in the Cronulla town centre and broader Sutherland LGA. The operational phase is expected to increase ongoing economic operational activity through:

- Direct turnover generated by a tavern/commercial operational activities on site;
- Enhanced economic activity as a result of additional expenditure facilitated within the community from a tavern; and
- Enhanced economic activity from new leasing opportunities facilitated by the proposed commercial office and co-working facilities.

6.3.3.1. Construction Phase

Construction of the Proposal Case is anticipated to generate economic impacts for the Sutherland LGA including:

- \$28.5 million in output (\$17.1 million directly);
- \$11.9 million contribution to Gross Regional Product (GRP)(\$6.2 million direct contribution);
- \$7 million in wages and salaries paid to local workers (\$4.1 million directly); and
- 81 Full Time Equivalent (FTE) jobs (45 direct FTE).

Further analysis undertaken by the economic modelling reveals that the most significant impact will be experienced within the construction industry with \$16.1 million direct input and \$5.7 million flow on GRP. Following construction is Professional, Scientific and Technical Services with \$1 million direct input and \$0.5 million flow on GRP.

6.3.3.2. Operational Phase

Operational economic impacts have been assessed for the Base Case and Proposal Case which are summarised in Table 12.

Table 12 Operational Impacts in Cronulla; Base Case and Proposal Case (source: Atlas)

Indicator	Output (\$m)	GRP (\$m)	Incomes (\$m)	Employment (FTE)
Base Case				
Direct	\$5.1	\$2.7	\$1.8	37
Flow-on Type 1 (production)	\$1.1	\$0.6	\$0.3	3
Flow-on Type 2 (consumption)	\$1.8	\$1.1	\$0.5	6
Total	\$8.0	\$4.4	\$2.6	47
Proposal Case				
Direct	\$28.2	\$14.1	\$8.4	116
Flow-on Type 1 (production)	\$9.6	\$4.6	\$2.6	29

Indicator	Output (\$m)	GRP (\$m)	Incomes (\$m)	Employment (FTE)
Flow-on Type 2 (consumption)	\$9.5	\$5.7	\$2.3	33
Total	\$47.3	\$24.4	\$13.4	177
Net Operational Impacts				
Direct	\$23.1	\$11.4	\$6.6	79
Flow-on Type 1 (production)	\$8.5	\$4	\$2.3	26
Flow-on Type 2 (consumption)	\$7.5	\$4.6	\$1.8	7
Total	\$39.3	\$20.0	\$10.8	130

The Proposal Case represents an increase in turnover and employment activity with greater levels of output and contribution to the local Cronulla area and greater Sutherland GLA when compared to Base Case.

Under the Base Case, Accommodation and Food Services and Retail Trade are the leading beneficiaries of economic activity resulting in \$3.6 million and \$1.6 million of direct input respectively. When compared to Base Case, the Proposal Case stimulates economic activity across a broader range of industries, most notably:

- Accommodation and Food Services (\$8.5 million direct input and \$4.3 million flow on GRP);
- Rental Hiring and Real Estate Services (\$3.6 million direct input and \$1.6 million of flow on GRP);
- Financial and Insurance Services (\$2.9 million direct input and \$1.2 million flow on GRP); and
- Construction (\$2.7 million direct input and \$0.9 million flow on GRP).

Overall, the Proposal Case when compared to the Base Case is estimated to result in a net increase in economic activity through direct and indirect flow-on impacts comprised of:

- \$39.3 million additional in output (including \$23.1 million in direct activity);
- \$20 million additional in contribution to GRP (including \$11.4 million in direct activity);
- \$10.8 million additional in incomes and salaries paid to households (including \$6.6 million directly); and
- 130 additional FTE jobs (including 79 additional FTE jobs directly related to activity on the site).

It is demonstrated that the additional floorspace sought after by this PP will enable redevelopment of the site and will lead to a significant increase in local FTE jobs and commercial floorspace. The economic effects generated by the amended controls and indicative development concept are therefore positive and would assist in supporting the role of the Cronulla local centre.

6.4. State and Commonwealth Interests

6.4.1. Is there adequate public infrastructure for the planning proposal?

It is understood the existing public infrastructure is capable of accommodating the demand generated by this PP. This will be confirmed through the statutory consultation process.

There are several public transport options near the subject site. The Cronulla train station is located directly across the subject site, near the Cronulla Wharf ferry stop and six (6) Sydney Bus service routes as illustrated by Table 13. The Cronulla railway station provides direct services to other employment centres such as Sutherland.

Table 13 Bus Service Frequencies

Route Number	Route	Weekday Frequency	Peak Hour	Weekend Frequency	Peak Hour
969	Cronulla to Sutherland	AM Peak: 1 hour PM Peak: 1 hour		Midday Peak: 1 hour	
971	Cronulla to Hurstville	AM Peak: 30 minutes PM Peak: 30 minutes		Midday Peak: 30 minutes	
985	Cronulla to Miranda	AM Peak: 30 minutes PM Peak: 30 minutes		Midday Peak: 1 hour	
987	Cronulla to Kurnell	AM Peak: 45 minutes PM Peak: 1 hour		Midday Peak: 90 minutes	
988	Cronulla to Caringbah	AM Peak: 1 service PM Peak: 1 service		Midday Peak: No service	
N11	Cronulla to Sydney Town Hall	AM Peak: No service PM Peak:		Midday Peak: 1 hour	

Existing utility services will adequately service any future development proposal as a result of this PP and will be upgraded or augmented where necessary.

Waste management and resource recovery services are available either through Sutherland Shire Council.

The area is serviced with Police, Ambulance, Fire and other emergency services.

There is a private primary school located within 200m of the subject site with other secondary schools located within 1km of the site. Tertiary educational establishments such as De La Salle Catholic College and Australian College are located within 1km of the site also.

Consultation with relevant authorities with respect to public infrastructure will be consulted as part of the PP process following the issuing of a Gateway determination.

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

The appropriate State and Commonwealth public authorities have not yet been contacted. The Gateway determination will identify the relevant authorities to consult.

7. MAPPING

To implement the outcomes identified in this planning proposal, the following mapping changes will be required:

1. The SSLEP 2015 Floor Space Ratio Map, Sheet 008A, as identified in Figure 29 and Figure 30.

Existing

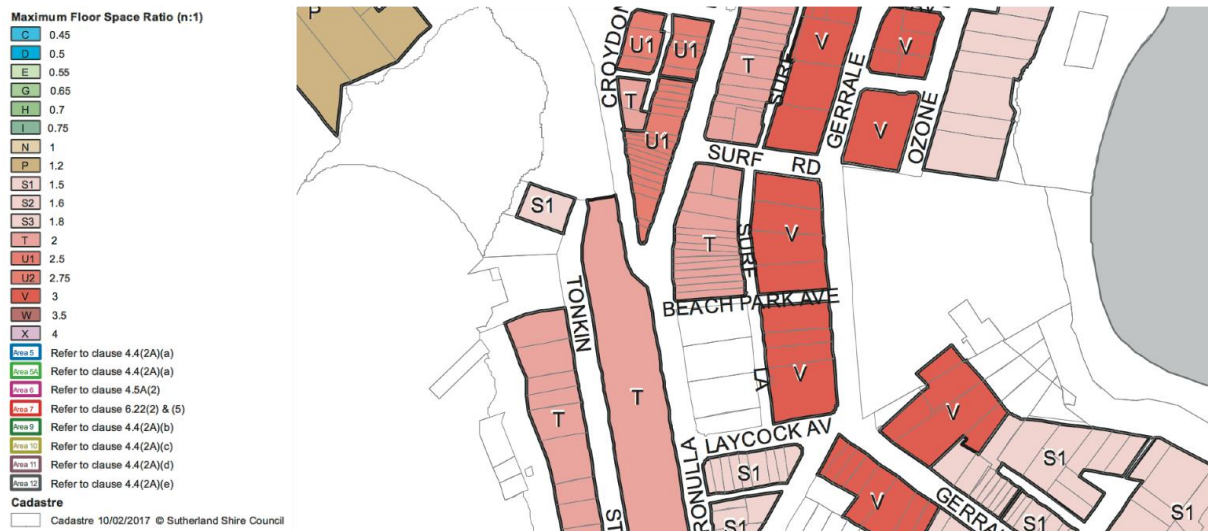


Figure 29: Existing Floor Space Ratio Map, Sheet 008A (extract)

Proposed

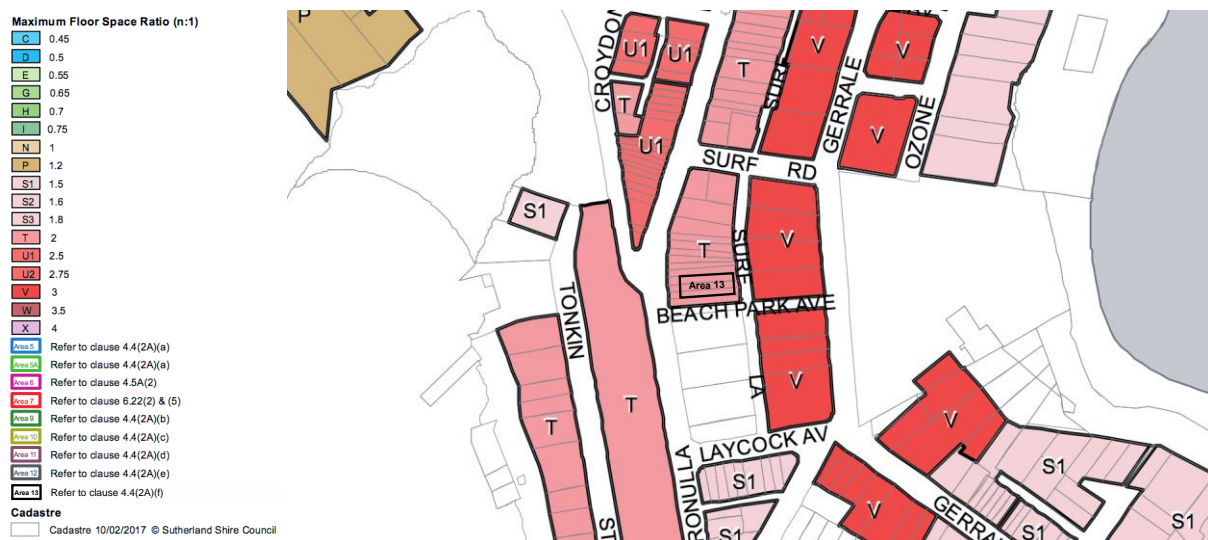


Figure 30: Proposed Floor Space Ratio Map, Sheet 008A (extract)

8. COMMUNITY CONSULTATION

Division 2.6 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the PP will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning, Industry and Environment guidelines 'A guide to preparing local environmental plans'.

It is anticipated that the community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on Council's website. The written notice will:

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

The Gateway Determination, PP and specialist studies would be publicly exhibited by Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

9. PROJECT TIMELINE

The timeframe for the completion of the PP will depend on the complexity of the matters, the nature of any additional information that may be required and the need for agency and community consultation. The following detailed are indicative only and may be amended at Gateway.

Table 14: Indicative project timeline.

Step	Indicative Timeframe
Lodgement of Planning Proposal	April 2020
Report to Sutherland Local Planning Panel	May 2020
Report to Sutherland Strategic Planning Committee	June 2020
Report to Council	June 2020
Gateway Referral	July 2020
Gateway Determination received	August 2020
Exhibition	September 2020
Consideration of Submissions	October 2020
Report to Council	November 2020
Department Referral (for making of Plan)	December 2020
Parliamentary Counsel Opinion	February 2021
Notification of Determination and Gazettal into new Local Environmental Plan	March 2021

10. CONCLUSION

This Planning Proposal has been submitted to Sutherland Shire Council to enable the redevelopment of 138-142 Cronulla Street, Cronulla for the purposes of a commercial development comprising commercial floorspace and food and drinks premises in the heart of Cronulla.

The proposed amendments to the Sutherland Shire LEP 2015 seek to increase the applicable FSR from 2:1 to 2.9:1 for a portion of the site. This is proposed by way of a site-specific amendment to Part 6 Local Provisions of the SSLEP 2015 to provide incentive FSR subject to the development of a commercial office and retail development.

The indicative design concept prepared and underpinning this PP has been informed by a range of specialist investigations. These studies demonstrate that the subject site is capable of accommodating the proposed development and is consistent with the built form identified in the SSDCP without posing adverse impacts to the surrounding environment.

The proposal has been demonstrated as being the best means of achieving the objectives and intended strategic outcomes for the site. The PP demonstrates consistency with the objectives of the applicable strategic planning framework in terms of:

- The significance of the subject site in the future urban structure of the Cronulla Centre;
- Consistency with the objectives of the Sutherland draft Local Strategic Planning Statement, Council's Community Strategic Plan and Economic Strategy in relation to providing additional local jobs within Cronulla;
- Consistency of the proposed built form with the pattern established under the existing Sutherland Development Control Plan 2015 for the subject site; and
- The proposal will generate considerable economic benefit, over and above that currently on the site.

And site specific merit:

- The indicative built form is consistent with the heights and massing of the surrounding context of the Cronulla Town Centre;
- The development will act as a catalyst for redevelopment of the southern end of the Cronulla Centre; and
- The proposed built form will be a 'gateway' building between the Cronulla railway station and Beach as defined within Council's Development Control Plan.

The proposal has been demonstrated as being the best means of achieving the objectives and intended outcomes. The PP is therefore considered appropriate as it:

- Is consistent with the objectives of Council's Community Strategic Plan, draft LSPS and Economic Strategy;
- Is consistent with 'A Metropolis of Three Cities' and the South District Plan;
- Is consistent with the relevant Ministerial Directions under Section 9.1 of the Act; and
- Does not pose substantial adverse environmental or social impacts to the surrounding community.

It is concluded that the PP is suitable to be forwarded to the Department of Planning, Industry and Environment to obtain a Gateway Determination.

APPENDIX 1

Indicative Concept Plans

Prepared by Innovate Architects (dated April 2020)

APPENDIX 2

Traffic Impact Assessment

Prepared by Ason Group (24 April 2020)

APPENDIX 3

Economic Impact Assessment

Prepared by Altas Urban Economics (27 April 2020)

APPENDIX 4

Urban Design Report

Prepared by Kennedy Associates Architects (27 April 2020)

APPENDIX 5

Heritage Impact Statement

Prepared by NBRS Architecture (23 April 2020)

APPENDIX 6

Geotechnical Report

Prepared by AssetGeo (November 2019)

APPENDIX 7

Survey Plan

Prepared by JRK Surveys (June 2019)

APPENDIX 8

Acoustic Review

Prepared by Arup (dated 24 April 2020)