

Planning Services

IRF18/5638

Gateway determination report

LGA	North Sydney
PPA	North Sydney Council
NAME	23-35 Atchison Street, St Leonards (102 dwellings, 216 jobs, including 42 additional jobs)
NUMBER	PP_2018_NORTH_003_00
LEP TO BE AMENDED	North Sydney Local Environmental Plan 2013
ADDRESS	23-35 Atchison Street, St Leonards
DESCRIPTION	Lot 27 S10 DP2872, Lot 28 S10 DP2872, Lot 29 S10 DP2872, Lot 30 S10 DP2872, Lot 31 S10 DP2872, Lot 321 DP 566480
RECEIVED	11 November 2018
FILE NO.	IRF18/5638
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

INTRODUCTION

Description of planning proposal

The planning proposal (**Attachment A**) seeks to amend the North Sydney Local Environmental Plan (LEP) 2013 for the site at 23-35 Atchison Street, St Leonards to:

- increase the maximum building height from 20m to 56m (16 storeys);
- increase the minimum non-residential floor space ratio (FSR) from 0.6:1 to 1.5:1; and
- establish a maximum FSR of 6.3:1 as no maximum FSR control currently applies.

The planning proposal will enable a 16-storey mixed-use development comprising 102 residential apartments and 3165m² of retail and/or commercial space that will generate up to 42 additional jobs on the site for a total of 216 jobs (**Attachment J**).

Site description

The site comprises five allotments with a total area of approximately 2109.8m².

The site is bound by Atchison Street to the north, Oxley Street to the east, Albany Lane to the south and abuts the western boundary of 21 Atchison Street (Figure 1, next page). It is approximately 61m long and 35m deep. It contains five commercial/industrial-designed buildings generally constructed between the 1950s and 1970s. The buildings are generally built to all property boundaries and range from two to four storeys.

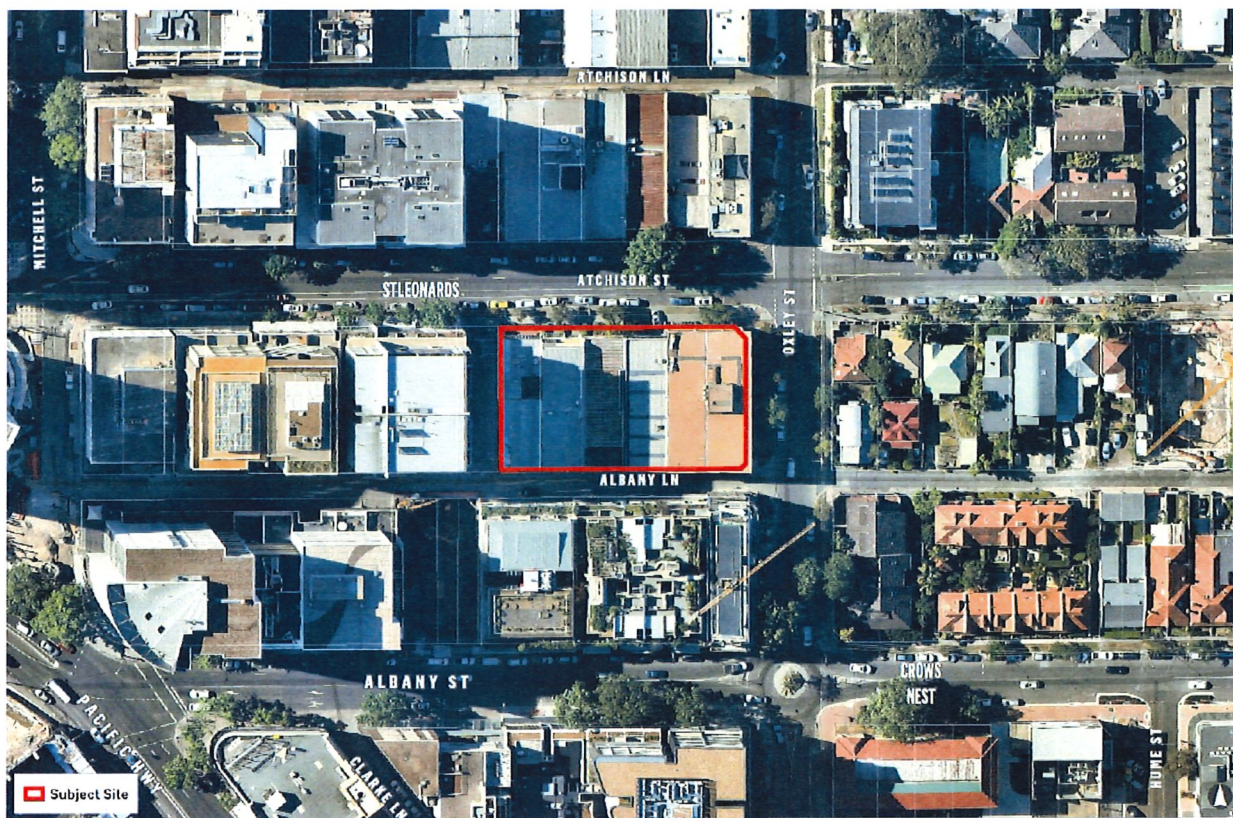


Figure 1: Subject site.

Existing planning controls

The site is zoned B4 Mixed Use under the North Sydney LEP 2013. The development standards that apply to the site include:

- a maximum height of building of 20m; and
- a minimum non-residential FSR of 0.6:1.

The site is not subject to an overall FSR control.

The site does not contain or adjoin any heritage items and is not within or adjoining a heritage conservation area.

The buildings on-site have a total estimated commercial gross floor area (GFA) of 3829m².

Property description	Legal description	Existing development
23 Atchison Street	Lot 27 S10 DP2872	Two-storey office building with access to Albany Lane
25 Atchison Street	Lot 28 S10 DP2872	Two-storey commercial building (gallery/studio) with access to Albany Lane
27-29 Atchison Street	Lot 29 S10 DP2872	Two-storey commercial building (gallery/studio) with access to Albany Lane
31 Atchison Street	Lot 30 S10 DP2872	2–3-storey building with a car workshop on the ground floor
33-35 Atchison Street	Lot 31 S10 DP2872 Lot 321 DP 566480	Four-storey commercial office building with ground floor café and undercover

Property description	Legal description	Existing development
		on-site parking on the corner of Oxley Avenue and Atchison Street

Surrounding area

The site is 220m from the future Crows Nest Metro station and 400m walking distance from St Leonards train station (Figure 2).

Key land uses near the site include:

- The Forum, which is a 118m (38-storey) mixed-use development comprising residential and commercial uses including a shopping centre, 400m north-west of the site;
- St Leonards train station, 400m north-west of the site;
- Royal North Shore Hospital, 660m north-west of the site;
- Mater Hospital, 900m south of the site;
- St Leonards TAFE, 1.3km north-west of the site;
- Crows Nest Metro station, 300m south of the site; and
- Gore Hill Oval, 700m west of the site.

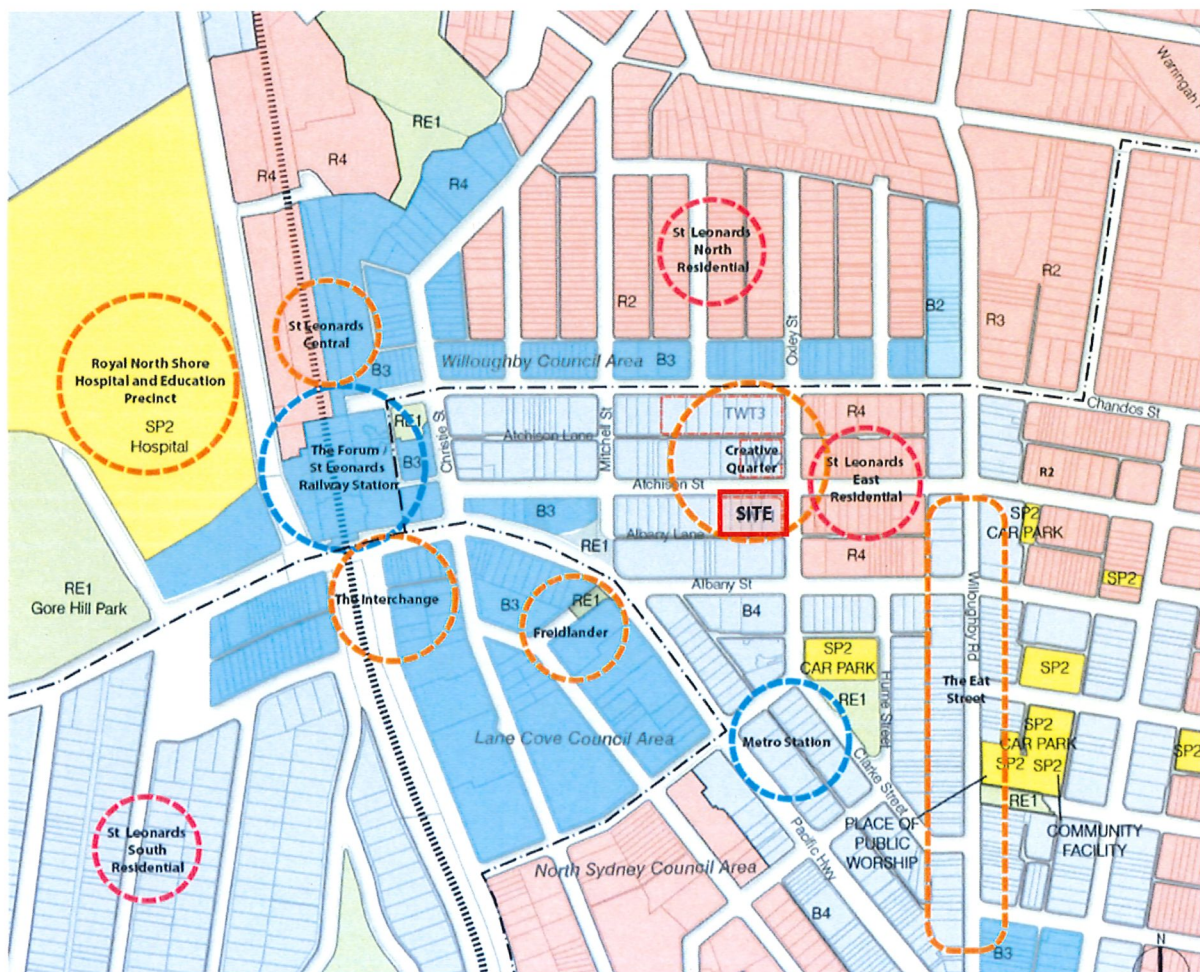


Figure 2: Land-use context (source: Urbis, 2018).

Summary of recommendation

It is recommended that the planning proposal proceed subject to conditions. The planning proposal will enable a 16-storey mixed-use development comprising 102 residential apartments and 3165m² of retail and/or commercial space. The proposal will generate up to 42 additional jobs, accumulating to a total of 216 jobs on the site.

The proposal is generally consistent with the Department's St Leonards and Crows Nest 2036 Draft Plan, except for a minor variation in FSR and street setback. It is recommended as a condition of Gateway that the planning proposal be updated to consider the draft plan's area-wide design principles, design criteria and proposed planning controls relevant to the site. Any inconsistency with the draft plan will have to be explained and justified.

Further, prior to finalisation it is recommended that the planning proposal be updated to demonstrate consistency with the final St Leonards and Crows Nest 2036 Plan if it is finalised before the planning proposal is due to be finalised.

The site is in the proposed special contribution area for the St Leonards and Crows Nest Special Infrastructure Contribution (SIC). The Department recommends as a condition of Gateway that the planning proposal be updated to include a satisfactory arrangements provision for contributions to designated state public infrastructure identified as part of the proposed SIC for the St Leonards and Crows Nest Station Precinct.

PROPOSAL

Objectives or intended outcomes

The intended outcomes of the proposed amendments are to:

- satisfy state government objectives in the Greater Sydney Region Plan and the North District Plan as well as relevant section 9.1 Directions;
- enable the redevelopment of the land in a manner consistent with the building height and FSR parameters envisaged by the St Leonards/Crows Nest Planning Study – Precincts 2 and 3;
- integrate the subject site with the surrounding area through improvements to adjoining public domain spaces;
- deliver significant public domain improvements including active street frontages, high-quality public domain and improved connectivity between St Leonards train station and surrounding areas;
- provide a mixed-use development with residential, commercial and community facilities that will contribute to the creation of a vibrant and active community; and
- contribute to the rejuvenation of St Leonards by encouraging and supporting development activity and supporting the diverse mixed-use nature of the precinct.

Explanation of provisions

The planning proposal seeks to amend the North Sydney LEP 2013 for the site at 23-35 Atchison Street, St Leonards by:

- increasing the maximum building height from 20m to 56m;
- increasing the minimum non-residential FSR from 0.6:1 to 1.5:1; and
- introducing a maximum FSR of 6.3:1 as no maximum FSR control currently applies.

No change is proposed to the land-use zone.

Mapping

The planning proposal seeks to amend the following maps in the North Sydney LEP 2013:

- height of buildings map sheet HOB_001;
- minimum non-residential FSR map sheet LCL_001; and
- FSR map sheet FSR_001.

The Department considers the mapping to be adequate for public exhibition.

NEED FOR THE PLANNING PROPOSAL

The planning proposal was submitted to North Sydney Council pursuant to the framework provided by the St Leonards/Crows Nest Planning Study – Precincts 2 and 3, adopted by Council in May 2015. Council's study identifies the subject site as being within the West of Oxley Street Creative Quarter and having potential for uplift in accordance with the built form strategy.

The planning study set outs methods by which the proposed outcomes of the planning study are to be implemented.

STRATEGIC ASSESSMENT

State

Greater Sydney Region Plan

The proposal is generally consistent with the goals, directions and actions of the region plan as it will:

- provide development opportunities to increase residential accommodation in the St Leonards strategic centre, which is near high-frequency public transport, without adversely impacting on the provision of active street frontages;
- maintain a substantial level of commercial floor space to promote job retention and growth in the locality; and
- provide social infrastructure in the form of open space upgrades and a linear park, transport infrastructure upgrades and a new public space in the form of a through-site link through a voluntary planning agreement.

Regional / District

North District Plan

The proposal is generally consistent with the infrastructure, liveability and productivity priorities and objectives of the district plan as it will:

- provide 3165m² of employment space, which is estimated to support approximately 216 ongoing jobs in the St Leonards health and education precinct;
- provide approximately 102 new dwellings to increase residential accommodation in a strategic centre and assist in delivering Council's five-year housing target;
- increase the provision of social infrastructure in the form of upgraded streetscape, a linear park along Oxley Street and a through-site link along Atchison Street and Albany Lane (Figure 3, next page); and

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- The site plan for 23-35 Albany Lane shows a rectangular plot bounded by Albany Lane to the north, Oxley St to the east, and a residential street to the south. The plot is divided into several zones: a central orange hatched area labeled '16' and '23-35' with a '15m min' dimension; a blue hatched area to the left labeled '16' and '23-35' with a '12m' dimension; and a yellow hatched area to the right labeled '16' and '23-35' with a '12m' dimension. A '6M WIDE PUBLIC DOMAIN ON GROUND LEVEL' is indicated along the southern boundary. A 'PROPOSED STUDY ENVELOPE' is shown as a pink dashed line. A 'PROPOSED THROUGH SITE LINK' is indicated by a black arrow pointing from the residential street to the central orange area. A 'PROPOSED LINEAR PARK' is indicated by a black arrow pointing from the central orange area to the yellow area. The plan also shows existing buildings, including a large building labeled '13F' and '15' to the west, and a building labeled '6F' and '30' to the south. A 'MIN. ABOVE POD SETBACK' of 4.0m is indicated. Other dimensions include 12m, 15m, 16m, 18m, 20m, 22m, 24m, 26m, 28m, 30m, 32m, 34m, 36m, 38m, 40m, 42m, 44m, 46m, 48m, 50m, 52m, 54m, 56m, 58m, 60m, 62m, 64m, 66m, 68m, 70m, 72m, 74m, 76m, 78m, 80m, 82m, 84m, 86m, 88m, 90m, 92m, 94m, 96m, 98m, 100m.

The proposed amendments will result in a net reduction in employment floor space from the current total of 3829m² to 3165m². The proposal is supported by an economic impact assessment, which found that despite the reduction in employment floor space, the proposal will increase the overall job capacity from 174 jobs to 216 jobs.

The draft plan provides a framework to guide development in the St Leonards and Crows Nest Station Precinct. It has been shaped by several design criteria and area-wide planning principles. Planning proposals in the investigation area should consider the vision, area-wide design principles, design criteria and proposed planning controls identified in the draft plan.

The proposed planning controls identified in the draft plan are generally consistent with the planning proposal, except for a minor variation with the proposed overall and non-residential FSR and setback.

The draft plan proposes an overall FSR of 6:1 and a non-residential FSR of 1:1, which equates to a GFA of approximately 12,658.8m² with a non-residential floor space of approximately 2109.8m². The planning proposal seeks an FSR of 6.3:1 and

a non-residential FSR of 1.5:1, which equates to a GFA of approximately 13,292m² with a non-residential floor space of approximately 3165m².

The draft plan proposes a 3m setback to Atchison Street on the ground floor (referred to as a reverse setback) to create an overhang along Atchison Street, whereas the proposal seeks to provide a 6m setback on the ground floor and a 3m upper-level setback (Figure 4). The draft plan does not specify an upper-level setback.

The draft plan intends to establish Atchison Street as an active retail strip connecting to Willoughby Road while accommodating new high-density mixed-use development with heights transitioning to lower-density residential areas.

The setback along Atchison Street in accordance with the draft plan seeks to enable a wider footpath at ground level in high-density areas. The proposed 6m setback is considered appropriate as it promotes a wider footpath along Atchison street which is the intent of the reverse setback.

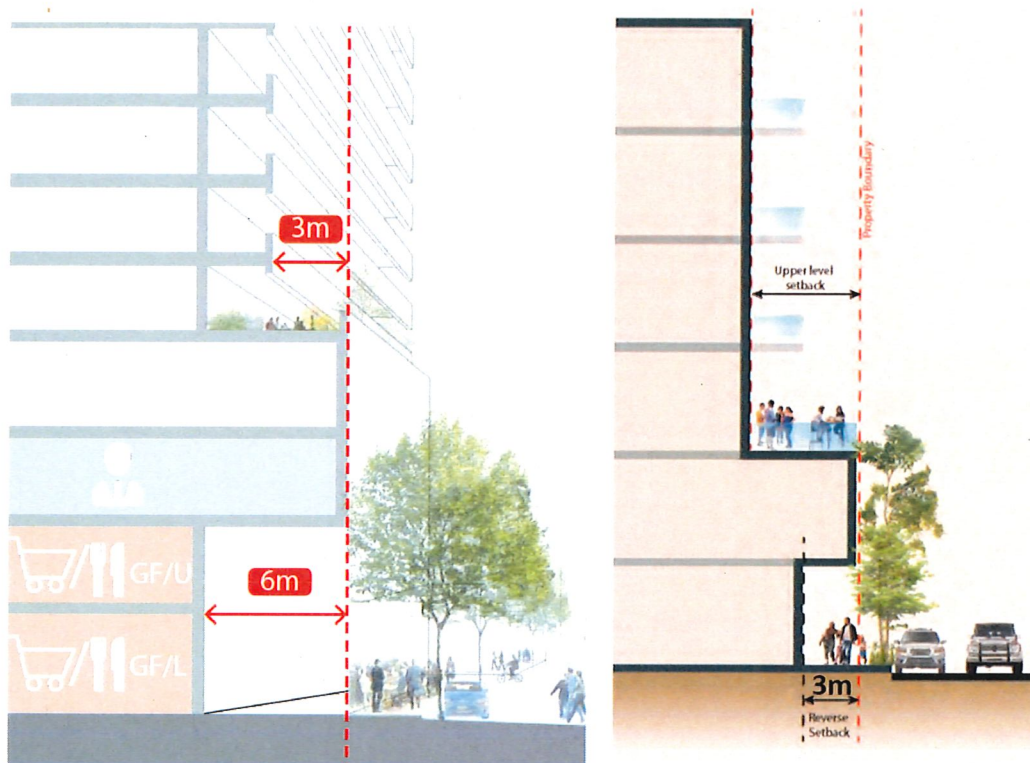


Figure 4: Proposal setbacks (left) and draft plan setback (right).

To ensure the minor inconsistencies are clarified for the purpose of community consultation, the Department recommends as a condition of Gateway that the planning proposal be updated to consider the draft plan's area-wide design principles, design criteria and proposed planning controls relevant to the site.

Further, prior to finalisation it is recommended that the planning proposal be updated to demonstrate consistency with the final St Leonards and Crows Nest 2036 Plan if it is finalised before the planning proposal is due to be finalised.

Local

St Leonards/Crows Nest Planning Study – Precincts 2 and 3

The St Leonards/Crows Nest Planning Study – Precincts 2 and 3 was adopted by Council in May 2015 and identifies the key themes of placemaking, access, employment and built form.

The planning proposal is generally consistent with Council's study as it:

- relates to a parcel of land with a minimum street frontage of 20m;
- relates to a parcel of land that does not isolate, sterilise or unreasonably restrict the development potential of adjacent parcels of land. The exclusion of 21 Atchison Street is discussed on page 10 of this report;
- proposes amendments to the North Sydney LEP 2013 that are consistent with Council's study:
 - non-residential FSR control;
 - site-specific FSR control having regard to the podium height, minimum setback controls consistent with Council's study and State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development;
 - height control;
 - satisfactory arrangements to ensure there is no net increase in traffic generation, such as consistency with Council's development control plan parking rates or an agreed travel plan to a reduced parking supply through a voluntary planning agreement; and
- proposes satisfactory arrangements that provide commensurate public benefits that support the proposed scheme.

Section 9.1 Ministerial Directions

The planning proposal is generally consistent with the following 9.1 Directions:

- 2.3 Heritage Conservation;
- 3.1 Residential Zones;
- 3.4 Integrating Land Use and Transport;
- 5.10 Implementation of Regional Plans; and
- 6.3 Site Specific Provisions.

Direction 1.1 Business and Industrial Zones

The planning proposal is inconsistent with this Direction as it results in a net reduction in commercial floor space from the current total floor space of 3829m² to 3165m². This results in a reduction of 664m².

The proposal is supported by an economic impact assessment (**Attachment E**) that found while the proposal results in a reduction of non-residential floor space, the proposed development can achieve a higher outcome of an additional 42 jobs. This is because new commercial office jobs are expected to be accommodated at a higher efficiency than the existing building, achieving a 12.5m² per worker rate due to improved floorplate efficiency and fit-out.

The proposed development on the subject site will include space for retail and commercial office, which is estimated to generate 216 jobs from ongoing operations.

The existing development is estimated to support 174 jobs on-site. A lower estimated GFA per job benchmark has been used given the existing property consists of older office buildings.

The proposed minimum non-residential FSR of 1.5:1 for the site is greater than the proposed non-residential FSR of 1:1 identified in the St Leonards and Crows Nest 2036 Draft Plan. The planning proposal expects to deliver higher employment uses than anticipated in the plan.

As the proposal will create an increase of 42 jobs on the site and provide a greater non-residential FSR than proposed in the St Leonards and Crows Nest 2036 Draft Plan, the Department considers the inconsistency with this Direction to be justified and no further approval is needed.

Direction 3.5 Development Near Licensed Aerodromes

The planning proposal seeks to increase the maximum building height from 20m to 56m (16 storeys). The site is subject to the obstacle limitation surface (OLS) of 156 AHD. While the proposed maximum building height is below the OLS, cranes may temporarily encroach the OLS during construction.

The planning proposal has not been referred to the federal Department of Infrastructure and Regional Development (DIRD) or the Sydney Airport Corporation for their comment and permission. Council identifies that consultation with these agencies will be undertaken as part of the Gateway determination.

The Department considers this to be appropriate and recommends consultation with DIRD, Airservices Australia, the Civil Aviation Safety Authority and the Sydney Airport Corporation as a condition of Gateway.

State environmental planning policies (SEPPs)

The planning proposal is generally consistent with the following SEPPs:

- SEPP (Urban Renewal) 2010;
- SEPP (Infrastructure) 2007; and
- SEPP (Building Sustainability Index: BASIX) 2004.

SEPP No 65 – Design Quality of Residential Apartment Development

An analysis of the concept design was undertaken by AJC Architects (**Attachment F**). The analysis confirms that the proposed development could achieve an acceptable level of internal amenity for future residents regarding solar access, natural ventilation and privacy.

Based on the indicative apartment layout tested by AJC, the following is noted:

- the residential component comprises 102 apartments suited to a variety of lifestyles. An indicative dwelling mix is one-bedroom units (33%), two-bedroom units (58%) and three-bedroom units (9%);
- the residential floors have a floor-to-floor height of 3.2m, enabling the achievement of the recommended 2m-7m ceiling height;
- each apartment has access to a secure private open space such as a balcony, with minimum areas of 8m²-12m² based on apartment size. Most apartments can

achieve greater private open space than the minimum prescribed by the *Apartment Design Guide*. A communal open space area with indoor lounge/meeting rooms will also be provided for residents; and

- approximately 77% of living areas and 66% of apartment balconies will receive two hours of midwinter solar access, which is a good outcome when considering the planned building form uplift around the site. Approximately 60% of apartments will achieve cross ventilation. A maximum of 15% of apartments have no direct sunlight, which meets the *Apartment Design Guide* recommendations.

SEPP No 55 Remediation of Land

The planning proposal is supported by a preliminary site investigation conducted by WSP, which found that areas of possible contamination sources were identified during the site inspection. Storage of waste oil in an above-ground storage tank (AST) and a rinse trap with oil separator system and its associated AST were identified within the automotive workshop at 31 Atchison Street.

A potential source of contamination was identified in the car park basement where chemicals are stored. However, the volumes of products were deemed to be insignificant.

The study concluded that the potential contamination levels associated with the site were expected to be low and the site is suitable for the proposed mixed-use development.

A detailed site investigation could be undertaken as part of the future development application for the site.

SITE-SPECIFIC ASSESSMENT

Social

The proposed development seeks to deliver a range of public benefits for the community, including improved street-level amenity, and the rejuvenation and activation of Atchison Street and Oxley Street, which will contribute to improved night-time safety.

Environmental

There are no known critical habitats, threatened species or ecological communities on the site and therefore the likelihood of any negative impacts is minimal.

Site isolation

The subject landholding does not include 21 Atchison Street, which falls within the Oxley Street Masterplan Precinct as identified in Council's planning study. Evidence has been supplied showing that efforts to buy the property at 21 Atchison Street were unsuccessful. Given the unlikely amalgamation, AJC Architects has undertaken analysis to examine how the adjoining property could be developed, assuming the subject site is developed as proposed having regard to the *Apartment Design Guide* principles. The analysis found the adjoining site could accommodate an eight-storey mixed-use building having regard to its constraints and considerations of the design guide.

Overshadowing

The planning proposal is supported by a solar analysis undertaken as part of the urban design report prepared by AJC Architects (**Attachment F**). The proposed development has been designed to minimise overshadowing on the surrounding locality through the incorporation of increased setbacks along Oxley Street and Albany Lane and the provision of a 6m-wide 'open to sky' laneway between Atchison Street and Albany Lane. To maximise the solar access, the concept design also provides two-storey cut-

outs in the podium form along Albany Lane and a 2.5m-deep cut-out in the tower form on levels 5-8 (Figure 5, next page).

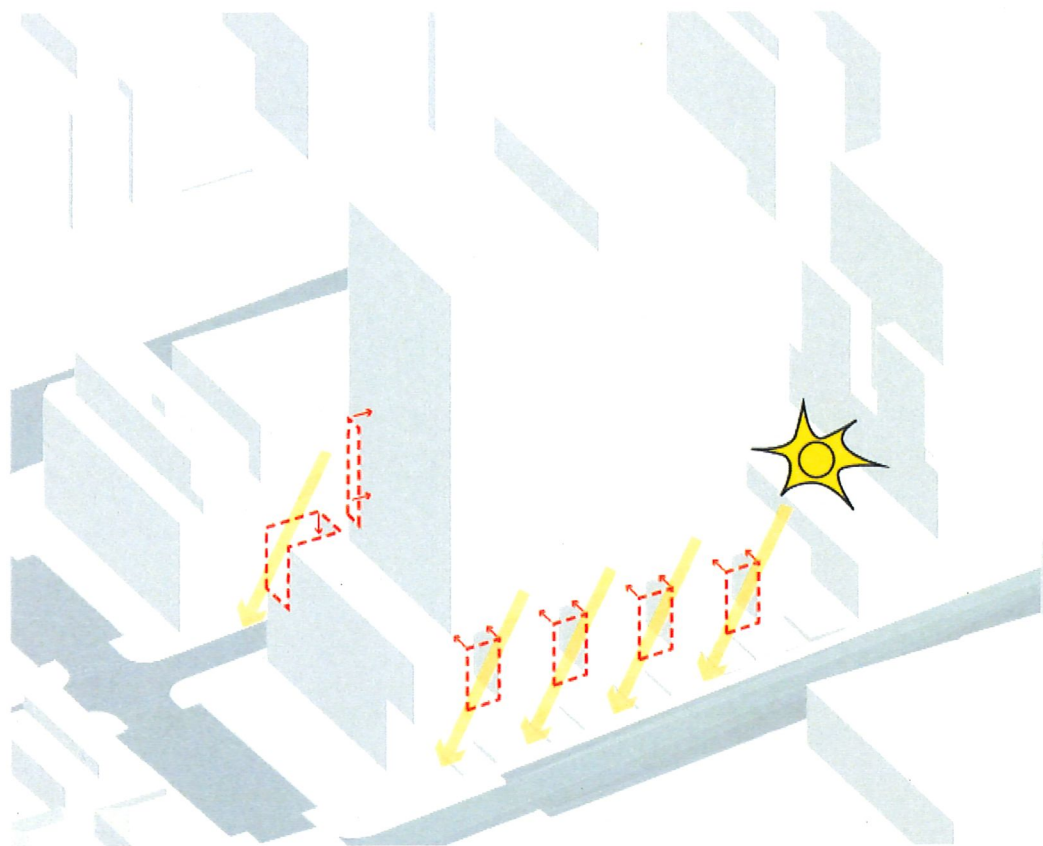


Figure 5: Diagram of the cut-outs (source: AJC Architects).

Solar diagrams demonstrate that the proposal will have no impact on Hume Street Park, except for minor overshadowing after 2:55pm. The shadowing would be of the proposed car park access driveway, which is part of the proposed expansion of Hume Street Park.

A proposed maximum building of RL 146 (equivalent to 62m) is referenced in the urban design report. The planning proposal was amended at Council's meeting of 25 June 2018 to reduce the maximum building height to 56m. Council considered applying a maximum height limit measured at the highest point of level 16 to be more appropriate. A height of RL 146 will result in a development greater than 16 storeys as this figure accounts for 16 storeys and an additional storey referred to as roof/plant level.

Given the reduction in height to 56m will reduce the impact of overshadowing on surrounding areas, the Department is satisfied that an update to the urban design report to reflect the change in height will not be required.

View impacts

The planning proposal identifies the building to the north of the site at 48 Atchison Street and the building to the west of the site at 15 Atchison Street will potentially lose views as a result of the development (Figure 6, next page).



Figure 6: Location of 48 and 15 Atchison Street in relation to the site.

The 11-storey Arden building at 48 Atchison Street has district views to the east and north. Most of the windows on the eastern elevation are secondary windows to living spaces or bedrooms. Views to the Sydney CBD are restricted by the Nexus building at 15 Atchison Street.

The 13-storey Nexus building at 15 Atchison Street has district views to the east and Sydney CBD views to the south. The proposal will have minimal impact on the district views as the Nexus building has a blank wall from the ground floor to the ninth floor on its eastern elevation. The district views to the east are only available from the top four levels.

The site and surrounding area is undergoing planned growth in accordance with Council's planning study and the Department's St Leonards and Crows Nest 2036 Draft Plan. The proposed maximum building height is consistent with both plans.

Economic

The planning proposal is supported by an assessment of the economic impacts of the planning proposal undertaken by Urbis.

The proposed development at 23-35 Atchison Street will result in several direct economic benefits during the construction stage and ongoing operations. These include:

- 43 direct jobs and 61 indirect jobs from the construction phase;
- ongoing employment of 216 jobs from office (98 jobs) and retail (118 jobs) uses; and
- an overall net increase of 42 direct jobs from the existing on-site uses.

While there is a net reduction in non-residential floor space from the current commercial floor space of 3829m² to the proposed non-residential floor space of

3165m², the proposed development will result in an increase in jobs due to the improved floorplate efficiency.

Infrastructure

The site is centrally located in the St Leonards town centre. The proposal will be subject to further capacity testing to determine the suitability of service infrastructure and any upgrades required. It is expected that these services would be upgraded by the developer if needed. The Department recommends consultation with Ausgrid as a condition of Gateway.

Traffic and transport

The planning proposal is supported by a transport assessment by The Transport Planning Partnership (TTPP) (**Attachment G**). The study found:

- there is expected to be a net decrease in the total volume of traffic accessing the site during the AM and PM peak hour periods compared with the existing site uses;
- the reduction in traffic is a direct result of the reduction in parking spaces allocated to office uses (i.e. 33 spaces reduced to five spaces) and the removal of a vehicle repair business that generates vehicle movements with the drop-off and pick-up of vehicles for repair; and
- the construction of the Sydney Metro rail line with a new station within a three-minute walk of the site will facilitate urban developments such as that sought by the planning proposal and further enhance St Leonards' functionality as a transit-oriented hub for travel to, from and through the centre.

The Department recommends consultation with Transport for NSW and Roads and Maritime Services as a condition of Gateway.

Proposed special infrastructure contribution

The site is within the proposed special contribution area for the St Leonards and Crows Nest Special Infrastructure Contribution (SIC). The proposed SIC for the St Leonards and Crows Nest Station Precinct is on exhibition until 8 February 2019. Before the proposed SIC is in place, planning proposals will require satisfactory arrangements to be in place to ensure the required regional infrastructure is provided.

It is recommended as a condition of Gateway that the planning proposal be updated to include a satisfactory arrangements provision for contributions to designated state public infrastructure identified as part of the proposed SIC for the St Leonards and Crows Nest Station Precinct.

CONSULTATION

Community

The planning proposal suggests a 28-day community consultation period for the planning proposal. The Department considers this to be appropriate.

Agencies

The planning proposal states that consultation with public authorities will be undertaken according to the Gateway determination requirements. It is recommended that the following agencies be consulted on the planning proposal and given 21 days to comment:

- Transport for NSW;

- Roads and Maritime Services;
- Sydney Airport Corporation;
- Civil Aviation Safety Authority;
- Airservices Australia;
- federal Department of Infrastructure, Regional Development and Cities (DIRDC); and
- Ausgrid.

TIME FRAME

The planning proposal provides an indicative project time frame anticipating the LEP amendment will be completed within 9-12 months. The Department considers a 12-month time frame for the completion of the LEP to be appropriate. It is recommended that the project timeline be amended as a condition of Gateway to reflect amended dates.

LOCAL PLAN-MAKING AUTHORITY

Council has requested to be the local plan-making authority. However, given the site is within a planned precinct, it is recommended that Council should not be authorised to be the local plan-making authority to make this plan.

CONCLUSION

The planning proposal is supported to proceed with conditions. The proposed amendments to the North Sydney LEP 2013 will enable a 16-storey mixed-use development comprising 102 residential apartments and 3165m² of retail and/or commercial space.

The proposal is generally consistent with the Greater Sydney Region Plan, the North District Plan and all relevant SEPPs and has adequately justified inconsistencies with the relevant section 9.1 Directions.

RECOMMENDATION

It is recommended that the delegate of the Secretary:

1. agree that the inconsistency with section 9.1 Direction 1.1 Business and Industrial Zones is justified; and
2. note that the consistency with section 9.1 Direction 3.5 Development Near Licensed Aerodromes remains unresolved until further justification has been provided.

It is recommended that the delegate of the Minister of Planning determine that the planning proposal should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to:
 - (a) amend the project timeline to reflect the anticipated time frames for the plan-making process;
 - (b) include a satisfactory arrangements provision for contributions to designated state public infrastructure identified as part of a draft or final special infrastructure contribution for the St Leonards and Crows Nest Station Precinct; and

- (c) address the St Leonards and Crows Nest 2036 Draft Plan, particularly the area-wide design principles, design criteria and proposed planning controls relevant to the site and justify any inconsistencies.
- 2. Prior to community consultation, consultation is required with the following public authorities under section 3.34(2)(d) of the Act and/or comply with the requirements of relevant 9.1 Directions:
 - (a) federal Department of Infrastructure, Regional Development and Cities;
 - (b) Airservices Australia;
 - (c) Civil Aviation Safety Authority; and
 - (d) Sydney Airport Corporation.
- 3. The planning proposal should be made available for community consultation for a minimum of 28 days.
- 4. Consultation is required with the following public authorities:
 - (a) Transport for NSW;
 - (b) Roads and Maritime Services; and
 - (c) Ausgrid.
- 5. Prior to finalisation, the planning proposal is to be updated to demonstrate consistency with a revised draft or final St Leonards and Crows Nest 2036 Plan, if available.
- 6. The time frame for completing the LEP is to be 12 months from the date of the Gateway determination.
- 7. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority to make this plan.

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