

Planning Services

Gateway Determination Report

LGA	Georges River
RPA	Georges River Council
NAME	Planning proposal to amend Hurstville LEP 2012 to amend zoning and development standards applying to 37-41 Treacy Street, Hurstville (180 dwellings, 82-121 jobs)
NUMBER	PP_2017_GRIVE_002_00
LEP TO BE AMENDED	Hurstville Local Environmental Plan 2012
ADDRESS	37-41 Treacy St, Hurstville
DESCRIPTION	Lots 1 & 2 in DP323090; Lot 2 in DP11931; Lot B in DP31479; and Lots 1, 2 & 3 in DP535805.
RECEIVED	17 July 2017
FILE NO.	17/09834
QA NUMBER	qA415400
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 is seeking to amend the Hurstville Local Environmental Plan (LEP) 2012 in relation to 37-41 Treacy Street, Hurstville. Specifically, the planning proposal seeks to rezone 37-41 Treacy Street from 3(b) City Centre Business Zone to B4 Mixed Use, increase the floor space ratio (FSR) from 3:1 to 7:1, increase the maximum building height from 15m to 55m, identify an active street frontage along the Treacy Street boundary and require a minimum 'non-residential' FSR of 1:1 on the site to enable a high-density mixed use development. The proposal also seeks to include a site-specific provision for the provision of affordable housing and public car parking on the site.

The concept plan associated with the proposal facilitates a 16-storey building with 180 residential apartments, 780m² of ground level retail floor space, 1,800m² of commercial office floor space and 6 levels of basement car parking.

Site Description

The subject site, known as 37-41 Treacy Street, Hurstville (The Treacy Street Car Park), comprises seven lots and covers an area of approximately 2,497m². The Council owned site contains no buildings and is currently occupied by at-grade public car parking (90 spaces) with access via Treacy Street. The site slopes gently towards the south-eastern

boundary from an approximate RL68 at the Treacy Street (western) corner to RL65.5 at the south-eastern corner (Illawarra Rail Line).

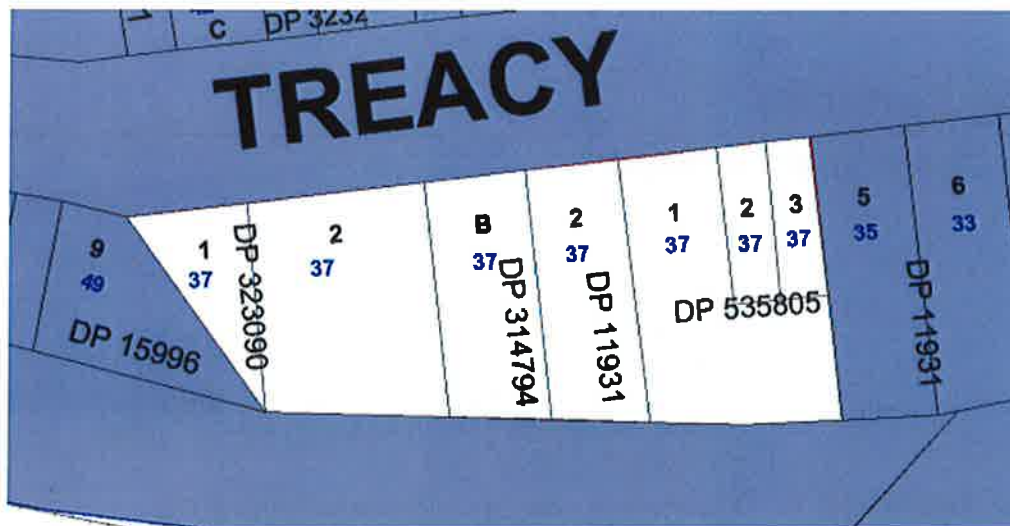


Figure 1: 37-41 Treacy Street, Hurstville

The site is one of three sites deferred from the Hurstville LEP 2012 (Amendment No. 3), notified in July 2015, located within the Hurstville City Centre. The nearby Hurstville Civic Precinct (2-32 MacMahon Street) and the Westfield site (3 Cross Street) were also deferred. The provisions of the Hurstville LEP 1994 and Hurstville Development Control Plan (DCP) No.2 (Amendment No. 5) currently apply to these sites. Council was given a 12-month timeframe to submit planning proposals for the deferred sites however has since been granted a number of extensions. Council is currently in the final stages of completing urban design work to inform the planning proposals for the Civic Precinct and Westfield site.

Under the provisions of Hurstville LEP 1994 the site is currently zoned 3(b) City Centre Business Zone and the development standards, as specified in the Hurstville DCP, allow for a maximum building height of 15m and FSR of 3:1.



Figure 2: Treacy Street Car Park

Surrounding Area

The site is bounded by Treacy Street to the north, the Illawarra Rail Line to the south and existing commercial developments (single and two storey) immediately to the east and west. The area to the east along Treacy Street is the subject of a significant increase in scale through recent development approvals.

The adjacent site to the east, 21-35 Treacy Street, was issued with a Major Project Approval under Part 3A of the *Environmental Planning & Assessment Act, 1979* in September 2012. This approval allowed for a 55 metre (16-storey) residential, commercial and retail development on the site. The development is currently under construction and comprises 1,499m² of ground floor retail space, 200m² of community floor space, 283 dwellings and 3 levels of basement parking. The development has an overall Gross Floor Area (GFA) of 28,474m² with a FSR of approximately 6.78:1. The planning proposal notes that it places considerable weight upon the height and FSR of the development approved at 21-35 Treacy Street as justification for the same controls being applied to the subject site.



Figure 3: Site and Surrounding Area



Figure 4: Site Context (site identified with blue outline)

The site is located within Hurstville City Centre in an area characterised by the extension of the retail strip along Forest Road and under-utilised development along the railway line on Treacy Street. The site is 350m walking distance from Hurstville Train Station and 450m walking distance from the Hurstville bus interchange on Woodville Street. It is in close

proximity to a wide variety of retail services along Forest Road and within 750m walking distance of two areas of public open space.

Summary of Recommendation

It is recommended the planning proposal proceed subject to the following conditions:

- Prior to community consultation, the planning proposal is to be updated to:
 - remove reference to a provision for affordable housing;
 - remove reference to a provision for public car parking; and
 - include a revised Urban Design report.
- Community consultation is required for a minimum of 28 days.
- Consultation is required with the following public authorities:
 - Transport for NSW;
 - Roads and Maritime Services;
 - Sydney Airport Authority;
 - Civil Aviation Safety Authority; and
 - Commonwealth Department of Infrastructure and Regional Development.
- A public hearing is not required to be held into the matter.
- The timeframe for completing the LEP is to be 9 months.

PROPOSAL

Objectives or Intended Outcomes

The statement of objectives accurately describes the intention of the planning proposal. The proposal intends to amend Hurstville LEP 2012 in order to facilitate the future redevelopment of an existing at grade car park at 37-41 Treacy Street, Hurstville for high-density mixed use development.

Explanation of Provisions

The explanation of provisions adequately addresses the intended method of achieving the objectives of the planning proposal. The planning proposal intends to amend the Hurstville LEP 2012 in relation to 37-41 Treacy Street, Hurstville as follows:

- amend the Land Application Map to remove the "deferred matter" status from the site;
- amend the Land Zoning Map to remove the "deferred matter" from the Site and zone the site B4 Mixed Use;
- amend the Height of Building Map to specify a maximum building height of 55m;
- amend the FSR Map to specify a maximum floor space ratio of 7:1;
- amend the Active Street Frontages Map to identify an active street frontage along the Treacy Street boundary of the site;
- amend Clause 4.4A of Hurstville LEP 2012 to include a provision requiring a minimum 'non-residential' floor space ratio of 1:1 on the site;
- include a provision for affordable housing to be incorporated in any development on the site equivalent to no less than 5% of the gross floor area of the development; and
- include a provision for public car parking to be provided in any development on the site equivalent to no less than 90 car spaces.

The site is classified as 'operational' under the *Local Government Act 1993*, which allows for its future development in accordance with the objectives and permissible land uses within the B4 mixed use zone.

The rezoning, increases in development standards (FSR and building height), identification of an active street frontage and introduction of a minimum non-residential FSR are considered the best means of achieving the proposals intended outcome.

Mapping

The planning proposal contains maps which adequately show the current and proposed controls. These maps are considered adequate for public exhibition purposes.

NEED FOR THE PLANNING PROPOSAL

Amendment to zoning and development standards

By rezoning the site B4 Mixed Use, increasing development standards (maximum building height and FSR) and identifying an active street frontage along Treacy Street the proposal seeks to facilitate additional development on a site that is strategically located near a commercial centre and a variety of public transport options.

Provision for minimum non-residential floor space

The requirement for a minimum non-residential FSR of 1:1 seeks to ensure that some employment generating floor space is provided on the site. The existing concept plan provides for a non-residential floor space of approximately 2,580m² which will provide for additional employment opportunities (approximately 82-121 jobs) and help support the vitality within the Hurstville City Centre.

Provision for public car parking

The Georges River Independent Hearing and Assessment Panel (IHAP), at its meeting of 18 May 2017, recommended that a provision for public car parking be provided in any development on the site equivalent to not less than 90 car spaces. This was subsequently supported by Council at their meeting of 5 June, 2017 and forms part of the planning proposal request. Whilst it is acknowledged that the site currently caters for 90 public car parking spaces, the planning proposal provides no strategic justification to support this request.

Council officers have noted that they are currently preparing a Car Parking Strategy for the Georges River LGA which will consider the outcomes of both the Hurstville City Centre Urban Design Strategy and the review of the Hurstville Transport Management and Accessibility Plan (TMAP). The Car Parking Strategy will recommend the provisions for car parking within the Hurstville City Centre including the quantity and location of public and paid parking. Given that the future provision of public car parking within the Hurstville City Centre is currently under review, it is considered both premature and overly restrictive to include site specific public car parking requirements within the Hurstville LEP 2012.

In their report to Council, officers recommended the following alternate approach to ensure sufficient public car parking is provided within Hurstville City Centre:

- the Car Parking Strategy (currently being prepared) identify the location, implementation mechanisms and timeframe for the provision of not less than 90 car parking spaces within the Hurstville City Centre; and
- if no alternate suitable location for the public car parking can be found within the Centre, then a minimum of 90 spaces are to be provided on the Treacy Street site; with such requirement being linked to the sale/development of the site.

The approach suggested by Council officers is considered the most appropriate means of ensuring the sufficient provision of public car parking within Hurstville City Centre.

Provision for affordable housing

IHAP, at its meeting of 18 May 2017, recommended that a provision for affordable housing be incorporated in any development on the site equivalent to not less than 5% of the GFA of the development. This was subsequently supported by Council at their meeting of 5 June, 2017 and forms part of the planning proposal request. It is noted that the 5% affordable housing requirement is based on the affordable housing target of 5% to 10% identified in the draft South District Plan. The concept provides for 180 apartments and therefore 9 would be required to be affordable.

The planning proposal seeks to provide for affordable housing on the site by introducing a new affordable housing clause into Hurstville LEP 2012. Georges River Council, former Hurstville Council and former Kogarah Council are not part of State Environmental Planning Policy 70 - Affordable Housing (Revised Schemes) (SEPP 70). An amendment to clause 9 of SEPP 70 would be required prior to any planning proposal introducing affordable housing requirements. It is noted that the draft South District Plan outlines an action to support Councils and the Department to achieve affordable housing through amending SEPP 70 and the Department is currently reviewing a number of housing related SEPPs with a view to modernising and clarifying them, and testing whether more opportunities for affordable housing can be provided.

It is also noted that Action L1 of the draft South District Plan states that Councils will prepare local housing strategies. Georges River Council has not yet prepared a local housing strategy and there is no current analysis of the need for affordable, key worker or social housing within the LGA nor the feasibility of its development.

In their report to Council, officers outlined their suggested alternative approach to providing affordable housing which involves preparing a local housing strategy in line with Action L1 of the draft South District Plan. The report notes the strategy will provide a holistic approach to housing supply and demand for the LGA. Once established, the housing strategy will allow Council to have a defined policy that will have status in discussions with applicants and proponents for development applications (DA) and planning proposals.

The approach suggested by Council officers is considered an appropriate first step in ensuring the provision of affordable housing within Hurstville City Centre. It is also consistent with the advice of the Department's Housing Policy Team.

STRATEGIC ASSESSMENT

State

A Plan for Growing Sydney

The proposal is considered to be generally consistent with the goals and guiding principles relating to the growth and development of strategic centres outlined in A Plan for Growing Sydney. Specifically, the planning proposal is consistent with the following objectives of the plan:

Goal 1 – A competitive economy with world-class services and transport

Direction 1.7: Grow strategic centres – providing more jobs closer to home

The proposal will assist in facilitating the growth of Hurstville. It will help strengthen its role as a Strategic Centre by encouraging higher density redevelopment and accelerating housing choice.

Goal 2 – A city of housing choice, with homes that meet our needs and lifestyles

Direction 2.1: Accelerate housing supply across Sydney

Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs
Direction 2.3: Improve housing choice to suit different needs and lifestyles

By providing a mix of one, two and three bedroom apartments the proposal will increase the local housing supply and choice in close proximity to jobs and public transport. It will facilitate urban infill and increase housing production around a local centre, transport corridors and public transport access point.

Goal 3 – A great place to live with communities that are strong, healthy and well connected

Direction 3.1: Revitalise existing suburbs

Direction 3.3: Create healthy built environments

The proposal will help to revitalise the existing suburb of Hurstville. It provides potential for a mixed-use development within the City Centre that benefits from its proximity to transport, services and retail.

Sydney Subregions – South Subregion

The subject site falls within the Sydney South Subregion. The proposal will facilitate housing intensification around an established centre and along a key public transport corridor. It will provide additional capacity for mixed-use development in Hurstville, and offer housing close to jobs and near the commercial core of Hurstville's City Centre.

Regional / District

Draft South District Plan

The draft South District Plan (the Plan) identifies Hurstville as a generally population-serving District Centre which also plays an important role in supporting the District's productivity. The draft Plan identifies a number of priorities for the District, which should be considered in strategic planning proposals.

Productivity Priorities and Actions

Key relevant priorities include:

- Planning for job target ranges for strategic and district centres
- Growing economic activity in centres
- Manage employment and urban services land across the District
- Access to greater number of jobs and services within 30 minutes

As noted, the draft Plan has identified the Hurstville Centre as a District Centre and has identified both a baseline and higher job target for the Centre to 2036. The 2016 job estimate for the Hurstville Centre is 11,600 and future jobs growth targets for 2036 are 15,000 (baseline target), and 20,000 (higher target). This equates to a baseline target of 3,400 additional jobs and a higher target of 8,400 additional jobs by 2036.

It is considered that any future development must include some commercial/retail floor space to ensure that services can be provided to both current and future residents, on and around the site and also to ensure ground floor activation of street frontages. The proposed minimum non-residential FSR of 1:1 will allow for the provision of approximately 2,580m² of employment floor space and depending on the employment generating use, between 82 – 121 jobs going some way to meet the projected target in the draft District Plan.

Productivity Priority 1: Manage growth and change in strategic and district centres and, as relevant, local centres

- The need to reinforce the suitability of centres for retail and commercial uses whilst encouraging a competitive market

The proposal will provide for approximately 2,580m² of employment floor space. The current concept plan provides for 780m² of retail floor space at ground level and 1,800m² of commercial (office) floor space at level two.

Liveability Priorities

- Improve housing choice
- Improve housing diversity and affordability
- Create great places
- Respond to people's needs for services

Liveability Priorities and Actions

Liveability Priority 1: Deliver South District's five-year housing target

The stated five-year housing target (2016-2021) for Georges River is 4,800 dwellings.

The planning proposal will provide for approximately 180 new dwellings in the form of a mix of 1, 2 and 3 bedroom apartments.

The planning proposal is considered to be generally consistent with the objectives of the draft Plan.

Local

Hurstville City Centre Master Plan

The Hurstville City Centre Concept Masterplan prepared in 2004 includes the following key objectives relevant to the planning proposal:

- Consolidating Hurstville's regional role
- Improving pedestrian movement
- Providing a framework by which improvements to infrastructure may be facilitated
- Introducing a balanced approach to height and density

The Masterplan divides the Hurstville City Centre area into six precincts defined geographically and by land use function. The subject site is located in the 'City Centre East Precinct'. The Masterplan notes that this precinct is characterised by the extension of the retail strip along Forest Road and very underutilised development along the railway line in Treacy Street. Treacy Street provides the rear vehicle and service access to properties in Forest Road. It is considered that the planning proposal is consistent with the key principles in the Masterplan.

Hurstville Development Control Plan No.2 (Hurstville City Centre)

The site is situated within the boundaries of the Hurstville City Centre and therefore the provisions of Hurstville DCP No.2 — Hurstville City Centre (Amendment No.5) currently apply to the site, including building form character principles, built form controls and controls relating to transport, traffic, parking and access.

A site-specific amendment to the Hurstville Development Control Plan No.2 (Hurstville City Centre) is proposed to accompany the draft amendment to the Hurstville LEP 2012. The amendment will include the site within the provisions of the Hurstville DCP No.2 (Amendment No.6) and address the issues including (but not limited to) vehicle access points, site and boundary landscaping, active street frontages and building rear setbacks, building breaks and minimising overshadowing of the public domain.

Section 117(2) Ministerial Directions

Direction 1.1 — Business and Industrial Zones

The objectives of this Direction are to encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.

The inclusion of a minimum non-residential FSR of 1:1 on the site will ensure that employment floor space is provided on the site. The concept provides for 2,580m² of non-residential floor space which will encourage the development of modern commercial and retail space, provide employment and support the viability of the Hurstville City Centre.

Direction 3.1 — Residential Zones

The objectives of this Direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and minimise the impact of residential development on the environment and resource lands.

While not proposing a residential rezoning, the proposed B4 Mixed Use Zone and the increases in maximum building height and FSR on the site will allow a greater provision of housing in an existing urban area, improve housing choice, and increase the efficiency of existing infrastructure, services and amenities.

Direction 3.4 — Integrating Land Use and Transport

The objectives of this Direction are to ensure the built form improves access to housing, jobs and services by walking, cycling or public transport use, further it seeks to reduce car dependency and provide for the efficient movement of freight.

The planning proposal is generally consistent with Direction 3.4 as it would allow for additional housing and jobs in a location with good access to the facilities within the Hurstville City Centre, in particular, public transport. Additionally, it can be argued that housing in this location will ease traffic demand on the Sydney road network generally when compared with additional housing in a less accessible location.

The site is strategically positioned in terms of its proximity to a commercial centre and the Hurstville Railway Station and Bus Interchange.

Hurstville City Centre TMAP

TMAP was adopted by Council in June 2013 and informed the finalisation of planning controls for the Hurstville City Centre in July 2015. The TMAP recommended a potential to develop 363,000m² additional GFA resulting in a total of approximately 861,354m² in the City Centre by 2036. The site is within the boundaries of the Hurstville City Centre, and was included in the area considered by the TMAP. It has been noted that there is a level of inconsistency with Direction 3.4 as the total GFA allowed for by planning controls and adopted in the City Centre exceed the recommendation in the TMAP.

Hurstville City Centre Action Plan included in the TMAP provides a list of road network and intersection improvements along with other transport and land use works and actions required in the short, medium and long term to support the future planning of the City Centre and to provide an efficient road network.

It is noted that as part of their current review of the Hurstville City Centre planning controls, Council is reviewing the Hurstville City Centre TMAP. Specifically, they will assess existing approvals and planning proposals to identify key works required. It is recommended that

Transport for NSW and Roads and Maritime Services are consulted during exhibition of the proposal.

Direction 3.5 — Development Near Licensed Aerodromes

Consultation with airport authorities is recommended to ensure compliance with Sydney Airport airspace protection requirements.

Direction 6.3 — Site Specific Provisions

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls.

The planning proposal includes a requirement for a minimum non-residential FSR of 1:1 on the site which will be included in the Hurstville LEP 2012 through an amendment to the existing clause 4.4A. This is considered an appropriate means to ensure employment uses are included on the site.

The planning proposal also includes provisions relating to affordable housing and retention of existing car parking spaces, which are site specific planning controls. As discussed previously in the report, these site-specific planning controls are recommended to be deleted given the need for further studies to support their inclusion.

Direction 7.1 — Implementation of A Plan for Growing Sydney

Consistent – see discussion in Strategic Assessment section of the Report.

The planning proposal is consistent with all other relevant 117 Directions.

State Environmental Planning Policies

SEPP 55 — Remediation of Contaminated Land

Any future DA would need to address this SEPP.

SEPP No.65 — Design Quality of Residential Apartment Development

The St George Design Review Panel (DRP) was established in accordance with SEPP No.65 to provide design advice on major development in the Georges River area. The final version of the planning proposal (November 2016) has been considered and supported by the St George DRP.

It is noted that Council intends to amend DCP No.2 Hurstville City Centre to include a number of site specific provisions.

Housing choice to suit the varying needs of residents will be provided through the proposed provision of 180 apartments with a range of sizes (1, 2 and 3 bedroom).

The planning proposal is consistent with all other relevant SEPPS.

SITE SPECIFIC ASSESSMENT

Social

Affordable Housing

In Council's submission for Gateway Determination, Council requested a provision for affordable housing to be incorporated in any development on the site equivalent to no less than 5% of the gross floor area of the development. As discussed previously in the report, given Council is not part of SEPP 70 and has not yet prepared a local housing strategy, this is not appropriate at this time.

The site is in proximity to a range of open space and community facilities.

Environmental

Natural Environment

The site is located within the established Hurstville City Centre and it is unlikely that critical habitats or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal.

Bulk and Scale

It is noted that a maximum building height of 55m has been recommended for the site as the Urban Design Strategy for the Hurstville Centre recommends a height of 55 metres for the block in which this site is contained. Further, the height of 55m is consistent with the height approved at adjacent 21-35 Treacy Street.

The indicative design concept represents a 53-metre building with an FSR of approximately 7.3:1. The review of the planning proposal concept by the St George Design Review Panel and the Independent Urban Design Advice by SJB identified a number of design issues which would impact on the achievable maximum FSR, including rearrangement of the building layout to reduce overshadowing, no single aspect south facing apartments, compliance with ADG and consideration of roof level open space. Therefore, an FSR of 7:1 has been supported.

The proposed built form controls are considered acceptable given the site's strategic location and the adjacent context of recently approved and completed developments.

For exhibition purposes, it is recommended that a revised Urban Design report is prepared illustrating the proposed built form controls and the requirement for a minimum non-residential floor space of 1:1.

Proximity to the Railway

Given the site's proximity to the railway line it is recommended Transport for NSW and RMS are consulted. Issues such as rail noise and vibration should be considered carefully at the DA stage.

Heritage

The site is not identified as a heritage item under the Hurstville LEP however there are 4 local heritage items located in the vicinity of the site. Any potential impacts on these buildings should be taken into consideration as part of any future DA.

Traffic and Parking

The Traffic Impact Assessment (TIA) by GTA Consultants concludes that the planning proposal will generate approximately 94 and 122 movements during the AM and PM peak hours, respectively. It should be noted that this traffic generation has been calculated in addition to the existing generation of the public car park.

The TIA concludes that the anticipated traffic generation is similar to the traffic generation characteristics of the site under the Hurstville City Centre TMAP forecasts (up to 157 additional vehicle movements) and therefore there should be adequate capacity in the surrounding road network to cater for the additional traffic generation.

The concept proposes the provision of 375 car parking spaces including the retention of 90 public car parking spaces.

It is understood that the traffic and parking impacts associated with this proposal will be considered as part of the current review of TMAP and Georges River Car Parking Strategy.

Economic

An economic impact assessment has not been included within the planning proposal package however the proposal states it will provide for significant opportunities for employment within the Hurstville City Centre. An assessment based on employment rate figures provided by SGS Economics & Planning has been used to estimate the potential jobs resulting from the proposed ground level retail floor space and upper level commercial floor space as provided for in the concept plan.

Table 1: Employee Estimates based on indicative retail and commercial floor space

Employee Estimates*	Planning Proposal Concept (Nov 2016)
Office Space 1 employee / 20-30sqm	1,800m ² (60 to 90 employees)
Retail Space 1 employee / 25-35sqm	780m ² (22 to 31 employees)
Estimated Employees (Total)	82 to 121 estimated employees

The requirement for a minimum non-residential floor space together with the increased population density is likely to stimulate the local economy and increase the demand for local services.

CONSULTATION

Community

Public consultation will be undertaken in accordance with the Gateway determination. An exhibition period of 28 days is considered acceptable.

Agencies

The planning proposal states that public authorities will be consulted as part of any future public exhibition, including public transport and road authorities, education and service suppliers. The Gateway determination will specific required agency consultation and further consultation is recommended at the DA stage.

TIMEFRAME

Council has proposed a timeframe of approximately four months to complete the LEP. A timeframe of 9 months is considered more appropriate given the nature of the proposal.

DELEGATION

Council wishes to exercise its Plan making delegation in relation to the planning proposal. Delegation should not be issued in this instance as the proposal seeks to amend planning controls for a Council owned site.

CONCLUSION

The planning proposal is supported to proceed with conditions as it:

- satisfies State and draft district planning objectives, which encourage developments that will facilitate increased housing provision in locations well serviced by public transport and in close proximity to employment opportunities;
- contributes to the delivery of Georges River five-year housing target of 4,800 additional dwellings by the allowing for the delivery of approximately 180 new dwellings; and
- ensures the provision of employment generating floor space by requiring a minimum non-residential FSR of 1:1, providing for approximately 182-121 jobs.

RECOMMENDATION

It is recommended that the delegate of the Greater Sydney Commission, 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) remove reference to a provision for affordable housing;
 - b) remove reference to a provision for public car parking; and
 - c) include a revised Urban Design report illustrating the proposed built form taking into consideration the requirement for a minimum non-residential floor space of 1:1. The report is to be placed on public exhibition with the planning proposal and the planning proposal is to be updated to reflect the revised Urban Design report.
2. The planning proposal should be made available for community consultation for a minimum of 28 days.
3. Consultation is required with the following public authorities:
 - Transport for NSW;
 - Roads and Maritime Services;
 - Sydney Airport Authority;
 - Civil Aviation Safety Authority; and
 - Commonwealth Department of Infrastructure and Regional Development.
4. A public hearing is not required to be held into the matter.
5. The timeframe for completing the LEP is to be 9 months from the date of the Gateway determination.

Martin Cooper
Team Leader, Sydney Region East

 8/8/17
Karen Armstrong
Director, Sydney Region East
Planning Services

Contact Officer: Olivia Hirst
Planning Officer, Sydney Region East
Phone: 9274 6583

