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Plan finalisation report – PP_2020_SYDNE_001_00

Sydney Local Environmental Plan (Amendment No.67)
4-44 Wentworth Avenue, Surry Hills

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1 Introduction

1.1 Overview

1.1.1 Name of draft LEP

Sydney Local Environmental Plan 2012 (Sydney LEP 2012) (Amendment No. 67).

1.1.2 Site description

The site is located at 4-44 Wentworth Avenue, Surry Hills, on the fringe of Central Sydney. The site is generally rectangular in shape.

The street block is bound by Wentworth Avenue to the west, Wemyss Lane to the north and east, and Goulburn Street to the south. Existing development on the site includes a hotel, convenience store, nightclub, commercial offices, business and retail premises, a gym and a pub.

The site has a total area of 2,739m² and is legally known as lots 42-51 in Deposited Plan (DP) 6534 (4-22 Wentworth Avenue) and Lots 52-59 DP 5634 and Lot 1 DP 1031245 (24-44 Wentworth Avenue), as shown in the **Table 1** below.

Table 1 Site description

Address	Lot	Type	Council name	LGA
4-6 Wentworth Avenue	Lots 42 and 43 DP 6534	Site	City of Sydney	City of Sydney
8 Wentworth Avenue	Lot 44 DP 6534			
10-12 Wentworth Avenue	Lots 45 and 46 DP 6534			
14 Wentworth Avenue	Lot 47 DP 6534			
16-22 Wentworth Avenue	Lots 48-51 DP 6534			
24 Wentworth Avenue	Lot 52 DP 6534			
26-28 Wentworth Avenue	Lots 53 and 54 DP 6534			
30-32 Wentworth Avenue	Lot 55 and Lot 56 DP 6534			
34 Wentworth Avenue	Lot 57 DP 6534			
36-38 Wentworth Avenue	Lots 58 and 59 DP 6534			
40-44 Wentworth Avenue	Lot 1 DP 1031245			



Figure 1 Subject site (Source: Nearmap)

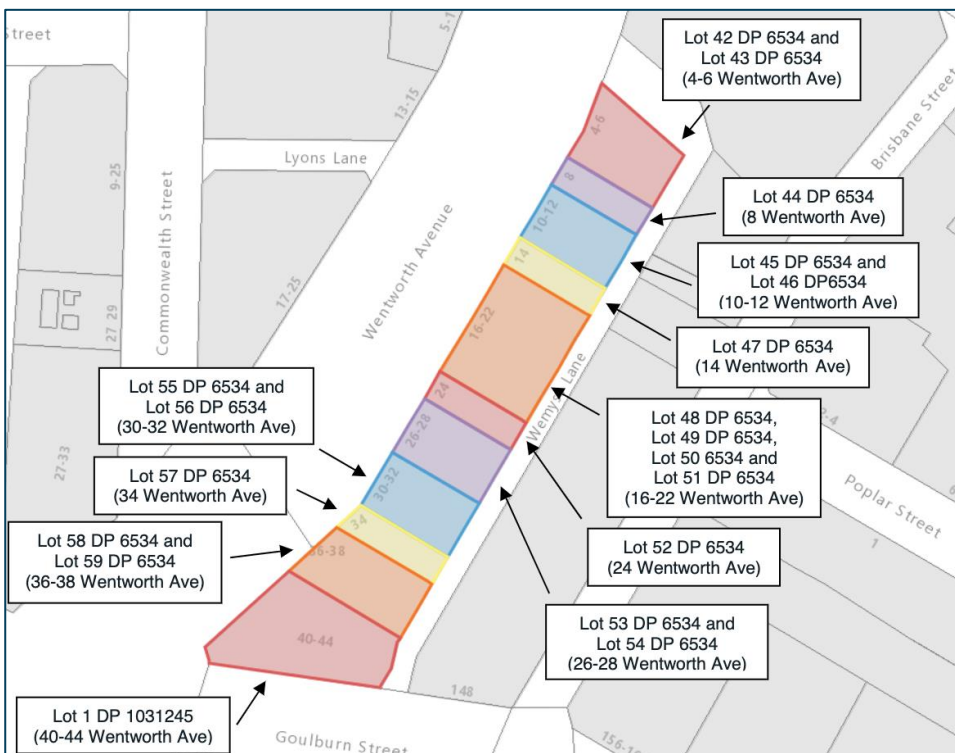


Figure 2 Subject site (Source: Council's Planning Proposal)

The table below identifies the current planning controls for the site under the Sydney LEP 2012.

Table 2 Current planning controls

Control	Current
Zone	B4 Mixed Use
Maximum height of the building	22m for 4-6 Wentworth Avenue (northern end of site) and 18m for 8-44 Wentworth Avenue
Floor Space Ratio (FSR)	6:1 for 4-6 Wentworth Avenue (northern end of site) and 5:1 at 8-44 Wentworth Avenue
Minimum Lot Size	N/A
Heritage	<p>4-34 Wentworth Avenue, Surry Hills is listed under Schedule 5 of the SLEP 2012 (Item 2271) as 'Former warehouse group, including interiors' and is of local heritage significance.</p> <p>40-44 Wentworth Avenue, Surry Hills is listed under Schedule 5 of the SLEP 2012 (Item 1647) as 'Macquarie Hotel including interior' and is of local heritage significance.</p> <p>Three heritage listed items are located nearby including a 'former warehouse (142-148 Goulburn Street) including interior' (I1455) to the east of the site, 'former warehouse facades "Mark Foy's"' at 133 Goulburn Street (I1554) to the south of the site and "Griffith's Building" including interior' at 46-52 Wentworth Avenue (I1648) to the south-east of the site.</p> <p>The site is not located within a Heritage Conservation Area (HCA).</p>

1.1.3 Purpose of plan

The original intention of the Planning Proposal (**Attachment A**) was to encourage development of hotel and motel accommodation at 4-22 Wentworth Avenue and a broader set of productive employment uses at 24-44 Wentworth Avenue.

As a result of the COVID-19 pandemic, in their submission during the public exhibition period, the landowner sought to broaden the intent of the planning proposal to also permit productive employment uses at 4-22 Wentworth Avenue, consistent with that incentivised for 24-44 Wentworth Avenue.

The amended planning proposal seeks to enable future redevelopment of the site for strategic land uses including commercial premises, health services facilities, educational establishments, hotel or motel accommodation, entertainment premises, light industry and information and education facilities.

The proposed amendments to Sydney LEP 2012 are as follows:

- 4-22 Wentworth Avenue (Northern Site shown on **Figure 1**):
 - Insert provisions in Division 5 Site Specific Provisions to increase the maximum building height controls from 22m at 4-6 Wentworth Avenue to a maximum Reduced Level (RL) 92.59 (around 62m) and from 18m at 8-22 Wentworth Avenue to RL 50.00 (or around 24m), if the entire site is developed for commercial premises,

- health services facilities, educational establishments, hotel or motel accommodation, entertainment premises, light industry and information or education facilities.
- Insert provisions in Division 5 Site Specific Provisions to increase the maximum FSR control from 6:1 and 5:1 to 5.7:1 for commercial premises, health services facilities, educational establishments, hotel or motel accommodation, entertainment premises, light industry and information or education facilities, in spite of Clause 4.4 of the Sydney LEP 2012. The proposal may be eligible for up to 10% additional floor space subject to achieving design excellence. This represents a maximum FSR of 6.3:1.
- Insert a new site-specific subclause in clause 6.21 specifying that development on the site demonstrating design excellence cannot obtain additional height.
- Insert a new site-specific subclause in clause 4.6 specifying that the clause does not allow development on the site to contravene the maximum building height development standard.
- 24-44 Wentworth Avenue (Southern Site shown on **Figure 1**):
 - Insert provisions in Division 5 Site Specific Provisions to increase the maximum building height controls from 18m at 24, 26-28, 30-32, 34 and 36-38 Wentworth Avenue to RL 50 (between 24.5m and 28m as the site slopes down from north to south) and from 18m at 40 Wentworth Avenue (part of 40-44 Wentworth Avenue) to RL 44.26 (around 22m) if the sites are developed for commercial premises, health services facilities, educational establishments, hotel accommodation, entertainment premises, light industry and information and education facilities in spite of Clause 4.3 of Sydney LEP 2012
 - Insert a new site-specific subclause in clause 4.6 specifying that the clause does not allow development on the site to contravene the maximum building height development standard

The planning proposal does not seek to change building height or FSR controls for 4 Wentworth Avenue other than for uses listed above. The existing zoning for the site will be retained.

No amendments to the Sydney LEP 2012 mapping are proposed as additional building height and an increased floor space ratio are proposed to be allowed through insertion of a new clause in Sydney LEP 2012.

1.1.4 State electorate and local member

The site falls within the Sydney state electorate. Alex Greenwich MP is the State Member.

The site falls within the Sydney federal electorate. Hon Tanya Plibersek MP is the Federal Member.

To the team's knowledge, neither MP has made any written representations regarding the proposal.

There are no donations or gifts to disclose, and a political donation disclosure is not required.

There have been no meetings or communications with registered lobbyists with respect to this proposal.

2 Gateway determination and alterations

The Gateway determination issued on 22/06/2020 (**Attachment B**) determined that the proposal should proceed subject to conditions. Council has met all the Gateway determination conditions.

In accordance with the Gateway determination the proposal is due to be finalised on 22/06/2021.

3 Public exhibition and post-exhibition changes

In accordance with the Gateway determination, the proposal was publicly exhibited by Council from 24/11/2020 to 29/01/2021, as required by section 29 of the *Local Government Act 1993*.

A total of 13 submissions were received, 10 from the community, two from public authorities, being Transport for NSW (TfNSW) and Heritage Council, and 1 from the proponent.

3.1 Submissions during exhibition

3.1.1 Submissions supporting the proposal

The proponent prepared a submission on the draft planning proposal, noting a reduced demand in large hotel accommodation due to the COVID-19 pandemic, and therefore reduced viability of large format hotels. As the planning proposal sought to incentivise only hotel and motel accommodation at 4-22 Wentworth Avenue, the submission prepared by the proponent requested the expansion of the range of employment generating uses permitted at 4-22 Wentworth Avenue in line with those sought for 24-44 Wentworth Avenue. The proponent also sought to introduce residential uses as an incentivised use.

In their submission, the landowner also noted a minor drafting error with the exhibited materials, where a suggested maximum FSR of 5.6:1 at 4-22 Wentworth Avenue was included in the Planning Proposal.

3.1.2 Submissions objecting to and/or raising issues about the proposal

The majority of community objections related to overshadowing, amenity, parking, traffic and noise impacts. These issues are summarised in **Table 2**.

Table 2 Summary of key issues

Issue raised	Council response and Department assessment of adequacy of response
Overshadowing and Amenity	<p>Submissions raised concerns over the proposed height increase, the potential to create a shadow and loss of sunlight to the nearby Meta apartments as well as the impact of solar access at other times of the year rather than just 21 June.</p> <p>Council has stated that extensive overshadowing analysis has been completed, as evidenced in previous Council reports and in the draft Development Control Plan (DCP). The maximum building envelope for the block has been determined by overshadowing requirements. The proposed building envelope will cause minor additional overshadowing to residential apartment buildings located to the east of the site. The proposal has been extensively reviewed and revised considerably to ensure the additional overshadowing is acceptable and complies with the design criteria of the Apartment Design Guide (ADG).</p> <p>The exhibited material references the 21 June winter solstice, the regulatory and industry standard to determine the minimum duration of sun a residential development can receive over the course of the year. Testing at the winter solstice ensures the worst case overshadowing scenario is tested.</p> <p>The revisions to the proposed maximum building envelope minimise overshadowing to neighbouring properties. Specifically, the envelope ensures that, in accordance with Objective 3B-2 of the ADG, neighbouring properties that do not currently receive the required hours of solar access do not have their solar access reduced by more than 20 per cent. The impact of the proposed maximum building envelope on surrounding properties' solar access is therefore considered to be within acceptable limits. To ensure the proposal does not result in adverse overshadowing impacts, a provision has been included in the site-specific DCP to ensure that the development achieves compliance with the solar access design criteria stipulated in the ADG.</p> <p>Council also states that overshadowing will also be considered under future development applications where proposed buildings can be further shaped to reduce overshadowing impacts, where reasonable.</p> <p>The Department agrees with the response by Council and considers issues of overshadowing and loss of privacy can be appropriately managed as part of a future DA under the site specific DCP. The site specific DCP controls will assist to ensure the height of any future proposed development does not have adverse impacts on surrounding development.</p>

Issue raised	Council response and Department assessment of adequacy of response
Parking and traffic	<p>Submissions raised concerns regarding the traffic implications of loading, delivery and car parking to be accessed through the adjacent Wemyss Lane. Submissions also contend the traffic assessment is presumptive if it deems the increase in traffic minor, and the report lacks a plan to mitigate traffic impacts.</p> <p>In response, Council noted a traffic, transport and parking study prepared by ARUP was submitted in support of the proposal and placed on public exhibition. The study concluded that the traffic generated by the proposed development to the surrounding road network would have a negligible impact on road network operation. This view was supported by Council's Transport Planner who identified broad support for the proposal in relation to potential traffic, transport, and parking impacts when considering the block as a whole.</p> <p>There will be need of additional bicycle parking, end of trip facilities and loading and servicing vehicle spaces. These can be designed, assessed and determined in the detailed design and development applications (DAs).</p> <p>Council also noted that the draft site specific DCP has site specific controls to manage any associated traffic impacts, including the location of vehicle entries and servicing at Wemyss Lane. This includes a 'transport management plan' to be submitted for any hotel development, which sets out management strategies for pick up and drop off, bus/coach parking and pedestrian safety.</p> <p>The Department agrees with the response by Council and notes that further detailed assessment of traffic impacts will be undertaken as part of subsequent Development Applications.</p>
Noise	<p>Submissions raised concerns regarding a significant increase in noise due to associated rubbish collection, service delivery and guest parking inclusions as part of the proposal. This includes an impact to residents in Meta B or Meta G apartments (148 Goulburn Street, Surry Hills) facing Wemyss Lane with possibility for a reverberation of sound. Submissions also raised that no assessment has been conducted to evaluate noise impact to residents from within inside the building.</p> <p>Council notes the proposal for 4-44 Wentworth Avenue is within a dense and highly urbanised precinct that has several residential and mixed-use developments in its vicinity. The area has, and will continue to, evolve to be subject to associated acceptable noise impacts that are permissible for commercial, entertainment, and residential uses under a B4 Mixed Use zone. Council also stated detailed plans to manage servicing and waste will be considered in the DAs.</p> <p>The Department agrees with the response by Council and considers that future noise impacts resulting from future development of the site would be addressed at the DA stage, particularly in relation to servicing and waste.</p>

Issue raised	Council response and Department assessment of adequacy of response
Heritage and local character	<p>One submission raised concerns that an increase to height controls to historic buildings will detract from the area.</p> <p>Council stated that the aim of the planning proposal is to encourage development that revitalises the area and provides social and economic benefits. By encouraging a mix of active and economic generating uses and allowing architectural flexibility and the adaptive reuse of heritage items, the proposal will contribute to the strategic priorities for the harbour CBD as an attractive place for business and, enterprise and visitors.</p> <p>In addition, Council stated that a Heritage Impact Statement (HIS) has been prepared and submitted with the planning proposal which indicates that with an appropriately compatible design, which will be determined through the design excellence and/or DA process, the proposed additional height for 24-40 Wentworth Avenue will have an acceptable impact on the significance of the subject heritage items located at 24-34 and 40-44 Wentworth Avenue.</p> <p>The Department agrees with the response by Council, and notes that further detailed assessment of heritage impacts would be undertaken as part of subsequent DAs.</p>
Planning controls and business case	<p>Submissions raised that if current businesses cannot operate within existing planning controls then a problem may be the business case. In addition, one submission questioned the justification for including 24-44 Wentworth Avenue as the proposed changes will impact amenity, reduce appeal and the value of nearby residential properties.</p> <p>Council contends the proposal will facilitate the delivery of strategically important employment and visitor accommodation floor space in Surry Hills, encouraging the growth of creative and knowledge intensive industries and strengthening the economic role of the Harbour CBD strategic centre. It also encourages the suitable adaptive reuse and extension of heritage buildings in a way that provides strong definition and activation to Wentworth Avenue, marks the eastern entry to Central Sydney whilst transitioning and maintaining appropriate solar access to lower scale residential properties to the east.</p> <p>Council also contends Sydney's competitiveness will continue to rely on sustainably and appropriately accommodating growing enterprise and tourism related businesses in highly accessible and strategic locations. This is especially the case in a post-COVID-19 environment where businesses need support to adapt to changing economic conditions.</p> <p>The Department agrees with the response by Council.</p>

The Department considers that the matters raised in submissions during formal exhibition have been addressed adequately by Council including by the post-exhibition revisions.

3.2 Advice from agencies

In accordance with the Gateway determination, Council consulted with TfNSW and Heritage NSW.

TfNSW noted recommendations to minimise constraints on Wemyss Lane. These included minimising vehicular conflict points, locating vehicular movements wholly within the subject site and providing onsite coach parking to reduce reliance on bays in the nearby area.

The recommendations can be incorporated within a 'transport management plan', which is required for any hotel development on the site as per the proposed DCP amendment. TfNSW considered that this is sufficient in order to mitigate any adverse traffic or parking constraints within the area.

Heritage NSW expressed support for the proposal and affirmed the DCP provides a strong approach to the adaptive reuse of the site with respect to its local context and history.

3.3 Post-exhibition changes

3.3.1 Council resolved changes

On 29 March 2021, Council resolved to proceed with the planning proposal with the following post exhibition changes:

- in response to the submission by the proponent, the planning proposal was amended to correct a minor error to the exhibited FSR control from 5.6:1 to 5.7:1; and
- in response to the proponent's submission, the planning proposal was amended to broaden the land uses that can be awarded additional height and FSR at 4-22 Wentworth Avenue, to be consistent with 24-44 Wentworth Avenue, Surry Hills. These amendments will enable development to exceed height and FSRs at 4-22 Wentworth Avenue, provided the entire site is developed for '*commercial premises, health services facilities, educational establishments, entertainment premises, light industry, hotel accommodation or information and education facilities*'. This replaces its proposed use for hotel or motel accommodation only.

Council considered that incentivising residential use was misaligned with the original strategic intent of the proposal and the broader visions, priorities and actions of the City and Greater Sydney Commission (GSC) to incentivise development in the Harbour Central Business District (CBD) for the purpose of employment, entertainment and business uses. Council considered that broadening the uses at 4-22 Wentworth Avenue for business related uses is consistent with 24-44 Wentworth Avenue, aligned with the stated intended outcomes of the proposal and the priorities and actions of the City's Local Strategic Planning Statement and the GSC's Eastern City District Plan.

3.3.2 Justification for post-exhibition changes

The Department notes that these post-exhibition changes are justified and do not require re-exhibition. It is considered that the post-exhibition changes:

- are a reasonable response to comments provided by the landowner; and
- do not alter the intent of the planning proposal.

4 Assessment

The proposal has been subject to detailed review and assessment through the Department's Gateway determination and subsequent planning proposal processes. It has also been subject to a high level of public consultation and engagement.

The following reassesses the proposal against the relevant Section 9.1 Directions, SEPPs, Regional and District Plans and the City of Sydney Local Strategic Planning Statement. It also reassesses any potential key impacts associated with the proposal (as modified).

As outlined in the Gateway determination report, the planning proposal submitted to the Department for finalisation:

- remains consistent with the regional and district plans relating to the site.
- remains consistent with the Council's Local Strategic Planning Statement.
- remains consistent with all relevant Section 9.1 Directions.
- remains consistent with all relevant SEPPs.

The following tables identify whether the proposal is consistent with the assessment undertaken at the Gateway determination stage. Where the proposal is inconsistent with this assessment, requires further analysis or requires reconsideration of any unresolved matters these are addressed in Section 4.1

Table 3 Summary of strategic assessment

	Consistent with Gateway determination report Assessment	
Regional Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
District Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
Local Strategic Planning Statement	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
Section 9.1 Ministerial Directions	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
State Environmental Planning Policies (SEPPs)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1

Table 4 Summary of site-specific assessment

Site-specific assessment	Consistent with Gateway determination report Assessment	
Social and economic impacts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
Environment impacts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1
Infrastructure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No, refer to section 4.1

4.1 Detailed assessment

The following section provides details of the Department's assessment of key matters raised during public exhibition and compliance with the Gateway determination.

4.1.1 Key matters raised during exhibition

Overshadowing

Public submissions raised specific concerns relating to impacts on the Meta Apartments. As highlighted in section 3.1.2, the amended proposal, site specific provisions and site specific DCP

provides for a proposed maximum building envelope height of 62m, which has been generated through the creation of a solar access plane to ensure the proposal is capable of complying with overshadowing requirements for neighbouring residential apartments.

The Department considers issues of overshadowing and loss of privacy can be appropriately managed as part of a future DA under the site specific DCP. The site specific DCP controls will assist to ensure the height of any future proposed development does not have adverse impacts on surrounding development.

Noise

The site is located within a dense and highly urbanised precinct in Surry Hills, close to the Sydney CBD. The site is surrounded by residential and mixed-use developments, resulting in associated noise impacts. While an acoustic report has not been provided to support the planning proposal, as the site is zoned B4 Mixed Use, in which land uses such as commercial, entertainment and residential are permissible with consent, the area is likely to be subject to noise impacts resulting from existing and future uses.

The Department considers that any noise impacts resulting from future development of the site are able to be addressed at the DA stage, particularly in relation to servicing and waste.

Traffic

The original traffic report, prepared by ARUP for 4-22 Wentworth Avenue, stated that the envisaged future use of the site, under the original planning proposal, would result in minor increases in car drop-off and pick-up activity in Wemyss Lane, utilising the 5 minute parking zone, and that car parking in accordance with the DCP can be accommodated on site. In addition, there are existing public parking stations nearby for any overflow. It was therefore considered the transport impacts of the proposal could be appropriately managed.

The Gateway determination required an additional Traffic assessment to be prepared for 24-44 Wentworth Avenue, given that an additional 1,600m² of commercial development is now proposed to be included on top of the existing site. No change has been proposed or is required in terms of vehicle access arrangements, however the additional Gross Floor Area (GFA) will trigger the need for additional bicycle parking and End of Trip (EOT) facilities and loading and service vehicle parking spaces. However, it is considered that these issues can be addressed and determined in the detailed design at DA stage.

The additional Traffic assessment for 24-44 Wentworth Avenue prepared by Council concludes that given the indicative scheme does not show any increase in parking spaces, no further traffic assessment is required. The public transport comments from 13 September 2018, found within the assessment as included below, are sufficient:

“Vehicle access is proposed on Wemyss Lane which is appropriate for this site. The indicative plan in the traffic report shows bicycle parking, end of trip facilities, loading/service vehicle spaces and 2 queue spaces for the mechanical parking facilities. Those look ok and at this stage, major traffic/Transport issues with the planning proposal can’t be seen.

Car parking numbers, bicycle parking, service vehicle numbers etc. will be finalised in the DA assessment process. Drop off Set Down area: Traffic report states that taxi drop-off and pick-up activity can be accommodated in the 5 minute parking zone in Wemyss Lane. There are 3 car spaces currently designated for P5 minute parking in Wemyss Lane. Considering CBD hotel, this could be acceptable.

DCP requires 1 coach parking for this size of hotel. Given that the site constrain of the development cannot provide onsite coach parking bays for large tour groups/ airport shuttle/ group guests, Transport planning suggests that the hotel needs to use existing nearby bus/coach bay for hotel guests /tour group pick up and set down purposes. A bus/coach management plan is

required as part of any future DA submission. Given automatic car parking is used, they have to provide valet car parking/ car stacker management plan.

A vehicle queue analysis according to the Australian Standard is also required and adequate waiting bays must be provided within the site to handle 98 percentile queue. Service vehicle should be provided according to DCP section 7.8. A loading dock management plan could also be needed to increase the efficiency and better management of the proposed loading dock. Those can be instrumented in the DA assessment and should be part of the traffic report in any further submission.

Overall the planning proposal can be supported from Traffic and Transport and no additional information is required at this planning proposal stage.”

In addition, TfNSW noted recommendations to be incorporated within a ‘transport management plan’, which is required for any hotel development on the site as per the proposed DCP amendment. TfNSW considered that this is sufficient in order to mitigate any adverse traffic or parking constraints within the area.

The Department considers that these matters have been adequately addressed.

Heritage

The Gateway determination required a HIS be provided for 24-44 Wentworth Avenue prior to exhibition. The HIS concludes that with an appropriately compatible design, which will be determined through the design excellence and/or DA process, the proposed additional height for 24-40 Wentworth Avenue will have an acceptable impact on the significance of the subject heritage items located at 24-34 and 40-44 Wentworth Avenue. The controls contained within the proposed site-specific DCP will also assist with this.

In addition, Heritage Council expressed support for the proposal and affirmed that the DCP provides a strong approach to the adaptive reuse of the site with respect to its local context and history.

The Department considers the heritage impacts to be acceptable.

5 Post assessment consultation

The Department has consulted with the following stakeholders after the assessment.

Table 5 Consultation following the Department’s assessment

Stakeholder	Consultation	The Department is satisfied with the draft LEP
Mapping	The planning proposal does not propose any mapping amendments to the Sydney LEP 2012.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, see below for details
Council	<p>Council was consulted on the terms of the draft instrument under clause 3.36(1) of the <i>Environmental Planning and Assessment Act 1979</i> (Attachment F).</p> <p>Council confirmed on 22/06/2021 that it was agreeable with the draft and that the plan should be made (Attachment G).</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, see below for details

Stakeholder	Consultation	The Department is satisfied with the draft LEP
Parliamentary Counsel Opinion	On 25/06/2021 , Parliamentary Counsel provided the final Opinion that the draft LEP could legally be made. This Opinion is provided at Attachment PC .	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, see below for details

6 Recommendation

It is recommended that the Minister's delegate as the local plan-making authority determine to make the draft LEP under clause 3.36(2)(a) of the Act because:

- the draft LEP has strategic merit being consistent with the Greater Sydney Region Plan, the Eastern City District Plan and City Plan 2036: Local Strategic Planning Statement.
- the proposal is well supported by infrastructure and local services.
- the planning proposal will result in additional jobs close to the CBD.
- it is consistent with the Gateway Determination.
- issues raised during consultation have been addressed, and there are no outstanding agency objections to the proposal.

Adrian Melo
Manager, Eastern District (City of Sydney)

21.06.2021

David McNamara
Director, Eastern District (City of Sydney)

Assessment officer

Luke Thorburn
Planning Officer, Eastern District (City of Sydney)
8275 1283

Attachments

Attachment A – Planning Proposal

Attachment B – Gateway Determination

Attachment C – Gateway Determination Report

Attachment D – Summary of Submissions

Attachment E – Council's Post Exhibition Report

Attachment F – 3.36(1) consultation with Council

Attachment G - Council's confirmation on instrument

Attachment PC – Parliamentary Counsel Opinion