



**Planning proposal to implement the North Sydney CBD Capacity and Land Use Strategy  
(Approx. 7,000 jobs and 0 dwellings)**

Proposal Title :	<b>Planning proposal to implement the North Sydney CBD Capacity and Land Use Strategy (Approx. 7,000 jobs and 0 dwellings)</b>		
Proposal Summary :	<b>The Planning Proposal seeks to amend the North Sydney Local Environmental Plan 2013 to give effect to the recommended actions of Council's North Sydney CBD Capacity and Land Use Strategy.</b>		
PP Number :	<b>PP_2017_NORTH_002_00</b>	Dop File No :	<b>17/07047</b>

**Proposal Details**

Date Planning Proposal Received :	<b>25-May-2017</b>	LGA covered :	<b>North Sydney</b>
Region :	<b>Metro(CBD)</b>	RPA :	<b>North Sydney Council</b>
State Electorate :	<b>NORTH SHORE</b>	Section of the Act :	<b>55 - Planning Proposal</b>
LEP Type :	<b>Precinct</b>		

**Location Details**

Street :	<b>Precinct</b>		
Suburb :	<b>North Sydney</b>	City :	<b>North Sydney</b>
		Postcode :	<b>2065</b>
Land Parcel :			

**DoP Planning Officer Contact Details**

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**DoP Project Manager Contact Details**

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**Land Release Data**

Growth Centre :		Release Area Name :	
Regional / Sub Regional Strategy :		Consistent with Strategy :	

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MDP Number :		Date of Release :	
Area of Release (Ha) :		Type of Release (eg Residential / Employment land) :	
No. of Lots :	<b>0</b>	No. of Dwellings (where relevant) :	<b>0</b>
Gross Floor Area :	<b>0</b>	No of Jobs Created :	<b>7,000</b>

The NSW Government Lobbyists Code of Conduct has been complied with : **Yes**

If No, comment :

Have there been meetings or communications with registered lobbyists? : **No**

If Yes, comment :

### Supporting notes

Internal Supporting Notes :

#### The Site

The subject site is approximately 29 hectares and is known as the North Sydney Central Business District (CBD). The site serviced by the North Sydney train station and includes the proposed Victoria Cross Metro Station at Tower Square.

The land is generally zoned B3 Commercial Core in the central of the CBD and B4 Mixed Use around the CBD fringe. The North Sydney CBD currently provides for approximately 820,000 square metres of non-residential floor space for 45,000 jobs.

#### Background

In February 2003, clause 28C was inserted into North Sydney LEP 2001 (and later transferred to clause 6.5 of North Sydney LEP 2013) to limit the increase of commercial floor space within the North Sydney CBD to 250,000 square metres and set a trigger for a review when an additional 200,000 square metres of commercial floor space had been approved. The clause was inserted into North Sydney LEPs to collect contributions for an upgrade to North Sydney station, which was completed in the early 2000s.

In late 2012, the trigger for a review was activated, after Council approved a development application which resulted in the total amount of non-residential floor space approved since 2013 exceeding 200,000 square metres.

In 2013, Council endorsed the preparation the North Sydney Centre Review (Review). The Review consists of a number of components:

- Traffic and Pedestrian Management Study;
- Public Domain Review;
- Marketing and Promotion Strategy;
- Late Night Trading Review; and
- Capacity and Land Use Study.

The following section summaries the major components for the Review that have been completed or will be completed by late 2017.

#### Traffic and Pedestrian Management Study (TPM)

The TPM Study prepared by Arup identified and recommended improvements to pedestrian amenity within the centre, whilst ensuring that there is no significant detrimental impact on traffic flow. The Study recommended a range of initiatives

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including:

- new mid-block pedestrian crossings;
- upgrades to Miller Street;
- changes in traffic operations on the Pacific Highway;
- opportunities for Shared zones;
- footpath widening; and
- location of new taxi ranks.

**Public Domain Review (PD Review)**

In 2015, Council engaged Place Partners to undertake the PD Review to assess the current state of the North Sydney Centre's in terms of how it is working as a system or network of places, and how these elements contribute to a positive or negative experience of place. Council has since commenced a Public Domain Strategy which is not yet completed. It is considered this Strategy should be completed prior to community consultation to help inform the proposal.

**Late Night Trading Review and Marketing and Promotion Strategy**

As part of the North Sydney CBD Review, Council engaged consultants to inform both late night trading, marketing and promotional strategies. These strategies for part of a long term commitment by Council to reposition the North Sydney Centre with a clear direction to attract development and investment in the centre, retain existing tenants and attract new tenants and residents.

**Capacity and Land Use Study (CLU Study)**

The CLU Study seeks to develop a framework that allows additional commercial floor space the North Sydney Centre. The CLU Study has been informed by a North Sydney Commercial Centre Study (2015) prepared by Urbis and a North Sydney Centre Economic Study (2013) prepared by Hill PDA. The capacity and planning scenario analysis is based on 3D modelling work undertaken by SJB Architects. A Special Areas Review was undertaken by Council staff, drawing on the work undertaken by Place Partners. The CLU Study and associated consultant studies were publically exhibited from 3 November 2016 to 15 December 2016. Council has subsequently adopted the CLU Study as a Capacity and Land Use Strategy.

The Planning Proposal only gives effect to the objectives of the CLU Strategy to deliver increased floor space in the North Sydney CBD. Council has engaged consultants who are in the early stages of preparing the following to address public domain and transport matters associated with the increased floor space:

**North Sydney CBD Public Domain Strategy**

The Public Domain Strategy will seek to integrate the private and public domain and investigate improvements to the latter. A draft Strategy is expected to be completed by Q4 2017.

**North Sydney CBD Transport Masterplan**

The Transport Masterplan will seek to maximise and build on the benefits of Metro by enhancing the walking, cycling and public transport usability and attractiveness of the Centre. A consultant team has been engaged, with a draft strategy expected by Q3 2017.

External Supporting  
Notes :

**Adequacy Assessment**

**Statement of the objectives - s55(2)(a)**

Is a statement of the objectives provided? **Yes**

Comment :

**The statement of objectives states that the Planning Proposal will give effect to the outcomes of the North Sydney Centre Review. In particular, it will implement the recommended actions of Council's North Sydney CBD Capacity and Land Use Strategy as**

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follows:

- prohibit development for the purposes of 'serviced apartments' within the B3 Commercial Core Zone;
- apply new height controls to the North Sydney Centre based on:
  - o maintaining solar access to residential land outside of the North Sydney Centre between 10am to 2pm; and
  - o continued prohibition of additional overshadowing to land identified as 'Special Areas'.
- enable development to occur on sites less than 1,000sqm, where new development does not exceed 45m in height;
- remove clauses relating to the provision of railway infrastructure within North Sydney Centre;
- remove clauses relating to the restriction on the amount of additional commercial floor space that can be accommodated within North Sydney Centre;
- remove Elizabeth Plaza, Blue Street, and Tower Square 'Special Areas'; and
- apply 'Special Area' to the rear of 100 Pacific Highway.

**Explanation of provisions provided - s55(2)(b)**

Is an explanation of provisions provided? Yes

Comment : To achieve the intended outcomes, this planning proposal seeks to amend North Sydney Local Environmental Plan 2013 (North Sydney LEP 2013) as follows:

**1. Removal of Serviced Apartments in B3 Commercial Core**

Removal of serviced apartments in the B3 Commercial Core zone under North Sydney LEP 2013 aims to reduce the ability for serviced apartments to undermine the employment generation potential of commercial floor space in the North Sydney Centre due to their extremely low employee to floor space ratio.

**2. Removal of Clause 6.5 Railway infrastructure – transitional arrangements**

Deletion of clause 6.5 Railway infrastructure – transitional arrangements under North Sydney LEP 2013 would facilitate the increase of commercial floor space in North Sydney CBD. The clause currently caps commercial floor space at 250,000 square metres and implements satisfactory arrangements are made for railway infrastructure that will provide for the increased demand for railway infrastructure generated by the development. It is understood that the clause was introduced due to capacity constraints at North Sydney Train Station. It is expected that the planned Victoria Cross metro station will provide the additional capacity for the potential increase in commercial floor space in North Sydney CBD.

**3. Amend Height of Building Map to North Sydney SLEP 2013**

The proposed increase in building height at certain land within North Sydney CBD will facilitate the increase in commercial floor space at sites that maintain solar access to residential land outside of the North Sydney Centre between 10am to 2pm and that do not provide additional overshadowing to land identified as 'Special Areas'. Land proposed to be increased in height is zoned B3 Commercial Core.

**4. Amend North Sydney Centre Map to North Sydney SLEP 2013**

The proposed amendment seeks to update the North Sydney Centre Map to remove Elizabeth Plaza, Blue Street and Tower Square as a special area and include the rear of 100 Pacific Highway as a new Special Area. The aim of the amendment is to:

- remove Elizabeth Plaza, Blue Street as special areas as their existing shadow and

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context does not qualify status as special areas;  
• remove Tower Square as a special area as it forms part of the Sydney Metro Victoria Cross Station Site and existing controls represent a statutory barrier to development on the Metro site; and  
• include the rear of 100 Pacific Highway, North Sydney (adjacent Don Bank Museum) as a special area given its important status as an open space in the Education Precinct Planning Study 2015, undertaken by Council.

It is noted that the proposal currently contains some discrepancies between the written text and the maps illustrating the proposed changes. These discrepancies should be amended prior to community consultation.

**5. Amend objectives of Clause 6.1 Objectives of Division (Division 1 North Sydney Centre)**  
The proposed amendments to clause 6.1 are required to better reflect and align the clause with the changes proposed by the LEP amendment.

**6. Amend Clause 6.3 Building heights and massing**  
The proposed amendments to clause 6.3 will restrict overshadowing impacts to special areas within the North Sydney CBD, minimise overshadowing impacts to residential development and open space areas outside of the North Sydney CBD and restrict development of sites less than 1,000 square metres in area to 45 metres in height.

The Planning Proposal includes an example drafting of the proposed amendments. The final drafting of the amendments will be subject to Parliamentary Counsel Opinion.

**Justification - s55 (2)(c)**

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

\* May need the Director General's agreement

**1.1 Business and Industrial Zones**

**1.3 Mining, Petroleum Production and Extractive Industries**

**2.3 Heritage Conservation**

**3.1 Residential Zones**

**3.3 Home Occupations**

**3.4 Integrating Land Use and Transport**

**3.5 Development Near Licensed Aerodromes**

**5.1 Implementation of Regional Strategies**

**6.1 Approval and Referral Requirements**

**6.2 Reserving Land for Public Purposes**

**7.1 Implementation of A Plan for Growing Sydney**

Is the Director General's agreement required? **No**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

**SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)**

**SEPP No 65—Design Quality of Residential Flat Development**

**SEPP No 70—Affordable Housing (Revised Schemes)**

**SEPP (Infrastructure) 2007**

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? **No**

If No, explain :

**The proposal provides justification for inconsistencies with for the following S.117 Directions:**

**2.3 Heritage Conservation**

**The Planning Proposal does not propose to alter the existing heritage conservation provisions within North Sydney LEP 2013 and does not propose to remove any heritage**

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items from Schedule 5. However, the Planning Proposal seeks to locate increased density within proximity to a number of local heritage items and proposes to increase density on three local items (187 Miller Street - shop, 86 Walker Street - former fire station and 1 Wheeler Lane - Telephone exchange).

~~It is noted that~~ the proposal is not currently supported by any type of heritage analysis or study. It is recommended that the potential consistency with this Direction remain unresolved until after an appropriate heritage analysis is prepared and consultation is undertaken with the relevant State agency.

**3.5 Development Near Licensed Aerodromes**

The Planning Proposal supports the increase in height for future development that will encroach into the Obstacle Limitation Surface (OLS), therefore direction 3.5 applies.

Clause 4(d) of this direction requires that permission from the relevant Department of the Commonwealth, or their delegate, prior to undertaking community consultation in satisfaction of section 57 of the EP&A Act. ~~It is noted that~~ the maximum allowable building height (PANS-OPS) is 335 metres (AHD) and the proposed maximum building height is RL 289 metres (AHD), which is substantially below this upper limit.

The proposal has a minor inconsistency with this direction as the OLS applicable to the site is 156 metres (AHD) and the proposal seeks to introduce new maximum heights, which would exceed the OLS by approximately RL 133 metres (AHD) at an upper limit. Any construction associated with the development may also intrude the OLS further on a temporary basis. No development would intrude the PAN-OPS limit.

~~While it is noted that~~ there is existing development within the North Sydney CBD that already protrudes into the OLS. It is considered appropriate that the potential consistency with this Direction remain unresolved until after consultation with the relevant Commonwealth agencies.

The proposal is considered to be consistent with all other SEPPs and section 117 Directions.

**Mapping Provided - s55(2)(d)**

Is mapping provided? **Yes**

Comment : The planning proposal contains maps which adequately show the subject land and explain the proposed changes to the respective LEP maps for each proposed amendment. These maps are adequate for exhibition purposes. Maps which comply with the Standard Technical Requirements for SI LEP Maps will need to be prepared before the LEP is made.

**Community consultation - s55(2)(e)**

Has community consultation been proposed? **Yes**

Comment : The Planning Proposal indicates that community consultation will be undertaken in accordance with the requirements made by the Gateway Determination. Due to the nature of the Planning Proposal, a 28 day exhibition period is considered appropriate.

**Additional Director General's requirements**

Are there any additional Director General's requirements? **No**

If Yes, reasons :

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**Overall adequacy of the proposal**

Does the proposal meet the adequacy criteria? Yes

If No, comment :

**Time Line**

The planning proposal includes a project timeline which estimates the completion of the planning proposal in April 2018. A 12 month timeline is considered appropriate to ensure the RPA has adequate time to complete the exhibition, reporting, legal drafting and making of the plan. The dates in the project timeline should be corrected prior to exhibition.

**Delegation**

North Sydney Council is seeking delegation to carry out functions of the Greater Sydney Commission under section 59 of the Environmental Planning and Assessment Act 1979 for this matter. Delegation is not considered appropriate in this instance because of the scale and complexity of the proposal.

**Overall Adequacy**

The planning proposal satisfies the adequacy criteria by:

1. Providing appropriate objectives and intended outcomes.
2. Providing a suitable explanation of the provisions proposed for the LEP to achieve the outcomes.
3. Providing an adequate justification for the proposal.
4. Outlining a proposed community consultation program.
5. Providing a project time line.

**Proposal Assessment**

**Principal LEP:**

Due Date : **September 2013**

Comments in relation to Principal LEP : **North Sydney Local Environmental Plan 2013**

**Assessment Criteria**

Need for planning proposal :

The Planning Proposal is a result of the recommendations of the North Sydney CBD Capacity and Land Use Strategy that was adopted by Council in May 2017. The Strategy formed part of the North Sydney Centre Review undertaken by Council and responds to:  
- the requirements for Council to undertake a review of the North Sydney Centre controls, following approval for an additional 200,000 square metres of commercial floor space under clause 6.5(4) of North Sydney LEP 2013; and  
- to ensure that the North Sydney Centre retains and strengthens its role as a key component Sydney's global economic corridor, as identified in A Plan for Growing Sydney.

The Planning Proposal is also in response to the planned Victoria Cross Metro Station located in North Sydney's Tower Square and the need to locate growth within walking distance to North Sydney Station and the future Metro station.

The Planning Proposal to amend the LEP and maps is the only means of achieving the intent of the proposal.

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Consistency with strategic planning framework :

**A Plan for Growing Sydney**

The proposal is located within the Global Economic Corridor and is consistent with a number of the specific actions identified in the Plan, including:

**Action 1.6.1: Grow high-skilled jobs in the Global Economic Corridor by expanding employment opportunities and mixed use activities**

**Action 1.6.2: Invest to improve infrastructure and remove bottlenecks to grow economic activity**

**Action 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity**

**Action 1.11.1: Preserve future transport and road corridors to support future growth**

**Draft North District Plan (Plan)**

The draft plan establishes key priorities for achieving its vision for the greater Sydney, which includes increasing connections between where people work, live, and play to create a “30-minute city”, supporting the role of the Eastern City as a global leader, and contributing an additional 15,600-21,100 jobs by 2036 in the North Sydney Strategic Centre.

In response, the proposal will facilitate new potential commercial floor space within the North Sydney CBD, contributing to job targets outlined in the Plan for North Sydney Centre. This additional capacity is ideally located to take advantage of public transport infrastructure, and supports the achievement of a “30-minute city”.

Environmental social economic impacts :

**ENVIRONMENTAL**

The subject site is located in an urban area and does not contain any known critical habitat or threatened species, populations or ecological communities or habitats.

**Overshadowing**

The Planning Proposal will result in some increased overshadowing of residential properties located outside of the North Sydney Centre due to the proposed increase in the maximum building height on a number of sites.

Increased building heights are based on reducing overshadowing restrictions from 9am to 3pm to 10am to 2pm at the Winter Solstice. The proposal also allows additional height to be achieved if dwellings located outside of the North Sydney CBD can receive a minimum 2 hours of direct sunlight between 9am and 3pm at the Winter Solstice.

The change to solar amenity protection to surrounding areas is in accordance with the provisions outlined in the Apartment Design Guidelines. While it is acknowledged that there will be additional overshadowing and solar access impacts because of increased density, it is considered that the amendment provides an acceptable balance between allowing the CBD to grow whilst minimising impacts on residents located adjacent to the CBD.

**SOCIAL AND ECONOMIC**

**Increase in Commercial Floor Space**

The proposal encourages significant financial investment in North Sydney CBD as part of the Global economic corridor and District Centre, by encouraging growth in accordance with A Plan for Growing Sydney and the draft North District Plan.

Redevelopment of the sites to the maximum building height and floor space would facilitate up to 834,817 square metres (35% increase over existing controls) of commercial floor space and accommodate approximately 7,000 jobs and will contribute to meeting the employment targets set for North Sydney. It is noted that significant economic feasibility testing has already been prepared and exhibited by Council. Further detailed economic and feasibility analysis is not considered necessary at the present time.



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**Serviced Apartments**

The Planning Proposal recognises that serviced apartments are currently undermining the employment generation potential of commercial floor space in the CBD and that there is a recent history of serviced apartments that are being converted to residential uses in the CBD, which is limiting opportunities for more traditional commercial floor spaces that make greater economic contributions to the CBD.

Serviced apartments would remain permissible in the B4 Mixed Use zones, which require a minimum of 50 serviced apartments to qualify as non-residential floor space within the mixed use zone on the fringe of North Sydney CBD.

Given the minimal employment contribution of serviced apartments to floor space ratio and ability to provide higher employment generation of commercial floor space there would be minimal economic impact if serviced apartments are prohibited in the B3 Commercial Core zone.

The Planning Proposal provides no justification for exclusion of serviced apartments on a small amount of land zoned B3 Commercial Core in St Leonards and Crows Nest. This area has been declared a priority precinct. The outcome of the priority precinct work will determine the future uses of this land.

If the proposal proceeds to Gateway determination, it is recommended that Council identify existing serviced apartments in the B3 Commercial Core zone and that they be listed under Schedule 1 as an additional permitted use to avoid the need for existing use rights to be relied upon in the future.

**Special Areas**

Inclusion of a special area at the rear of 100 Pacific Highway will appropriately reflect the importance of the site as open space adjoining the Don Bank Museum. The site includes a high level of solar access and has the potential to provide a place of high pedestrian amenity and activity, linking the planned metro station to the Don Bank Museum. Inclusion of the site as a special area is considered appropriate.

Removal of Elizabeth Plaza Road reserve, and 5 Blue Street will appropriately reflect existing overshadowing and context of the sites, which do not qualify as special areas as they receive limited solar access.

Removal of special area 155-167 Miller Street (Tower Square), with the exception of a 6 metre wide strip across the western frontage to Miller Street will enable development of the planned Metro station. The Planning Proposal identifies that the existing control would represent a statutory barrier to development on the metro site and should be removed. As these amendments affect the planned Metro station, it is recommended that Transport for NSW be consulted at exhibition.

**Transport, Traffic and Parking**

Provision of increased commercial floor space through removal of Clause 6.5 Railway Infrastructure Transitional Arrangements and increasing maximum building heights has the potential to provide interim transport capacity constraints between the time commercial floor space capacity is increased and the delivery of the Metro station. Taking into account typical the average timing for assessment of development applications and subsequent construction, this interim constraint is not expected to significantly impact North Sydney Station prior to the delivery of the proposed Metro station. It is noted that Council is currently preparing a North Sydney CBD Transport Masterplan, which should take these timing factors into consideration. It is recommended that the Gateway require the Transport Masterplan be finalised prior to community and agency consultation, and the proposal be updated to reflect its outcomes. This will also help inform Council's consultation with Transport for NSW regarding the proposed removal of Clause 6.5. Transport for NSW have raised some preliminary concern over the potential loss of developer contributions that help support the delivery of transport infrastructure if this clause is removed, and have requested that they be formally be consulted as part of the LEP amendment process. This is considered appropriate.

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**Assessment Process**

Proposal type : **Precinct** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 months** Delegation :

Public Authority Consultation - s56(2)(d) : **Office of Environment and Heritage  
Transport for NSW  
Transport for NSW - Sydney Trains  
Transport for NSW - Roads and Maritime Services  
Other**

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Identify any internal consultations, if required :

**No internal consultation required**

Is the provision and funding of state infrastructure relevant to this plan? **Yes**

If Yes, reasons : **All utility services including electricity, telecommunications, water, sewer and stormwater are currently available within the subject area. If the sites are to be redeveloped it is expected that this would be considered at Development Application Stage.**

**The proposal removes Clause 6.5 Railway Infrastructure Transitional Arrangements from the North Sydney LEP 2013. Clause 6.5(1) requires satisfactory arrangements to be made for the provision of railway infrastructure to satisfy needs that arise from development in North Sydney Centre (commercial floor space) and caps commercial floor space at 250,000 square metres.**

**The planned Sydney metro station (Victoria Cross) in North Sydney CBD will enable the commercial floor space cap to be removed by providing transport capacity for the expected increase in patronage.**

**While there is justification for intensification of commercial capacity in North Sydney CBD, it is considered that there are ongoing costs to railway and transport infrastructure in the CBD. Should the proposal proceed to Gateway determination, it is recommended that Transport for NSW be consulted on this matter as discussed above.**

**Documents**

Document File Name	DocumentType Name	Is Public
<b>Council Letter.pdf</b>	<b>Proposal Covering Letter</b>	<b>Yes</b>
<b>Council Meeting Minutes.pdf</b>	<b>Proposal</b>	<b>Yes</b>

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Planning Proposal.pdf	Proposal	Yes
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**Planning Team Recommendation**

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

- S.117 directions:
- 1.1 Business and Industrial Zones**
  - 1.3 Mining, Petroleum Production and Extractive Industries**
  - 2.3 Heritage Conservation**
  - 3.1 Residential Zones**
  - 3.3 Home Occupations**
  - 3.4 Integrating Land Use and Transport**
  - 3.5 Development Near Licensed Aerodromes**
  - 5.1 Implementation of Regional Strategies**
  - 6.1 Approval and Referral Requirements**
  - 6.2 Reserving Land for Public Purposes**
  - 7.1 Implementation of A Plan for Growing Sydney**

Additional Information : **It is recommended that the Planning Proposal should proceed, subject to the following conditions:**

**1. Prior to State agency and community consultation:**

- the North Sydney CBD Public Domain Strategy and Transport Masterplan, and an appropriate heritage analysis of the proposed LEP amendments, are to be completed and the planning proposal updated accordingly. These documents are also to be included in the consultation material:

- the planning proposal is to be amended to:

a) identify all existing serviced apartments located in the B3 Commercial Core Zone in Schedule 1 - Additional Permitted Uses of North Sydney LEP 2013;

b) include an updated project timeline;

c) rectify any discrepancies between the written text and the proposed maps relating to the proposed changes to the 'Special Areas'.

**2. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:**

a) the Planning Proposal must be made publicly available for a minimum of 28 days; and

(b) the relevant planning authority must comply with the notice requirements for public exhibition of Planning Proposals and the specifications for material that must be made publicly available along with Planning Proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2016).

**3. Consultation is required with the following public authorities under section 56(2)(d) of the Act and/or to comply with the requirements of relevant S117 Directions:**

- Transport for NSW;
- Transport for NSW: Road and Maritime Services;
- Office of Environment and Heritage - Heritage Branch;
- Sydney Airport Corporation Ltd;
- AirServices Australia; and
- Civil Aviation Safety Authority.

Each public authority is to be provided with a copy of the Planning Proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

**5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may**

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otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

6. The timeframe for completing the LEP is to be 12 months from the week following the date of the Gateway determination.

Supporting Reasons : **The planning proposal is supported because it enables the increase in commercial floor space in North Sydney CBD in accordance with A Plan for Growing Sydney and the draft North District Plan.**

Signature:  \_\_\_\_\_

Printed Name: Craig Dess Date: 10/7/17