



Planning,
Industry &
Environment

IRF21/3215

Gateway determination report – PP-2021-4808

Enterprise Area Review – North Alexandria Precinct

September 2021



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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Attachment A - Planning Proposal
Attachment B – Urban Design Study by CHROFI
Attachment C – City of Sydney Enterprise Area Review by SGS

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	City of Sydney
PPA	City of Sydney
NAME	Enterprise area review
NUMBER	PP-2021-4808
LEP TO BE AMENDED	Sydney Local Environmental Plan
ADDRESS	North Alexandria Precinct
RECEIVED	29/07/2021
FILE NO.	IRF21/ 3215
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

1.2 Objectives of planning proposal

The planning proposal contains objectives and intended outcomes that adequately explain the intent of the proposal. The objectives of the planning proposal are to:

- facilitate a pipeline of diverse office and enterprise floor space in North Alexandria to strengthen industry diversity and the economic performance of the southern enterprise area;
- ensure the scale, massing and transition of the height and floor space ratio controls in North Alexandria is appropriate in response to its context, transitioning from the low-scale fine grain to the north, to a mid-rise scale, and to higher-density close to Green Square station;
- facilitate large floorplate development in the south-block to provide a supply of large office floor space;
- facilitate a building envelope and floor space layout in mid-block that supports lower rise, larger floor plate, flexible commercial office buildings to provide a supply of floorspace suitable for commercial, creative and knowledge-based tenants in small offices and other diverse employment spaces;
- maintain the scale and massing of the height and floor space ratio controls in north-block so that Sydney's industrial heritage continues to be represented, but so it also allows for the adaptive reuse of buildings;
- preserve heritage character and encourage well-designed adaptive reuse;

- facilitate the dedication of land for streets, laneways, public domain setbacks and the liveable green network to improve the amenity of North Alexandria and facilitate greater permeability;
- ensure development responds to and supports the delivery of planned open space in North Alexandria; and
- continue to facilitate affordable housing in North Alexandria.

The objectives of this planning proposal are clear and adequate.

1.3 Explanation of provisions

The planning proposal seeks to amend the Sydney LEP 2012 per the changes below:

- amend the Floor Space Ratio Map Sheets 10, 11, and 18 to amend the community infrastructure floor space available, pursuant to Clause 6.14 Community infrastructure floor space at Green Square.
- amend the Height of Building Map Sheets 10, 11, and 18 to change the maximum building height.
- amend the Locality and Site Identification Map Sheets 10, 11, and 18 to identify North Alexandria.
- amend Clause 7.13A – Affordable housing in zone B7 to remove reference to the ‘Employment Lands Affordable Housing Program adopted by the Council on 30 March 2015’ and replace with ‘City of Sydney Affordable Housing Program adopted by Council on 24 August 2020’.
- insert a site-specific local clause for land in North Alexandria. The proposed site-specific clause is to ensure that a building demonstrating design excellence under Clause 6.21 of the Sydney LEP 2012 is only eligible for additional FSR, and not additional height.

Details of the proposed amendments to height and FSR are provided at Table 3. *Clause 6.14 Community infrastructure floor space at Green Square* allows for additional floor space to be achieved on land where Green Square community infrastructure is provided.

Green Square community infrastructure means development at Green Square for the purposes of recreation areas, recreation facilities (indoor), recreation facilities (outdoor), public roads, drainage or flood mitigation works.

A draft Site Specific DCP has been prepared to provide further guidance to the proposed amendments to Sydney LEP 2012. The draft DCP is to be publicly exhibited with the planning proposal.

Table 3 Current and proposed controls

Control	Current	Proposed
Zone	B7 – Business Park	No Change. B7 – Business Park
Maximum height of the building	12m to 60m	<p>Site on north-west corner of Wyndham Street and Bourke Road: A decrease from 55m to 45m in some parts and increase from 55m to 60m in other parts.</p> <p>Sites in the north of North Alexandria: Decrease from 18m to 15m. Older industrial low scale warehouse buildings are located</p>

		<p>here, some within a heritage conservation area. The proposed controls also better align with the floor space ratio controls applicable</p> <p>Sites adjoining the Ashmore Connector Increase to align with the heights of neighbouring sites.</p> <p>Remaining sites Broad increases from 15m to 22m, 18m to between 25 and 35m, and 35m to 45m.</p> <p>Building height changes are detailed in the proposed new height of building map in Section 1.5 of this report.</p>
Floor space ratio	<p>Mapped FSR 1:1 to 3:1</p> <p>Under CI 6.14, additional FSR is available for land in: Area 6 – 0.5:1 Area 7 – 0.75:1 Area 8 – 1:1 Area 9 – 1.5:1 Area 10 – 2.2:1</p>	<p>Increase additional FSR under cl6.14, from:</p> <ul style="list-style-type: none"> • 0.5:1 to 1.1:1 on one site along Bowden Street (change from Area 6 to Area 8). Total including base FSR is 2.1:1. • 0.5:1 to 1.5:1 in area between Mandible and Hiles Streets (change from Area 6 to Area 9). Total including base FSR is 2.5:1. • 0.5:1 to 1.5:1 on two triangular lots fronting the northern side of the future connector road between O’Riordan Street and Bourke Road (change from Area 6 to Area 9). Total including base FSR is 3.5:1. <p>No change is proposed to the mapped FSR.</p>
Number of dwellings	N/A	N/A
Number of jobs	2,281	3,281 (1,000 increase)

The planning proposal contains an explanation of provisions that adequately explains how the objectives of the proposal will be achieved.

1.4 Site description and surrounding area

The North Alexandria precinct is bound by McEvoy Street in the north, Wyndham Street to the east and Bowden Street to the west, with properties fronting O’Riordan Street to the south down to Johnston Street (**Figure 1**). Including internal roads, North Alexandria is approximately 36 hectares in area, comprising of 103 lots.

The precinct is located between Waterloo in the north and Green Square Town Centre to the east, with Alexandria to the west and south.

Buildings in North Alexandria are generally include heritage listed buildings, clustered single-storey warehouses, large warehouse buildings, depot buildings and campus style buildings. There is a small row of terrace housing on Wyndham Street, and two hotel buildings on Botany Road.

Clustered single storey, fine-grain warehouses exist in the heritage conservation area to the north of North Alexandria, and along Bourke Road. These development types contain a wide variety of uses including vehicle repair, hardware stores, creative offices and indoor recreation premises.

Larger warehouse buildings are concentrated towards the north-west of North Alexandria. These large warehouses include strata buildings which have several tenants, and single occupants such as the Mercedes Benz body shop on O’Riordan Street, and Harvey Norman warehouse on Bowden Street.

Depots located at the centre of the precinct include a concrete batching plant (to be replaced by recreation space), Murrays Coaches (to be replaced by recreation space), 13cabs, Ausgrid, Coates Hire, Combined Towing, City of Sydney and Emergency Services NSW.

Land Ownership

There are 103 lots within North Alexandria. The City and State government agencies are landowners within the precinct., There are five lots owned by State government agencies, including the NSW Rail Operations centre, NSW Fire and Rescue, and NSW Police.

The City owns properties along Mandible Street which will contribute to new public recreation space in the future. The properties include:

- 41 Mandible Street, a warehouse building not in use;
- 25 Mandible Street, currently used as a concrete batching plant; and
- 30 and 33-39 Mandible Street, currently operating as a bus depot.

Other properties owned by the City include 34-54 Bourke Road, operating as a Creative City Depot, 330 and 338 Botany Road as well as 20 O’Riordan Street, which will be used to create a new Green Square to Ashmore connector road. Lands that are surplus to the road reservation for the Green Square to Ashmore connector will be used to provide approximately 320 rental affordable housing dwellings.



Figure 1: Subject site (source: planning proposal)

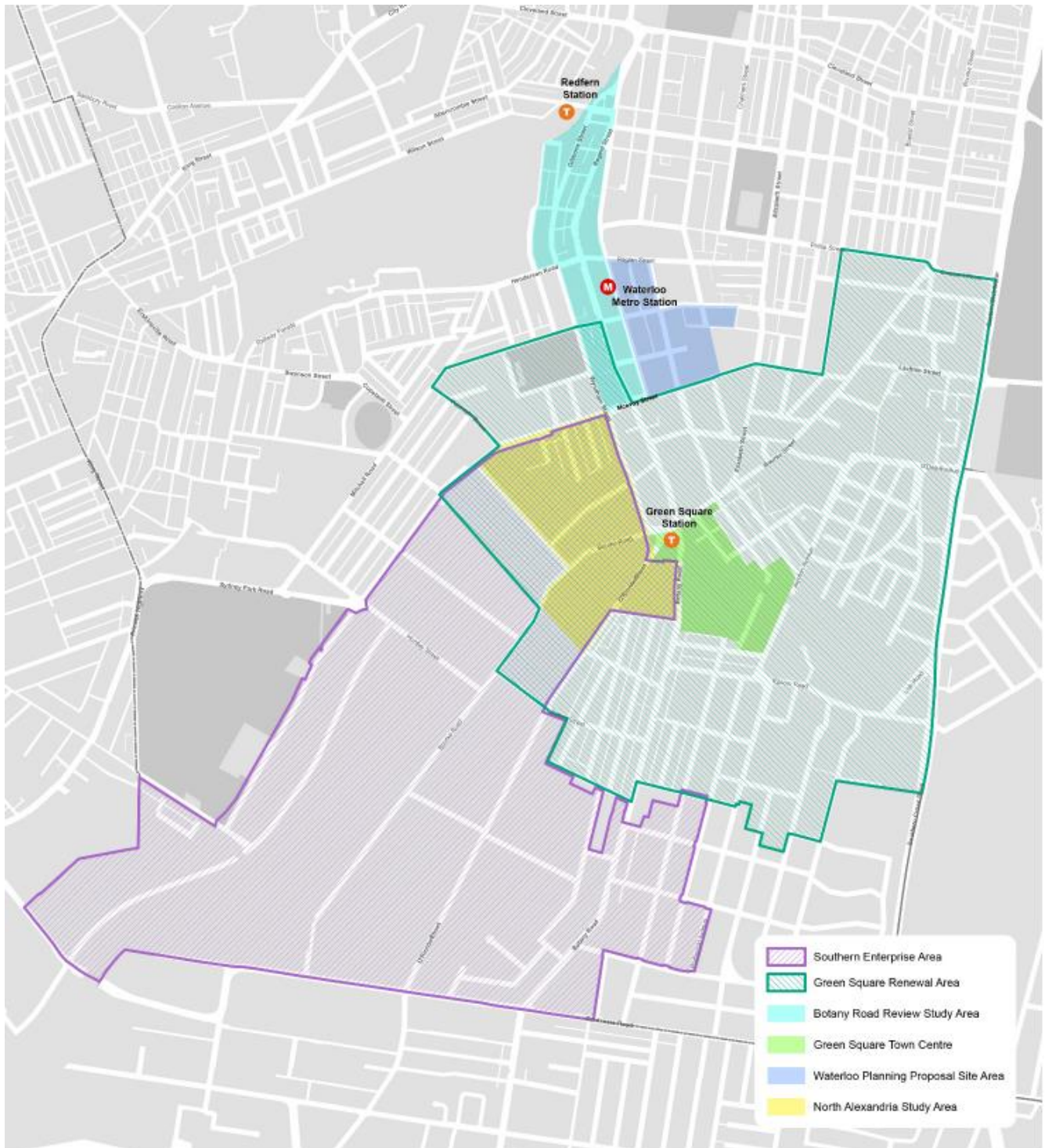


Figure 2: Site context (source: planning proposal)

1.5 Mapping

The planning proposal includes mapping showing the proposed changes to the Floor Space Ratio, Height of Building and Locality and Site Identification maps, which are suitable for community consultation.

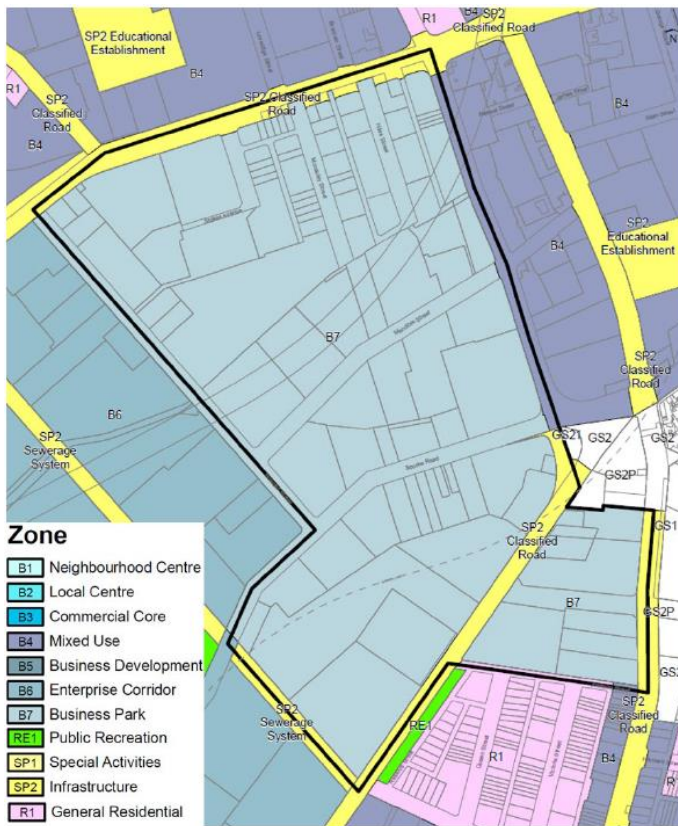


Figure 3: Current zoning map

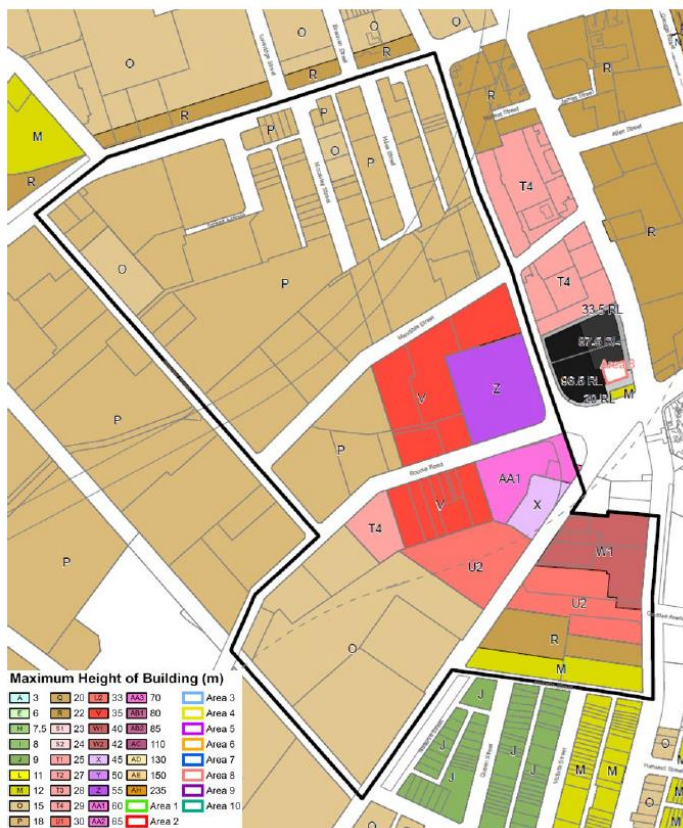


Figure 4: Current height of building map



Figure 5: Proposed height of building map

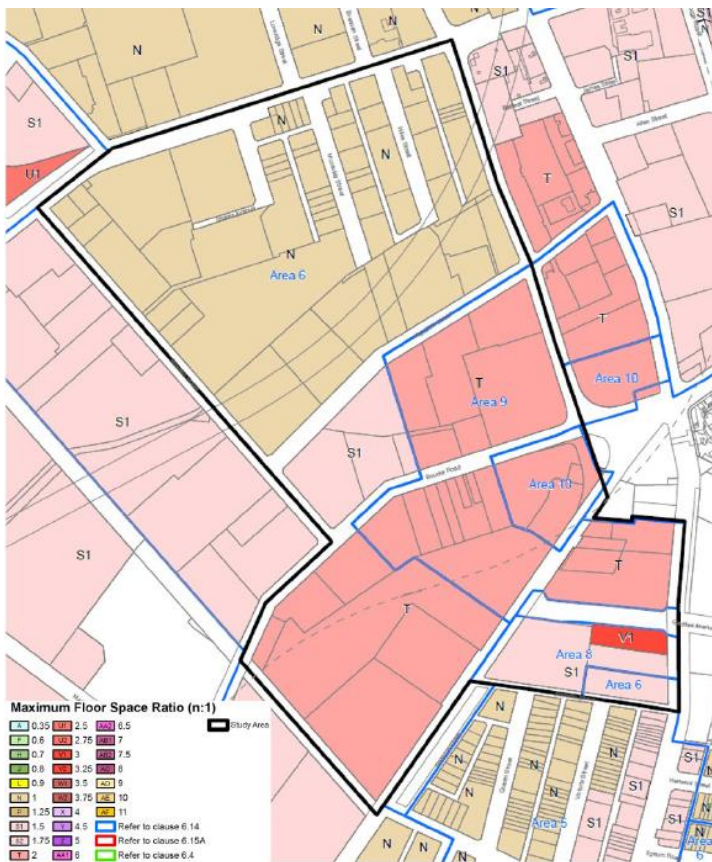


Figure 6: Current floor space ratio map

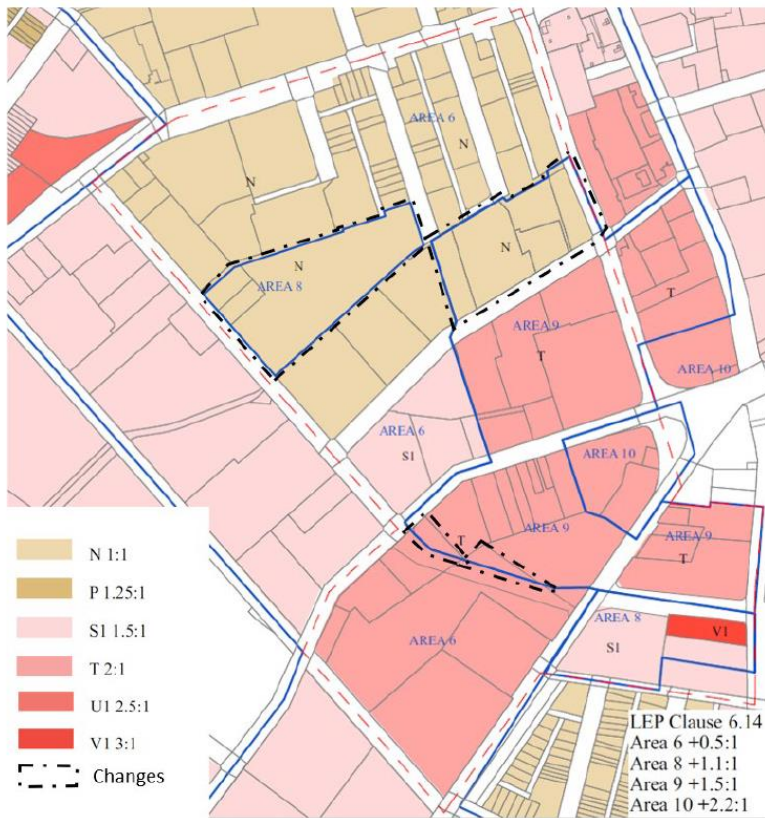


Figure 7: Proposed floor space ratio map



Figure 8: Heritage Map

1.6 Background

The enterprise areas include all land in the City of Sydney local government area currently zoned primarily for employment purposes under the Sydney LEP 2012. The extent of the City's enterprise include land zoned IN1 General Industrial, B5 Business Development, B6 Enterprise Corridor and B7 Business Park. They are mostly in the southern enterprise area, previously referred to as the southern employment lands, in the suburbs of Alexandria and Rosebery (**Figure 9**).

In 2014, Council adopted the City of Sydney Employment Lands Strategy 2014-2019 which established a planning framework for managing the transition of the City's enterprise areas from mostly industrial and manufacturing uses, towards a more diverse range of businesses and jobs.

Since adoption of the Strategy, the Greater Sydney Commission's Greater Sydney Region Plan and District Plan has recognised the importance of industrial lands to the functioning of the city, beyond the number of jobs that they accommodate, and recognises their ability to support a range of land uses.

In late 2019, Council commissioned SGS Economics and Planning to undertake the Enterprise Area Review (**Attachment C**). The study found there was potential for further review of North Alexandria in response to unmet demand for commercial and flexible employment floor space that is well located to public transport.

The review found that there is a shortfall of around 115,000 sqm of industrial floorspace highlighting the need to retain the capacity for industrial uses where possible. Key recommendations from the review for North Alexandria include:

- create a business core with higher-rise office buildings in a limited extent concentrated around Green Square station, which will be informed by further urban design work;
- allocate space north of the business core for small offices and diverse spaces;
- retain the existing use profile and facilitate a more gradual transition in uses in the remainder of North Alexandria, including boutique industrial uses and smaller scale offices;
- protect the fine grain industrial heritage along Wyndham Street, Hiles Street, McCauley Street and Stokes Avenue, using design controls;
- improve road/pedestrian permeability to train stations from across North Alexandria, subject to further urban design study; and
- retain the current B7 – Business Park zone in North Alexandria as well as the currently permissible uses.

Council then commissioned an urban design analysis to inform changes to the planning controls for North Alexandria.

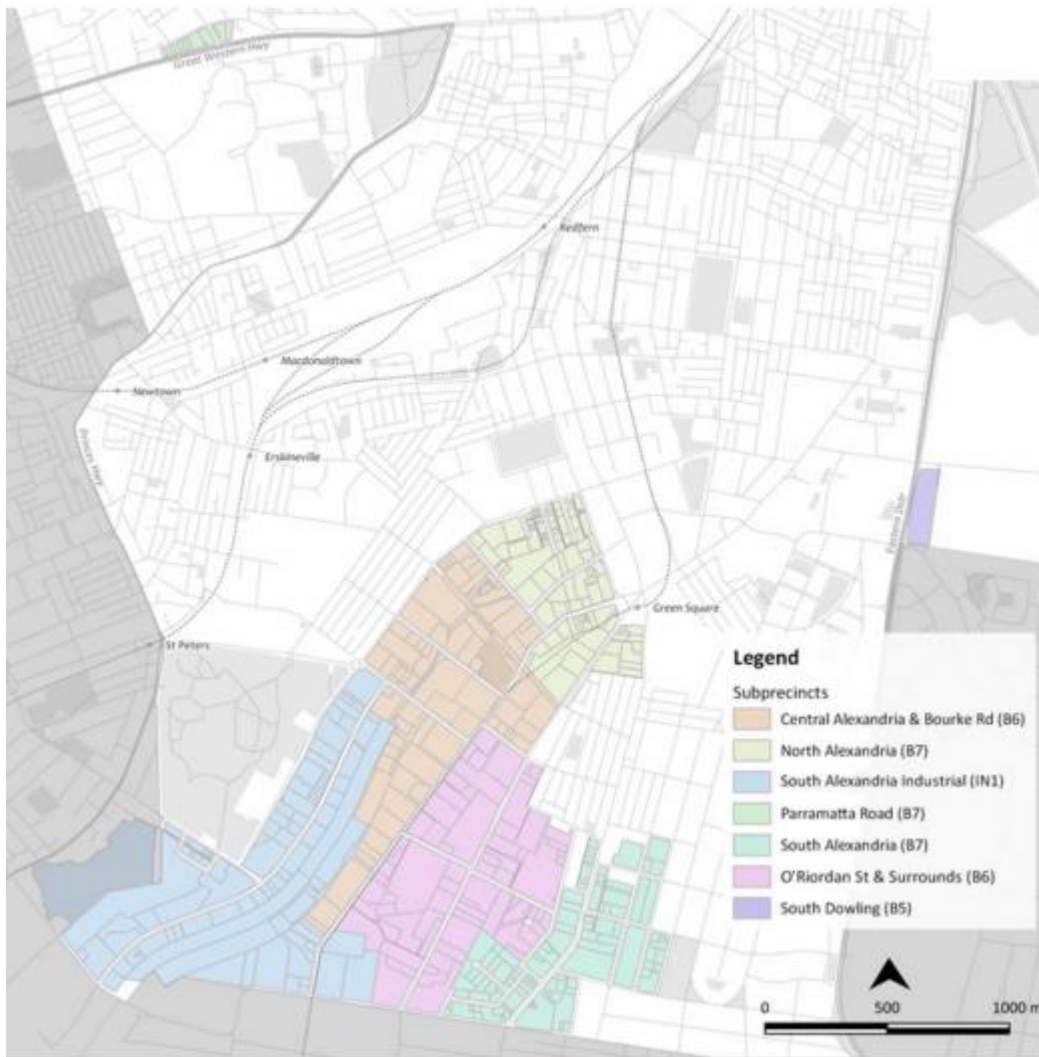


Figure 9: Enterprise Area

2 Need for the planning proposal

The planning proposal is the result of the findings of the Enterprise Area Review and North Alexandria Urban Design Study.

The intent of this planning proposal is to accommodate unmet demand for commercial and flexible employment floor space that is well located to public transport. In this instance, a planning proposal is the most appropriate mechanism to amend planning controls in Sydney LEP 2012.

3 Strategic assessment

3.1 District Plan

The site is within the Eastern City District and the Greater Sydney Commission released the Eastern City District Plan on 18 March 2018. The plan contains planning priorities and actions to guide the growth of the district while improving its social, economic and environmental assets.

The planning proposal is consistent with the priorities for infrastructure and collaboration, liveability, productivity, and sustainability in the plan as outlined below.

The Department is satisfied the planning proposal gives to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*. The following table includes an assessment of the planning proposal against relevant directions and actions.

Table 5 District Plan assessment

District Plan Priorities	Justification
Planning priority E7 Growing a stronger and more competitive Harbour CBD.	The planning proposal facilitates additional employment floor space in an area that connects the Harbour CBD and other parts of the Eastern Economic Corridor, and the Enterprise Area.
Planning priority E11 Growing investment, business opportunities and jobs in strategic centres.	The additional employment floor space generated by his proposal will support the Green Square – Mascot Strategic Centre and the wider Harbour CBD. This contributes to the target set by the Eastern City District Plan for between 75,000 and 80,000 jobs in this precinct by 2036, up from a baseline of 59,500 in 2016.
Planning priority E12 Retaining and managing industrial and urban services land	The planning proposal does not propose to rezone any industrial or urban services land, with no mixed-use or residential development proposed. New supply of office and other employment uses close to Green Square station will reduce displacement pressures associated with office locating in other parts of the southern enterprise area.

3.2 Local

The proposal states that it is consistent with the following local plans and endorsed strategies. It is also consistent with the strategic direction and objectives, as stated in the table below:

Table 6 Local strategic planning assessment

Local Strategies	Justification
Local Strategic Planning Statement	<p>Council's Local Strategic Planning Statement (LSPS) was adopted in February 2020 and sets out the land use planning context, 20-year vision and planning priorities for City of Sydney.</p> <p>The planning proposal is consistent with the site-specific principles for growth outlined in the LSPS.</p> <p>The planning proposal delivers on the following priorities and actions:</p> <ul style="list-style-type: none"> • P3.1A - <i>retaining and managing the southern enterprise area for industrial and urban services uses while enabling business opportunities which reinforce the economic role of the Strategic Centre</i>. The proposal for North Alexandria grows office and flexible enterprise floor space on the western edge of Green Square centre, reinforcing its economic role. Increased capacity for office floor space in North Alexandria supports the role of the broader southern enterprise area for industrial and urban services uses. • P3.1C - <i>identifying and supporting opportunities for cultural activities and enterprise uses to grow in appropriate locations</i>. The proposal for North Alexandria is focussed on supporting cultural and enterprise uses.

- P3.1D - *undertaking precinct-based planning to investigate appropriate land use and built form controls to facilitate desirable non-residential uses within B7 zoned land in North Alexandria*. The planning proposal is based upon precinct-based planning for this purpose.

The proposal retains the existing industrial and urban services in the southern enterprise area and enables additional employment floor space in the Alexandria North Precinct.

The enterprise review is in response to LSPS Action 3.1b to undertake the five-year review of the City's Employment Lands Strategy 2014-2019.

3.3 Section 9.1 Ministerial Directions

The planning proposal's consistency with relevant section 9.1 Directions is discussed below:

Table 7 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
1.1 Business and Industrial Zones	Consistent	<p>The objectives of this direction are to encourage employment growth, protect employment land, and support the viability of identified centres.</p> <p>This planning proposal is consistent with the direction as it encourages employment growth within the existing B7 – Business Park zone and increases the potential floor space area for employment uses in the zone.</p>
2.3 Heritage Conservation	Consistent	<p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>The planning proposal is consistent with the direction as it does not remove or alter any existing heritage items or heritage conservation areas.</p> <p>Development will respond appropriately to the form and setting of heritage items in the neighbourhood. To ensure an appropriate setting, the proposed built form will maintain a low-rise scale within and adjacent to the conservation area and items.</p> <p>Further assessment of potential heritage impacts is discussed in section 4 of this report.</p>

2.6 Remediation of Contaminated Land	Consistent	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p> <p>The precinct contains former industrial uses. However, the planning proposal retains the existing zoning of the subject land and does not introduce more sensitive land uses. The proposal is not considered likely to increase the risk to health or the environment from contamination as the uses remain of a commercial nature.</p>
3.4 Integrating Land Use and Transport	Consistent	<p>The objectives of this direction are to improve accessibility, increase transport options, reduce travel demand and dependence on cars, support public transport, and provide for efficient movement of freight.</p> <p>The planning proposal is consistent with the direction as the precinct is well located close to public transport and existing road networks.</p>
3.5 Development Near Regulated Airports and Defence Airfields	Consistent	<p>The objectives of this direction are to ensure safe operation of regulated airports and that their operation is not compromised by development.</p> <p>This direction applies to this planning proposal because planning proposal it will create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome.</p> <p>The precinct is affected by the Obstacle Limitation Surface (OLS). However, no proposed increase in height in the planning proposal (or any other proposed control) will allow development to exceed the OLS airspace level.</p>
4.1 Acid Sulfate Soils	Inconsistency is justified	<p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>The planning proposal will enable an intensification of land uses on land identified as having a probability of containing acid sulfate soils. Parts of North Alexandria are mapped as Class 3 Acid Sulfate Soils in the City of Sydney sheet map, which means acid sulfate soils are likely to be found 1 metre below the natural ground surface.</p> <p>The provisions of the planning proposal that are inconsistent are considered a minor significance.</p> <p>The presence of acid sulfate soils can be addressed site by site through the development application process in accordance with clause 7.14 acid sulfate soils. Further, there have been development applications that have occurred in the land subject to this planning proposal in recent years. They have each supplied detailed reports addressing the presence of acid sulfate soils and prepared</p>

		adequate mitigation measures. This includes recent development applications at 5-7 Bourke Road, 15 O’Riordan Street and 22 Mandible Streets.
4.3 Flood Prone Land	Inconsistency is justified	<p>The objective of this direction is to ensure development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.</p> <p>The planning proposal contains provisions that apply to flood planning areas which result in an increase in the development density of the land.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if: <i>(a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant Council in accordance with the principles and guidelines of the Floodplain Development Manual 2005.</i></p> <p>The proposal is in accordance with the Alexandra Canal Floodplain Risk Management Study and Plan adopted by the City in accordance with the principles and guidelines of the Floodplain Development Manual 2005.</p> <p>The Plan identifies North Alexandria as being part of the Sheas Creek Sub-Catchment. Council advised some mitigation measures identified in the Plan have already been acted upon as part of infrastructure improvements through the Green Square town centre development.</p> <p>There have been development applications that have occurred in the land subject to this planning proposal in recent years. They have each supplied detailed reports addressing flood affectation and prepared adequate mitigation measures where required. This includes recent development applications at 5-7 Bourke Road, 15 O’Riordan Street and 22 Mandible Streets.</p>
6.3 Site Specific Provisions	Consistent	<p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p> <p>The planning proposal introduces a site specific clause to ensure Clause 6.21 applies to additional FSR only and not additional height. While these site-specific provisions are necessary to ameliorate the additional development impacts associated with the additional height above the current height controls, they are of minor significance and not unnecessarily restrictive. The site-specific provisions do not prevent a wide variety of development outcomes on the site.</p>

3.4 State environmental planning policies (SEPPs)

The planning proposal is consistent with all relevant SEPPs as discussed in the table below.

Table 8 Assessment of planning proposal against relevant SEPPs

SEPPs	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
SEPP No 1—Development Standards	Consistent	The planning proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP No 70—Affordable Housing (Revised Schemes)	Consistent	The planning proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Affordable Rental Housing) 2009	Consistent	Under the Sydney LEP 2012, this SEPP does not apply to land in the southern enterprise area that is also located in the Green Square Urban Renewal Area.
SEPP (Exempt and Complying Development Codes) 2008	Consistent	The planning proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP No 64—Advertising and Signage	Consistent	The planning proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent	This planning proposal does not contradict or hinder application of this SEPP
SEPP (Infrastructure) 2007	Consistent	This planning proposal does not contradict or hinder application of this SEPP
SEPP (Educational Establishments and Child Care Facilities) 2017	Consistent	This planning proposal does not contradict or hinder application of this SEPP

4 Site-specific assessment

4.1 Environmental

It is unlikely that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of this planning proposal.

Heritage

North Alexandria has four local heritage listed items as well as the 'North Alexandria Industrial' heritage conservation area within its boundary. There are also four local heritage items and state heritage listed items in proximity to North Alexandria as well as the 'Hillview Estate' heritage conservation area to the south.

The four local heritage items are:

- Item 9 Industrial building "Eclipse House" including interior (8–22 Bowden Street). Example of Art Deco inter-war style industrial development, providing evidence of the widespread steel manufacturing and engineering industry in Alexandria during the twentieth century.

- Item 21 Warehouse including interior (32–42 McCauley Street). Built during the 1930s the warehouse row represents the small-scale industrial development of Alexandria during the inter-war period.
- Item 2235 Former Standard Telephones & Cables industrial building including interiors (1–3 Mandible Street). Late example of an industrial building designed in the inter-war functionalist architectural style. Represents the only remaining intact building erected for Standard Telephones & Cables Pty Ltd at Alexandria.
- Item 2236 Former Electricity Substation No 152 including interiors (124 McEvoy Street). Represents a surviving example of the original network of more than 360 substations built by Sydney Municipal Council from 1904 to 1936, which first supplied electricity to Sydney's industries and houses.

The 'North Alexandria Industrial' heritage conservation area (C74) is located within North Alexandria, covering the area between Stokes Avenue, McEvoy Street and Hiles Lane. It is one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia.

The buildings within this area were mostly constructed from the 1910s to the 1960s as factories, mills or workshops during the inter-war and post-war periods. The area is of local heritage significance in terms of its historical, aesthetic and representative value.

The planning proposal is not accompanied or supported by a heritage study assessing the impacts of the future development facilitated as a result of this planning proposal. It is recommended that as a condition to the Gateway for a heritage impact assessment to be prepared and exhibited as part of the planning proposal. The heritage analysis should address the appropriateness of the proposed built form against the significance of the existing heritage items and heritage conservation area.

Consultation with Heritage NSW is recommended during exhibition of the planning proposal.

Built Form

The planning proposal is supported by an Urban Design Study by CHROFI (**Attachment B**). The urban design study provides a vision for North Alexandria, framed around improved built form, public domain and legibility. The vision splits the precinct into north, mid and south blocks and transition areas (**Figure 10**).

The north block will comprise of fine grain, industrial and heritage character. The lower scale will encourage sensitivity to the character and significance of the heritage conservation area.

The mid block will comprise mid-rise buildings, similar to the typologies of Chippendale and Surry Hills, with a focus on lower rise buildings, large floor plates and ceiling heights and flexible commercial buildings.

The south block will comprise of higher density that transitions to Green Square Town Centre. The south-block could facilitate commercial and innovative uses and not necessary replicate the broader range of retail and service functions that would be expecting in the Town Centre.

The planning proposal enables a cohesive built form, transitioning from tall commercial office buildings at Green Square Town Centre, to the low rise adaptively reused industrial warehouse spaces to the north and mid-rise flexible spaces in between

The existing and maximum building heights are shown in **Figure 11 and 12**.

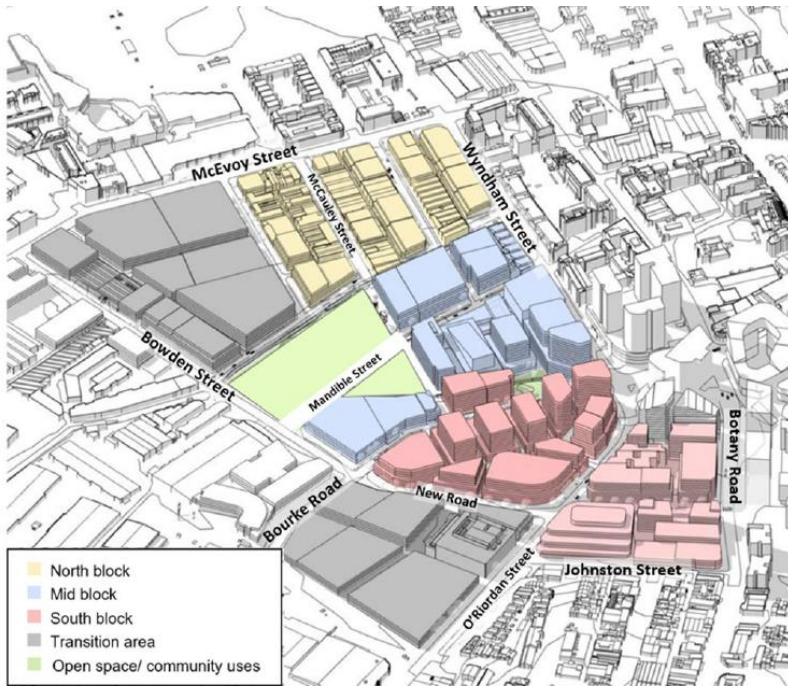


Figure 10: Proposed built form



Figure 11: Existing height of buildings

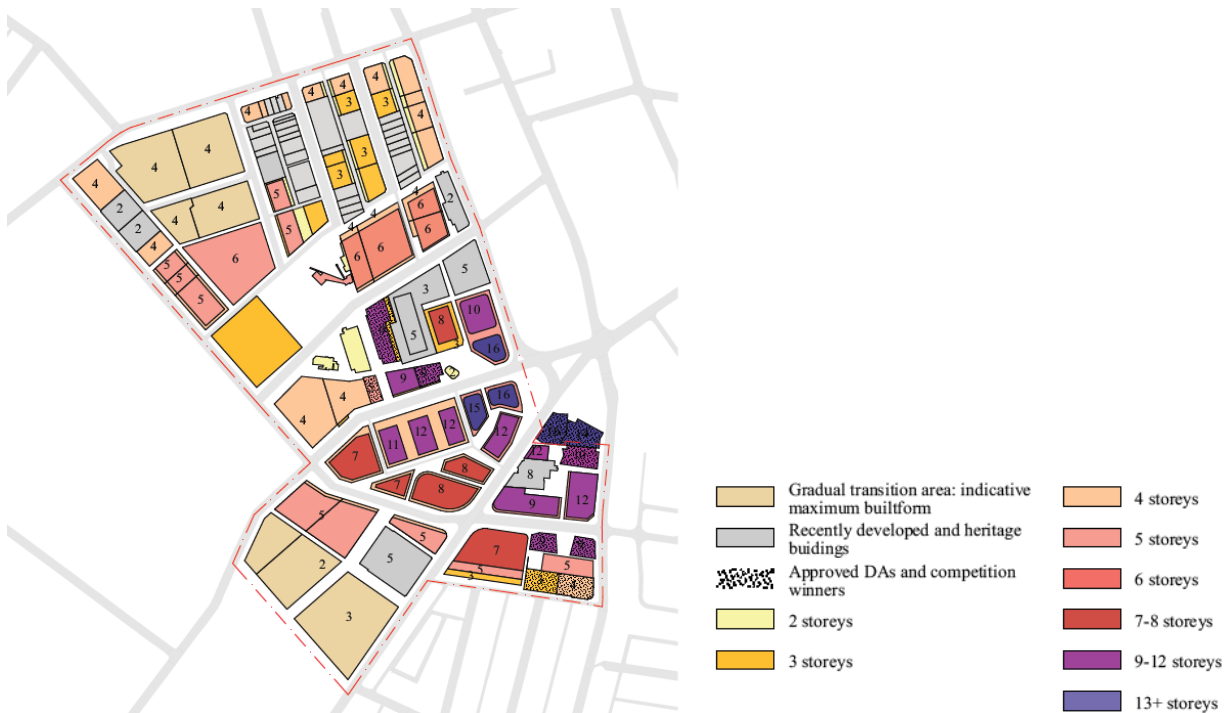


Figure 12: Proposed building heights

4.2 Social and economic

Council's LSPS contains an overall employment target of 200,000 jobs to 2036 and identifies North Alexandria as an area of investigation to facilitate additional employment capacity through potential increases in non-residential densities.

This planning proposal will facilitate an additional 26,500 sqm of employment floor space and an estimated 1,000 jobs.

The planning proposal is supported by an Enterprise Area Review by SGS consultants (**Attachment C**). The review found there is additional demand for employment floor space in the southern enterprise area and there are likely to be opportunities to capture more demand for office use around North Alexandria where there is a developing commercial submarket and developer interest.

North Alexandria is most appropriate to deliver new floor space due to its existing broadly permissible zoning, proximity to Green Square station and future Waterloo metro station as well as areas of high population density including Green Square town centre.

4.3 Infrastructure

Public Domain

New streets, building setbacks and pedestrian/cycling connections are required to support the growth in employment density and new types of employment resulting from the North Alexandria Proposal.

The planning proposal does not make any provision or requirement regarding the design and maintenance of public space. However, the planning proposal is supported by draft DCP that includes requirements for setbacks and dedication of land for public domain.

Open Space

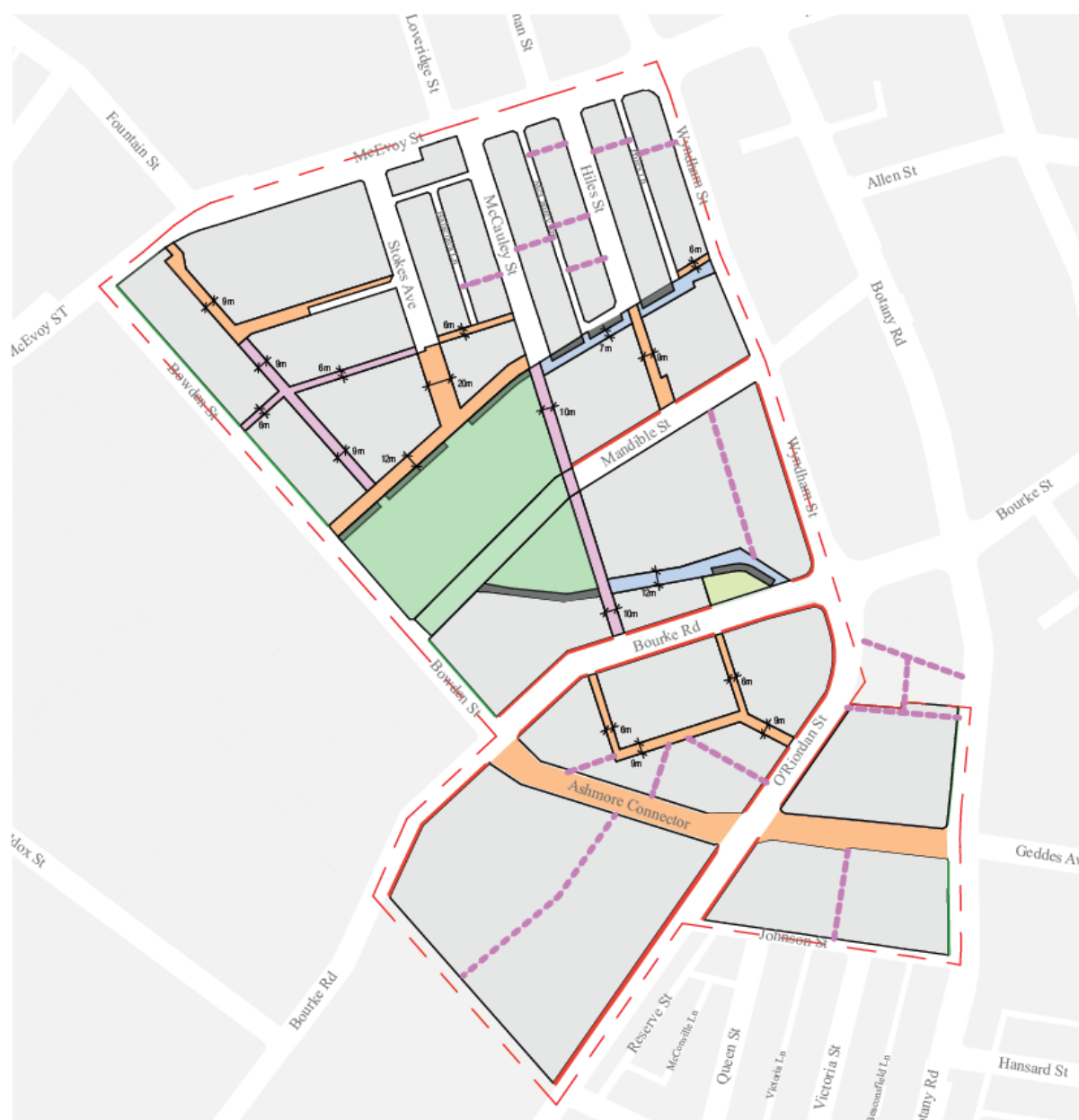
A large area of public open space is proposed along Mandible Street (**Figure 13**).

Transport and Traffic

North Alexandria is served by arterial roads, a heavy rail station, a future Sydney Metro station, bus routes and regional cycle routes. North Alexandria is approximately 10 minutes walk from Green Square Station, which forms part of the Airport line. From Green Square Station, Town Hall is a 15 minute train ride and the Domestic Airport Station is a 5 minute train ride. Green Square Station services existing workers within North Alexandria. The northern part of North Alexandria is 10 minutes' walk from the future Waterloo Station on the Sydney Metro line.

A transport and traffic study was not prepared as part of this planning proposal. It is recommended for a condition to the Gateway that a transport and traffic analysis be undertaken to assess the likely increase in trips during peak and off-peak periods. This is to ensure there is capacity under the current network to support the increase in density.

Consultation with Transport for NSW is also recommended during public exhibition of the proposal.



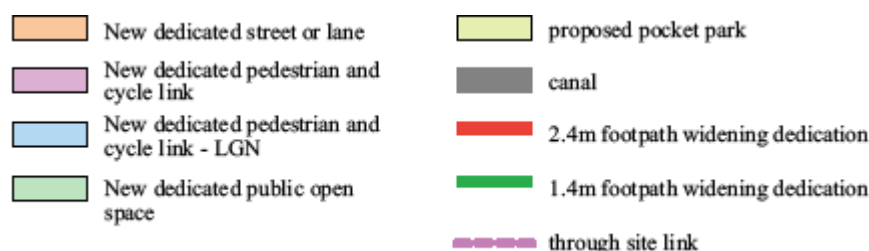


Figure 13: Proposed public domain and open space

5 Consultation

5.1 Community

Council proposes a community consultation period of 28 days.

The exhibition period proposed is considered appropriate, and forms part of the conditions of the Gateway determination.

5.2 Agencies

The proposal does not specifically raise which agencies will be consulted.

It is recommended the following agencies be consulted on the planning proposal and given 21 days to comment:

- Heritage NSW
- Transport for NSW.

It is expected that the relevant State Government agencies that are landowners/occupants in the precinct will be notified and consulted during public exhibition.

6 Timeframe

Council proposes a 8 month time frame to complete the LEP.

The Department supports the 8 Month timeframe but recommends a time frame of 12 months to ensure allow for delays whilst still ensuring it is completed in line with its commitment to reduce processing times. It is recommended that if the gateway is supported it includes conditions requiring council to exhibit and report on the proposal by specified milestone dates.

A condition to the above effect is recommended in the Gateway determination.

7 Local plan-making authority

Council has advised that it would like to exercise its functions as a Local Plan-Making authority.

As Council is a landowner of a number of lots in the precinct the Department recommends that Council not be authorised to be the local plan-making authority for this proposal.

8 Assessment summary

The planning proposal is supported to proceed with conditions for the following reasons:

- It is consistent with the Eastern City District Plan and City of Sydney Local Strategic Planning Statement.

- It is consistent with the relevant section 9.1 Ministerial Directions and the inconsistencies have been justified.
- It will facilitate an additional 26,500 sqm of employment floor space and an estimated 1,000 jobs to support the Green Square – Mascot Strategic Centre.
- It will contribute to the job target set by the Eastern City District Plan for between 75,000 and 80,000 jobs by 2036, up from a baseline of 59,500 in 2016.

As discussed in the previous sections 4 and 5, the proposal should be updated to:

- Provide a heritage impact assessment which addresses the appropriateness of the proposed built form against the significance of the existing heritage items and heritage conservation area; and
- Provide a transport and traffic analysis which addresses any potential impacts from additional activity/trips generated by the increased density.

9 Recommendation

It is recommended the delegate of the Secretary:

- Agree that inconsistencies with section 9.1 Directions 4.1 Acid Sulfate and 4.3 Flood Prone Land is justified in accordance with the terms of the Directions.

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

1. The planning proposal is to be updated to:
 - Provide a heritage impact assessment which addresses the appropriateness of the proposed built form against the significance of the existing heritage items and heritage conservation area; and
 - Provide a transport and traffic analysis which addresses any potential impacts from additional activity/trips generated by the increased density.
2. Prior to community consultation, the planning proposal is to be revised to address the requirements of condition 1.
3. Consultation is required with the following public authorities:
 - Heritage NSW
 - Transport for NSW.
4. The planning proposal should be made available for community consultation for a minimum of 28 days.
5. The planning proposal must be exhibited 3 months from the date of the Gateway determination.
6. The planning proposal must be reported to council for a final recommendation 9 months from the date of the Gateway determination.
7. The timeframe for completing the LEP is to be 12 months from the date of the Gateway determination.
8. Given the nature of the proposal, Council should not be authorised to be the local plan-making authority.



(Signature)

____08/09/21____ (Date)

Adrian Melo

Manager, Eastern District City of Sydney



(Signature)

____13/09/2021____ (Date)

David McNamara

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