



IRF24/223

Gateway determination report – PP-2021-5024

52 McLaren Street, North Sydney

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Acknowledgment of Country

The Department of Planning and Environment acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Attachment A1 – Planning proposal – August 2022
Attachment A2 - Architectural Drawings - 4 August 2022
Attachment A3 - Urban Design Report - August 2022
Attachment A4 - Traffic and Parking Impact Assessment - August 2022
Attachment A5 - Visual Impact Assessment - August 2022
Attachment A6 - Contamination Statement (GHD) - 21 July 2021
Attachment A7 - Heritage Impact Statement - 8 August 2022
Attachment A8 - Acoustic Assessment - July 2022
Attachment A9 - Qualitative Wind Assessment - August 2022
Attachment A10 - Review of Airspace Implications - July 2022
Attachment A11 - Green Travel Plan - 8 August 2022
Attachment A12 - Stakeholder Consultation Report - August 2022
Attachment A13 - Letter of Public Benefit Offering - 19 September 2022
Attachment B - North Sydney LPP meeting and recommendation - 31 May 2023
Attachment C - Council meeting and resolution - 11 December 2023

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	North Sydney
PPA	North Sydney
NAME	52 McLaren Street, North Sydney (172 dwellings, 220 direct jobs)
NUMBER	PP-2021-5024
LEP TO BE AMENDED	North Sydney LEP 2013
ADDRESS	52 McLaren Street, North Sydney
DESCRIPTION	Lot 2 DP 218407
RECEIVED	12/01/2023
FILE NO.	IRF24/223
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 seeks to amend the North Sydney LEP 2013 for land at 52 McLaren Street, North Sydney.

The intended outcome of this planning proposal is to enable redevelopment of the site to accommodate a mixed-use scheme comprising of a total of 19,096m² gross floor area (GFA).

This planning proposal states that it will include 2,481m² for commercial, 493m² for retail and 926m² for the purposes of a childcare centre across a 3 to 4-storey podium and 15,646m² of residential floorspace, facilitating 172 new dwellings in two towers above. Parking will be provided for approximately 139 vehicles in 3 basement levels.

The objective of the planning proposal is to provide:

- an outcome that is consistent with the objectives of the North Sydney Civic Precinct Planning Study (CPPS);
- an urban design demonstrating a high level of internal amenity and sustainability measures with increased street activation and a through-site link connecting the North Sydney CBD with St Leonards Park;
- further protection for the commercial operations of the North Sydney CBD; and
- increased commercial and residential floorspace to leverage off the new Victoria Cross Metro Station.

The objectives of this planning proposal are clear and adequate.

The existing and proposed planning controls are summarised in **Table 3**.

1.3 Explanation of provisions

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

The planning proposal seeks to amend the North Sydney LEP 2013 by:

- increasing the maximum height of buildings (HOB) from RL110 to part RL107m and part RL156m;
- increasing the non-residential FSR from 0.5:1 to 1:1; and
- to apply a maximum FSR of 5.3:1.

The current and proposed controls are summarised in **Table 3**.

The planning proposal is accompanied by a draft Voluntary Planning Agreement (VPA) (**Attachment A13**) offering contributions for the benefit of the public.

Table 3 Current and proposed controls

Control	Current	Proposed
Zone	MU1 Mixed Use	MU1 Mixed Use (no change)
Maximum height of the building	RL110m	Part RL107m (8 storeys) and part RL156m (24 storeys)
Floor space ratio	N/A	5.3:1
Minimum Non-residential FSR	0.5:1	1:1 (2,481m ² commercial, 493m ² retail, 926m ² childcare is proposed)
General LEP provisions	N/A	Clause 6.12A Residential flat buildings in Zone MU1 Mixed Use
Number of dwellings	N/A	172
Number of jobs	N/A	220 (direct jobs), 160 (indirect jobs)
Car parking	N/A	139 (to be confirmed)

1.4 Site description and surrounding area

The land is in the Civic Precinct, in the northern area of the North Sydney CBD (**Figure 2**). The land was compulsory acquired by Sydney Metro and has been used for the purpose of facilitating construction works of the adjacent Victoria Cross Metro station northern portal (**Figures 4 to 7**). The site is now vacant.

The site is legally described as Lot 2 DP 218407. It is irregular in shape with an approximately area of 3,197m². The southern boundary fronting McLaren Street is approximately 36.5m. The northern boundary with frontage to Elliot Street is approximately 11m. Currently, vehicular access is from McLaren Street (**Figure 3**).

The topography is relatively steep falling by 6.3m from the northern boundary to the southern boundary and 4.5m from the west to the eastern boundary.

The site is not heritage listed and is not in a Heritage Conservation Area (HCA). However, the McLaren Street HCA is west of the site and the Walker and Ridge Street HCA is to the north-east of the site. There are numerous heritage items in the vicinity (**Figure 13**). Heritage is discussed further in section 4.

North

Elliot Street which terminates to the north in a cul-de-sac divides the Wenona School, an independent day and boarding school for girls. This area is also characterised with low density residential development with the Walker and Ridge Street HCA to the north-east. Further north is St Leonards Park which includes North Sydney Oval and other recreational facilities.

East

Bordering the site to the east is the driveway entrance to the Miller Hotel (Rydges). Beyond this is 168 Walker Street where a mixed-use development is under construction. This development varies from 22 to 28 storeys containing 441 residential apartments with retail and commercial floorspace on the lower floors (**Figure 3**). Further east is the Warringah Freeway (**Figure 1**).

South

To the south, across McLaren Street are high-rise residential apartment blocks and Faith Bandler Place which is a through-site link to the Ward Street Council carpark. This area is within the Ward Street Precinct and covered by the Ward Street Precinct Master Plan (WSPMP). Council's vision for this area is to create a central square with pedestrian links to Berry Street.

To the east of Faith Bandler Place is 41 McLaren Street which is zoned MU1 Mixed Use and contains a commercial 8 storey refurbished local heritage listed site known as 'Simsmetal House' (item 889) with a height of RL100.

Further is the site at 45 McLaren Street which has been rezoned to MU1 Mixed Use and approved for a mixed use development with a height of part RL103 and part RL115, an FSR of 6.25:1 for 82 residential dwellings and a minimum non-residential FSR of 1:1 supporting approximately 50 jobs.

West

Adjoining the western boundary are low scale commercial buildings with some heritage listed and the new Victoria Cross Metro station northern entrance. This station is part of the Sydney Metro City and Southwest line and expected to open mid to late 2024. The Metro is discussed further in section 4.

Across Miller Street is the McLaren Street HCA including the North Sydney Council Chambers, Ted Mack Park and other educational and recreational facilities.

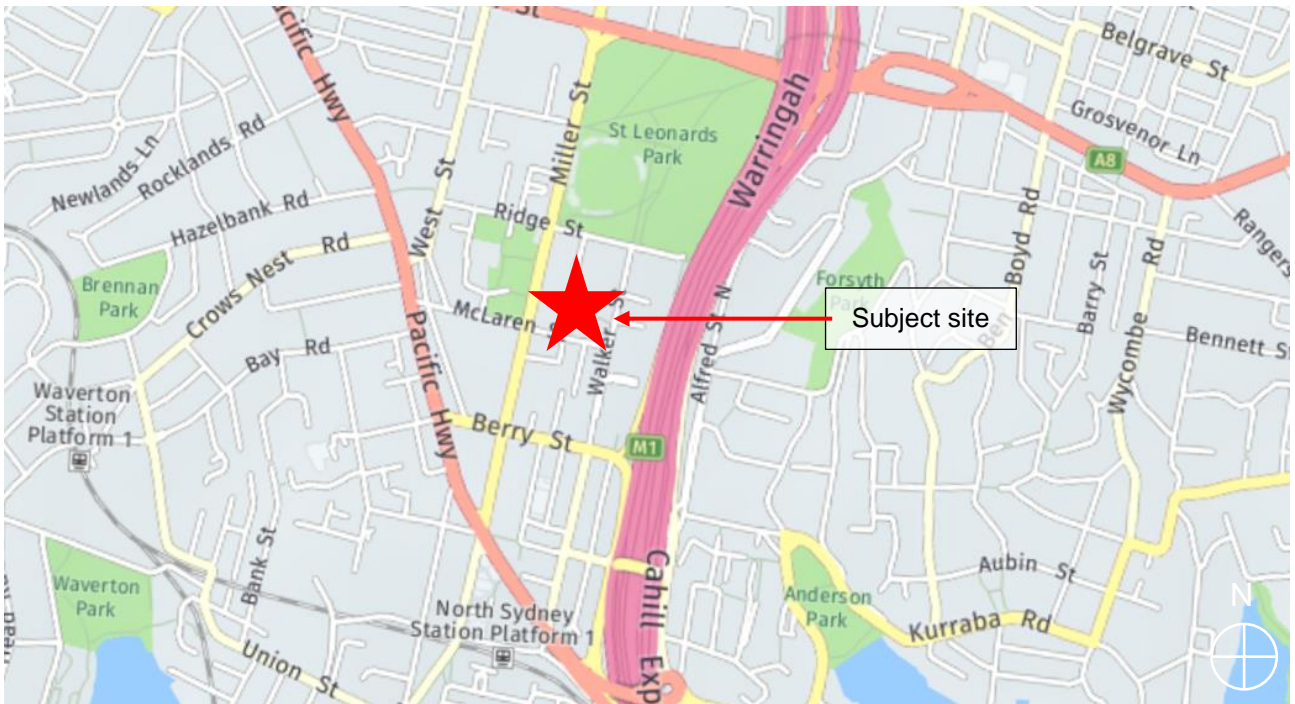


Figure 1: Locality map (source: Nearmap, overlay by the Department)



Figure 2: Site context map - the site is located in the south of the North Sydney CBD (source: Planning Proposal)



Figure 3: Site (source: Sixmaps, overlay by the Department)



Figure 4: Site – looking north (source: Planning Proposal)

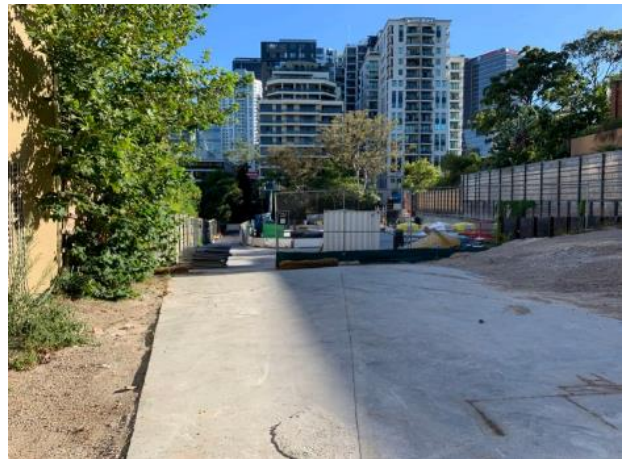


Figure 5: Site – looking south (source: Planning Proposal)



Figure 6: Site – looking north from McLaren Street
(source: Google Maps)



Figure 7: Site – looking south from Elliot Street
(source: Google Maps)

1.5 Mapping

The planning proposal includes existing mapping and mapping showing the proposed changes to the North Sydney LEP 2013 maps, which are suitable for community consultation. It is not proposed to change the MU1 Mixed Use zone.

The existing site is subject to the following planning provisions:

- MU1 Mixed Use zone;
- maximum HOB RL110m (**Figure 8**);
- minimum non-residential FSR 0.5:1 (**Figure 10**);
- no applicable maximum FSR; and
- heritage items in the vicinity of the site (**Figure 13**).

The proposed changes to the mapping indicate that the site will be subject to the following planning provisions;

- maximum HOB of part RL107m and part RL156m (**Figure 9**);
- minimum non-residential FSR 1:1 (**Figure 11**); and
- maximum FSR of 5.3:1 (**Figure 12**).

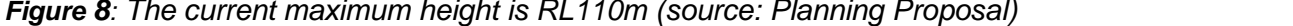




Figure 10: The current minimum non-residential FSR is 0.5:1 (source: Planning Proposal)

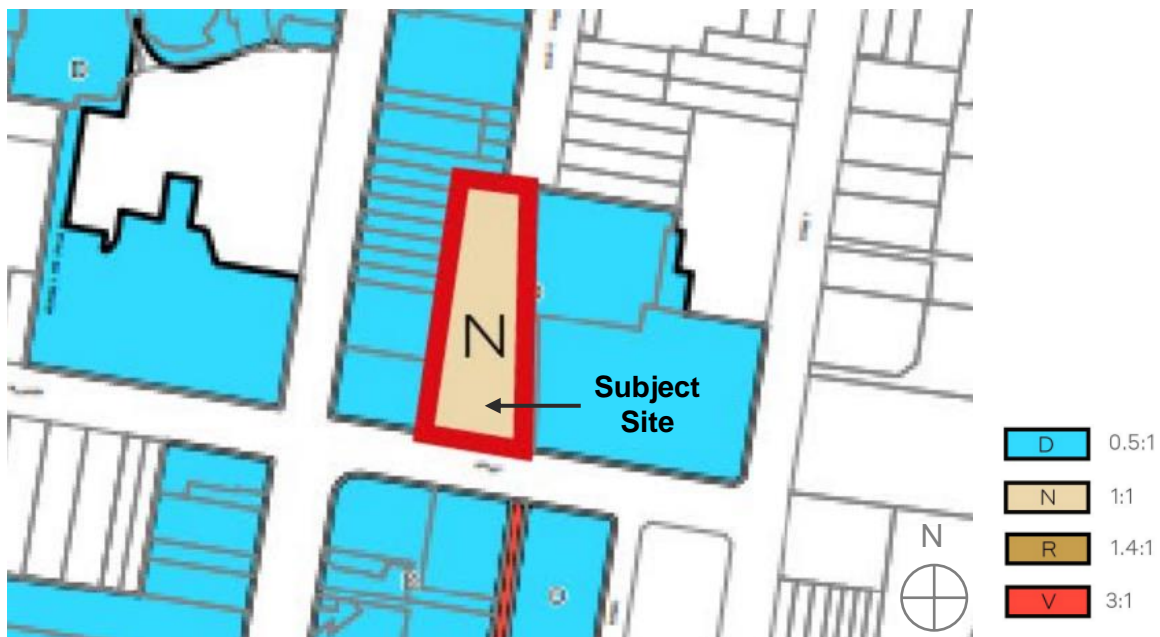


Figure 11: The proposed minimum non-residential FSR is 1:1 (source: Planning Proposal)

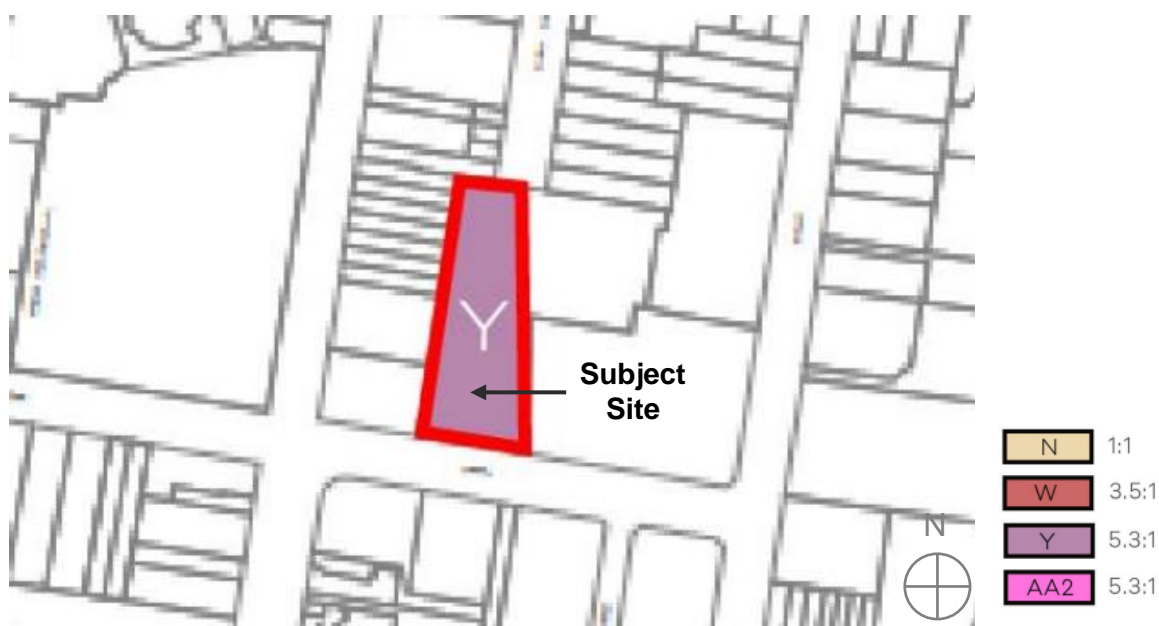


Figure 12: The proposal to introduce a maximum FSR of 5.3:1 (source: Planning Proposal)

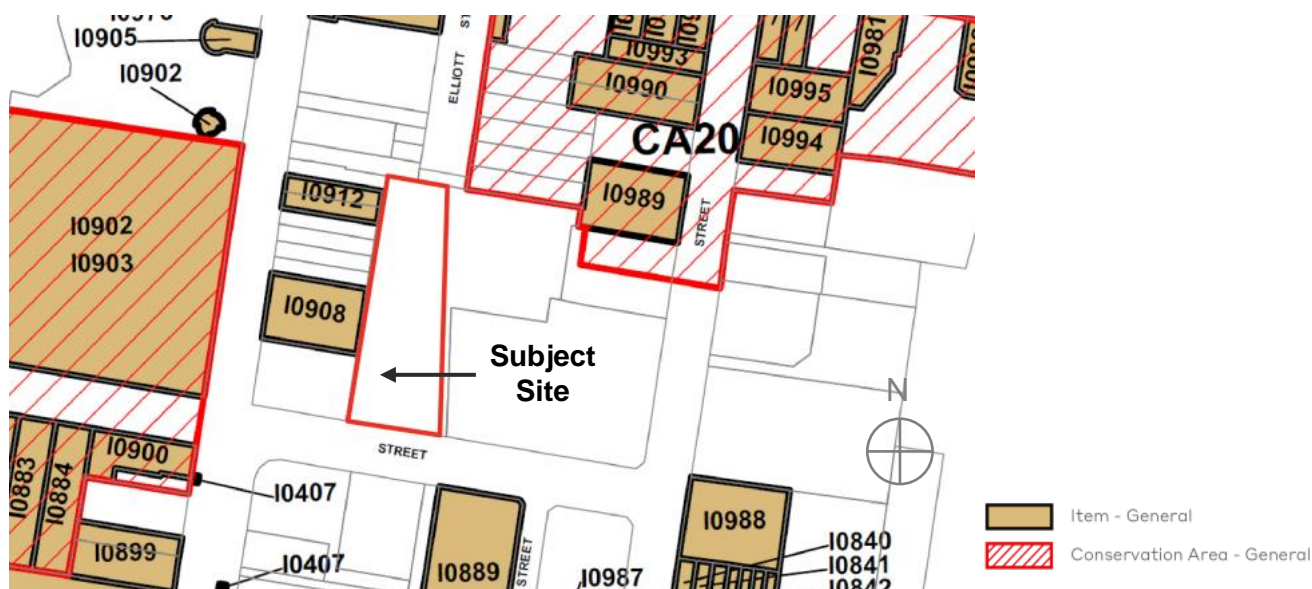


Figure 13: The current heritage map (source: Planning Proposal)

1.6 Background

Prior to the construction of the metro station, the site was occupied by a residential aged care facility. Approval was granted in 2011 (DA67/11) by the Sydney East Region Joint Regional Planning Panel for the demolition of the existing buildings and the construction of an aged care housing development and associated non-residential uses. The approved DA consisted of 2 towers of RL118 and RL101 respectively above a podium level. This development application was not realised and lapsed in 2016.

The site is identified in the Civic Precinct Planning Study (CPPS) to apply maximum heights of part 14 storeys and part 24 storeys with community facilities and a through site link to St Leonards Park.

2 Need for the planning proposal

The proposed increase to the planning provisions on the site aligns with Council's endorsed CPPS which sets out how additional density can be accommodated leveraging off the new Sydney Metro stations.

Council did not amend the LEP in line with the CPPS. Any changes would be completed in proponent led proposals with these to include VPAs for public benefits.

Some height and FSR changes may be achieved with the use of a clause 4.6 variation which applies flexibility in applying certain development standards. However, the increases for the proposed development would exceed the thresholds under this clause.

As such, this planning proposal is the best means of achieving the objectives or intended outcomes.

3 Strategic assessment

3.1 Regional Plan

North Sydney is located within the Eastern Economic Corridor of the Eastern Harbour City and is identified as a strategic centre and a major commercial precinct.

The Greater Sydney Region Plan establishes a series of directions to ensure planning proposals are consistent with the intended vision of Sydney.

Directions relevant to this planning proposal are included in **Table 4**.

Table 4 Greater Sydney Region Plan assessment.

Regional Plan Objectives	Justification/Consistency
A City Support by Infrastructure	<p>The proposed increase to the development controls will facilitate increased density that will leverage off existing and new public transport with connections to strategic centres such as Macquarie Park, Chatswood and the Sydney CBD.</p> <p>The proposal is consistent with this objective.</p>
A Collaborative City	<p>This proposal seeks to deliver increased residential and employment generating floor space in the vicinity of the new Victoria Cross metro station.</p> <p>This planning proposal realises the recommended changes in Council's CPPS aligning with the delivery of State infrastructure.</p> <p>The proposal is consistent with this objective.</p>
A City for People	<p>The proposal will increase the ability to live and work in the North Sydney area close to public transport and services reducing the reliance on private vehicles. Increased requirements for landscaping and a through-site link will result in better local pedestrian connectivity and amenity for residents and visitors.</p> <p>The proposal is consistent with this objective.</p>
A City of Great Places	<p>Providing higher density in certain areas of the Local Government Area (LGA) will preserve the existing low density residential areas while providing a more diverse choice of dwellings. This will support a future increase in population, a changing demographic and cater to key workers. The provision of a childcare</p>

	<p>centre dedicated to Council will provide a service for families close to existing and new public transport options.</p> <p>The proposed public domain enhancements and active retail frontages to McLaren Street and the through-sit link will improve pedestrian amenity.</p> <p>The proposal is consistent with this objective.</p>
A Well-Connected City	<p>As part of the Eastern Economic corridor, the North Sydney LGA is well connected to the neighbouring strategic centres of Macquarie Park, St Leonards, Crows Nest and Chatswood and the Sydney CBD with a variety of transport options. The site adjoins the northern entrance to the new Victoria Cross Metro station due to commence operation mid to late 2024.</p> <p>Maximising the use of public transport assets will help reduce the need for additional infrastructure and private vehicle usage.</p> <p>The proposal is consistent with this objective.</p>
Jobs and Skills for the City	<p>The provision of new commercial floorspace in close proximity to existing and new public transport will enable people to access jobs easily within the LGA and other areas. The provision of commercial/retail uses will increase employment opportunities and could potentially support 220 new jobs.</p> <p>The proposal is consistent with this objective.</p>
A City in its Landscape	<p>The proposal is consistent with this objective as it intends to incorporate active uses to McLaren Street with retail uses at ground level and upgrades to landscaping including new street trees, pavement and street furniture increasing amenity and safety. The proposal also includes a through-site link continuing a pedestrian connection from the Ward Street Precinct to St Leonards Park.</p> <p>The proposal is consistent with this objective.</p>
Housing the City	<p>The planning proposal will facilitate the provision of 172 high-density residential dwellings with a range of dwelling sizes to meet the needs of the community close to existing infrastructure and services. A variety of dwelling typologies will cater to a changing demographic in the North Sydney LGA and enable key workers to live close to jobs, transport and services.</p> <p>The planning proposal is consistent with this objective as it provides greater density in a location that will preserve the character of the lower density areas of the North Sydney LGA.</p>

3.2 North District Plan

The North Sydney LGA is in the North District. The North District Plan contains planning priorities and actions to guide the provision of housing close to jobs, services and infrastructure while improving its social, economic and environmental assets.

It identifies the corridor between Sydney CBD and Macquarie Park via the North Sydney CBD, Chatswood and St Leonards, as an 'Economic Corridor.' The planning proposal is consistent with the priorities for infrastructure and collaboration, liveability, productivity, and sustainability in the plan as outlined in **Table 5**.

The Department is satisfied the planning proposal gives effect to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*.

Table 5 North District Plan assessment

District Plan Priority	Justification/Consistency
Infrastructure	
N1 Planning for a city supported by infrastructure	<p>The planning proposal is consistent with this priority which seeks to align increased residential density with access to and use of existing and new infrastructure, including public transport, cultural, education, health, community and utilities, jobs and services. An onsite childcare facility is proposed to support a growing population.</p> <p>The site is adjacent to the entrance to the new Victoria Cross Metro station with connections to other strategic centres and close to the St Leonards Health and Education Precinct.</p>
Liveability	
N3 Providing services and social infrastructure to meet people's changing needs	<p>The proponent has submitted an offer of public benefits to provide an on-site childcare centre which will offer value to working families in and around the proposed development.</p> <p>The planning proposal states that the concept includes 2,481m² of new commercial, 493m² for new retail floor space and 926m² for an onsite childcare centre supporting services for the residents and surrounding community.</p> <p>A publicly accessible through-site link will connect McLaren Street to Elliot Street towards St Leonards Park, and improve pedestrian linkages to the new Metro station.</p>
N4 Fostering healthy, creative, culturally rich and socially connected community	<p>The planning proposal will enable increased development to provide additional services including a childcare centre dedicated to Council and residential dwellings close to new and existing public transport.</p> <p>Being close to accessible public transport will encourage active transport reducing the reliance on private vehicle usage and short trips. The planning proposal is consistent with this priority.</p>
N5 Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>The planning proposal is consistent with this priority as it will facilitate 172 new residential dwellings with a variety of sizes close to existing and new public transport to various strategic locations and beyond. The site is close to the St Leonards Health and Education Precinct and existing jobs and services in the North Sydney CBD.</p> <p>The new non-residential floorspace is estimated to support 220 ongoing jobs..</p> <p>It is proposed to offer 5% of the new dwellings for the purpose of affordable housing.</p>
N6 Creating and renewing great places and local centres, and respecting the District's heritage	<p>The planning proposal is consistent with this priority as it will amend the planning controls in the North Sydney LEP 2013 to provide increased residential dwellings and enable people to live and work close to existing infrastructure and services and the North Sydney CBD.</p>

The proposed development will have an acceptable impact on the existing local heritage items.

Productivity

N7 Growing a stronger and more competitive Harbour CBD	<p>North Sydney is within the Eastern Economic Corridor and well-connected by public transport options to the neighbouring strategic centres of Macquarie Park, St Leonards and Crows Nest and Chatswood and the Sydney CBD. Enabling increased development in locations such as this will accommodate key workers close to employment and maximise the use of public transport assets.</p> <p>The concept includes 2,573m² of new commercial and 427m² for new retail floor space supporting increased services and businesses.</p>
N12 Delivering integrated land use and transport planning and a 30-minute city	<p>The increase to the development potential is consistent with this priority and will facilitate the provision of 172 dwellings and additional retail/commercial floorspace to leverage off the new and existing public transport options supporting the 30-minute city.</p>

Sustainability

N21 Reducing carbon emissions and managing energy, water and waste efficiently	<p>Providing development close to existing and new public transport and other services will decrease the use of private vehicles and reduce emissions.</p>
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3.3 Local

The proposal states that it is consistent with the following local plans and endorsed strategies.

3.3.1 Local Strategic Planning Statement (LSPS)

The Local Strategic Planning Statement (LSPS) was adopted by Council on 24 March 2020. It guides future land use planning and development in the North Sydney LGA to 2036. The LSPS guides the content of the North Sydney LEP 2013 and the Development Control Plan (DCP).

The consistency of the planning with the relevant planning priorities in the LSPS as outlined in **Table 6**.

Table 6 Local strategic planning assessment

Planning Priority	Justification/Consistency
Planning priority I1 – Provide infrastructure and assets that support growth and change	<p>The planning proposal is consistent with the LSPS as it is accompanied by a draft VPA which includes the provision of community infrastructure such as a through-site link from McLaren Street to Elliot Street enhancing pedestrian amenity. An onsite childcare centre will provide a vital service for residents in the proposed development and surrounding areas.</p>
Planning priority I2 – Collaborate with State Government Agencies and the community to	<p>Sydney Metro (site owner) has worked with North Sydney Council to develop a reference scheme that could potentially provide 172 new residential dwellings and 2,481m² of new commercial and 493m² for</p>

deliver new housing, jobs, infrastructure and great places.	<p>new retail floor space potentially supporting 220 jobs. The concept indicates increased landscaping and amenity.</p> <p>The new childcare centre proposes approximately 926m² of combined indoor and outdoor space close to the new Victoria Cross Metro station entrance.</p> <p>It is proposed to provide 5% of the new dwellings as affordable housing to be managed by a community housing provider. This can contribute to key workers being able to live and work in the same area.</p>
Planning priority L1 – Diverse housing options that meet the needs of the North Sydney community	<p>The planning proposal is consistent with this priority as it will provide 172 additional residential 1, 2 and 3 bedroom dwellings in an area well serviced by existing and new public transport, services, jobs, infrastructure and public open space.</p> <p>The draft VPA intends that 5% of the dwellings be dedicated for the purposes of affordable housing. This can provide housing choices to allow key workers to live and work in the area.</p>
Planning priority L2 – Provide a range of community facilities and services to support a healthy, creative, diverse and socially connected North Sydney community.	As previously stated, a draft VPA (Attachment A13) proposes the provision of community infrastructure such as a through-site link to St Leonards Park and North Sydney Oval and a childcare centre dedicated to Council.
Planning priority L3 – Create great places that recognise and preserve North Sydney's distinct local character and heritage	The increase to the planning controls is generally consistent with Council's CPPS. The proposal generally conforms with the emerging character of the area and the Heritage Impact Statement (Attachment A7) submitted with the proposal indicated that the reference scheme will not adversely impact on local heritage items and HCAs nearby.
Planning Priority P6 and S2 – Support walkable centres and a connected, vibrant and sustainable North Sydney	<p>The draft VPA provides for a through-site pedestrian linkage to improve walkability.</p> <p>The site is next to the new Victoria Cross Metro entrance with connections to other services and infrastructure, reducing the need for private vehicle usage.</p>
Planning priority S3 – Reduce greenhouse gas emissions, energy, water and waste	The site is well located with access to existing and new public transport, reducing the reliance on vehicular trips and promoting active transport such as walking and cycling.

3.3.2 Local Housing Strategy

The North Sydney Local Housing Strategy (LHS) aligns with the Greater Sydney Region and the North District Plans and outlines the strategic direction for housing in the North Sydney LGA over the next 20 years. By 2036, the population of the LGA is expected to increase by 19,500 representing a 21% growth and predicted to require a further 11,450 dwellings.

The planning proposal is consistent with the LHS as it will provide 172 new dwellings in an area identified for potential additional housing close to existing and new proposed public transport with links to other strategic centres and beyond.

3.3.3 Civic Precinct Planning Study (CPPS)

The Civic Precinct is directly north of North Sydney CBD and is bounded by McLaren Street, Pacific Highway, Falcon Street and the Warringah Freeway with a small area bounded by Walker Street and Berry Street at the southeast corner. The subject site is located on the southern boundary of the study area (**Figure 14**).

Council's CPPS provides a holistic vision and guide to development and helps determine changes and establish criterion for any new developments aligning with the North District Plan and LSPS.

The CPPS was prepared in response to the construction of the Victoria Cross Metro Station northern portal, located at the intersection of McLaren and Miller Streets (**Figures 2, 3 and 14**).

The CPPS indicates a mixed use land use for this site with an aim to create a transition to the CBD (**Figures 15 and 16**) and increase commercial and job opportunities supporting the CBD and nearby educational and medical sectors.

The concept meets the recommendations in the CPPS with 24 storeys on the southern half of the site and, and the 8 storeys to the north is not inconsistent with the CPPS recommendation for 14 storey on the northern half of the site.

Maximum building heights (including plant) result in no net increase in overshadowing of planned public spaces identified in the Ward Street Precinct Masterplan and Doris Fitton Park (**Figure 2**).

The concept is generally consistent with the CPPS as it offers public benefits in a draft VPA letter of offer (**Attachment A13**) including:

- a contribution towards affordable housing;
- public amenities such as a through-site link from McLaren Street to Elliot Street; and
- public services in the form of an onsite childcare centre, allowing Council to move an existing childcare centre and freeing up options for the use of that site.



Figure 14: Location of the Civic Precinct Planning Study with the site on the southern border (source: Council)

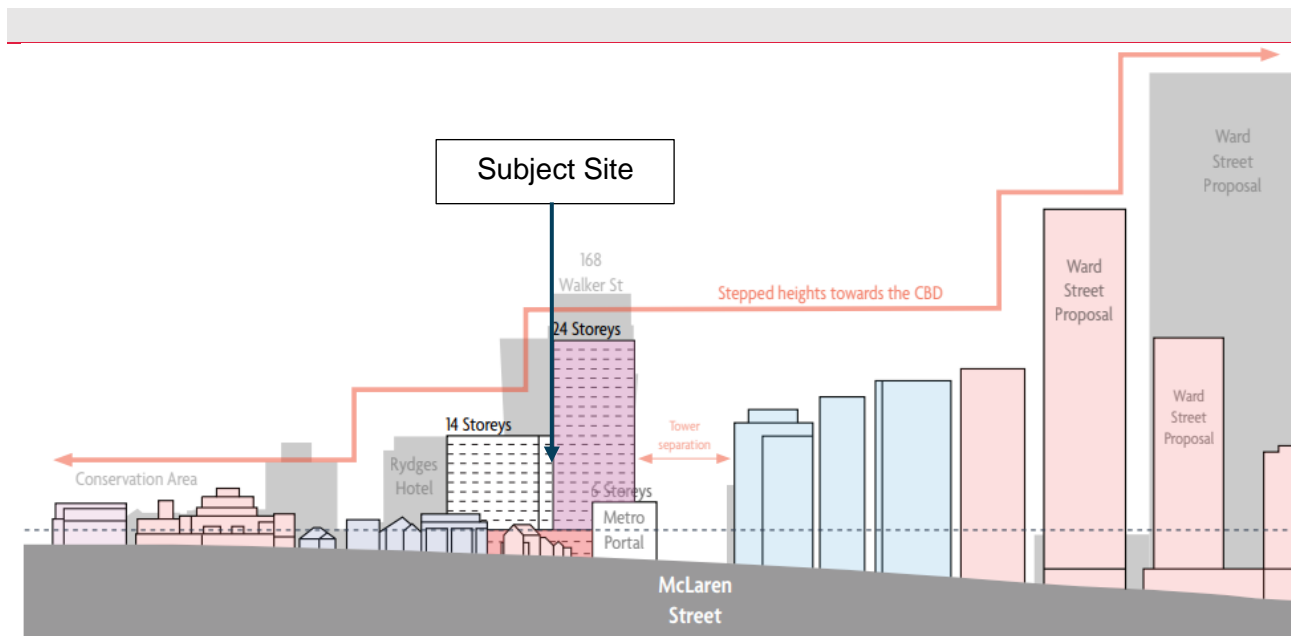


Figure 15: Transition of heights from the CBD to the HCA in the north (source: Council)

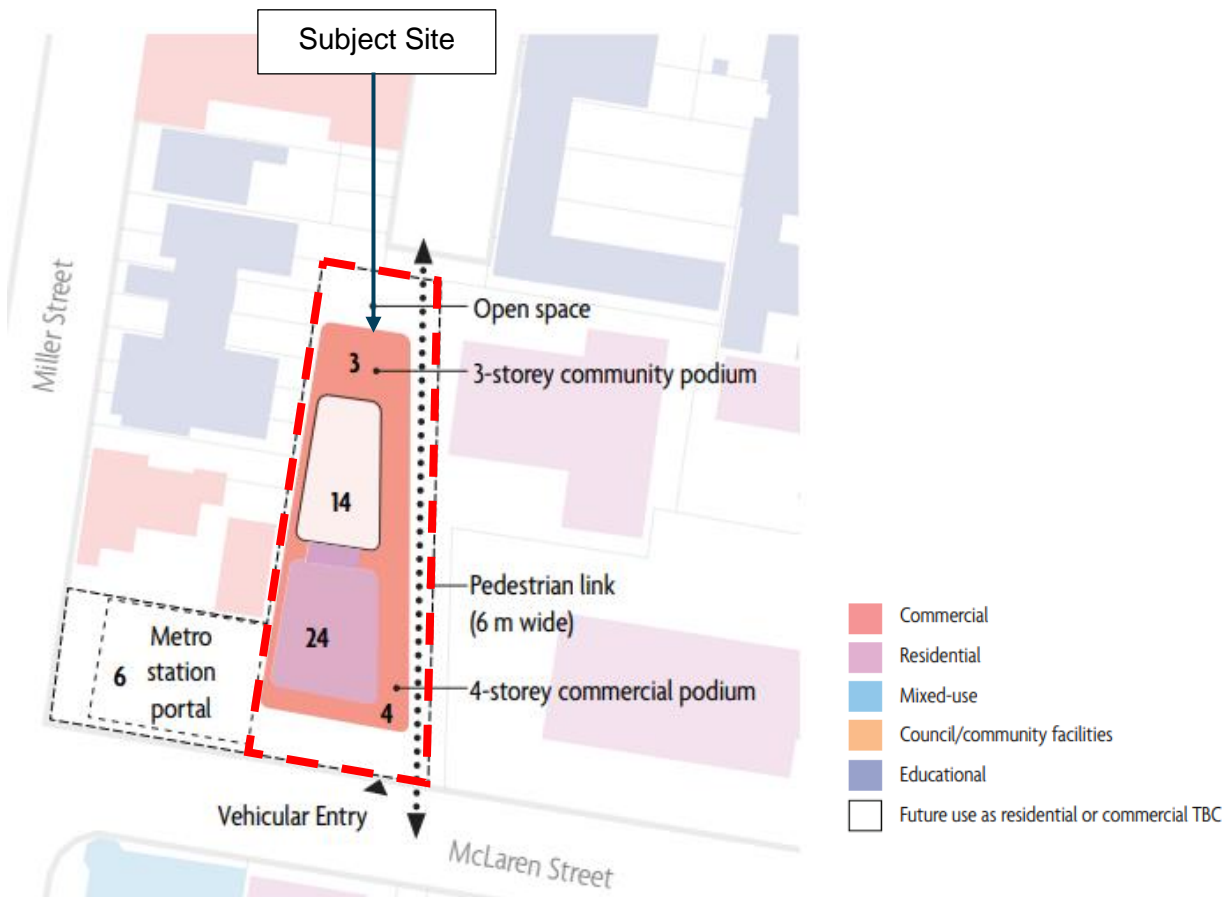


Figure 16: CPPS recommended planning provisions for the site (source: Council)

3.4 Local planning panel (LPP) recommendation

The North Sydney LPP considered the planning proposal on 11 May 2023 (**Attachment B**).

The LPP noted the strategic importance of the site which is adjacent to the new Victoria Cross Metro station north entrance.

The LPP raised concerns that the proposal did not deliver enough for affordable housing, and sought a minimum of 10% to 20% of the residential GFA in perpetuity as affordable housing.

The LPP recommended that:

- the proposal be deferred for further consideration of affordable housing on the site; and
- a Development Control Plan (DCP) be prepared to guide a better design outcome.

The department notes that an addendum to the draft VPA has been submitted dated 3 October 2023, offering affordable housing (**Attachment A13**). Affordable housing is addressed further in section 4.

3.5 Section 9.1 Ministerial Directions

The planning proposal's consistency with relevant section 9.1 Directions is discussed in **Table 7**.

Table 7 Section 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
Planning Systems – Place Based		
Biodiversity and Conservation		
3.2 Heritage Conservation	Yes	<p>This direction applies as the site is in the vicinity of local heritage items.</p> <p>The planning proposal is accompanied by a Heritage Impact Statement (HIS) (Attachment A7) that states that the proposal will not adversely impact on the heritage items in the vicinity.</p> <p>The heritage impact is discussed further in section 4 of this report.</p>
Resilience and Hazards		
4.4 Remediation of Contaminated Land	Yes	<p>A preliminary site investigation (PSI) (Attachment A6) submitted with the planning proposal found that the overall potential for contamination was low and the site can be made suitable for the intended use including residential and childcare.</p> <p>The contamination impact is discussed further in section 4 of this report.</p>
Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	<p>The planning proposal intends to increase the planning controls on the site to facilitate 172 new residential dwellings adjacent to the new Victoria Cross Metro station entrance. Onsite childcare and additional floorspace to provide new retail and commercial services will reduce the dependence on private vehicles.</p> <p>The traffic impact is discussed further in section 4 of this report.</p>
5.3 Development Near Regulated Airports and Defence Airfields (previously 5.3)	Yes	<p>The site is affected by an Obstacle Limitation Surface (OLS) of 156m for Sydney Airport. The planning proposal seeks to introduce a split maximum height limit of RL107 and RL156, which meets but does not penetrate the OSL.</p> <p>A Review of Airspace Implications (Attachment A10) states that the proposed development would not adversely affect the safety of flight operations at Sydney Airport.</p> <p>Referral to aviation authorities will be a condition of the Gateway determination.</p>

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
		The aeronautical impact is discussed further in section 4.

Industry and Employment

7.1 Business and Industrial Zones (previously 1.1)	Yes	<p>The proposal retains the MU1 Mixed-use zone which is an employment zone.</p> <p>The proposed increase to the development standards on the site will facilitate 2,481m² of new commercial and 493m² for new retail floor space with an increase of the minimum non-residential FSR from 0.5:1 to 1:1.</p>
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3.6 State environmental planning policies (SEPPs)

The consistency of the planning proposal with the relevant SEPPs is discussed in **Table 8**.

Table 8 Assessment of planning proposal against relevant SEPPs

SEPPs	Requirement	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
SEPP (Biodiversity and Conservation) 2021	The SEPP aims to reserve, conserve and manage NSW's natural environment and heritage.	Yes	<p>The site is within an existing urbanised area that is not zoned as a conservation area or contain any flora/fauna that would require the application of this SEPP.</p> <p>The planning proposal is unlikely to have any adverse effect on the water quality of Sydney Harbour or the District's waterways.</p>
SEPP (Resilience and Hazards) 2021	The SEPP aims to manage risks and build resilience in the face of hazards.	Yes	<p>Hazardous or offensive development is not proposed.</p> <p>A contaminated land preliminary site investigation (PSI) (Attachment A6) indicates that the overall potential for contamination was low and the site is suitable for the intended use.</p> <p>Further investigation can be carried out as part of a future DA.</p> <p>The contamination impact is discussed further in section 4.</p>
SEPP (Transport and Infrastructure) 2021	The SEPP aims to provide well-designed and located transport and	Yes	The planning proposal is not classified as a traffic-generating development in Schedule 3 of this SEPP.

SEPPs	Requirement	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
	infrastructure integrated with land use.		<p>The Traffic and Parking Impact Assessment (TIA) (Attachment A4) indicates that the development will not have a significant impact on the surrounding road network.</p> <p>A Gateway condition is proposed to consult with Sydney Metro.</p> <p>A Gateway condition is also proposed to consult with Transport for NSW (TfNSW).</p> <p>The acoustic impact and the traffic and parking impact are discussed further in section 4.</p>
SEPP (Housing) 2021	The consolidated SEPP aims to deliver a sufficient supply of safe, diverse and affordable housing and guide development of residential apartments	Yes	<p>SEPP 65 – Design Quality of Residential Apartment Development has been repealed and consolidated into chapter 4 of this SEPP.</p> <p>Council's report (Attachment B) to the Local Planning Panel contains an assessment of the design criteria indicating that the concept can comply with this SEPP. The consistency can be further assessed as part of a future DA.</p> <p>The built form is discussed further in section 4.</p> <p>The planning proposal will need updating to address the amended SEPP and remove reference to SEPP 65.</p>

4 Site-specific assessment

4.1 Environmental

The site is within an established urban environment with no known critical habitats, threatened species or ecological communities. The following provides an assessment of the potential environmental impacts associated with the proposal.

4.1.1 Heritage Impact

The Heritage Impact Statement (HIS) (**Attachment A7**) states that site at 52 McLaren Street North Sydney is not listed as an item of local heritage significance on Schedule 5 of the North Sydney LEP 2013. The site is near a number of local heritage items and HCAs (**Figure 13**).

The HIS states that the proposal is supported from a heritage perspective as all existing views of the heritage items in the vicinity, and the character of the McLaren Street and Walker/Ridge Streets Conservation Area will be retained and conserved.

It is considered heritage outcomes are minimal and acceptable.

4.1.2 Contamination Impact

A Preliminary Site Investigation (PSI) conducted by GHD Pty Ltd was submitted with the planning proposal (**Attachment A6**).

The key findings of the PSI are that:

- the site has been used mostly for commercial and residential land use since 1895;
- the current site is used as the spoil stockyard and loading area for the construction of the Victoria Cross North entrance and access shaft on the adjacent site. The site was covered with concrete in 2021 prior to this current use;
- potential use of uncontrolled fill during the historical development stages of the site, and from recent construction works;
- potential hazardous building materials such as asbestos containing materials and lead paints;
- spills and leaks from parked vehicles in the former carpark on adjacent lot (Lot 1 DP 536008) and the site;
- there are no triggers identified for contamination remediation activities as only low level contamination has been identified within the fill profile.

The PSI states that the site can be made suitable for its proposed land uses (including residential, commercial and childcare) as:

- the potential for site contamination was low; and
- future site redevelopment will remove the fill soil across the site and future site redevelopment will remove the fill soil across the site.

There is an appropriate level of information to proceed to exhibition.

4.1.3 Overshadowing and Solar Access Impact

The overshadowing impact is consistent with the criteria in the Apartment Design Guide (ADG). The ADG specifies that living rooms and private open spaces of at least 70% of apartments receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area.

The overshadowing diagrams in the Urban Design Report (**Attachment A3**) indicate that:

- the concept will not result in any net increase in overshadowing of planned public spaces identified for protection in the WSPMP and to Doris Fitton Park;
- there will be some new overshadowing generated on the northern extremity of the precinct on Faith Bandler Place from 12pm to 2pm during the winter solstice (**Figures 17 to 19**). Faith Bandler Place is not identified for protection in the WSPMP;
- the concept on the subject site will not have an additional impact on the solar compliance of the development at 168 McLaren Street;

- overshadowing impact on the southern side of McLaren Street from the adjacent development at 168 Walker Street is considerable;
- sites at 39 McLaren Street and 237 Miller Street will maintain a minimum of 2 hours of direct sunlight between 9am and 3pm midwinter to 70% of the living rooms and private open spaces on their northern façades;
- the existing development at 45 McLaren Street will receive increased overshadowing to the western façade mid-winter but not below the 2 hour minimum; and
- the proposed development at 45 McLaren Street will be overshadowed mid-winter after 1:15pm (**Figures 20 to 22**).

The overshadowing impact can be further assessed as part of a future detailed design phase.

An independent specialist was engaged by Council to provide an assessment of the childcare centre. In the report to the North Sydney Local Planning Panel (**Attachment B**), it was recommended that the childcare facility be positioned at the northern end of the proposed development for year-round sky and solar access.

The Urban Design Report (**Attachment A3**) states that the concept will receive some overshadowing to the existing development on the southern side of McLaren Street.

The adjacent development at 168 Walker Street will result in significant overshadowing to the southern section of the concept in the morning. However, by mid-morning the site will receive a good level of solar access. The slender built form with a setback from this development results in greater solar amenity.

The existing Rydges Hotel will also result in some overshadowing in the morning.

The Urban Design Report states that at least 60% of dwellings are naturally ventilated in the first 9 storeys. Other levels can achieve the required level of ventilation with the appropriate balcony enclosures. Solar access and ventilation can be further assessed in a future detailed design phase.

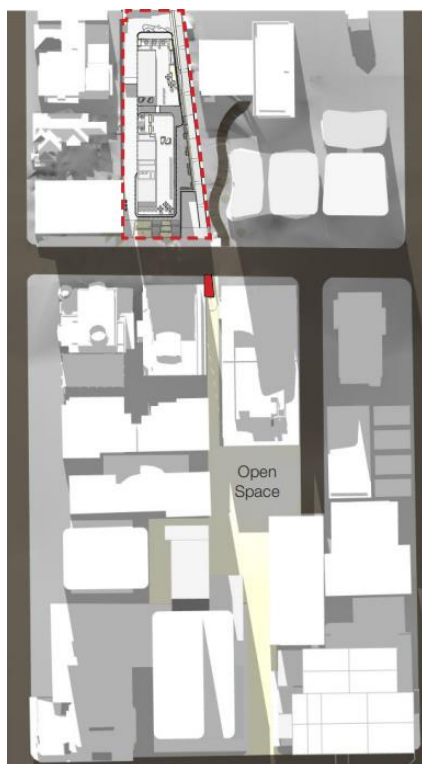


Figure 17: Shadow diagram indicating additional overshadowing to Faith Bandler Place 21 June 12pm

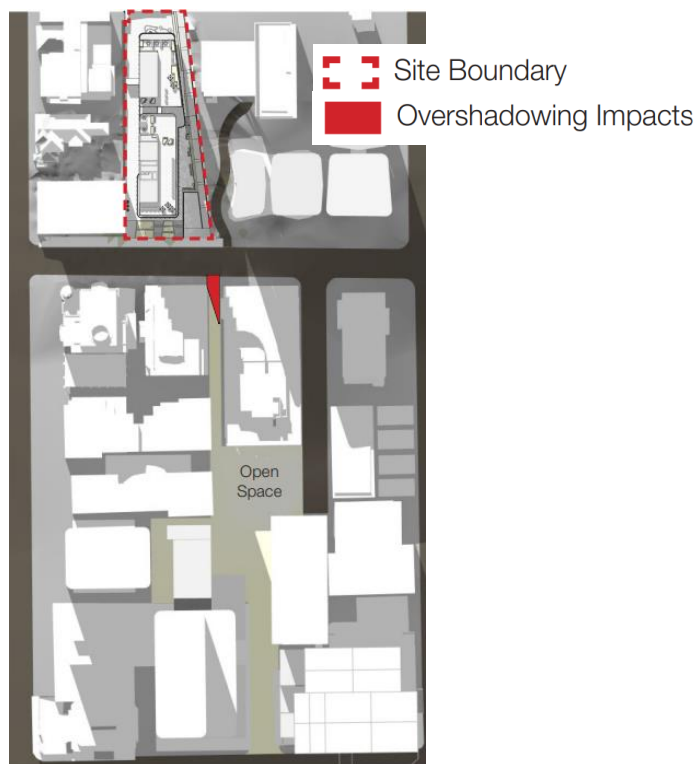


Figure 18: Shadow diagram indicating additional overshadowing to Faith Bandler Place 21 June 12:30pm

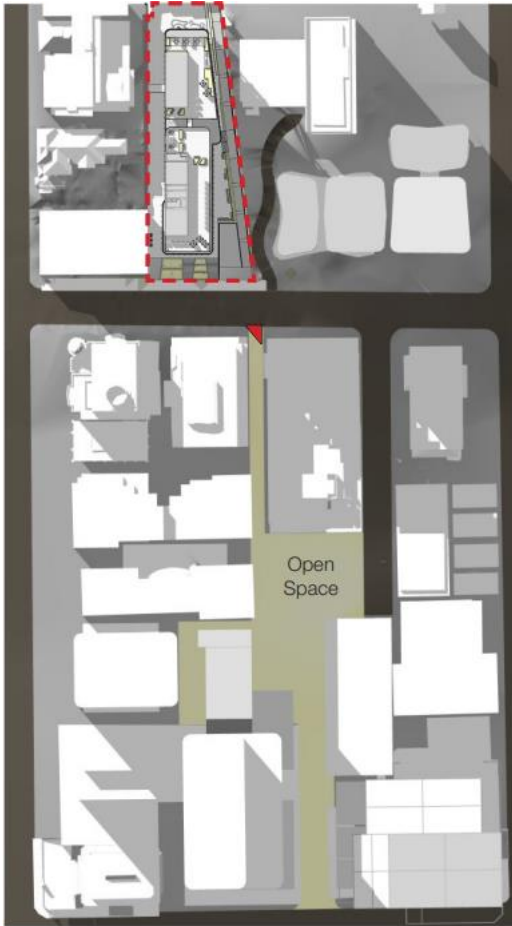


Figure 19: Shadow diagram indicating additional overshadowing to Faith Bandler Place 21 June 2pm

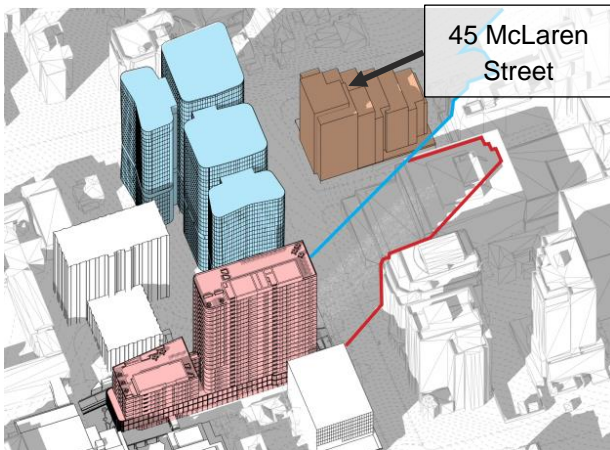


Figure 20: Shadow diagram 21 June 1:15pm with the proposed built form at 45 McLaren Street (source: GHD)

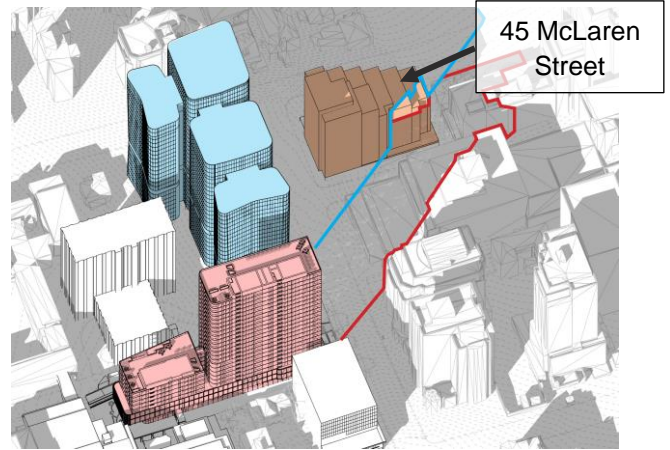


Figure 21: Shadow diagram 21 June 1:45pm with the proposed built form at 45 McLaren Street (source: GHD)

- 45 McLaren Street
- 168 Walker Street DA approved envelope
- 168 Walker Street shadow profile
- 52 McLaren Street proposed envelope
- 52 McLaren Street shadow profile

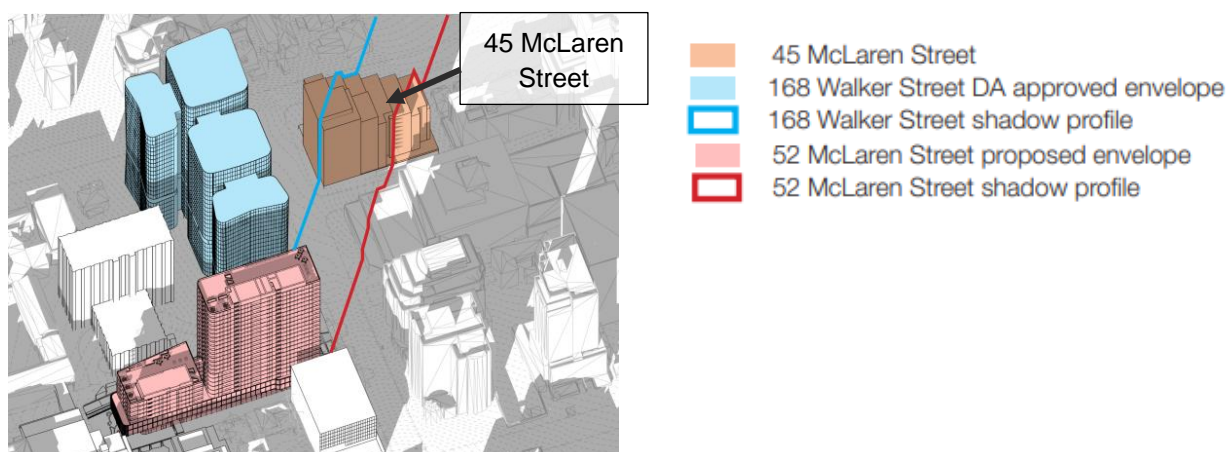


Figure 22: Shadow diagram 21 June 3pm with the proposed built form at 45 McLaren Street (source: GHD)

4.1.4 Traffic, transport and Parking Impact

A Traffic and Parking Impact Assessment (TIA) dated August 2022 (**Attachment A4**) was submitted with the planning proposal.

The TIA noted that the subject site is adjacent to the new entrance portal to the Victoria Cross Metro station. The concept proposed residential and commercial land uses across 2 buildings with a childcare centre and 3 levels of basement parking accessed via McLaren Street. A pedestrian through-site link is to be provided from McLaren Street to Elliot Street.

A Green Travel Plan (GTP) (**Attachment A11**) has been submitted with the planning proposal and notes that the site has excellent access to sustainable transport options including bus services, walking and cycling facilities and the new adjacent Metro.

The GTP includes the primary objectives of:

- reducing the need to provide parking;
- to contribute to a healthier, more active workplace; and
- provide potential travel cost savings.

Traffic

The TIA states that the concept may generate a total of 136 trips in the peak AM, 116 trips in the peak PM and 98 trips in the peak on Saturday.

The TIA indicates that there will be no adverse traffic impacts as a result of the increase to planning provisions on the site. There is spare capacity on the road network including consideration of the proposed construction of the adjoining development at 168 Walker Street.

The estimate of the possible traffic generated with reference to the concept is outlined in **Table 9**.

A Gateway condition is proposed to consult with Sydney Metro as the site is adjacent to the Sydney Metro City and Southwest line.

The concept does not meet the requirements to be referred to TfNSW as it is not considered to be a traffic-generating development in schedule 3 in SEPP (Transport and Infrastructure) 2021.

However, a Gateway condition is proposed to consult with TfNSW as the TIA states that the traffic generation as a result of the Metro station is unknown. Consultation with Sydney Metro and TfNSW is required to ensure that additional traffic from the proposal will not impact on efficient operation of the Metro station.

Table 9: Summary of traffic generation

Floorspace	Number/GFA	Trips Generated		
		AM Peak	PM Peak	Saturday Peak
Residential	172 dwellings	33	26	33
Commercial	2,573m ²	41	31	0
Retail	427m ²	39	39	65
Childcare	450m ² (internal floorspace)	23	20	0
	Total	136	116	98

Public transport

The TIA noted that the subject site is adjacent to the new north entrance portal to the Victoria Cross Metro station. This section of the Sydney Metro City and Southwest line is due to commence operation mid to late 2024. There is no existing public transport along McLaren Street. However, northbound bus services to Terry Hills, Mosman and Manly and southbound services to North Sydney and Sydney CBD are approximately 100m west in Miller Street.

North Sydney train station with the T1 North Shore line and the T9 Northern Line is approximately 800m walking distance south along Miller Street.



Figure 23: Victoria Cross Metro gateway (source: Sydney Metro)

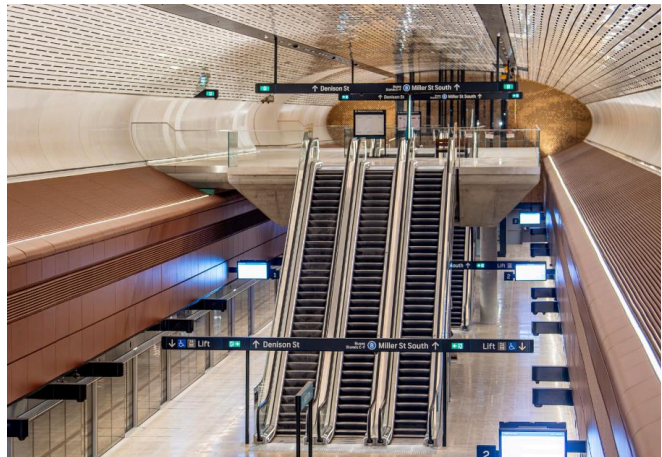


Figure 24: Victoria Cross Metro platform (source: Sydney Metro)

Parking -

Council adopted an amendment to the North Sydney Development Control Plan (NSDCP) 2013 on 6 January 2023 to reduce off-street parking in residential development in the MU1 Mixed Use zones and the R4 High Density Residential zones in areas of high public transport accessibility (**Table 10**).

The TIA has based the non-residential parking rates on the amended NSDCP. However, the residential parking rates are not based on the now amended NSDCP. The amended NSDCP does not provide for visitor parking. Any on-site parking will need to comply with the NSDCP.

The loading dock will cater for a minimum of 2 medium rigid vehicles (8.8m) and 1 heavy rigid vehicle 12.5m. Configuration of this area to enable access and egress in a forward direction can be confirmed as part of the detailed design phase. A management plan will facilitate the efficient use of the loading dock.

Table 10: Revised NSDCP parking rates

Apartment Type	Current NSDCP Parking Rate	Revised NSDCP Parking Rate
Studio	0.5	0.3
1 Bedroom	0.5	0.4
2 Bedroom	1.0	0.6
3 Bedroom	1.0	0.7
Non-residential	1 per 60m ²	1 per 400m ²

4.1.5 Built Form, View and Visual Impact

Architectural drawings (**Attachment A2**) show a built form with a slender tower of 24 storeys to the south fronting McLaren Street and 8 storeys to the north with a through-site link from McLaren Street to Elliot Street. The proposed concept is consistent with the desired future character of an area that is near accessible public transport connections.

A minimum 6m whole of building setback along the eastern boundary is consistent with the CPPS. This link is to be activated with commercial, retail and public uses. The setback to McLaren Street (**Figure 33**) is to preserve mature trees and similar to the setback for the development at 168 McLaren Street to the east.

The concept complies with the required minimum separation distances in the ADG (**Figures 25 and 33**).

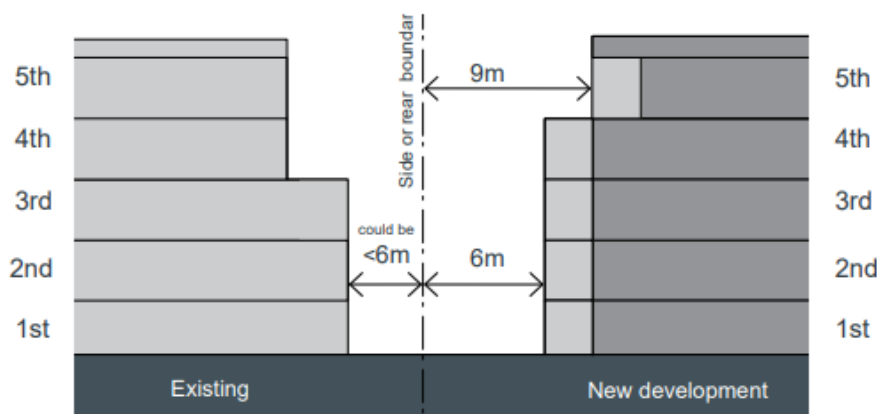


Figure 25: ADG recommended separation distances (source: GHD)

The proposed concept does not impact significant views from the public domain to areas of high scenic value such as Sydney Harbour or the Sydney Harbour CBD skyline.

The views from 39 McLaren Street will have a reduced impact from that of the previously approved concept. Some sky views will be reduced from the apartments at 237 Miller Street. This impact is considered to be acceptable given the CBD context.

The Visual Impact Assessment (VIA) (**Attachment A5**) assessed the visual impact and the Urban Design Report (**Attachment A3**) assessed the views.

The Urban Design Report states that some views will change in the future due to increased development in the area, however, views to the north are unlikely to be obstructed by future large development.

The VIA considers that the proposal has an acceptable visual impact as:

- the concept will form a logical, visually cohesive extension of other approved development along McLaren Street;
- the variation to the maximum height is consistent with the planning intent for the site as a transition from the North Sydney CBD and the lower density development to the north (**Figure 16**) and is justified on strategic merit and Council studies such as the CPPS; and
- the concept does not block or otherwise adversely impact significant views from the public domain to elements of high scenic value such as Sydney Harbour or the Sydney CBD skyline.

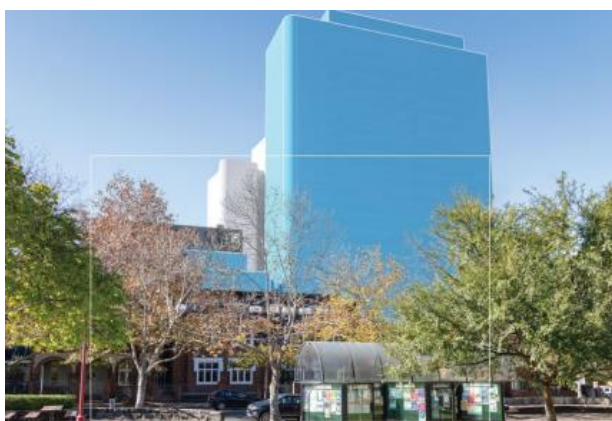


Figure 26: View of the proposed concept looking east from Civic Centre Park (source: Ethos Urban)



Figure 27: View of the proposed concept looking north from Faith Bander Place (source: Ethos Urban)



Figure 28: View of the proposed concept looking south from Elliot Street (source: Ethos Urban)



Figure 29: View of the proposed concept looking northeast from the corner of Miller Street and McLaren Street (source: Ethos Urban)

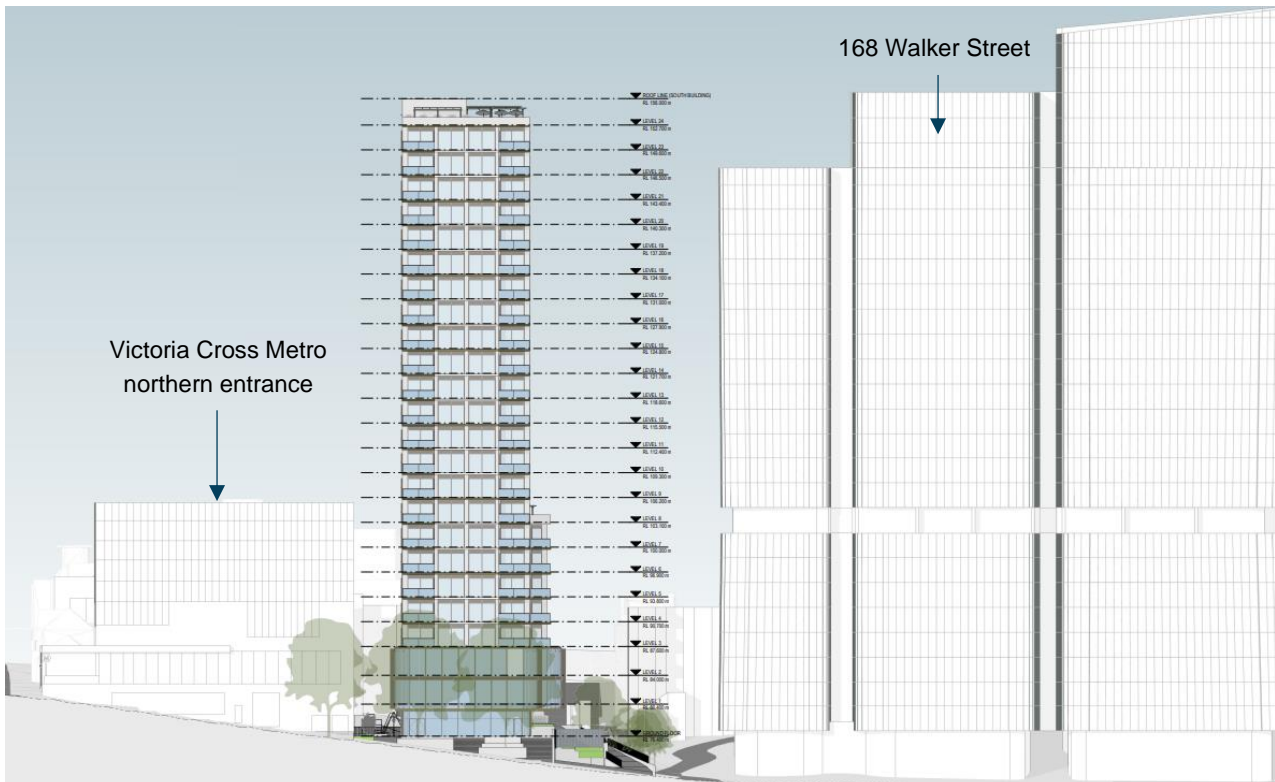


Figure 30: South elevation from McLaren Street (source: GHDWoodhead)

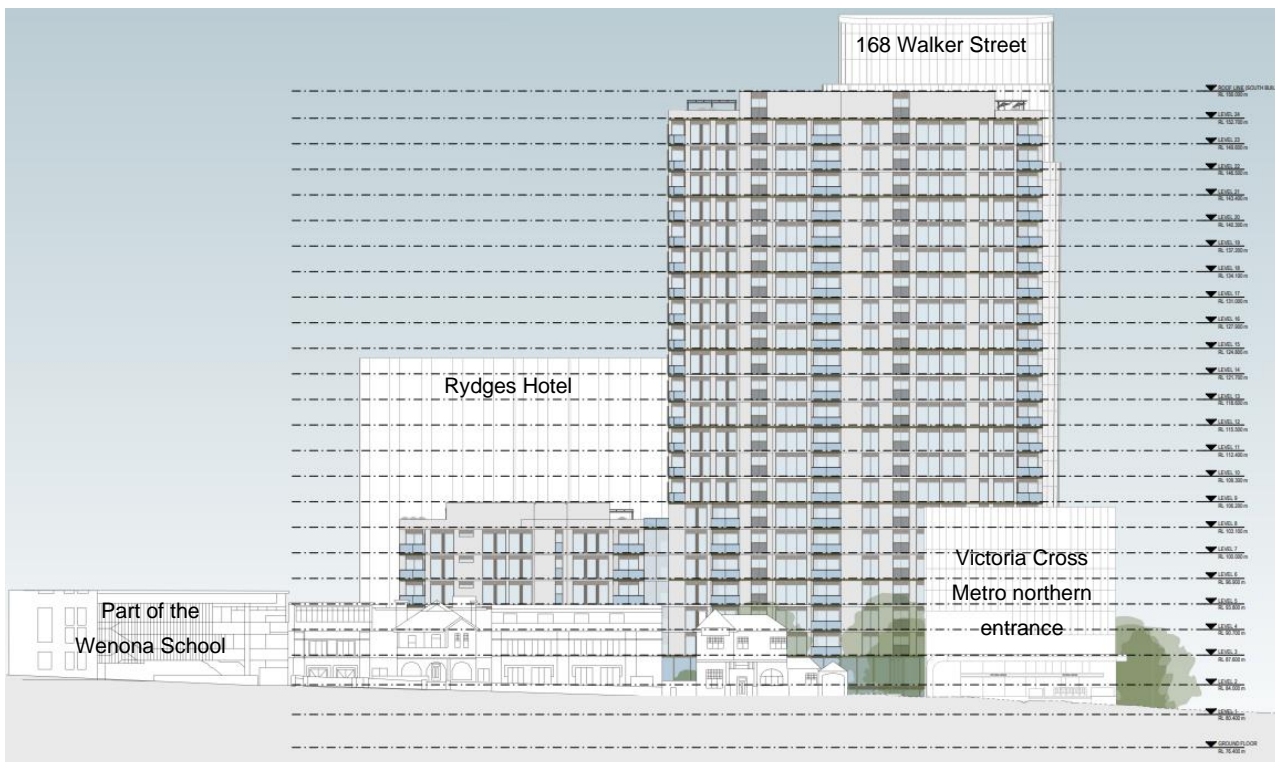


Figure 31: West elevation from Miller Street (source: GHDWoodhead)

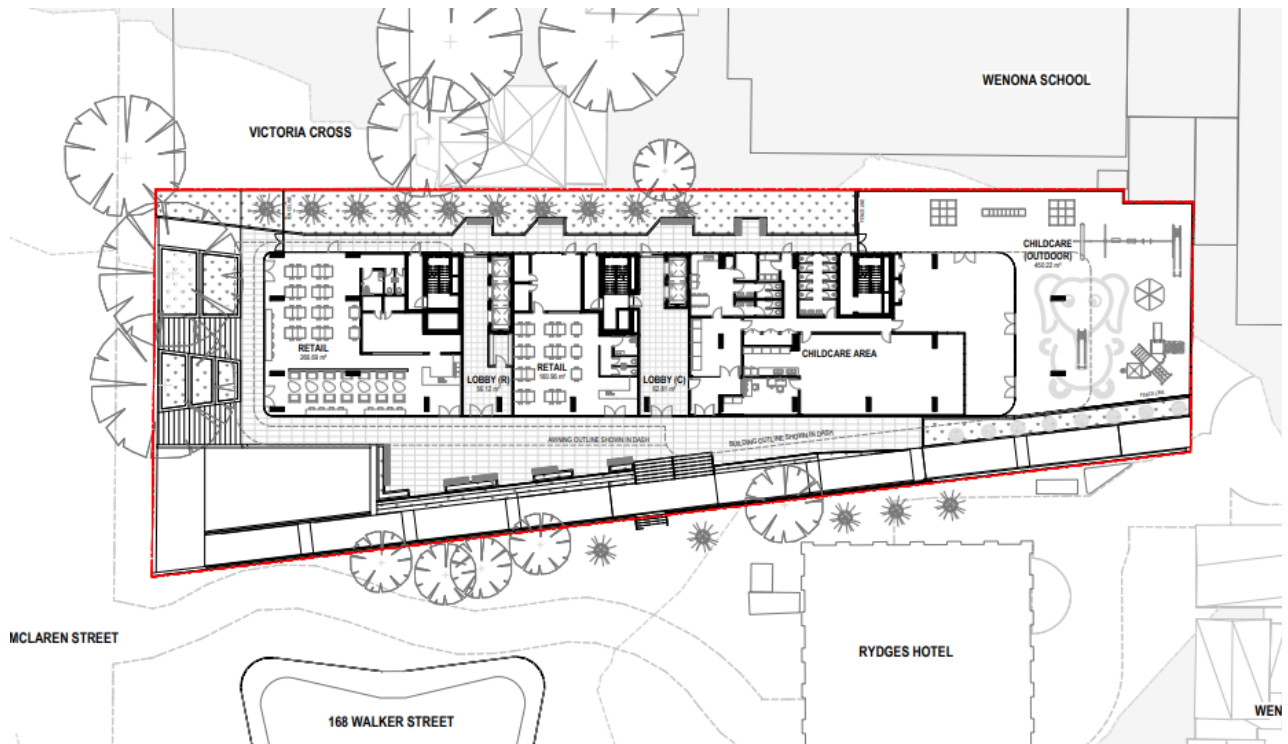


Figure 32: Proposed ground floor plan (source: GHDWoodhead)



Figure 33: Proposed building setbacks (source: Planning proposal)

4.1.6 Acoustic Impact

An Acoustic Assessment dated July 2022 (**Attachment A8**) has been submitted to evaluate any potential noise and vibration sources that may impact on the surrounding environment and the concept.

The requirements of SEPP (Transport and Infrastructure) 2021 (**Table 8**) and the *Development Near Rail Corridors and Busy Roads – Interim Guideline* must be considered as the development is within 100m of the Sydney Metro which is a major transit route. The NSDCP also contains provisions relating to acoustic internal privacy and external noise intrusion in mixed use development.

The assessment provides design recommendations to reduce noise levels such as:

- locating habitable area as far away from noise sources where possible;
- use of enclosed balconies with operable louvres;
- limiting the number and size of openings facing noise sources; and
- double glazing with appropriate seals.

It is likely that commercial tenancies will be located on the ground floor. Therefore, any noise impacts from the Metro to the residential areas would be less.

The report is a high-level assessment of issues that can be considered and further assessed as part of a future DA. The assessment recommends a detailed acoustic report be prepared prior to construction detailing the construction methodology proposed to achieve the requirements of the North Sydney DCP and the Building Code of Australia.

4.1.7 Wind Impact

A Wind Impact Assessment dated August 2022 (**Attachment A9**) has been submitted to support the planning proposal to evaluate the wind conditions in and around the proposal.

The assessment indicates that the wind conditions on the site with the proposed concept are expected to be similar to the existing. Based on previous wind tunnel studies in this area, the wind conditions are expected to be acceptable for pedestrian activities.

The assessment recommended landscaping with varying elements for the through-site link to reduce any potential winds from the south.

Cross-flows on the corner areas of the rooftop can be improved with elements such as planters and tall balustrades to support long-term stationary activities. Exposed corner balconies and larger terraces can be protected with adjustable screens or louvred structures.

The NSDCP also contains criteria that must be met for developments regarding windspeed impacts on footpaths and outdoor spaces. Further testing of the wind conditions can be carried out as part of a future detailed design stage.

4.1.8 Aeronautical Impact

A Review of Airspace Implications (**Attachment A10**) has been submitted with the planning proposal. This report assessed any potential impact of the proposed development on the airspace over North Sydney and on aircraft flight operations at Sydney Airport.

The report notes that:

- the height of the south tower is equal to the Outer Horizontal Surface of the Obstacle Limitation Surfaces (OLS) over North Sydney at 156m AHD;
- the adjacent development at 168 Walker Street has a maximum elevation of 167.51. It is not considered that this development 'shields' the proposal at 52 McLaren Street; and

- cranes for the purposes of construction would, however, rise above and penetrate the OLS and would require separate application as temporary obstacles prior to the start of construction of the proposed development.

The report states that proposed development at 52 McLaren Street North Sydney at 156m AHD would not adversely affect the safety of flight operations at Sydney Airport. However, a Gateway condition will be included to consult with the relevant airport authorities.

4.2 Social and economic

The following table provides an assessment of the potential social and economic impacts associated with the proposal.

4.2.1 Social

The site is near the North Sydney CBD and adjacent to the new Metro station with connections to other strategic centres such as the St Leonards health and education precinct. This will enable people to live close to places of employment.

The renewal of the site will provide upgrades to the public domain and increase amenity in the area. The letter of offer for a VPA (**Attachment A13**) with an addendum 3 October 2023 includes public benefits such as:

- a through site pedestrian link from McLaren Street to Elliot Street connecting the North Sydney CBD to St Leonards Park and North Sydney Oval;
- an on-site 926m² childcare centre including 476m² indoor floorspace on the 1st floor of the podium level with access via a dedicated lift and 6 parking spaces; and
- a commitment to provide Affordable Housing on the subject site based upon 5% of the residential gross floor area to be managed by a Community Housing Provider for a minimum of 10 years.

Section 7.11 and 7.12 contributions for local infrastructure will be in addition to any VPA.

Council has accepted in principle the draft VPA but has requested that the Department condition a higher percentage of affordable housing on the site.

4.2.2 Affordable Housing

As part of VPA negotiations with Council Sydney Metro has offered (**Attachment A13**) to provide affordable housing as 5% of the residential gross floor area to be managed by a community housing provider for a minimum of 10 years. At their meeting on 11 December 2023, Council resolved to write to the Minister to request an amendment to the VPA letter of offer. Council stated that the planning proposal should provide affordable housing at a minimum of 30%, but ideally 100%, and include the provision of appropriate community spaces in perpetuity as part of any Gateway determination.

This request was made as the land is owned by a state agency and Council's request (**Attachment C2**) is in response to the Government's objective to boost the supply of affordable housing across the state and amendment to the SEPP (Housing) 2021 in December 2023.

The Housing SEPP amendment introduces a new bonus Floor Space Ratio (FSR) of 20-30 per cent and a height bonus of 20-30 per cent where a proposal includes a minimum of 10-15% of the gross floor area (GFA) as affordable housing. The FSR and height bonuses are proportional to the affordable housing component.

Uptake of the bonus FSR and height controls under the Housing SEPP are an option only, not a requirement. There is no requirement for affordable housing in the North Sydney LEP, and the Greater Sydney Region Plan suggests 5-10% affordable housing subject to viability.

The VPA is a matter for Council. Any further negotiations on the terms of the agreement need to be undertaken with Sydney Metro as the proponent. However it is recommended that a condition is included to update the planning proposal to be consistent with any formal affordable housing policy on Government land that the NSW Government releases prior to the finalisation of the planning proposal, subject to feasibility and considering other contributions that are proposed as part of the VPA with Council.

4.2.3 Economic

The concept provides 2,481m² floor space for commercial, 493m² for retail and 926m² for a childcare centre. On completion, it is expected that the concept can potentially support 220 ongoing jobs and 160 indirect jobs supporting local retailers and other services.

It is proposed that 172 new dwellings will be created with an estimate 339 residents to contribute to the local economy.

4.3 Infrastructure

Table 12 provides an assessment of the adequacy of infrastructure to service the site and the development resulting from the planning proposal and what infrastructure is proposed in support of the proposal.

Table 12 Infrastructure assessment

Infrastructure	Assessment
Public transport	<p>The site is in adjacent to the northern entrance to the new Victoria Cross Metro Station. North Sydney Train Station is approximately 800m walking distance south with the North Shore and Western Line and the T9 Northern Line with links to other strategic centres. Bus services run along Miller Street, less than 100m to the west with services to the North Sydney Train Station and other localities such as Lindfield, Mosman and Castlecrag.</p> <p>No further public transport infrastructure will be required to support the proposed increase in development on the site.</p> <p>However, the provision of services such as buses may be revised once the Metro commences operation.</p>
Utilities	<p>The site is within an established urban area. An assessment of the site in relation to the provision of water and power can be undertaken as part of a future DA.</p> <p>However, a Gateway condition will be included to refer the planning proposal to the relevant utility providers.</p>

5 Consultation

5.1 Community

Sydney Metro has carried out early consultation with the adjoining neighbours in June 2021 (**Attachment A12**) and to provide information and advice to the community.

Sydney Metro states that further consultation and engagement activities will be carried out during the statutory public exhibition (community consultation) period including community information sessions, emails updates, community newsletter, website updates and newspaper advertising.

The planning proposal provides a community consultation period of 28 days.

A period of **20** working days for public exhibition is considered appropriate and will be a condition 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 30 working days to comment:

- Transport for NSW;
- Transport for NSW (Sydney Metro);
- Ausgrid;
- Sydney Water Corporation;
- NSW Department of Education including Schools Infrastructure NSW;
- NSW Health;
- Sydney Airport Corporation Limited (SACL);
- Airservices Australia; and
- Department of Transport, Infrastructure, Regional Development and Communications (DTIRDC).

6 Timeframe

The planning proposal provides an indicative project timeline with an anticipated completion date for the LEP amendment by the second quarter of 2023.

The LEP Plan Making Guidelines (August 2023) establishes maximum benchmark timeframes for planning proposal by category. This planning proposal is categorised as standard.

The Department recommends a time frame of **9 months** to ensure it is completed in line with its commitment to reduce processing times and with regard to the benchmark timeframes.

It is recommended that if the gateway is supported it is accompanied by guidance for Council in relation to meeting key milestone dates to ensure the LEP is completed within the benchmark timeframes.

7 Local plan-making authority

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

As the site/planning proposal is consistent with the relevant local and State strategic plans the Department recommends that Council 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 generally consistent with the Local Housing Strategy and Local Strategic Planning Statement;
- it is generally consistent with the actions of the North District Plan as it relates to North Sydney by facilitating additional 172 residential dwellings and commercial/retail floorspace,

maximising public transport patronage and promoting employment growth supporting approximately 220 new jobs in an accessible location; and

- the increase in development controls is consistent with the desired character of this area of North Sydney and provides public benefits in a draft VPA.

Based on the assessment outlined in this report, the proposal must be updated before consultation to include an updated timeline based on the issuing of the Gateway determination.

The draft VPA (**Attachment A13**) should be exhibited concurrently with the planning proposal.

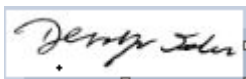
9 Recommendation

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

The following conditions are recommended to be included on the Gateway determination:

1. The planning proposal is to be updated prior to community consultation to:
 - provide an amended assessment against SEPP (Housing) 2021 and remove reference to SEPP No 65 Design Quality of Residential Apartment Development;
 - include an updated timeline based on the issuing of the Gateway determination.
2. The planning proposal is to be updated if required under any formal affordable housing policy applicable to the site that the NSW Government releases prior to the finalisation of the planning proposal, subject to feasibility and considering other contributions that are proposed as part of the VPA with Council.
3. Consultation is required with the following public authorities:
 - Transport for NSW;
 - Transport for NSW (Sydney Metro);
 - Ausgrid;
 - Sydney Water Corporation;
 - NSW Department of Education including Schools Infrastructure NSW;
 - NSW Health – Northern Sydney Local Health District;
 - Sydney Airport Corporation Limited (SACL);
 - Airservices Australia; and
 - Department of Transport, Infrastructure, Regional Development and Communications (DTIRDC).
4. The planning proposal should be made available for community consultation for a minimum of **20** working 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 **6 months** from the date of the Gateway determination.
7. The timeframe for completing the LEP is to be **9 months** from the date of the Gateway determination.

Given the nature of the planning proposal, it is recommended that the Gateway authorise council to be the local plan-making authority and that an LEP completion date of 17 January 2025 be included on the Gateway.



11 March 2024

Derryn John
Manager, North District, Metro Central and North



22 March 2024

Brendan Metcalfe
Director, North District, Metro Central and North

Assessment officer

Christina Brooks
A/Senior Planning Officer, North District, Metro Central and North
9274 6045