



Planning,
Industry &
Environment

IRF21/4741

Gateway determination report – PP-2021-6388

215-235 O’Riordan Street and 1-3 Ewan Street,
Mascot

November 21



Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: Gateway determination report – PP-2021-6388

Subtitle: 215-235 O’Riordan Street and 1-3 Ewan Street, Mascot

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Planning Proposal – 3 March 2021
Urban Design Study – Updated Massing Addendum
Preliminary Geotechnical Investigation
Traffic and Parking Assessment Report – 12 December 2018
Addendum Traffic Impact Assessment report – 25 February 2021
Planning Proposal – Architectural Concept
Minutes of Council Meeting – 13 October 2021
Draft Site Specific Development Control Plan
Council Assessment Report – 13 October 2021
Site Flood Assessment report - 16 October 2019
Land Application Map
Planning Proposal Site Map
Bayside Local Planning Panel Minutes – 18 February 2020
Proposed Map Amendment
Social Impact Assessment
Airspace Advice
Site Survey
Stage 1 Environmentally Site Assessment
Amended Economic Impact Assessment
Acoustic Assessment

1 Introduction

1.1 Overview

Table 2: Planning proposal details

LGA	LGA name
PPA	Bayside Council
NAME	215-235 O’Riordan Street and 1-3 Ewan Street, Mascot
NUMBER	PP-2021-6388
LEP TO BE AMENDED	Bayside Local Environmental Plan 2021
ADDRESS	215-235 O’Riordan Street and 3 Ewan Street, Mascot
DESCRIPTION	Refer to Table 3
RECEIVED	21/10/2021
FILE NO.	IRF21/4741
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

The planning proposal seeks to amend Bayside Local Environmental Plan 2021 (Bayside LEP) to increase the permissible FSR from 3:1 to 5.2:1. The planning proposal does not propose any other amendments, retaining the existing B5 Business Development (B5) zone and 44 metre maximum building height.

The main intention of the proposal is to facilitate an increase in floor space for the site which is located within the Green Square-Mascot Strategic Centre, near Sydney Airport.

The planning proposal relates to eight allotments of land described in Table 3.

Table 3: Lots subject of the planning proposal

Lot	DP/SP	Address
B	DP 407002	3 Ewan Street, Mascot
1, 2 and 3	DP 9142	215-219 O’Riordan Street, Mascot
0	SP 48926	221-233 O’Riordan Street, Mascot
11, 12	DP 9142	235 O’Riordan Street, Mascot

1.2 Site description and surrounding area

The site area is approximately 7,630m² and is irregular in shape (**Figure 1**). The land extends approximately:

- 140 metres along O’Riordan Street;
- 64m along Ewan Street to the south;
- 48m along King Street to the north; and
- a combined boundary length of 167m. The western boundary of the site is staggered and adjoins an existing 11 storey hotel/commercial development and a seven storey commercial development.

The site is occupied by a range of commercial land uses including car rental, valet car parking and a courier service, with a building height up to 3 storeys. Vehicular access is provided through King Street, five vehicular crossovers to O’Riordan Street and four vehicular crossovers to Ewan Street. The Sydney Airport Link (APL) tunnel is also located below ground near the site.

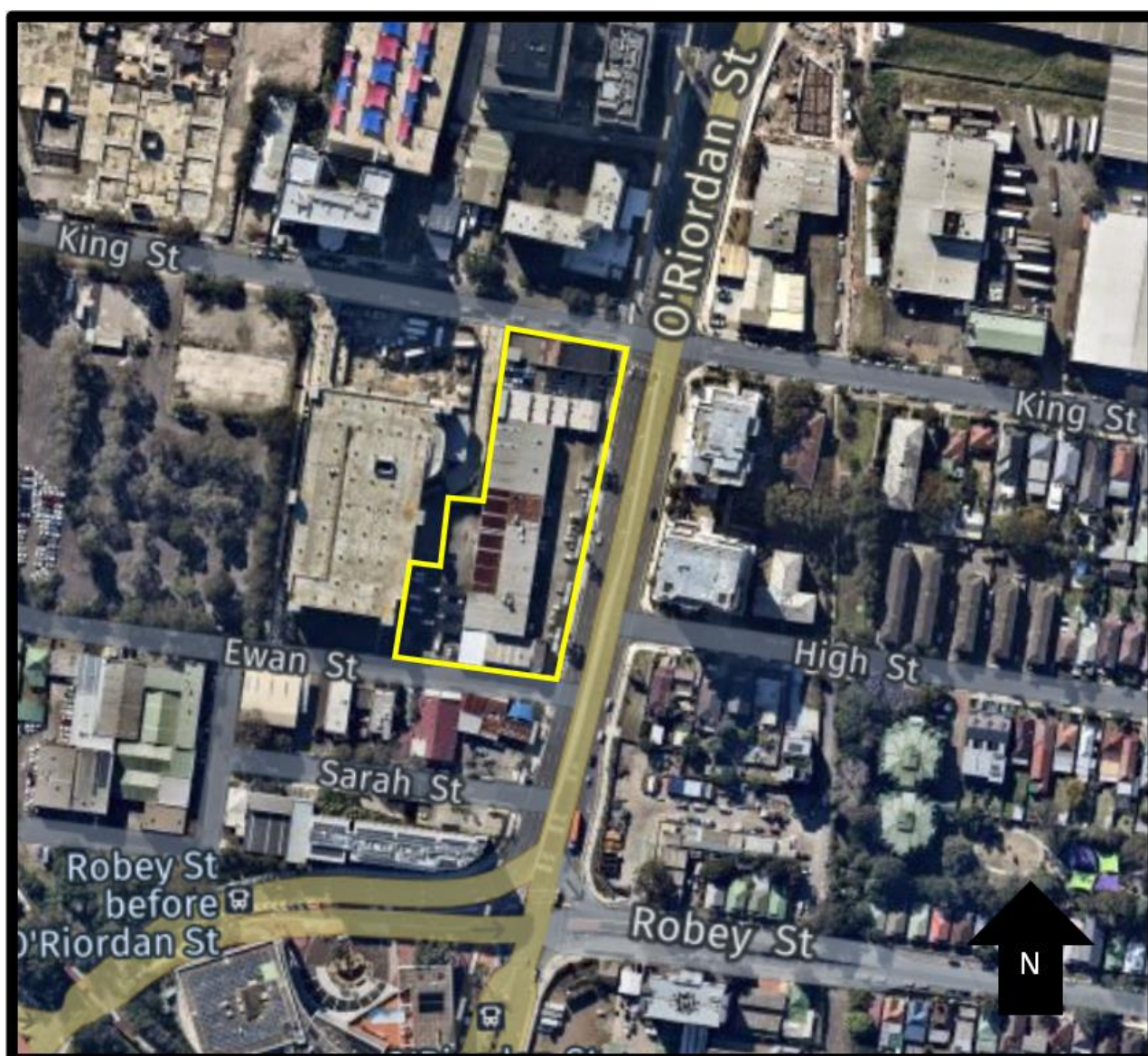


Figure 1: Aerial photo of the site highlighted yellow (Source: nearmaps)

The surrounding context generally comprises a mix of hotels, high density residential development and light industrial units. The site and surrounding land:

- are zoned B5 (**Figure 2**);
- have a maximum building height of 44m (**Figure 3**); and
- have a maximum FSR of 3:1 (**Figure 4**).



Figures 2, 3 & 4: Bayside LEP 2021 land zoning, building height and FSR maps (source: Bayside LEP 2021)

The planning proposal states that the locality has undergone significant redevelopment over a ten year period, with several developments near the site exceeding the mapped FSR development standard by way of satisfactorily addressing Clause 4.6 Exceptions to development standards in the former Botany Bay LEP 2013.

The site is located within the broader Green Square-Mascot Strategic Centre identified in the Eastern City District Plan (**Figure 5**).



Figure 5: Aerial photo of the site highlighted yellow (Source: Eastern City District Plan)

This is identified as a *significant centre for the nearby Harbour CBD, Port Botany and Sydney Airport*. It is undergoing major urban renewal from a predominantly industrial area to one of increased residential use. This renewal has also resulted in the loss of half the commercial office space within the precinct since 2014, a reduction from 400,000 to 200,000 square metres.

The site is located approximately 800 metres walking distance from Mascot Station.

2 Proposal

2.1 Objectives of planning proposal

The objectives of the planning proposal are to:

- *Allow the site to make a substantial contribution to employment growth in the Green Square-Mascot Strategic Centre and Eastern Economic Corridor as envisaged by the relevant strategic plans in the medium to longer term, which is not serviced by the existing planning controls;*
- *Provide a diversity of employment land uses to allow for a range of jobs;*
- *Give Bayside Council the capability to meet future forecast employment growth targets set in the District Plan while meeting other strategic imperatives on other land in Mascot, i.e. supplying dwellings growth in other mixed-use zones and preserving urban services and industrial land;*
- *Efficiently use land to its full potential considering its proximity and accessibility to Sydney Airport, public transport, important road corridors and a variety of other zones including residential and industrial. Furthermore, the planning proposal will contribute to the State Government's vision of a '30 minute city';*
- *Follow Ministerial Directions which call for appropriate intensity of use of business and employment lands; concentration of activity around public transport infrastructure and services; and support of Sydney Airport's function as a national and international gateway for commerce, logistics and tourism; and*
- *Comply with aeronautical height restrictions, protect underground rail corridor and ensure design excellence can be achieved as part of future redevelopment.*

The objectives of this planning proposal are clear and adequate.

2.2 Explanation of provisions

The planning proposal seeks to amend the Bayside LEP 2021 per the changes below:

Table 3 Current and proposed controls

Control	Current	Proposed
Zone	B5 Business Development	no change - B5 Business Development
Maximum height of the building	44m	no change - 44m
Floor space ratio	3:1	5.2:1

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

Land Use Outcomes

The planning proposal intends to facilitate a future development of the site for the following purposes (**Figures 6 & 7**):

- 11 storey commercial building including offices and health service facilities, including medical consulting suites and treatment rooms, specialised retail and car parking;
- 12 storey hotel building including hotel rooms, services apartments, entertainment/conference facilities, a cafe and restaurant; and
- 3 and a half basement levels for car parking ancillary to the other uses.

An urban design report accompanies the planning proposal which provides further details of the built form and land use outcome that is envisaged to be achieved through the planning proposal.

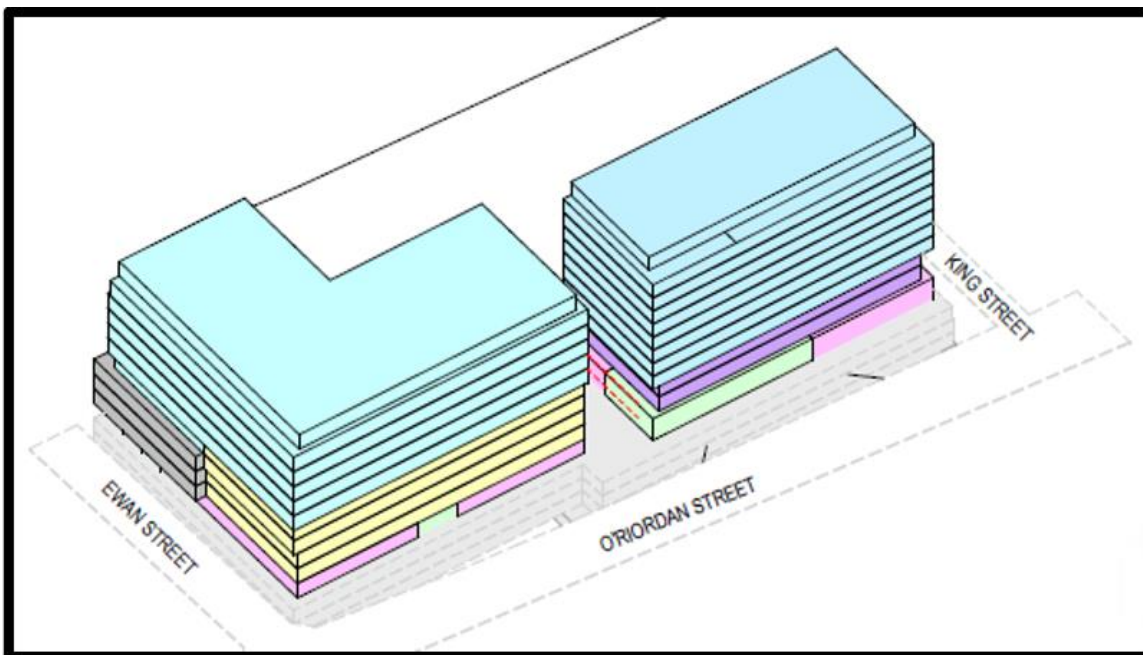


Figure 6: Concept scheme massing diagram (Source: Planning Proposal)

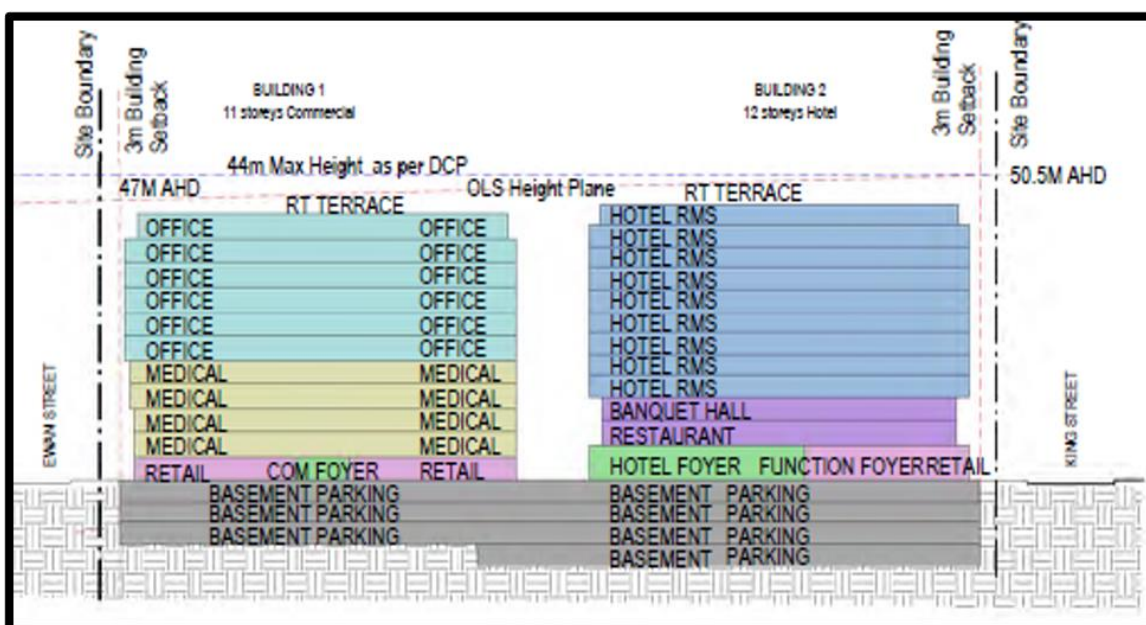


Figure 7: Concept scheme cross section (Source: Planning Proposal)

Vehicular Access and Parking

The planning proposal seeks to enable a reduction in the number of existing vehicular access points from five (5) to three (3) including:

- a two way access point along Ewan Street;
- a two way access point along King Street; and
- a porte cochere along O’Riordan Street.

Most of the car parking is intended to be provided within basement parking with some above ground parking accessed from Ewan Street.

Development Control Plan

The planning proposal is accompanied by a draft Development Control Plan (DCP) which intends to guide the future design of the site consistent with the concept design supporting the planning proposal. The draft DCP contains statements and provisions relating to:

- desired future character;
- building envelopes;
- height;
- setbacks;
- landscaping;
- vehicle access points; and
- sustainable design and travel.

Voluntary Planning Agreement

The planning proposal states that the planning proposal is accompanied by a Letter of Offer to enter into a Voluntary Planning Agreement (VPA) and that consideration of this Letter of Offer will occur separately.

2.3 Mapping

The planning proposal includes mapping showing the proposed change to the Floor Space Ratio map, which are suitable for community consultation.

2.4 Background and Planning Proposal History

Bayside Local Planning Panel

On 18 February 2020, a previous version of the planning proposal was considered by the Bayside Local Planning Panel (the Panel) which sought a FSR of 5.5:1. This previous version of the planning proposal also included the intention to provide a 12 storey commercial car parking station. The Panel recommended that:

- the draft planning proposal be amended to reduce the increase in FSR to 4.5:1 and to prohibit the commercial car parks a separate use;
- the planning proposal should be supported by a development control plan (DCP) or concept plan to ensure a sustainable outcome for the site; and
- with the above amendment to the FSR, the planning proposal be submitted to the Department for a Gateway determination.

In making these recommendations, the Panel advised it strongly supports the proposed uses of office space, medical centre and a hotel for the site given its location in the Green Square-Mascot strategic centre and 400 to 500 metres from Mascot Station. The Panel stated that an increase in office space in the precinct is highly desirable, given the decline in recent years in the area has seen a significant rise in residential apartment buildings.

The Panel advised that it was concerned that the concept of a 12 storey commercial car park station to serve as long term parking for the airport, is inconsistent with the Eastern City District Plan to intensify business activity in the Centre. The Panel therefore considered that the planning proposal would have strategic and site specific merit if commercial car parking is removed from the permissible land uses and that only car parking associated with the uses permitted in the B5 Business Development zone is permitted on the site with a maximum FSR of 4.5:1. The Panel considered that the associated car parking should be in a basement to minimise the bulk of increasing the FSR to 4.5:1.

Revised planning proposal

Council advises that after this meeting, the proponent made a submission to Council questioning the basis of the recommended FSR control of 4.5:1 and contending that the proposed control of 5.5:1 had strategic and site-specific merit. Council advises that it sought independent advice, which concluded that a FSR control in the range of 5.1 to 5.2:1 would be most appropriate for the subject site.

On 5 March 2021, a revised planning proposal was submitted to Council which reflected a FSR of 5.2:1.

Council advises that regarding the Panel's recommendation that the draft planning proposal be amended to prohibit commercial car parks, Council planning officers note there is no such land use in the *Standard Instrument (Local Environmental Plans) Order 2006*. Council states that the land use "car park" (which is already permitted with consent in the B5 zone) encompasses car parks operated "for gain or not".

Council states that it does not consider it an appropriate planning outcome to introduce a site-specific provision prohibiting all car parks on the site. However, it states that the accompanying site-specific DCP, which outlines commercial, hotel and retail uses of the land accompanied by basement car parking, sufficiently responds to the Panel's recommendation.

Council Meeting

On 13 October 2021, Bayside Council considered a report from Council officers which recommended the revised planning proposal seeking a FSR of 5.2:1 be submitted for Gateway determination.

At the meeting, Council resolved to endorse the submission of the planning proposal for a Gateway determination.

3 Need for the planning proposal

The planning proposal states that whilst it is not the direct result of any strategic study or report it is consistent with the Greater Sydney Region Plan and Eastern City District Plan. It states that the site is:

- identified within the 'Eastern Economic Corridor', an area of concentrated employment and economic activity, transport gateways and industrial zones; and
- located within the Green Square-Mascot strategic centre and the Regional and District Plans encourage job growth in strategic centres to create a wide range of jobs, goods and services close to people's home to support the '30 minute city'.

The planning proposal states that Green Square-Mascot centre is a 'commercial office precinct' and one of nine strategic centres in Sydney, where a large portion of standalone office space is located. The planning proposal states that the subject site presents a rare opportunity to provide a substantial portion of the forecast employment growth for the centre as it will maximise the employment generating potential of the site for the medium to long term.

The planning proposal is supported by an employment capacity analysis for the Green Square-Mascot strategic centre which seeks to identify how much job growth could occur above the beyond current development or proposals. It seeks to demonstrate that by 2036 under existing development scenarios, there may only be an additional 20,021 jobs in the Green Square-Mascot strategic centre which is below the target in the District Plan of 23,500. Accordingly, the planning proposal considers there is an opportunity to deliver additional employment to meet the 2036 targets through existing underdeveloped land.

In summary, the planning proposal considers that it strongly aligns with the Regional and District Plans as it will provide additional employment floorspace to contribute to job and economic targets within these Plans. The planning proposal considers that the employment floorspace being proposed will provide a diversity of job types, which will create a wide variety of jobs, goods and services in the strategic centre. The additional jobs will be near existing residential accommodation, public transport services and Sydney International and Domestic airport to support the 30 minute city.

4 Strategic assessment

4.1 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 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 Eastern District Plan assessment

District Plan Priorities	Justification
Planning Priority E1 – Planning for a city supported by infrastructure	The planning proposal will provide additional employment floorspace opportunity within close proximity to Mascot Town Centre, which will help optimise the existing public transport infrastructure.
Planning Priority E9 – Growing International Trade Gateways	<p>This priority highlights that Port Botany and Sydney Airport are trade gateways for the CBD and nation. A commercial core has developed around Mascot Station which comprises a number of hotels and high density, mixed use A-grade commercial buildings catering to large tenants. The District Plan states that it will be important to ensure retention of the surrounding industrial land which provides essential supporting functions for the airport.</p> <p>The planning proposal aligns with this priority as it seeks to provide additional employment land opportunities to support the Sydney Airport and Port Botany international trade gateways. It will increase floorspace potential for a variety of employment land uses.</p>
Planning Priority E10 –	The planning proposal will provide the potential for additional employment

Delivering integrated land use and transport planning and a 30-minute city	opportunities in close proximity to public transport services within an identified strategic centre. The proposal will deliver integrated land use and transport planning, by locating new employment and services in close proximity to appropriate infrastructure provision.
Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres	<p>The Plan states that Green Square-Mascot is a significant centre for the Eastern City District and a supporting centre for the nearby Harbour CBD, Port Botany and Sydney Airport. It states that it is undergoing major urban renewal from a predominantly industrial area to one of increased residential use. This renewal has resulted in the loss of half the commercial office space within the precinct since 2014. The Plan seeks to strengthen the Centre through approaches that:</p> <ul style="list-style-type: none"> • protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre; • retain and manage surrounding employment, industrial and urban services land and their role in supporting the harbour CBD, trade gateways and other strategic centres. • continue to address road and public transport network congestion and avoid development that generates high road traffic volumes such as large scale retail. • continue reviews to remove barriers to cultural and creative uses. • provide for safe walking and cycling throughout the centre and from Mascot Station to Sydney Airport. • plan for the provision of social infrastructure within Mascot. • Council of the City of Sydney and Bayside work together to strengthen and diversify the centre. <p>The planning proposal is consistent with the approach in that it will retain the existing zoning for the land and provide additional floorspace potential to protect and strengthen the economic role of the centre. It is supported by a draft site specific DCP which intends to reinforce the importance of any future development to contribute to the strategic importance of the Green Square-Mascot strategic centre.</p>
Planning Priority E12 – retaining and managing industrial and urban services land	<p>The District Plan seeks to safeguard all existing industrial and urban services land from competing pressures, especially residential and mixed-use zones. These lands are required for economic and employment purposes.</p> <p>The planning proposal is consistent with this priority as it will retain the existing economic and employment purpose for the land.</p>

4.2 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
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Local Strategic Planning Statement	<p>Bayside Planning Priority 1 – Align land use planning and transport infrastructure planning to support the growth of Bayside</p> <p>The planning proposal will provide the opportunity for additional employment floorspace in close proximity to Mascot Station.</p> <p>Bayside Planning Priority 9 – Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm</p> <p>The planning proposal seeks to facilitate an intended built form outcome that provides opportunities for separate buildings along O’Riordan Street, street setbacks and ground level landscaping. A step in building height to the rear from 11 storeys to 4 storeys demonstrates there is capacity within the site to accommodate the proposed additional floorspace subject to resolution of detailed design matters as part of any future development assessment.</p> <p>Bayside Planning Priority 12 – Deliver an integrated land use and a 30 minute city</p> <p>The planning proposal will provide the potential for additional employment opportunities in close proximity to public transport services within an identified strategic centre.</p> <p>Bayside Planning Priority 13 – Contribute to growing a stronger and more competitive Harbour CBD</p> <p>The planning proposal will provide the potential for additional floorspace to be delivered on the site that can help to protect and strengthen the economic role of the Harbour CBD. It is supported by a draft site specific DCP which intends to reinforce the importance of any future development to contribute to the strategic importance of the Green Square-Mascot strategic centre.</p> <p>Bayside Planning Priority 14 – Protect and grow the international trade gateways</p> <p>The planning proposal aligns with this priority as it seeks to provide additional employment land opportunities to support the Sydney Airport and Port Botany international trade gateways.</p> <p>Bayside Planning Priority 15 – Growing investment, business opportunities and jobs in Bayside’s strategic centres and centres</p> <p>The planning proposal aligns with this priority as it seeks to provide additional employment and business opportunities within the Green Square-Mascot Strategic Centre.</p> <p>Bayside Planning Priority 17 – Retain and manage industrial and urban services land</p> <p>The planning proposal is consistent with this priority as it will retain the existing economic and employment purpose for the land.</p> <p>Bayside Planning Priority 20 – Increase urban tree canopy cover and enhance green grid connections</p> <p>The supporting draft DCP provides considerations for landscaping on site which intends to require further consideration as part of future development applications. This includes an indicative layout which includes a deep soil area to the front setback of the site to accommodate tree canopy provision.</p>
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Bayside
Community
Strategic Plan
2018-2030

The Bayside Community Strategic Plan sets the strategic direction for Council's Delivery Program and Operational Plans. The proposal is consistent with the following relevant strategic directions:

- Strategic Direction 'Our Places are people-focussed' as it seeks to facilitate an activated ground floor outcome.
- Strategic Direction 'Our Places Connect People' as it will facilitate the opportunity for a mix of employment uses in close proximity to services and facilities.
- Strategic Directions 'Opportunities for Economic Development are Recognised' and 'Local Housing, Employment and Business Opportunities are Generated' as it will provide the potential for additional economic development and employment opportunities.

4.3 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	Yes	<p>This Direction aims to encourage employment growth in suitable locations, protect employment land in business zones, and support the viability of identified centres.</p> <p>The planning proposal will retain and increase the total potential floorspace for employment uses and appropriately responds to the requirements of this Direction.</p>
2.3 Heritage Conservation	Not Applicable	The site is not located within a heritage conservation area or contain any heritage items.
2.6 Remediation of Contaminated Land	Not Applicable	The site does not seek to amend the existing zoning of the land or permitted uses. Therefore, any further assessment of contaminated land matters can be appropriately managed as part of any future development assessment.
3.4 Integrating Land Use and Transport	Yes	<p>Under this Direction, a planning proposal must consider improving access to jobs and services by walking, cycling and public transport.</p> <p>The planning proposal will provide the potential for additional employment opportunities in close proximity to public transport services within an identified strategic centre.</p>
3.5 Development Near Regulated Airports and	Yes	The objective of this Direction is to ensure: effective and safe operation of aerodromes; that their operation is not compromised by development; and residential development on land within the 20 and 25 Australian Noise Exposure Forecast (ANEF) incorporates appropriate mitigation measures for aircraft noise.

Defence Airfields		The planning proposal does not seek to increase the permissible height standard or introduce any new permissible land uses than currently exist. Therefore, the planning proposal will not create any additional matters for consideration than currently exist that that will compromise the operations of Sydney Airport.
4.1 Acid Sulfate Soils	Yes	<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. The site is currently developed for urban purposes and is classified as Class 2 Acid Sulfate Soils (ASS).</p> <p>The planning proposal is accompanied a preliminary Stage 1 Environmental Site Assessment (ESA) which identifies that soils below a depth of 4.95m are potential acid sulfate soils (PASS). Therefore, it recommends that an Acid Sulfate Soil Management Plan will be required to manage these soils during development works.</p> <p>As the planning proposal does not seek to rezone the land or introduce and new permissible land uses, no further consideration of the Direction is necessary as part of this planning proposal. The recommendation for an acid sulfate soils management plan will need to be addressed as part of any future development assessments.</p>
4.3 Flooding	Yes	<p>The planning proposal is supported by a Flood Impact Assessment. This report states that the site is located adjacent to a sag point on O’Riordan Street and that the catchment generally drains to the west.</p> <p>Flooding at the site in current conditions is generally localised to the carpark area fronting O’Riordan Street.</p> <p>The report considers that the envisaged development does not impede any flow paths which cause a flood impact. In the 1% AEP event, the site is subject to ponding within the existing carpark at the O’Riordan Street sag point, and hence any filling of the land within this area will result in a reduction in available flood storage at the sag point, which may increase flood levels.</p> <p>The planning proposal is consistent with the requirements of this direction.</p>

4.4 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	Requirement	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
SEPP (Infrastructure) 2007	Aims to facilitate effective delivery of infrastructure. Identifies matters to be considered in the assessment of	Yes	<p>Clause 87 – Impact of rail noise or vibration on non-rail development</p> <p>The site is located in close proximity to the airport</p>

development adjacent to particular types of infrastructure.

railway tunnel which may require further consideration as part of any future development application.

**Clause 101 –
Development with
frontage to Classified
Road**

O’Riordan Street is a classified road and any vehicular access access off the classified road is subject to 101 of the SEPP. This will require consultation with TfNSW as part of any future development assessment.

5 Site-specific assessment

5.1 Environmental

The following table provides an assessment of the potential environmental impacts associated with the proposal.

Table 9 Environmental impact assessment

Environmental Impact	Assessment
Biodiversity	The site is fully built upon with retail and commercial buildings and hard surface car park. There are no significant biodiversity values on the site and it is not home to critical habitat, threatened species or ecological communities.
Height, bulk and scale	<p>The planning proposal states that the site is highly restricted in terms of its building height due to its proximity to Sydney Airport and the excavation depth due to the Sydney Airport tunnel located near the site. Therefore, the planning proposal only seeks to increase the permissible FSR and provide no increase in the existing building height.</p> <p>The planning proposal outlines that there have been a number of large scale developments recently constructed along O’Riordan Street near the site which define the street edge and create a corridor from Mascot to Sydney Airport. It highlights that a number of these breached the permitted FSR of 3:1.</p> <p>Ultimately, any increase in the FSR should demonstrate that the intended future development aligns with the optimum capacity of the site and the desired density of the local area. It should also provide opportunities for building articulation and creativity within a building envelope.</p>

	<p>An indicative concept scheme has been prepared and submitted in support of the planning proposal which is also supported by a draft site specific DCP. This reflects a built form outcome that is capable of accommodating additional floorspace within the existing 44m building height.</p> <p>The intended built form outcome demonstrates opportunities for separate buildings along O’Riordan Street and ground level landscaping. A stepped building height, transitioning to the rear from 11 storeys to 4 storeys demonstrates there is capacity within the site to accommodate the proposed additional floorspace. This will be subject to resolution of detailed design matters as part of any future development assessment. The draft DCP will provide a framework for considering these matters further during the development application process.</p>
Overshadowing and solar access	<p>It is noted that previous shadow diagrams were provided with the previous urban design analysis which accompanied the scheme for a proposed increase in FSR to 5.5:1. A condition of Gateway is recommended to ensure a consolidated urban design package is provided for community consultation that accurately reflects the final concept scheme with an FSR of 5.2:1.</p>
Traffic, Transport and Parking	<p>Public Transport</p> <p>The site is well located with access to a range of public transport options including Mascot railway station and Sydney Airport and a range of bus services.</p> <p>Car Parking</p> <p>The planning proposal states that the concept plans will provide for 792 car parking spaces located both beneath and above ground. The planning proposal states that this intended car parking provision complies with the requirements of Council’s requirements.</p> <p>Traffic Implications</p> <p>The planning proposal is supported by traffic impact assessments which has regard to the supporting concept scheme and uses. It suggests that the future development of the site in keeping with its intended capacity would have a satisfactory impact on traffic modelling assessment. A Gateway condition is recommended to require consultation with TfNSW to allow further consideration.</p> <p>Vehicular Access</p> <p>The supporting concept scheme intends to reduce the number of existing vehicular entries to be one pair of entry (left in) and exit (left out) driveways (to King Street and Ewan Street) and a porte-cochere fronting O’Riordan Street in association with the intended hotel and serviced apartments. Final details of vehicle access to the site will be assessed as part of any future development assessment.</p>

5.2 Social and economic

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

Table 10 Social and economic impact assessment

Social and Economic Impact	Assessment
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Social	<p>The planning proposal is supported by a social impact assessment which highlights the benefit that the proposal will provide of providing employment opportunities for local residents. In addition, it states that the supporting concept scheme intends to provide for health service facilities which would support the health and wellbeing of local workers and residents.</p> <p>Ultimately the planning proposal only seeks to provide additional floorspace opportunities under the existing land zoning. Therefore, the details of any potential social benefits will be further realised through future development assessment of applicable land uses. However, the proposed additional floorspace will provide increased opportunity for uses to benefit the local and wider community.</p>
Economic	<p>The planning proposal is supported by an economic impact assessment which states that in the last decade, the composition of Mascot has shifted towards commercial office uses with a range of restaurants, banks, medical centres, travel agencies and convenience stores supporting commercial uses. It highlights that the quantum of land zoned for employment purposes is limited and that additional opportunities will be needed for existing businesses to grow and for new businesses to locate within the economic corridor.</p> <p>The planning proposal will provide additional floorspace opportunities that can contribute to the economic growth of the Green-Square-Mascot strategic centre and its proximity to Sydney Airport.</p>

5.3 Infrastructure

The site is well located in terms of public transport infrastructure due to it being within the Green Square-Mascot Strategic centre. It is within an established urban area with good access to other physical and social infrastructure. To ensure infrastructure needs are adequately addressed, it is recommended TfNSW are consulted.

6 Consultation

6.1 Community

The planning proposal does not specify a community consultation period.

An exhibition period of 28 days is considered appropriate and forms a condition of the Gateway determination.

6.2 Agencies

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

- Transport for NSW.

7 Timeframe

Council proposes a 12 month time frame to complete the LEP.

The Department recommends a time frame of 9 months to ensure it is completed in line with its commitment to reduce processing times. It is recommended that if the gateway is supported it also

includes conditions requiring council to exhibit and report on the proposal by specified milestone dates and also prepare an updated Project Timeline.

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

8 Local plan-making authority

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

As the planning proposal is considered a local planning matter and is broadly consistent with strategic planning framework, the Department recommends that Council should be the local plan-making authority for this proposal.

9 Assessment summary

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

- it is generally consistent with the relevant objectives and directions of the Greater Sydney Region Plan, the Eastern City District Plan and the relevant section 9.1 Directions;
- it contributes to the growth and future development of the Green Square-Mascot strategic centre;
- it facilitates the opportunity for additional employment floorspace in a location that is well serviced by public transport and infrastructure;
- it facilitates a built form outcome that can be accommodated on site; and
- it provides the opportunity to contribute to additional jobs supply.

10 Recommendation

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

1. Prior to community consultation, the planning proposal is to be updated to:
 - provide a consolidated urban design package that accurately reflects the final concept scheme with an FSR of 5.2:1 including associated overshadowing diagrams at 9:00am, 12 midday and 3:00pm at 21 June; and
 - provide an updated project timeline.
2. Consultation is required with the following public authorities:
 - Transport for NSW
3. The planning proposal should be made available for community consultation for a minimum of 28 days.
4. The timeframe for completing the LEP is to be 9 months from the date of the Gateway determination.
5. Given the nature of the proposal, Council should be authorised to be the local plan-making authority.



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