

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Proposal Title : **Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Proposal Summary : **The planning proposal seeks the following amendments to the Botany Bay LEP 2013:**

- 1. The addition of a new objective into the IN1 (General Industrial) zone and the B5 (Business Development) zone;**
- 2. Introduction of "airport-related land uses" and "airport-related industries" as additional permitted uses in Schedule 1 of the BBLEP 2013; and**
- 3. A new maximum FSR of 1.5:1 for development for the purposes of "airport-related land uses" or "airport-related industries" on land zoned IN1, an increase from the current FSR of 1.2:1.**

The planning proposal relates to 17 parcels of land owned by Qantas Airways Ltd at Coward Street, Kent Road and King Street, Mascot, which are located immediately to the north of Sydney Airport and is bounded by Qantas Drive and the Sydenham-Botany railway line to the south, and Coward Street to the north.

PP Number : **PP_2014_BOTAN_003_00** Dop File No : **14/07018**

Proposal Details

Date Planning Proposal Received :	09-May-2014	LGA covered :	Botany Bay
Region :	Sydney Region East	RPA :	The Council of the City of Botany Bay
State Electorate :	HEFFRON	Section of the Act :	55 - Planning Proposal
LEP Type :	Precinct		

Location Details

Street :	297 King Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lots 2 & 4 DP 234489		
Street :	67 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot B DP 164829		
Street :	78-86 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 1 DP 81210		
Street :	78-86 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 1 DP 202093		

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Street :	78-86 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 1 DP 721562		
Street :	65 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 1 DP 202747		
Street :	65 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 133 DP 659434		
Street :	263 Coward Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lots 4 & 5 DP 38594		
Street :	263 Coward Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lots 1 & 2 DP 738342		
Street :	263 Coward Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 23 DP 883548		
Street :	273A Coward Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 3 DP 230355		
Street :	273 Coward Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 4 DP 537339		
Street :	462 Kent Road		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 1 DP 445957		
Street :	350 King Street		
Suburb :	Mascot	City :	Postcode :
Land Parcel :	Lot 2 DP 510447		

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

DoP Planning Officer Contact Details

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DoP Project Manager Contact Details

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Land Release Data

Growth Centre :		Release Area Name :	
Regional / Sub Regional Strategy :	Metro East subregion	Consistent with Strategy :	Yes
MDP Number :		Date of Release :	
Area of Release (Ha) :		Type of Release (eg Residential / Employment land) :	N/A
No. of Lots :	0	No. of Dwellings (where relevant) :	0
Gross Floor Area :	0	No of Jobs Created :	887
The NSW Government Lobbyists Code of Conduct has been complied with : Yes			
If No, comment :			
Have there been meetings or communications with registered lobbyists? :	No		
If Yes, comment :	The Department is not aware of any meetings or communications with registered lobbyists concerning this proposal.		

Supporting notes

Internal Supporting Notes :

1. During the public exhibition of the then draft BBLEP 2013, the proponent made a representation to Council to incorporate the above elements in the BBLEP. Consequently, Council recommended that a planning proposal be prepared, as Botany LEP 1995 had similar provisions to permit the development of a wide range of development and land uses which had a relationship with Sydney Airport, which Council wanted carried over into the LEP 2013.
2. Existing uses on the subject land include: Sydney Distribution Centre; Qantas Flight Catering; engineering activities and training facilities; offices; bus depot; fuel depot;

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

storage; parking and other airport or aviation related uses.

3. The intent of the planning proposal is to encourage the use of the land for airport-related purposes that support the operation of the airport, rather than by non-airport related industries taking advantage of the additional floor space allowance.

4. The subject land forms part of the Mascot Station Precinct, which is identified on the Key Sites Map. The Mascot Station Urban Activation Precinct (UAP) is currently on hold and it is considered that the planning proposal may be progressed as it will not impact upon the objectives of the UAP.

5. Council has provided a project timeline, which indicates that the proposed LEP amendment is anticipated to be finalised in November 2014. However, as discussed later in the report, it is recommended that a further traffic impact assessment be prepared prior to the exhibition of the planning proposal. A completion target of November 2014 is therefore potentially unlikely to be sufficient. A time frame of 12 months to finalise the amendment is considered sufficient.

6. Council has indicated that it intends to use its delegation to finalise the proposed LEP amendment. Given the relatively routine nature of this planning proposal, it's consistency with the strategic planning framework and it's strategic merit as discussed in this report, this delegation is supported.

However, Council has not confirmed the name and position of the Council officer who will be granted delegation for finalising the LEP amendment under section 59 of the Environmental Planning and Assessment Act 1979. Council is unable to do so until it's meeting in June 2014 at the earliest.

Therefore, it is recommended that delegation to finalise the LEP amendment be granted by way of a condition on the Gateway determination.

7. The planning proposal is supported because it has strategic merit in that it will support and strengthen the economic activity and employment generating potential of the airport, the Global Economic Corridor, the Sydney Airport and Environs Specialised Centre and Botany Bay LGA.

External Supporting
Notes :

1. On 26 March 2014, Council resolved to prepare the planning proposal, as a result of Qantas' representation during the public exhibition of the draft BBLEP 2013. Council did not amend the draft LEP at that time as to do so would have resulted in a significant change to the draft LEP (with "major implications" on the Transport Management and Accessibility Plan (TMAP) for the Mascot Town Centre Precinct (at a late stage).

2. Additional permitted uses in Schedule 1:

The Botany LEP 1995 made "unique provision" for "airport related" zones, but the Standard Instrument LEP does not. The BBLEP 2013 zoned the Qantas land as B5 (Business Development) and IN1 General Industrial as these were considered to be the 'best fit'. Council considers that the B5 and IN1 zones do not offer the same degree of certainty as the Botany LEP 1995. The inclusion of "airport-related land uses" and "airport-related industry" into Schedule 1 will allow additional permitted development on the subject land provided that it can be demonstrated that it is for purposes related to the airport.

This will expand the range of uses within the IN1 zone and be consistent with the goals of the Botany LEP 1995.

3. New local objective to IN1 and B5 zones:

The new objective would provide certainty to the activities and uses presently undertaken on Qantas land and those that are planned in the future. It would also protect aviation-related uses and employment land within the LGA and underline the importance of the Qantas land in supporting the role and function of Sydney Airport.

4. Additional floorspace on the Qantas land:

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

BLEP 1995 allowed commercial development (but not hotels, motels and free-standing office complexes on lots exceeding 4,000sqm) and airport related development (but not "industry") to benefit from a maximum FSR of 1.5:1. Any of Qantas' contemplated land uses would have been considered as 'airport-related', and they would have benefitted from the maximum 1.5:1 FSR.

BBLEP 2013 provides for a maximum FSR of 1.2:1 on Qantas land that previously was 1.5:1 under BLEP 1995, a reduction in potential floorspace of 44,362sqm (Council's figure). Council considers that this is inconsistent with the actions and objectives of the land's designation as being within the Sydney Airport and Environs Specialised Precinct.

5. Botany Bay Planning Strategy 2031:

The (PRF-funded) Strategy established a framework for growth and development of the LGA and was part of the supporting documentation for the draft BBLEP 2013.

Council states that the planning proposal is consistent with the applicable strategic direction, objectives and actions of this Strategy, as "it will maintain Sydney Airport as a Global Gateway to Australia; provide certainty to existing and future aviation uses on the Qantas land; generate additional floorspace (approx 44,362sqm) for Airport-related activity; and will not compromise the adjoining land uses."

Adequacy Assessment

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

Is a statement of the objectives provided? Yes

Comment :

Council's intended outcomes/objectives of this planning proposal are:

- to explicitly acknowledge the strategic importance of the subject 'Qantas land' in supporting the role of Sydney Airport and its environs;
- to allow greater flexibility in the use of the 'Qantas land', reflecting its strategic importance adjacent to Sydney Airport;
- to enable a range of airport-related uses on the 'Qantas land' that will support Sydney Airport; and
- to increase the amount of floor space permitted on 'Qantas land' zoned IN1 (General Industrial) for airport-related land uses and industries.

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

Is an explanation of provisions provided? Yes

Comment :

The following are proposed in order to achieve the intended outcomes/objectives:

1. The insertion of the following additional objective into the BBLEP 2013 Land Use Table for both the IN1 and B5 zones:

"To support the role of Sydney Airport and Environs as a specialised centre by providing for an international gateway and airport-related land uses and industries on land located in close proximity to the Sydney Airport."

2. Insertion of the following items into Schedule 1 of the BBLEP 2013:

"Use of certain land at Coward Street, King Street and Kent Road, Mascot

1) This clause applies to land at Coward Street, King Street and Kent Road Mascot, being Lots 2 & 4 DP 234489, Lot B DP164829, Lot 1 DP81210, Lot 1 DP202093, Lot 1 DP 721562, Lot 1 DP 202747, Lot 133 DP 659434, Lots 4 & 5 DP 38594, Lots 1 & 2 DP 738342, Lot 23 DP 883548, Lot 3 DP 230355, Lot 4 DP 537339, Lot 1 DP 445957 and Lot 2 DP 510447.

2) Development for the purposes of airport-related land use is permitted with consent.

3) In this clause, "airport related land use" means a building or place used for purposes

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

related to Sydney (Kingsford Smith) Airport, and includes a building or place used for the provision of services related to any of the following uses carried out at Sydney (Kingsford Smith) Airport:

- a. The assembly, storage or land transport of air freight; or
- b. The accommodation or transportation of crew or air passengers, and the provision of associated shops, information and services, including banking, dry cleaning, hairdressing and the like; or
- c. The storage, operation, maintenance or repair of aircraft or aircraft components; or
- d. The administrative functions associated with the airport, such as airport management and security; or
- e. The functions of government departments and authorities related to air passengers and air freight.

Use of certain land at King Street, Mascot

- 1) This clause applies to land at King Street, Mascot being Lot 2 DP 510447.
- 2) Development for the purposes of airport-related industry is permitted with consent.
- 3) In this clause, 'airport related industry' means general industry or light industry for a purpose related to Sydney (Kingsford Smith) Airport."

Direction 2 to clause 2.5 (Additional permitted uses for particular land) of the Standard Instrument (SI) LEP provides that "a type of development may be included in Schedule 1 only if it is a type of development listed in Direction 5 at the beginning of the Land Use Table." Therefore it is likely that Parliamentary Counsel will require the use of SI dictionary terms that best fit those "airport-related uses" and "industries" specified by Council.

Therefore it is recommended that, prior to public exhibition, Council amend the planning proposal to remove reference to 'airport-related uses' and 'airport-related industries' as non-SI terms, and specify the particular land uses in accordance with the applicable SI Directions.

3. Insertion of the following as clause 4.4 (2D):

"Despite subclause (2), the maximum floor space for development that is used for the purposes of "airport related land uses" or "airport related industries" as defined in Schedule 1 on land identified as "Area 4" on the Floor Space Ratio map must not exceed 1.5:1."

Similarly to point 2 above, this clause should be amended in accordance with the applicable SI Directions.

Justification - s55 (2)(c)

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

b) S.117 directions identified by RPA :

* May need the Director General's agreement

- 1.1 Business and Industrial Zones
- 3.4 Integrating Land Use and Transport
- 3.5 Development Near Licensed Aerodromes
- 4.1 Acid Sulfate Soils
- 4.3 Flood Prone Land
- 6.1 Approval and Referral Requirements
- 6.3 Site Specific Provisions
- 7.1 Implementation of the Metropolitan Plan for Sydney 2036

Is the Director General's agreement required? **Yes**

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

d) Which SEPPs have the RPA identified?

- SEPP No 1—Development Standards
- SEPP No 6—Number of Storeys in a Building
- SEPP No 22—Shops and Commercial Premises
- SEPP No 33—Hazardous and Offensive Development
- SEPP No 55—Remediation of Land
- SEPP No 60—Exempt and Complying Development

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

SEPP No 64—Advertising and Signage
SEPP (Building Sustainability Index: BASIX) 2004
SEPP (Exempt and Complying Development Codes) 2008
SEPP (Infrastructure) 2007

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

Council has also identified SEPP State and Regional Development 2011 as relevant and considers that the planning proposal is consistent with this SEPP because the planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.

Have inconsistencies with items a), b) and d) being adequately justified? **Yes**

If No, explain :

1. The planning proposal is considered consistent with the identified section 117 Directions, except for Directions 4.1 Acid Sulfate Soils, and 3.5 Development Near Licensed Aerodromes.

Direction 4.1 Acid Sulfate Soils:

This Direction requires an Acid Sulfate Soils study to be prepared if an intensification of land use is proposed.

The planning proposal would facilitate an intensification of land use by increasing the permissible FSR. However, Botany Bay LEP 2013 contains the Acid Sulfate Soils model clause which is considered sufficient to prevent any significant adverse environmental impacts arising from the development of the land or the intensification of its use. The inconsistency is therefore considered to be of minor significance.

Direction 3.5 Development Near Licensed Aerodromes:

This Direction requires that for land affected by the Obstacle Limitation Surface, a planning proposal "must prepare appropriate development standards, such as height."

The planning proposal is generally consistent with the Direction, but it does not introduce height controls. However, the BLEP 2013 already contains building height controls which limit buildings on the subject land to a maximum height of 44 metres. The planning proposal does not change the existing height controls.

Furthermore, the planning proposal could facilitate development that would encroach above the Obstacle Limitation Surface (OLS). The Direction requires that in these circumstances, the permission of the Department of the Commonwealth (or it's delegate) is required prior to community consultation taking place. A condition can be added to the Gateway determination to require this permission to be obtained in order to be consistent with the Direction.

In these circumstances, the inconsistencies are considered justified.

2. State Environmental Planning Policies (SEPPs):

The planning proposal is considered consistent with the identified relevant SEPPs.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

Council has provided a proposed FSR Map indicating the proposed increase in FSR to be available for airport related uses and industries.

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

Council proposes to publicly exhibit the planning proposal for 28 days and in accordance with any requirements imposed by the Gateway determination.

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Additional Director General's requirements

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

If Yes, reasons : **N/A**

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment : **N/A**

Proposal Assessment

Principal LEP:

Due Date : **June 2013**

Comments in
relation to Principal
LEP :

Botany Bay LEP 2013 was notified on 21 June 2013 and commenced on 26 June 2013.

During exhibition of the then draft BBLEP 2013, Qantas made a submission to Council requesting that the proposed changes were made to the draft LEP. However, it was considered that this was a significant change to the draft LEP, and as such Council advised Qantas that a planning proposal was required.

Assessment Criteria

Need for planning
proposal :

1. The planning proposal is not the result of a strategic study or report. It is the result of a submission from Qantas during the exhibition of the then draft BBLEP (see above).

2. The planning proposal indicates that the Standard Instrument LEP does not make provision for "airport related" uses or industries in the way that the Botany LEP 1995 did; there is no Standard Instrument definition of "airport-related land uses" or "airport-related industries", which there was in the Botany LEP 1995. For this reason, the planning proposal seeks to incorporate those terms into Schedule 1 of the BBLEP 2013.

A copy of Schedule 1 Definitions of the Botany LEP 1995 is attached at Tag A.

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Consistency with
strategic planning
framework :

The airport and the subject land is within the "Global Economic Corridor" and "Sydney Airport & Environs" Specialised Centre identified in the Metropolitan Plan for Sydney 2036, the draft Metropolitan Strategy for Sydney to 2031 and the draft East Subregional Strategy.

The planning proposal has been considered against the following:

a) Metropolitan Plan for Sydney 2036:

- Objective A4: To continue strengthening Sydney's capacity to attract and retain global businesses and investment.
- Objective A9: To support, protect and enhance nationally and internationally significant infrastructure in the metropolitan area;
- Objective B2: To strengthen major and specialised centres to support sustainable growth of the city;
- Objective E1: To ensure adequate land supply for economic activity, investment and jobs in the right locations;
- Objective E2: To focus Sydney's economic growth and renewal, employment and education in centres;
- Action E2.1: Plan for more commercial and retail jobs in highly accessible Strategic Centres;
- Objective E3: To provide employment lands to support the economy's freight and industry needs;
- Action E3.2: Identify and retain strategically important employment lands;
- Action E3.3: Strengthen existing freight and industry clusters and support emergence of new clusters;
- Objective E6: To support Sydney's nationally significant economic gateways;
- Action E6 .2: Build capacity and support economic growth in and around Sydney Airport and Port Botany.

b) Draft Metropolitan Strategy for Sydney to 2031:

- Objective 2: Strengthen and grow Sydney's centres;
- Objective 4: Deliver strategic outcomes - nine city shapers. This includes the "Global Economic Corridor".
- Objective 10: Provide capacity for jobs growth and diversity across Sydney;
- Objective 11: Support the land use requirements of industries with high potential;
- Objective 13: Provide a well located supply of industrial lands;
- Objective 16: Achieve productivity outcomes through investment in critical and enabling infrastructure;
- Objective 24: Plan and deliver transport and land use that are integrated and promote sustainable transport choices.

c) Draft East Subregional Strategy:

- Action A1.2: Plan for sufficient zoned land and infrastructure to achieve employment capacity targets in employment lands;
- Action A1.2.1: State government to work with Sydney Airport Corporation Limited on managing growth of aviation and non-aviation activities at Sydney Airport.
- Action A1.5: Protect and enhance employment lands of state significance;
- Action A1.5.2: The Department of Planning and Botany Bay and Randwick Councils to protect lands for Port and Airport related activities;
- Action A2.2: Strengthen industry clusters;
- Action G2.1: Identify State planning places.

The planning proposal is considered consistent with the relevant strategic planning framework outlined above because it:

- acknowledges the importance and functions of Sydney Airport by introducing the proposed aviation-related objective into the IN1 (General Industrial) and B5 (Business Development) zones;
- supports Sydney Airport by enabling a range of airport-related uses on the subject land;
- protects and enhances the potential of existing industrial lands and aviation uses in close proximity to the airport;

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

Environmental social
economic impacts :

- enables the clustering of airport-related land uses and industries within Sydney Airport and Environs Specialised Centre/Precinct;
- builds capacity and facilitates additional floorspace, in support of economic growth in and around Sydney Airport;
- increases employment capacity in the "Global Economic Corridor", the specialised centre/precinct and Botany Bay LGA.

1. Environmental Impacts:

The proposal will not impact upon any critical habitat, threatened species, populations or ecological communities or their habitats as the subject land does not contain any of the above habitats or communities.

The planning proposal itself is unlikely to generate any significant adverse environmental impacts, given its location in an urban area in close proximity to the airport. However, any future development will be subject to compliance with noise exposure standards (Australian Standard 2021), and BBLEP 2013 clauses relating to stormwater run-off and aircraft noise exposure.

2. Traffic:

A traffic impact assessment (prepared by ARUP) has been included with the planning proposal, which indicates that the additional traffic resulting from the planning proposal would be "negligible when applied to the road network" and when taking into account the number and spread of access points to the Qantas land.

In February 2014, Council consulted NSW Roads and Maritime Services (RMS) in relation to the planning proposal. RMS have not raised any opposition to the planning proposal, but have suggested that consideration be given to the assessment of the cumulative impact of development within the precinct, and identification of mitigation measures to accommodate the cumulative traffic impact of future development, particularly the O'Riordan Street/King Street intersection.

Council requests that such an assessment is carried out prior to public exhibition and agency consultation, and in light of the RMS comment, this request is supported. A condition can be added to the Gateway determination to require this.

3. Social/Economic impacts:

It is unlikely that the planning proposal will have any significant adverse impact upon existing social infrastructure such as schools and hospitals, as it does not directly result in any increase in resident population.

Economic impacts are likely to be positive in that the facilitation of increased floorspace will generate 887 additional jobs (according to Council and ARUP), on the basis of 1 employee per 50sqm (when applied to the potential 44,363sqm of additional floorspace generated by the planning proposal). This level of employment generation is likely to support existing, and generate future, economic activity within the Global Economic Corridor, Sydney Airport and Environs Specialised Centre and Mascot Station Precinct.

Assessment Process

Proposal type :	Routine	Community Consultation Period :	28 Days
Timeframe to make LEP :	12 months	Delegation :	RPA
Public Authority Consultation - 56(2) (d) :	Transport for NSW - Roads and Maritime Services Sydney Ports Corporation Adjoining LGAs Other		

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

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

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

If no, provide reasons : **Given the nature of the planning proposal and the proximity of the site to Sydney Airport, it is recommended that the following agencies are also consulted:**

**Commonwealth Department of Infrastructure and Regional Development (Aviation Environment); and
Sydney Airport Corporation Limited.**

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

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

Following Council's consultation, RMS advised that consideration should be given to the cumulative impact of developments within the precinct and mitigation measures to accommodate the cumulative traffic impact on future development, particularly at the O'Riordan Street/King Street intersection should be identified.

Council has requested that such an assessment is carried out prior to public exhibition and agency consultation.

Therefore a transport impact assessment should be prepared in accordance with RMS's advice and Council's request prior to exhibition of the planning proposal. The completed assessment and any associated information/documentation should be publicly exhibited with the planning proposal.

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
City of Botany Bay_10-04-2014_Planning Proposal No.1_2014 - Land Owned By Qantas Airways Limited at Mascot_.pdf	Proposal	Yes
2014 May 9 - FSR Map - Proposed.pdf	Map	Yes
Tag A - BBLEP 1995 Schedule 1 Definitions.pdf	Proposal	No

Planning Team Recommendation

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

S.117 directions: **1.1 Business and Industrial Zones
3.4 Integrating Land Use and Transport
3.5 Development Near Licensed Aerodromes
4.1 Acid Sulfate Soils
4.3 Flood Prone Land
6.1 Approval and Referral Requirements
6.3 Site Specific Provisions
7.1 Implementation of the Metropolitan Plan for Sydney 2036**

Additional Information : **It is recommended that the planning proposal proceed, subject to the following conditions:**

1. Delegation of authority for Council to finalise this LEP amendment is granted. Prior to

**Additional objectives for IN1 and B5 zones; airport-related land uses and industries as
Schedule 1 Additional Permitted Uses and additional FSR on Qantas land, Mascot**

public exhibition, Council is to confirm in writing the name and position of the person to whom authority to finalise the LEP amendment is to be delegated.

2. Prior to public exhibition, a further traffic impact assessment is to be prepared in accordance with the advice of NSW Roads and Maritime Services' letter to Council, dated 21 February 2014 (reference: SYD13/01438). This assessment is to be publicly exhibited with the planning proposal;

3. Prior to public exhibition, the planning proposal is to be amended by removing reference(s) to 'airport-related uses' and 'airport-related industries', and replace with specific proposed land uses in accordance with the applicable SI Directions relating to additional permitted uses.

4. The planning proposal should be exhibited for 28 days.

5. The planning proposal should be completed within 12 months.

6. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the EP&A Act.

7. Consultation with the following authorities is required:

- NSW Roads and Maritime Services
- Sydney Ports Corporation
- Adjoining LGAs
- Sydney Airport Corporation Limited;
- Commonwealth Department of Infrastructure and Regional Development (Aviation Environment).

Supporting Reasons :

Whilst further traffic assessment is required (refer to Condition 2 above) and the use of non-SI land use terms is not supported (refer to Condition 3 above), the planning proposal is, on the whole, supported because it has strategic merit in that it will support and strengthen the economic activity and employment generating potential of the airport, the Global Economic Corridor, the Sydney Airport and Environs Specialised Centre and Botany Bay LGA.

Signature:



Printed Name:

DIANE SARKIES

Date:

23/5/14