



IRF25/1798

## Gateway determination report – PP-2024-574

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75-85 Crown Street and 116 Princes Highway, St  
Peters

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# Acknowledgment of Country

The Department of Planning, Housing and Infrastructure 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 A – Planning Proposal                |
| Attachment B – Urban Design Report              |
| Attachment C – Council Resolution               |
| Attachment D – Local Planning Panel Minutes     |
| Attachment E – Traffic Impact Assessment        |
| Attachment F – Preliminary Site Investigation   |
| Attachment G – Acoustic Assessment Report       |
| Attachment H – Air Quality Impact Assessment    |
| Attachment I – Engineer’s Letter – M4-M5 Tunnel |

# 1 Planning proposal

## 1.1 Overview

**Table 2 Planning proposal details**

|                                 |   |
|---------------------------------|---|
| <b>LGA</b>                      | Inner West  |
| <b>PPA</b>                      | Inner West Council  |
| <b>NUMBER</b>                   | PP-2024-574   |
| <b>LEP TO BE AMENDED</b>        | Inner West Local Environmental Plan 2022  |
| <b>ADDRESS</b>                  | 75-85 Crown Street and 116 Princes Highway, St Peters   |
| <b>DESCRIPTION</b>              | Lot 10 DP1227918, Lot 21 DP1249588, and Lot 24 DP1249592  |
| <b>RECEIVED</b>                 | 23/06/2025  |
| <b>FILE NO.</b>                 | IRF25/1798  |
| <b>POLITICAL DONATIONS</b>      | There are no donations or gifts to disclose and a political donation disclosure is not required       |
| <b>LOBBYIST CODE OF CONDUCT</b> | There have been no meetings or communications with registered lobbyists with respect to this proposal |

## 1.2 Objectives of planning proposal

The planning proposal (**Attachment A**) contains objectives and intended outcomes that explain the intent of the proposal.

The objective of the planning proposal is to facilitate redevelopment of the subject for a 10-storey mixed use development comprising retail and approximately 82 apartments with basement parking and a loading dock.

Key intended outcomes include:

- Retain employment floor space and create a cohesive environment by integrating sympathetic land uses.
- Respond to the transformation of Campbell Street and the infrastructure investment into the St Peters Interchange.
- Rejuvenate the public realm of adjoining streets through providing development which delivers an active street frontages and improved visual amenity and considers overshadowing and acoustic impacts.
- Facilitate the delivery of housing supply and diversity, including affordable housing.

## Reference Scheme

The planning proposal is based on a reference scheme (**Attachment B**) prepared by the proponent (**Figure 1**) that features the following:

- 82 residential apartments
- Two communal rooms with communal terraces.
- Two basement levels containing 72 car spaces and a loading dock accessible via Crown Street.
- 2% of total residential gross floor area allocated to affordable housing in perpetuity.
- Approximately 1150sqm of employment floor area located across ground floor and level one of the development.

It is noted, a separate development application will need to be lodged for the building after the site has been rezoned.

The objectives of this planning proposal are clear and adequate.



**Figure 1 Architectural perspective of the concept design scheme (Source: Planning Proposal)**

## 1.3 Explanation of provisions

The planning proposal seeks to amend the Inner West LEP 2022 (IWLEP), see **Table 3**.

**Table 3 Current and proposed controls**

| Control                    | Current   | Proposed |
|----------------------------|---|----------|
| Maximum height of building | Part 9.5m and Part 14m ( <b>Refer to Figure 6 &amp; Figure 7</b> )      | RL51m    |
| Floor space ratio          | Part 0.85:1 and Part 1.75:1 ( <b>Refer to Figure 8 &amp; Figure 9</b> ) | 4:1      |
| Key site                   | N/A   | Area 19  |

### Additional Local Provision

The planning proposal seeks to introduce an additional local provision for the site which would:

- limit the amount of gross floor area allocated to ground floor residential accommodation to 88sqm; and
- impose a 2% affordable housing contribution rate to be provided in perpetuity. The 2% affordable housing contribution would be imposed via a new clause in Council's LEP.

### Additional Permitted Uses

The planning proposal seeks to amend Schedule 1 of the IWLEP to introduce residential accommodation as a permissible use across the subject site.

### Council Amendments

It is noted that the planning proposal was proponent initiated and was amended by Inner West Council (**see Attachment C**) prior to lodgement with the Department. Council's amendments included introducing an affordable housing rate of 2% (provided in perpetuity) and reducing the proposed floor space ratio from 5:1 to 4:1. Council's amendments are acknowledged neither within the main planning proposal nor within the proposal's supporting documentation.

While the Department is satisfied that the objectives of this planning proposal are generally clear and adequate, **a condition has been included within the Gateway determination requiring that the planning proposal package is updated to include reference to the amendments made by Council.**

The Department notes that while Council has an Affordable Housing Policy, it does not currently have an adopted Affordable Housing Contribution Scheme (AHCS) which would set out how, where, and at what rate development contributions can be collected for affordable housing. Schemes also provide transparency and clarity for both the community and developers. A condition is recommended for inclusion on the Gateway determination which requires the proposal to be updated to confirm the mechanism and arrangements to support the delivery of affordable housing.

## 1.4 Site description and surrounding area

The site is located on the corner of the Princes Highway, Campbell Street and Crown Street is comprised of three lots - Lot 10 DP1227918, Lot 21 DP1249588, and Lot 24 DP1249592 (**Figure 2, 3 and 4**). The site has a gentle slope from east to west and an area of approximately 1,931sqm. It is predominantly zoned MU1 Mixed Use, with Lot 24, located within the northern portion of the site, zoned for R1 General Residential land use. The majority of the site has a height limit of 14m, while Lot 24 has a height limit of 9.5m. Most of the site has an FSR limit of 1.75:1, while Lot 24 has an FSR limit of 0.85:1.



**Figure 2 Subject Site, site outlined in red (Source: NSW Explorer)**

The southern portion of the site is vacant. Records suggest that prior to vacancy, Lot 10 was occupied by an automotive air conditioning servicing company, while Lot 21 was predominantly occupied by a commercial bakery. Lot 24 and the northern part of Lot 21, contains a double storey Victorian style terrace fronting Crown Street.

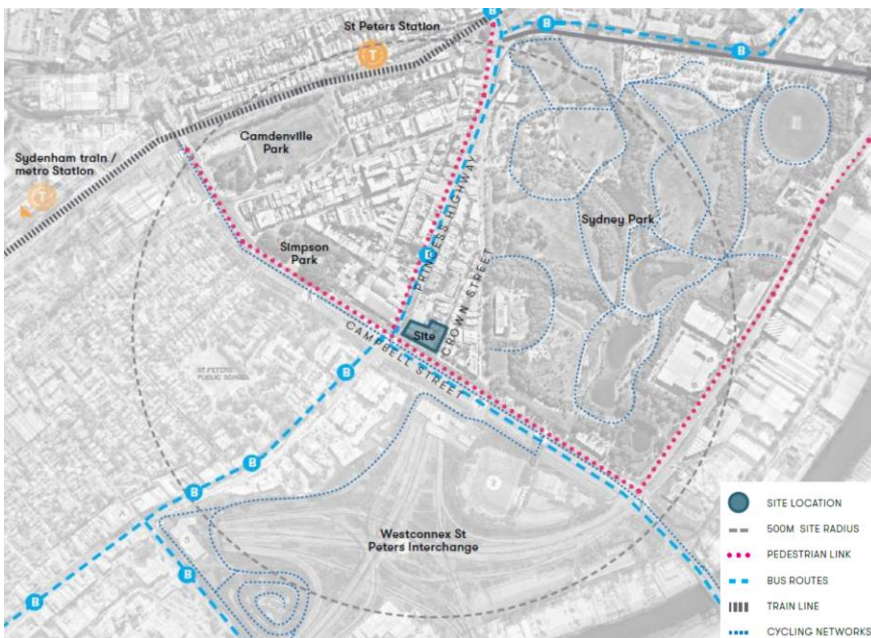


**Figure 3 View of subject site from corner of Campbell Street and Crown Street (Source: Google Earth)**



**Figure 4 Victorian terraces located on the northern portion of the site (Source: Google Earth)**

St Peters Train Station is located approximately 700m north of the site and Sydenham Metro Station is located approximately 1.5km west of the site. A bus stop is situated approximately 200m north of the site, which provides access to the Sydney CBD and the airport. The St Peters Interchange directly opposes the site to the south. The site is also in proximity to various greenspaces including Sydney Park located east of the site and Simpson Park located to the west.

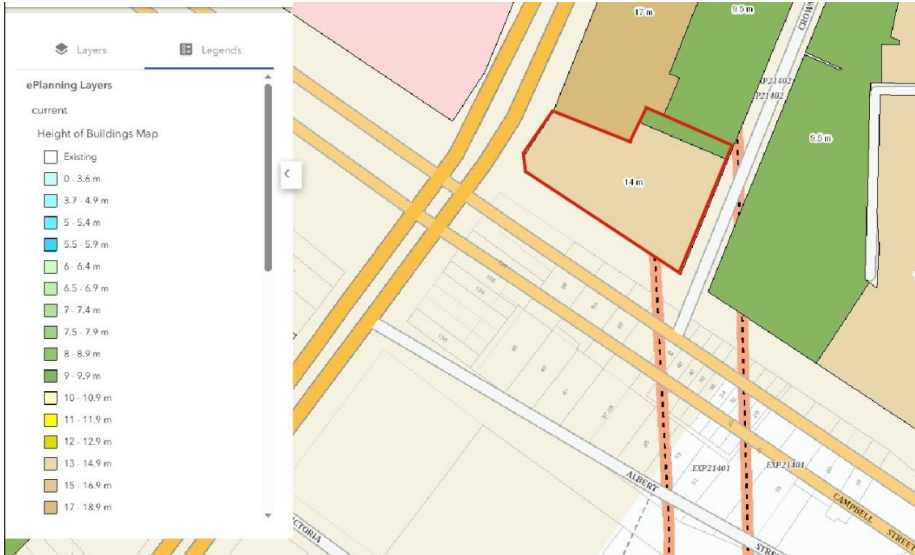


**Figure 5 Site context (Source: Planning proposal)**

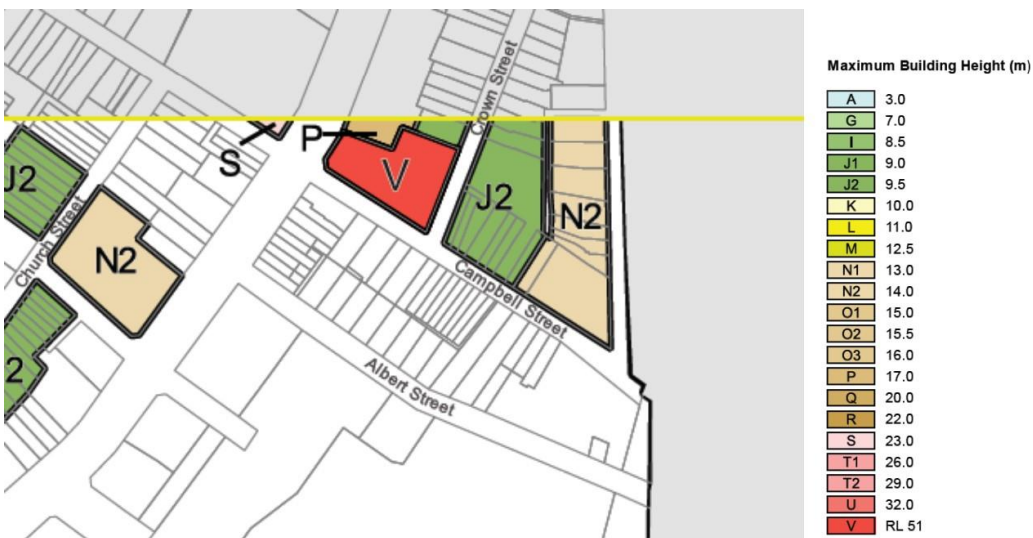
## 1.5 Mapping

### 1.5.1 Height of Buildings Mapping

The planning proposal seeks to amend the height of buildings map, as shown in **Figure 6** and **Figure 7**. The planning proposal would introduce a new height of building limit of RL 51m. The Department is satisfied with the draft height of buildings mapping provided.



**Figure 6 Current height of building map, site outlined in red (Source: eSpatial Viewer)**



**Figure 7 Proposed height of building map (Source: Planning Proposal)**

### 1.5.2 Floor Space Ratio Mapping

The planning proposal seeks to introduce a new FSR limit of 4:1 across the site. It is noted that the planning proposal originally sought an FSR limit of 5:1 across the site, however Council resolved to amend the proposal to include an FSR limit of 4:1. It is further noted that the draft mapping provided does not reflect the proposed FSR as amended by Council.

Consequently, **a condition has been included within the Gateway determination requiring that the planning proposal is updated to reflect Council’s amendments.**



Figure 8 Current floor space ratio map, site outlined in red (Source: eSpatial Viewer)



Figure 9 Proposed floor space ratio map

### 1.5.3 Key Sites Mapping

The planning proposal seeks to amend the key sites map, to identify the subject site as “Area 19”, as shown in **Figure 11**. It is noted that, as shown in **Figure 10**, “Area 19” has already been allocated to a different site within the key sites map. It is further noted that site identified as “Area 19” under the current key sites map has not been accounted for within **Figure 11**.

Noting that the planning proposal does not mention repealing or altering any existing key sites, it is the Department’s understanding that this anomaly is an error.

**A condition has been included within the Gateway determination requiring the planning proposal to be updated to rectify this error.**

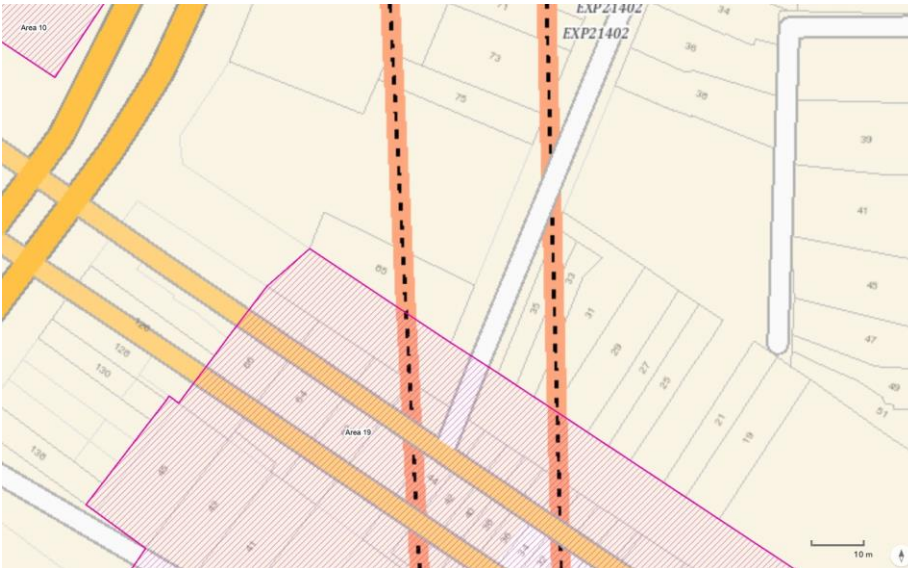


Figure 10 Current key sites map



Figure 11 Proposed key sites map

## 1.6 Background

On 24 November 2021, the proponent submitted a pre-lodgement proposal to Inner West Council.

Council provided written feedback on the proposal on 4 March 2022, noting that the strategic justification of the proposal was generally acceptable (**see Table 1 of Attachment A**).

On 29 April 2024, the planning proposal was formally lodged on the Planning Portal.

On 19 June 2024, the Architectural Excellence Design Review Panel (AEDRP) recommended refinements to the proposed uplift. The refinements included amendments to the proposal and supporting DCP to achieve better outcomes in terms of surrounding urban design, affordable housing, creative spaces and public art, traffic and access.

Proponent resubmitted a revised version of proposal on 5 December 2024.

On 25 March 2025 the revised proposal was reported to Inner West Local Planning Panel (IWLPP) (**Attachment D**).

Council considered the revised proposal on the 17 June 2025 and determined that the proposal should be forwarded to the Department for Gateway assessment (**Attachment C**).

## 2 Need for the planning proposal

*Is the planning proposal a result of an assured local strategic planning statement, or Department approved local housing strategy, employment strategy or strategic study or report?*

The planning proposal is not the result of a plan or strategy, it is the result of a proponent initiated request. Nevertheless, Council's resolution on 17 June 2025 (**Attachment C**) determined that the planning proposal has merit and should proceed to gateway determination.

The planning proposal seeks to respond to the housing context of New South Wales and proposes to facilitate an additional 82 dwellings within the Inner West Local Government Area (LGA), including a 2% affordable housing rate applied to the total residential floor area.

Following consideration by Council, the planning proposal was amended to facilitate built form outcomes that respond to the site's context including nearby flightpaths and residential neighbourhoods. The proponent's design review tested the solar and overshadowing impacts of the proposed built form on the site in conjunction with the surrounding residential dwellings. Further discussion on the proposal's alignment with overshadowing and aviation impacts is provided within **Table 8** of this report.

*Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes. Increasing the height and FSR limits applied to the site under the IWLEP 2022 is the best way to facilitate residential uplift and enable a higher dwelling yield on the subject site.

## 3 Strategic assessment

### 3.1 Regional Plan

The *Greater Sydney Region Plan – A Metropolis of Three Cities* (the Region Plan), released in 2018, integrates land use, transport and infrastructure planning and sets a 40-year vision for Greater Sydney as a metropolis of three cities. The Region Plan contains objectives, strategies and actions which provide the strategic direction to manage growth and change across Greater Sydney over the next 20 years.

Under section 3.8 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) a planning proposal is to give effect to the relevant District Plan. By giving effect to the District Plan, the proposal is also consistent with the Regional Plan. Consistency with the District Plan is assessed in section 3.2 below.

### 3.2 District Plan

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

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

The Department is satisfied the planning proposal gives to the District Plan in accordance with section 3.8 of the EP&A Act. The following table includes an assessment of the planning proposal against relevant directions and actions.

**Table 4 District Plan assessment**

| District Plan Priorities  | Justification   |
|---|---|
| <p>Priority E5:<br/>Providing housing supply choice and affordability, with access to jobs and services and public transport.</p> | <p>The objective of this priority seeks to deliver housing supply and affordability. The Eastern District Plan forecasts that the Inner West Local Government Area (LGA) will need an additional 29,000 homes by 2036. The proposal addresses the priority and gives effect to the Eastern District Plan.</p> <p>The planning proposal is consistent with this priority as it:</p> <ul style="list-style-type: none"> <li>• Supports housing diversity within the Inner West LGA.</li> <li>• Increases housing supply within the Inner West LGA.</li> <li>• Delivers affordable housing on the site, to be provided in perpetuity.</li> <li>• Provides housing in an area serviced by public transport, active transport and open green space.</li> <li>• Enables redevelopment of the site in a manner which continues to provide local employment opportunities.</li> </ul> <p>The proposal is consistent with this priority.</p> |
| <p>Priority E10:<br/>Delivering integrate land use and transport and a 30 minute city.</p>  | <p>Priority E10 seeks create walkable neighbourhoods through ensuring development is well located and accessible.</p> <p>The planning proposal is consistent with this priority as it:</p> <ul style="list-style-type: none"> <li>• Provides housing within an area accessible by public transport including buses and Train lines (St Peters Station 700m)</li> <li>• Provides additional housing within 30 minutes of employment hubs including, Sydney CBD, Sydney Airport and Mascot</li> <li>• Provides uplift in an area accessible to alternative transport modes such as cycle networks.</li> <li>• Seeks to deliver an increased amount of employment floor area on the subject site.</li> <li>• Delivers uplift on a site that is accessible to large open green space such as Sydney Park.</li> </ul> <p>The proposal is consistent with this priority.</p>  |

### 3.3 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 5 Local strategic planning assessment**

| Local Strategies                                 | Justification   |
|--|---|
| <p>Local Strategic Planning Statement (LSPS)</p> | <p><i>Our Inner West – Local Strategic Planning Statement</i>, sets out the vision for the area in 2036. The LSPS provides a land use framework, and sustainability and resilience objectives across all areas of the Inner West, to guide the community's approach to strategic planning over the next 20 years.</p> |

| Local Strategies                       | Justification   |
|--|---|
|  | <p>Objective 6 of the LSPS seeks to plan for high quality accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision with respect for place, local character and heritage significance.</p> <p>The planning proposal would facilitate the development of 82 units located within walking distance of public transport, providing future residents and employees transport choice when commuting.</p> <p>The proposal would also ensure that 2% of residential floor area resulting from redevelopment of the site is dedicated to affordable housing.</p> <p>Objective 7 of the LSPS seeks to provide for a rich diversity of functional, safe and enjoyable urban spaces connected with enhanced by their surroundings.</p> <p>The planning proposal seeks to facilitate a development which complements the urban character surrounding the site. An urban design report (<b>Attachment B</b>) has investigated how height and FSR controls can be amended to maximise development potential in a manner which is conducive to the solar amenity of the adjoining residential neighbourhood.</p> <p>Additionally, the planning proposal seeks to improve public domain in and around the site through imposing an active street frontage requirement on the site.</p> <p>The connectedness that the subject site has to urban environments including Sydney Park and St Peters Train Station further emphasise the benefits created by providing uplift on the subject site.</p> <p>The proposal is consistent with the Inner West Local Strategic Planning Statement.</p> |
| Inner West Affordable Housing Strategy | <p>Inner West's Affordable Housing Policy (AHP) provides benchmarks for delivering affordable housing within the Inner West.</p> <p>The planning proposal would deliver an affordable housing rate of 2% on the subject site, which is to be provided in perpetuity.</p> <p>The affordable housing rate stipulated in the planning proposal aligns with the contribution rates outlined within the Inner West Affordable Housing Policy.</p> <p>The proposal is consistent with the principals in the Inner West Affordable Housing Strategy.</p>   |

### 3.4 Local planning panel (LPP) recommendation

The Inner West LPP (IWLPP) considered the proposal on the 25 March 2025 (**Attachment D**) and supported the planning proposal on the following conditions:

- a) *Planning Proposal documents including references to reduced FSR, GFA, and number of dwellings, and at least 10% affordable housing;*

The Department notes that following the recommendation of the LPP, Council determined an affordable housing rate of 2% to be more appropriate. The proponent has agreed to a rate of 2%. As stated in Section 1.3 of this report, **a condition has been included within the Gateway determination requiring that all planning proposal documents are updated to reflect the 2% affordable housing rate proposed.**

- b) *Urban design report reflecting the output from the analysis at 4b\* above illustrating the built form outcome with the amended FSR, heights and applicable setbacks;*

\*Consideration 4b of the LPP stated that further urban design analysis should be conducted to ensure the following:

- i. ensure at least the ground floor is used for commercial premises or health services in accordance with the definition of shop top housing;*
- ii. satisfy the objectives of the Mixed-use to promote employment uses, provide active street frontages, and minimise conflict with development in adjoining zones;*
- iii. provide a minimum of 135 sq. metres of deep soil with a minimum dimension of 6 metres, and preferably 290 sq. metres, in accordance with Part 3E;*
- iv. increase the boundary setback by an additional 3 metres along the eastern boundaries where there is a change in zone between the subject site and the This is Page No: 5 of the Minutes of the Inner West Local Planning Panel Meeting held on 25 March 2025 lower density residential zone to the east and north, as specified in Parts 2F and 3F. This requirement applies because the boundary of the subject site delineates the change in zone.*

It is noted that an updated urban design report has not been provided. Notwithstanding this, the Department is satisfied that the planning proposal demonstrates how development, not defined as shop top housing, can facilitate development on the site consistent with the objectives of mixed use land.

Additionally, it is noted that the existing documentation provided confirms that compliance with the Apartment Design Guideline is achievable. To this end, the Department is satisfied that matters relating to setbacks and deep soil can be resolved at development application stage.

- c) Traffic Impact Assessment and strategic-level green travel plan outlining mechanisms for delivering effective mode shift on the site;*

The Department notes that a Traffic Impact Assessment has been provided in support of the planning proposal (**see Attachment E**).

- d) Updated draft site-specific amendment to Marrickville Development Control Plan 2011 and draft Inner West Development Control Plan 2025; and*

The Department considers matters relating to development control plans to be outside of the remit of this planning proposal.

- e) A sustainability strategy to demonstrate a commitment to exceed minimum sustainability requirements established by standards such as NABERS, BASIX, or NatHERS.*

The Department is satisfied that this matter can be addressed at development application stage.

### 3.5 Section 9.1 Ministerial Directions

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

**Table 6 9.1 Ministerial Direction assessment**

| Directions                           | Consistency | Reasons for Consistency/Inconsistency  |
|--------------------------------------|-------------|--|
| 1.4 Site Specific Provisions         | Consistent  | <p>This Direction seeks to discourage unnecessarily restrictive site-specific planning controls in LEPs.</p> <p>The planning proposal seeks to introduce an additional local provision to permit residential accommodation uses on the subject site and to limit the amount of gross floor area allocated to residential accommodation on the ground floor of the site.</p> <p>It is noted that the proposed local provision aims to deliver development, sympathetic both to the high-traffic southern and western frontages of the site, in addition to the low-to-medium density residential area adjoining the site to the north and east.</p> <p>Given the unique location of the site, the Department considers limited application of ground-floor residential land uses to be appropriate, as a means of mitigating issues commonly associated with land use transitions.</p> <p>Should the site be redeveloped to include ground-floor residential land uses, all dwellings associated with the redevelopment would fail to meet the legal definition of shop-top housing. Redevelopment of the site would likely comprise of a mix of commercial premises and residential accommodation. There are no land use zones within the IWLEP which permit both land uses.</p> <p>The additional local provision is considered necessary to facilitate development that transitions two conflicting landscape characters, without altering the permissibility of MU1 land uses outside of the subject site.</p> <p>The Department is satisfied that the planning proposal is consistent with this Direction.</p> |
| 4.4 Remediation of Contaminated Land | Consistent  | <p>The subject site is not declared to be significantly contaminated, nor does it have a management order, ongoing maintenance order, or site audit statement under the Contaminated Land Management Act 1997 and the Contaminated Land Management Amendment Act 2008.</p> <p>The planning proposal is supported by a preliminary site investigation (PSI) (<b>Attachment F</b>) prepared by JBS&amp;G. The PSI noted historic use of the site included vehicle repairs and found multiple potential contamination hazards across the site including fill materials, heavy metals, hazardous building materials, and chemical storage.</p> <p>Notwithstanding the above, the PSI concludes that the site is able to be made suitable for the proposed use. A more detailed investigation and supporting remediation plan would be required to support any future development application.</p>  |

| Directions  | Consistency              | Reasons for Consistency/Inconsistency  |
|---|--------------------------|--|
| 4.5 Acid Sulfate Soils  | Justifiably Inconsistent | <p>This direction seeks to avoid adverse impacts from the use of land with a probability of containing acid sulfate soils.</p> <p>The planning proposal (<b>Attachment A</b>) notes the site is identified as having Class 5 soil. Class 5 soils have the lowest probability of acid sulfate soils occurring and therefore the risk for adverse impacts are low.</p> <p>The Department notes that Inner West LEP includes the standard Acid Sulfate Soils Clause which will ensure this matter can be further considered at the development application stage. As such, the Department considers the inconsistency with this Direction to be minor and justified.</p>  |
| 5.1 Integrating Land Use and Transport                        | Consistent               | <p>This direction seeks to ensure access to dwellings, jobs and services by multiple modes of transport.</p> <p>The planning proposal seeks to intensify commercial and residential land uses on the subject site.</p> <p>In accordance with this direction the proposed built form would optimise the usage of a centrally located site, which is within walking distance to various forms of public transport. The site is also adjacent to an off-road bicycle network, providing another active transport option.</p> <p>The proposal seeks to redevelop the site to deliver a greater amount of residential and commercial floor area. The proposed development is in an area closely situated to open green space, employment hubs and public transport.</p> <p>The proposal is consistent with the Direction.</p>   |
| 5.3 Development Near Regulated Airports and Defence Airfields | Unresolved               | <p>This Direction applies to planning proposals located near a regulated airport. The planning proposal is located near Sydney Airport, therefore this Direction applies.</p> <p>It is noted that the Obstacle Limitation Surface for Sydney Airport at the site is 51m, aligned to the proposed height under the planning proposal.</p> <p>To ensure the planning proposal remains consistent with the terms of this Direction, the planning proposal authority (PPA) must consult with the airport operator/lessee and the Department of the Commonwealth regarding the planning proposal. To this effect, <b>a condition has been included within the Gateway determination requiring consultation with Sydney Airport and the Commonwealth Department of Infrastructure, Regional Development and Cities prior to exhibition.</b></p> <p>In accordance with the terms of this Direction, the planning proposal must be supported by an LEP provision requiring any future development application for the site to provide consideration for the potential impacts associated with the site's proximity to the airport. The Department is satisfied that the existing clauses 6.7 and 6.8 of the IWLEP fulfils this requirement. It is noted that approval may still be</p> |

| Directions                        | Consistency | Reasons for Consistency/Inconsistency   |
|-----------------------------------|-------------|---|
|                                   |             | <p>required at the development application stage, including for the use of cranes.</p> <p>Until consultation required by the Gateway is carried out, the Direction will remain unresolved.</p>  |
| 6.1 Residential Zones             | Consistent  | <p>This Direction applies to planning proposals that impact land zoned for residential use. The subject site of the planning proposal is zoned R1 General Residential and MU1 Mixed Use Development. Therefore, Direction 6.1 Residential Zones applies to the planning proposal.</p> <p>Direction 6.1 Residential Zones stipulates that a planning proposal must not reduce the permissibility of residential uses and must encourage increased housing availability.</p> <p>The planning proposal seeks to introduce residential accommodation as an additional permitted use (APU) on the subject site. The proposal also seeks to restrict the amount of floor area allocated to residential uses on the ground floor of the site.</p> <p>The need to restrict the amount of residential accommodation on the ground floor of the site, originates from the APU facilitated by this planning proposal. Therefore, despite imposing restrictions on residential land use across the site, the planning proposal would result in a net increase in the amount of residential floor space that is permissible on the site.</p> <p>The planning proposal seeks to increase housing availability delivering additional 82 dwellings on the subject site based on the reference scheme.</p> <p>The Department considers the planning proposal to be consistent with this Direction.</p> |
| 7.1 Business and Industrial Zones | Consistent  | <p>The Direction aims to encourage employment growth in suitable locations, support the viability of identified centres, and protect industrial and employment lands.</p> <p>The Direction applies because the site is primarily zoned MU1 Mixed Use.</p> <p>The planning proposal is consistent with the Direction as it does not reduce the permissibility of employment uses on the site.</p>  |

### 3.6 State environmental planning policies (SEPPs)

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

**Table 7 Assessment of planning proposal against relevant SEPPs**

| SEPPs               | Consistency | Reasons for Consistency or Inconsistency   |
|---------------------|-------------|--|
| SEPP (Housing) 2021 | Consistent  | Chapter 4 of this SEPP aims to improve the design quality of residential apartment development in NSW. |

| SEPPs                                  | Consistency | Reasons for Consistency or Inconsistency  |
|--|-------------|---|
|  |             | <p>The planning proposal notes that the reference scheme is generally consistent with the relevant design objectives of the Apartment Design Guide.</p> <p>The Department notes that compliance with this SEPP will be further considered during the development assessment stage.</p> <p>The planning proposal is consistent with this SEPP.</p>   |
| SEPP (Resilience & Hazards) 2021       | Consistent  | <p>Chapter 4 of this SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.</p> <p>As outlined in Section 3.6, the proposal is supported by a PSI which finds that the site can be made suitable for the proposed use. Notwithstanding this, future compliance with the SEPP will be required at the DA stage.</p> <p>The planning proposal is consistent with this SEPP.</p> |
| SEPP (Transport & Infrastructure) 2021 | Consistent  | <p>The planning proposal seeks to amend provisions that are applicable to a site with frontage along the Princes Highway, which is categorised as a “classified road”.</p> <p>Consequently, any future redevelopment of the site must provide consideration for the traffic requirements established under clause 2.119 of the SEPP.</p> <p>The planning proposal is consistent with this SEPP.</p>   |

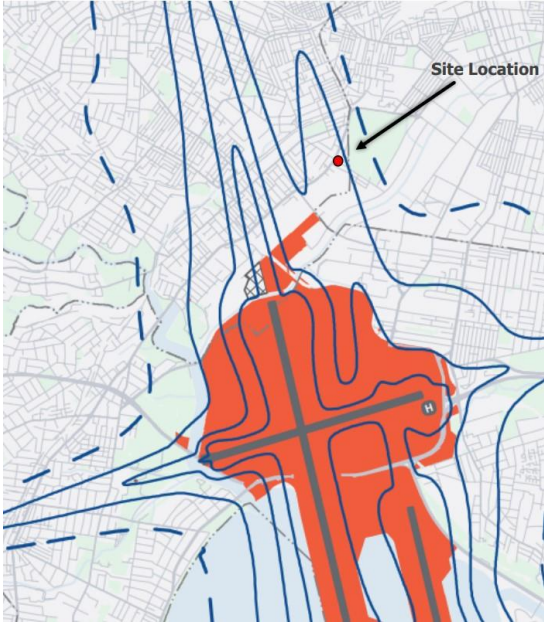
## 4 Site-specific assessment

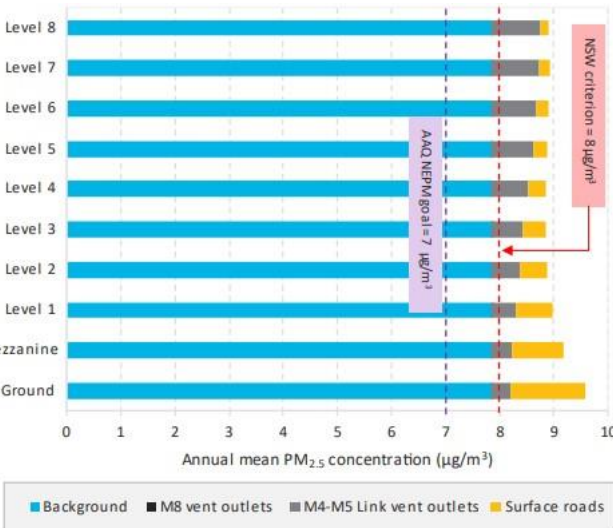
### 4.1 Environmental

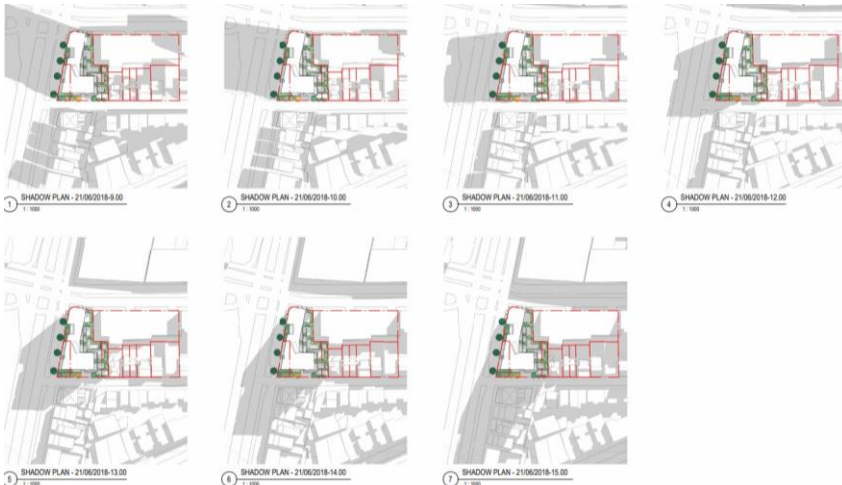
The following table provides an assessment of the potential environmental impacts associated with the proposal and supplements matters outlined in Sections 3.6 and 3.7.

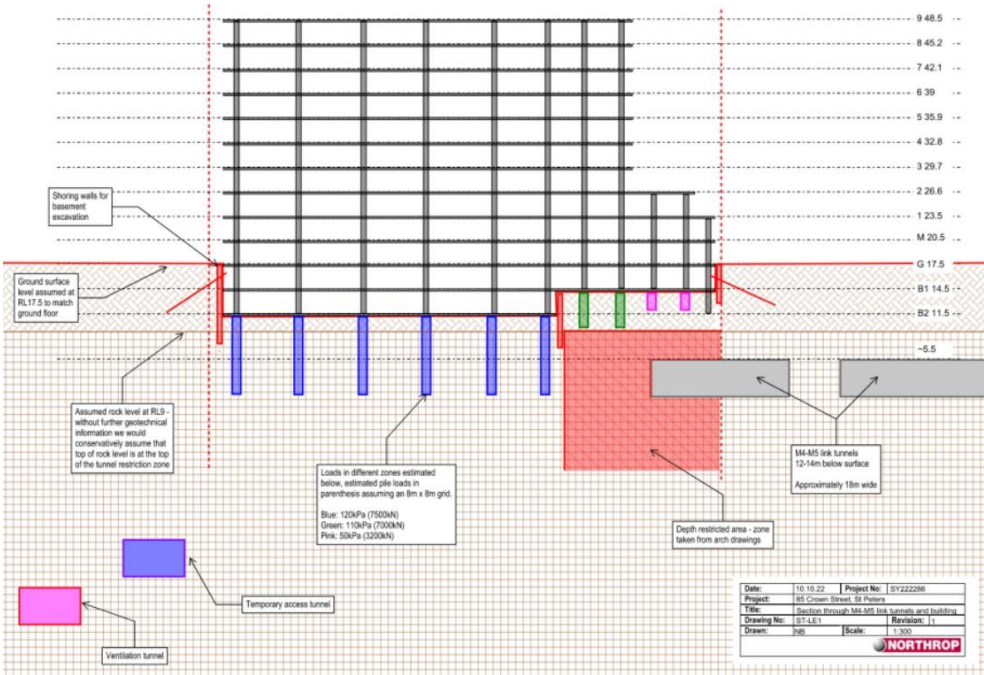
**Table 8 Environmental impact assessment**

| Environmental Impact | Assessment   |
|----------------------|--|
| Acoustic             | <p>The planning proposal is supported by an Acoustic Assessment Report (<b>Attachment G</b>). The acoustic report considers impacts that road and aircraft noise would have on the subject site.</p> <p><u>Princes Highway</u></p> <p>The western boundary of the site is bordered by the Princes Highway. In accordance with the <i>Resilience and Hazards SEPP 2021</i>, consideration must be given to the acoustic impacts that the Princes Highway may have on the subject site, noting that the Princes Highway is categorised as a classified road.</p> <p>The acoustic report (<b>Attachment G</b>) takes into consideration noise generated by the roads adjoining the site, and demonstrates that subject to recommended noise</p> |

| Environmental Impact | Assessment  |
|----------------------|---|
|                      | <p>treatment measures, redevelopment of the site is capable of achieving noise levels compliant with the SEPP.</p> <p><u>WestConnex Tunnel</u></p> <p>In accordance with the <i>Ground borne noise of the Development Near Rail Corridors and Busy Roads – Interim Guideline</i>, the acoustic report notes that the impacts of ground borne noise are typically insignificant unless the noise source is a rail tunnel. Noting that the tunnels beneath the site are road tunnels, no further assessment is required in relation to the noise impacts of WestConnex on the subject site.</p> <p><u>Aircraft</u></p> <p>The subject site is located between the ANEF 25 and ANEF 30 contours on the <i>Sydney Airport ANEF 2039</i> map (<b>Figure 12</b>).</p>  <p><b>Figure 12 Sydney Airport 2039 ANEF model</b></p> <p>In accordance with the clause 6.8 of the IWLEP, the intensification of residential development on land subject to aircraft noise must provide consideration for the Australian Standard for <i>Acoustics – Aircraft Noise Intrusion – Building Siting and Construction</i> (AS 2021:2015).</p> <p>Table 2.1 of AS 2021:2015, classifies the appropriateness of various land uses based on the ANEF value of a given site.</p> <p>AS 2021:2015 also provides standards for the level of noise acceptable for various indoor spaces. Of the relevant spaces identified, <i>sleeping areas</i> and <i>dedicated lounges</i> are considered the most sensitive uses on the site. It is recommended that noise does not exceed 50 dB within these areas. The acoustic report provided, indicates that the subject site will be exposed to aircraft noise of up to 79 dB.</p> <p>Despite the noise exceedances identified above, the Department considers the acoustic impacts associated with the planning proposal to be acceptable for the following reasons:</p> |

| Environmental Impact | Assessment  |                 |                         |                 |                         |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
|----------------------|---|-----------------|-------------------------|-----------------|-------------------------|---------------|-------|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|---------|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|--------|-----|-----|-----|-----|------|
|                      | <ul style="list-style-type: none"> <li>the acoustic report identifies that implementing mitigation measures (such as window glazing) would reduce indoor noise to a level compliant with AS 2021:2015.</li> <li>future development would have to demonstrate compliance with clause 6.8 of the IWLEP.</li> <li>certain types of residential development are already permissible across the site, and part of the site already contains residential development.</li> </ul> <p>Notwithstanding the above, <b>a condition has been included within the Gateway determination requiring consultation with Airservices Australia.</b></p>   |                 |                         |                 |                         |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Air Quality          | <p>The planning proposal is supported by an Air Quality Assessment (<b>Attachment H</b>), which measures the extent to which various pollutants are present on the subject site.</p> <p>Recommended air quality standards are guided by the National Environment Protection Measure for Ambient Air (NEPM).</p> <p>Results indicated that the levels of all pollutant types were within the recommended limits of the NEPM except for pollutant type PM<sub>2.5</sub>. PM<sub>2.5</sub> refers to particulate matter with a diameter of less than 2.5 micrometres.</p> <p><b>Figure 13</b> illustrates the level of the PM<sub>2.5</sub> pollutant as detected at various heights within the site boundaries. Additionally, the figure illustrates the extent to which different emissions sources have contributed towards the total amount of PM<sub>2.5</sub> pollutants detected. The maximum concentration of PM<sub>2.5</sub> considered acceptable by the NEPM, is represented by the red perforated line.</p>  <table border="1"> <caption>Estimated data for Figure 13: Annual mean PM<sub>2.5</sub> concentration levels (µg/m<sup>3</sup>)</caption> <thead> <tr> <th>Height</th> <th>Background</th> <th>M8 vent outlets</th> <th>M4-M5 Link vent outlets</th> <th>Surface roads</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Level 8</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 7</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 6</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 5</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 4</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 3</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 2</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Level 1</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>0.5</td> <td>8.0</td> </tr> <tr> <td>Mezzanine</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>1.5</td> <td>9.0</td> </tr> <tr> <td>Ground</td> <td>6.5</td> <td>0.5</td> <td>0.5</td> <td>2.5</td> <td>10.0</td> </tr> </tbody> </table> <p><b>Figure 13 Annual mean PM<sub>2.5</sub> concentration levels (Source: Air Quality Assessment)</b></p> <p>The air quality assessment indicated that majority of PM<sub>2.5</sub> pollutants on the site originate from background air pollution.</p> <p>The level of background pollution experienced by the subject site is reflective of its urban character and comparable to other air quality readings across metropolitan Sydney within the dataset used.</p> | Height          | Background              | M8 vent outlets | M4-M5 Link vent outlets | Surface roads | Total | Level 8 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 7 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 6 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 5 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 4 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 3 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 2 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Level 1 | 6.5 | 0.5 | 0.5 | 0.5 | 8.0 | Mezzanine | 6.5 | 0.5 | 0.5 | 1.5 | 9.0 | Ground | 6.5 | 0.5 | 0.5 | 2.5 | 10.0 |
| Height               | Background  | M8 vent outlets | M4-M5 Link vent outlets | Surface roads   | Total                   |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 8              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 7              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 6              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 5              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 4              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 3              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 2              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Level 1              | 6.5   | 0.5             | 0.5                     | 0.5             | 8.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Mezzanine            | 6.5   | 0.5             | 0.5                     | 1.5             | 9.0                     |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |
| Ground               | 6.5   | 0.5             | 0.5                     | 2.5             | 10.0                    |               |       |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |         |     |     |     |     |     |           |     |     |     |     |     |        |     |     |     |     |      |

| Environmental Impact           | Assessment   |
|--------------------------------|--|
|                                | <p>A key objective of the air quality assessment was to determine whether any factors unique to the site, specifically its proximity to ventilation stacks and major surface roads, would produce an unreasonable cumulative impact on air quality. As illustrated within <b>Figure 13</b>, PM<sub>2.5</sub> pollutants originating from the nearby ventilation stacks and surface roads present a minor impact, compared to background pollution on the site.</p> <p>While the subject site does not comply with the air quality standards recommended by the NEPM, the Department considers the air quality impacts associated with the site to be acceptable for the following reasons:</p> <ul style="list-style-type: none"> <li>• the background air pollution levels on the site are comparable to other urban areas across Sydney within the dataset used; and</li> <li>• air quality impacts caused by localised emission sources (specifically proximity to ventilation stacks and major surface road).</li> </ul> |
| Density                        | <p>The planning proposal seeks to increase the floor space ratio (FSR) of the site to 4:1.</p> <p>It is noted that the proponent initially sought an FSR of 5:1 of the site. Council’s assessment of the original proposal found an FSR of 5:1 to be inappropriate and recommended that an FSR of 4:1 would be more sympathetic to the streetscape surrounding the site.</p> <p>The Department considers 4:1 to be an appropriate FSR for the site.</p>  |
| Overshadowing and Solar Access | <p>The planning proposal is supported by shadow diagrams illustrating the shadows cast by the built form shown in the Urban Design Report prepared by Studio SC (<b>Attachment B</b>).</p> <p>The shadow diagrams detail that the anticipated envelopes of the reference scheme between 9am and 3pm during Winter Solstice (<b>See Figure 14</b>). Whilst the proposed uplift will result in additional overshadowing for the residential receivers to the east of the site, these impacts have been appropriately managed through design measures.</p> <p>Appendix A4 of the Urban Design Report demonstrates that the proposed uplift can provide impacted receivers with a level of solar access compliant with the Apartment Design Guidelines (ADG).</p>  <p><b>Figure 14 Shadow diagrams (Source: Urban Design Report)</b></p>   |

| Environmental Impact | Assessment   |
|----------------------|--|
| Tunnel Interface     | <p>The Department notes that the M4-M5 link tunnels traverse the eastern portion of the subject site. The planning proposal is supported by an engineering summary (<b>Attachment I</b>) which illustrates the positioning of the reference scheme relative to the tunnels. The preliminary engineering drawings (<b>Figure 15</b>) indicate that the proposed uplift of the site can be achieved without encroaching on the tunnels.</p>  <p><b>Figure 15 Cross-section of tunnels and proposed development (Source: Engineering Summary)</b></p> <p>The engineering summary states that Transport for NSW (TfNSW) were consulted on the proposed uplift and advised that any future development application would need to be accompanied by an engineering appraisal.</p> <p>Noting that TfNSW have provided comment on the planning proposal, <b>the Department has included a condition within the gateway determination, requiring the planning proposal be updated to include correspondence received from TfNSW</b> as an appendix. Further consultation is also required through the Gateway determination.</p> |
| Zoning               | <p>The subject site consists of three property titles comprising of MU1 Mixed Use and R1 General Residential land use zones. The planning proposal does not seek to amend the existing land use zones applicable to the subject site.</p> <p>The Department notes that the planning proposal intends to facilitate a singular mixed-use development across the three property titles. It is further noted that the IWLEP contains various provisions which only apply to one of the two land use zones located across the site.</p> <p>Consequently, the Department does not consider it appropriate to retain two separate land use zones across the subject site. As the planning proposal seeks to facilitate mixed use development across the site, the Department considers an MU1 land use most appropriate for the entire site. <b>A condition has been included within the</b></p>   |

| Environmental Impact | Assessment   |
|----------------------|--|
|                      | <b>gateway determination, requiring the planning proposal to be updated to include an amendment rezoning the R1 land within the subject site to an MU1 land use.</b> |

## 4.2 Social and economic

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

**Table 9 Social and economic impact assessment**

| Social and Economic Impact | Assessment   |
|----------------------------|--|
| Affordable Housing         | As an outcome of Council's resolution, the planning proposal will provide affordable housing on the subject site. The proposal will introduce a 2% affordable housing rate applicable to the gross residential floor area of any future development on the site. The affordable housing rate is to be applied in perpetuity.   |
| Employment Opportunities   | <p>The existing zoning of the subject site includes a combination of MU1 and R1 land uses. As detailed <b>Table 8</b> of this report, the Department has included a condition within the Gateway determination, requiring the planning proposal to be updated to rezone the entirety of the site for MU1 mixed use development.</p> <p>Noting the above, the planning proposal would not impede on the permissibility of employment zone uses on the site.</p> <p>The site would be subject to Clause 6.13 of the IWLEP, which would require any future redevelopment to include mixed land uses and an active street frontage. The measures contained within Clause 6.13 will ensure the retention of employment land uses on the site.</p> |
| Housing Supply             | The planning proposal will facilitate residential uplift on the site, increasing local housing supply. The reference scheme associated with the planning proposal would deliver an additional eighty dwellings on the site. The site is well-located for residential uplift as it is within proximity of various forms of transport infrastructure and services.   |

## 4.3 Infrastructure

The following table 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 10 Infrastructure assessment

| Infrastructure           | Assessment   |
|--------------------------|--|
| Social Infrastructure    | <p>The Department notes that the reference scheme associated with the planning proposal intends to deliver 82 dwellings on the site.</p> <p>The Department does not consider the number of dwellings proposed significant enough to warrant consultation with social infrastructure authorities such as NSW Health and Schools Infrastructure NSW.</p> <p>The Department is satisfied that the social infrastructure impacts created by the planning proposal are not significant and therefore acceptable.</p>  |
| Transport Infrastructure | <p>The subject site is located within walking distance of St Peters Train Station which is serviced by the T3 Bankstown Line and T8 Airport &amp; South Line. The site is in proximity to a bus stop which is serviced by the 422 bus route to Kogarah and 348 bus route to Wolli Creek.</p> <p>The site is highly accessible to major road infrastructure. The site is located near the St Peters Interchange and has a frontage along the Princes Highway.</p> <p>In addition to frontages along the Princes Highway and Campbell Street, it is noted that the site has a frontage along Crown Street. The site's frontage along Crown Street enables access to the redeveloped site without significant disruption to traffic behaviour along the Princes Highway.</p> <p>Noting the site's proximity to major transport infrastructure, the Department is satisfied that the existing level of transport infrastructure servicing the site is capable to meeting any transport needs generated by the proposed uplift.</p> |
| Utilities                | <p>The Department notes that the planning proposal would increase the permissible height and floor space ratio applicable to the subject site.</p> <p>The increased development facilitated through the planning proposal has the potential to place additional demand on local infrastructure networks.</p> <p>Consequently, <b>a condition has been included within the gateway determination requiring consultation with the relevant utility providers.</b></p>  |

## 5 Consultation

### 5.1 Community

The planning proposal is categorised as a standard under the LEP Making Guidelines (September 2022). Accordingly, a community consultation period of 20 working days is recommended and this forms part of the conditions to the Gateway determination.

### 5.2 Agencies

It is recommended the following agencies be consulted on the planning proposal and given 30 working days to comment:

- Airservices Australia
- Civil Aviation Safety Authority (CASA)
- Commonwealth Department of Infrastructure, Regional Development and Cities

- NSW Environmental Protection Authority (EPA)
- Sydney Airport Corporation Limited
- Relevant utility providers
- Transport for NSW

## 6 Timeframe

Council proposes a 6 month time frame to complete the LEP.

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

The Department recommends an LEP completion date of 19 June 2026 in line with its commitment to reducing processing times, and with regard to the benchmark timeframes and the extent of agency consultation required. A condition to the above effect is recommended in the Gateway determination.

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.

Given the nature of the planning proposal, 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 consistent with the strategic planning framework and gives effect to the District Plan and Inner West LSPS.
- It is generally consistent with the relevant section 9.1 Directions, noting the justifiable inconsistency with Direction 4.5 Acid Sulphate Soils.
- It is consistent with relevant SEPPs.
- It will facilitate housing within a local centre close to existing transport infrastructure.
- It supports the NSW Government commitment to housing affordability as the proposal seeks to deliver 2% of residential GFA as affordable housing.
- The proposal has considered likely environmental, social and economic, and infrastructure impacts and further assessment will be undertaken at development application stage.

## 9 Recommendation

It is recommended the delegate of the Secretary agree that any inconsistencies with section 9.1 Direction 4.5 Acid Sulfate Soils are minor or justified. It is noted that consistency with 9.1 5.3 Development near regulated airports and defence airfields remains unresolved until consultation occurs.

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 to:
  - reflect the resolved amendments made by Council, specifically a 4:1 FSR and 2% affordable housing rate
  - confirm the mechanism and arrangements to support the delivery of affordable housing
  - reflect current key sites mapping
  - include evidence of consultation which has occurred with TfNSW to date
  - include an amendment to rezone the entirety of the site to MU1 mixed use zoning
  - provide a project timeframe consistent with the conditions of this Gateway determination.
2. Prior to the commencement of community consultation, consultation must occur with Sydney Airport Corporation Limited and the Commonwealth Department of Infrastructure, Regional Development and Cities regarding consistency with s9.1 Direction 5.3. The planning proposal must also be updated with the outcomes of this consultation prior to community consultation.
3. Consultation is required with the following public authorities:
  - Airservices Australia
  - Civil Aviation Safety Authority (CASA)
  - Commonwealth Department of Infrastructure, Regional Development and Cities
  - NSW Environmental Protection Authority (EPA)
  - Sydney Airport Corporation Limited
  - Relevant utility providers
  - Transport for NSW
4. The planning proposal should be made available for community consultation for a minimum of 20 working days.

Given the nature of the planning proposal, it is recommended that the Department authorise council to be the local plan-making authority.

The timeframe for the LEP to be completed is on or before 19 June 2026 .

Sarah Waterworth

Manager, Local Planning (North, East and Central Coast)

23.09.25



*23 September 2025*

Jazmin van Veen

Director, Local Planning (North, East and Central Coast)

Assessment officer

James Bellamy

Student Para Planner, Local Planning (North, East and Central Coast)

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