Public Exhibition - Planning Proposal - Parramatta Road Precinct - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

File No: X134737

Summary

The Parramatta Road Precinct is currently zoned for employment uses. It has been identified as locally significant industrial land under the NSW Government's industrial lands reforms. The new Sydney Plan requires councils to review locally significant industrial lands and consider opportunities for mixed-use development where appropriate. This planning proposal has been prepared in response to that strategic direction.

The City's Housing for All Discussion Paper identified the Parramatta Road Precinct as an opportunity to accommodate additional housing and employment growth in a highly strategic location, opposite the University of Sydney and close to Royal Prince Alfred Hospital within the Camperdown-Ultimo Health and Innovation Precinct.

The precinct is located in an area undergoing rapid transition. Former industrial and employment lands to the west are being rezoned to mixed-use and residential development, while the NSW Government is investigating additional housing opportunities along the Parramatta Road corridor within the Inner West local government area.

Within the City of Sydney, the Housing for All Discussion Paper also identified the Broadway Precinct for further housing investigations. Together, these initiatives reflect the changing role of the corridor and its capacity to accommodate additional housing and employment growth in highly accessible locations.

The precinct is also located on the Parramatta Road corridor, for which the City has advocated a future light rail connection between Parramatta Road, Broadway, Central Station and Green Square. If delivered, this would improve access to jobs, education and services along the corridor and further support the area's capacity to accommodate additional housing and employment growth.

Planning Proposal - Parramatta Road Precinct (the planning proposal) has been prepared following extensive technical and urban design analysis to facilitate the renewal of the site as a mixed-use precinct comprising housing, employment-generating uses and local services, subject to flooding requirements.

The planning proposal is to amend *Sydney Local Environmental Plan 2012*, by:

- rezoning the land from E3 - Productivity Support, to MU1 - Mixed Use
- increasing maximum building heights from between 12m and 15m (5 storeys), to between 13m and 85m (26 storeys)
- increasing floor space ratios from between 1.5:1 and 1.75:1, to between 2.8:1 to 7.5:1

- securing a minimum amount of non-residential floor space
- requiring lot amalgamation to enable residential use to manage flood risk, and incentivising the provision of land for footpath widening and an emergency evacuation route to manage flood risk
- amending heritage controls
- requiring an additional affordable housing contribution requirement.

A draft development control plan has also been prepared to guide future redevelopment outcomes.

The proposed planning controls would facilitate significant additional housing and employment capacity, including approximately 462 apartments, 791 co-living rooms, affordable housing contributions equivalent to approximately 86 affordable dwellings and at least 15,500sqm of non-residential floor space supporting around 375 jobs.

Recommendation

It is resolved that:

(A) Council approve Planning Proposal – Parramatta Road Precinct, as shown at Attachment A to the subject report, to be submitted to the Minister for Planning and Public Spaces with a request for Gateway Determination;

(B) Council approve Planning Proposal – Parramatta Road Precinct, as shown at Attachment A to the subject report, for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

(C) Council seek authority from the Minister for Planning and Public Spaces to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposal – Parramatta Road Precinct;

(D) Council approve Draft Sydney Development Control Plan 2012 – Parramatta Road Precinct, as shown at Attachment B to the subject report, for public authority consultation and public exhibition concurrent with the Planning Proposal; and

(E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposal – Parramatta Road Precinct and appendices, draft Development Control Plan – Parramatta Road Precinct to ensure maximum clarity for the purposes of public consultation, correct any drafting errors or to ensure consistency with the Gateway Determination.

Attachments

Attachment A. Planning proposal – Parramatta Road precinct, and appendices

Attachment B. Draft Sydney Development Control Plan 2012 Amendment – Parramatta Road Precinct

Background

A planning proposal has been prepared for the Parramatta Road Precinct

1. Planning Proposal - Parramatta Road Precinct (the planning proposal) has been prepared for land in Forest Lodge comprising multiple properties fronting Parramatta Road, Arundel Street and Ross Street, outlined in red in Figure 1.



Figure 1: Land affected by the planning proposal

2. The land affected by the planning proposal has a total area of approximately 21,700sqm. It comprises:

   (a) 14 adjoining land parcels located along Parramatta Road, Arundel Street and Ross Street, Forest Lodge (shown in blue and identified as “the site” in this report), and

   (b) other land, including 28-30 Parramatta Rd, Forest Lodge, being Lot 1 DP 104969, Lots 1 and 2 DP 230795, Lots 1-14 SP 12670, that contains a 1960s residential flat building, and a section of Arundel Street between Ross Street and Lodge Street. This land is included predominantly to amend the heritage provisions that apply to the land and is not otherwise impacted by the planning proposal.

3. The site is currently zoned E3 - Productive Support and is occupied by a range of commercial, service-based and institutional uses including Officeworks, Sydney City Toyota and the NSW Ambulance Station. An oblique aerial of existing development of the Parramatta Road Precinct is provided in Figure 2.

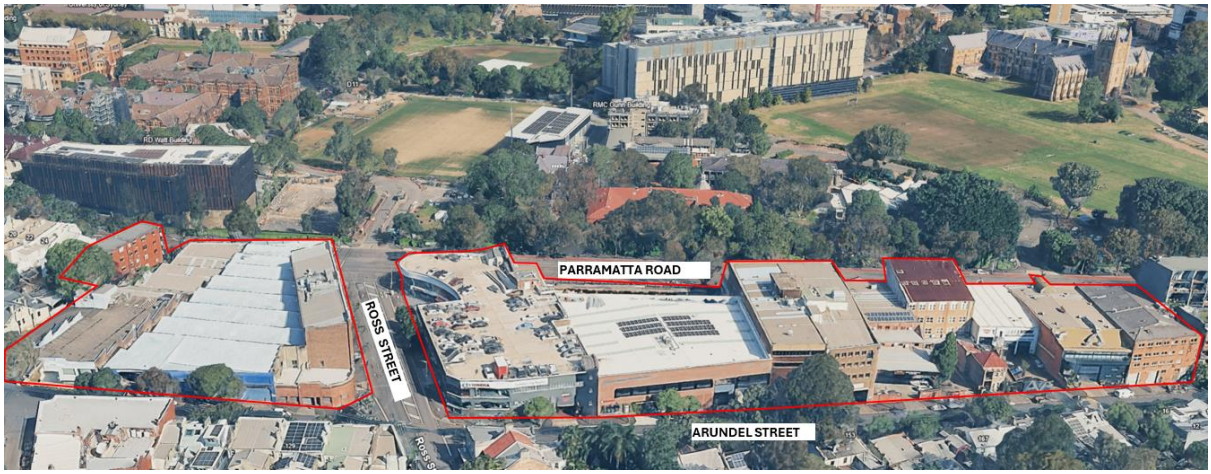


Figure 2: Aerial view of existing buildings (in red) from the north

4. The site occupies a highly strategic location opposite the University of Sydney and close to Royal Prince Alfred Hospital within the Camperdown-Ultimo Health and Innovation Precinct.

5. Existing planning controls generally limit development to heights of between 12m and 15m and floor space ratios of between 1.5:1 and 1.75:1.

6. Further details of the site and existing planning controls, including photos of the site's existing development and surrounding development are in Sections 1 and 2 of the planning proposal and appended Urban Design Study at Attachment A.

The site is identified as locally significant industrial land

7. In December 2025, the NSW Government released the draft Sydney Plan and accompanying industrial lands policy which identified the Parramatta Road Precinct as locally significant industrial land. This was confirmed when the Sydney Plan was finalised in August 2026.

8. The NSW Government's Statewide Policy for Industrial Lands (industrial lands policy) establishes a strategic framework for the management of industrial lands across Greater Sydney. It requires councils to review locally significant industrial lands to determine whether existing planning controls remain appropriate having regard to their strategic role, location and potential to accommodate future housing and employment growth.

9. The industrial lands policy recognises that, in some locations, locally significant industrial lands may be suitable for mixed-use redevelopment where employment-generating uses are retained, and opportunities exist to accommodate additional housing in accessible locations.

10. In response to this strategic direction, the City undertook a review of the Parramatta Road Precinct. As part of this process, an Alternative Use Assessment was prepared in accordance with the industrial lands policy to assess the ongoing employment role of the land and the suitability of transitioning the precinct to a mixed-use outcome.

11. The Alternative Use Assessment concluded that the precinct could support a mixed-use redevelopment outcome, provided that employment-generating uses continue to be accommodated on the site. The findings of that assessment informed the preparation of this planning proposal.

The site was identified in the Housing for All Discussion Paper

12. In early 2026, the City exhibited its Housing for All Discussion Paper, which identified the Parramatta Road Precinct as an opportunity to accommodate additional housing growth in a highly accessible location while retaining an ongoing employment and service role.

13. The Housing for All Interim Implementation Plan (Interim Plan) was adopted by Council following the public exhibition of the Discussion Paper. The planning proposal implements Action 2.5 of the Interim Plan which identifies the preparation of a planning proposal for the site as a short-term action to increase housing supply in appropriate locations.

14. In accordance with Action 1.3 of the Interim Plan, in preparing this planning proposal, matters raised by the community and stakeholders in the Discussion Paper consultation process have been considered. Key matters raised in this process included:

    (a) the importance of balancing the need for additional housing with the need to respect heritage and local character

    (b) responding to flooding constraints through a co-ordinated flood evacuation framework

    (c) the need for any renewal of the precinct to ensure local services and retail can be retained and improved

    (d) supporting future transport infrastructure opportunities

    (e) delivering a high-quality mixed-use outcome

The broader Parramatta Road corridor is undergoing significant renewal

15. The area is facing a period of rapid transition, with significant development proposed close to the site. Current development proposals and potential future rezonings are shown at Figure 3 and Figure 4, including:

    (a) site-specific state-led rezonings and development proposals, including Housing Delivery Authority projects to facilitate an estimated 2,225 dwellings (shown in red at Figure 3). Proposals include the former WestConnex dive site at Annandale, which is currently under redevelopment for high-density mixed-use development

    (b) City of Sydney planning proposal for 84–86 and 88–94 Parramatta Road, Camperdown to facilitate a biomedical and life sciences research facility with more than 34,000sqm of employment floor space, 1,250sqm of co-living floor space and a building height of up to 80m (shown in green at Figure 3)

    (c) state significant development application for 10 aged care beds and 71 independent living units (shown in orange at Figure 3)

(d) state-led Parramatta Road corridor rezoning investigation area which aims to deliver up to 8,000 dwellings (shown in purple outline at Figure 3 and red outline at Figure 4)

(e) potential rezoning of the Broadway Precinct, (shown in green at Figure 4), that was identified in the City's Housing for All Discussion Paper for future investigation



Figure 3: Surrounding development - detailed

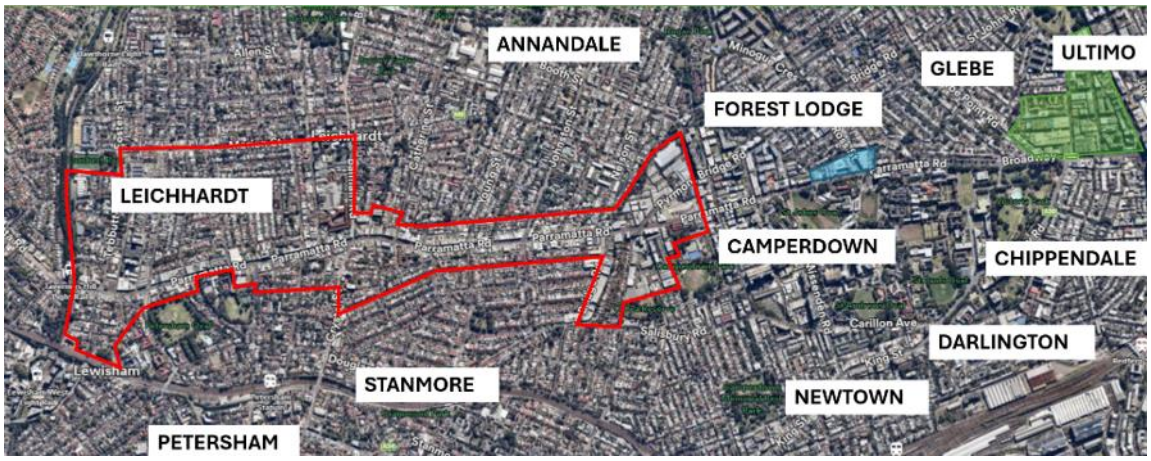


Figure 4: Surrounding development - wider area

16. Development approved, under assessment or proposed within the surrounding area ranges from medium-density residential development through to mixed-use projects of up to 24 storeys.

17. Together, these projects demonstrate the scale of change occurring along the Parramatta Road corridor and reinforce the strategic role of the site as a location capable of accommodating additional housing and employment growth.

The City has prepared a planning proposal and draft Development Control Plan

18. The City has prepared the planning proposal to facilitate the redevelopment of the site as a mixed-use precinct comprising housing, employment-generating uses and local services. The planning proposal is provided at Attachment A.

19. The planning proposal seeks to amend *Sydney Local Environmental Plan 2012* to:

    (a) rezone the site from E3 Productivity Support to MU1 Mixed Use

    (b) increase maximum building heights from between 12m and 15m (5 storeys), to between 13m and 85m (26 storeys)

    (c) increase floor space ratios from a range of 1.5:1 - 1.75:1, to a range of 2.8:1 to 7.5:1

    (d) require minimum amounts of non-residential floor space on identified redevelopment sites

    (e) introduce sun access plane controls to protect St John's College Sports Ovals and University of Sydney Oval No. 2

    (f) amend heritage controls applying to parts of the site

    (g) require an additional affordable housing contribution requirement consistent with the Affordable Housing Program currently in effect

    (h) introduce flood-safe access provisions.

20. The Draft Sydney Development Control Plan 2012 - Parramatta Road Precinct (draft DCP) has been prepared to support the planning proposal and guide future redevelopment outcomes. The draft DCP is provided at Attachment B.

21. The City's Design Advisory Panel, on 30 July 2026, reviewed the built form options being investigated in the preparation of the planning proposal and draft DCP and provided advice on matters including built form, solar access, flooding, public domain outcomes, heritage and environmental performance. Advice has been incorporated into the planning proposal and draft DCP.

Key Implications

The proposal will facilitate significant housing growth in a strategic location

22. The planning proposal is expected to enable approximately 462 apartments and 791 co-living rooms. This represents a significant increase in housing capacity within an established inner-city location and contributes to the City's and NSW Government's housing objectives.

23. The proposal supports a range of housing types, including apartments, co-living housing and build-to-rent housing. These housing outcomes will support a broad range of households, including students, key workers, smaller households and families.

24. The planning proposal includes an additional affordable housing contribution (uplift contribution of 9%) in accordance with the City's Affordable Housing Program which reflects the significant uplift in development capacity facilitated by the planning proposal. Together with the existing affordable housing development application contribution requirements of 3% of residential floor area and 1% for non-residential floor area, the planning proposal is expected to facilitate an affordable housing contribution, equivalent to approximately 80-86 affordable dwellings depending on size. While Council has approved changes to the City's Program to increase the uplift contribution rate, those changes are not yet in effect.

The proposal supports local services and employment-generating uses

25. The planning proposal also seeks to retain a meaningful non-residential and employment-generating role within the precinct in order to retain local services and employment opportunities, support the strategic role of the site as locally significant industrial land, and direct non-residential uses to parts of the site that are less suited to residential development. This is achieved through minimum non-residential floor space requirements applying to key redevelopment sites and incentive provisions that encourage the delivery of additional employment-generating floor space.

26. The planning proposal requires a minimum of 15,500sqm of non-residential floor space and is expected to support approximately 375 jobs based on the minimum non-residential floor space outcomes facilitated by the planning proposal.

27. The proposed 15,500sqm is less than the 25,000sqm of non-residential floor space that could currently occur under the planning controls in the precinct. However, the proposed controls are articulated as a minimum and allow future development to exceed the prescribed minimum requirements where there is demand.

The planning proposal is informed by technical studies

28. Technical studies have been prepared to guide the preparation of the planning proposal (Attachment A). The technical studies demonstrate that the site, and other land subject to this planning proposal, is capable of accommodating additional housing and development intensity while achieving appropriate urban design, heritage, environmental, transport and infrastructure outcomes. Technical studies include:

    (a) Parramatta Road Precinct Urban Design Study – City of Sydney

    (b) Alternative Use Assessment – Urbis

    (c) Flood Impact and Risk Assessment – GRC Hydro

    (d) Preliminary Site Investigation – JBS&G

    (e) Heritage Assessment – TKD Architects

    (f) Traffic and Transport Report – City of Sydney

The planning proposal and draft DCP respond to the site's context and constraints

Maximum built form

29. The planning proposal is to:

    (a) increase maximum building heights from the current 12m to 15m (3-4 storeys) to between 13m and 85m (3-26 storeys) and

    (b) introduce site-specific floor space incentives to facilitate additional housing and employment capacity. This allows maximum FSRs of between 2.8:1 to 7.5:1.

30. The draft DCP provides supplementary planning controls to guide the development of the site, including:

    (a) height in storey requirements

    (b) various setback requirements to guide the siting of future development and the relationship between buildings and the public domain. They support appropriate streetscape outcomes, improve residential amenity, manage wind effects and noise, facilitate landscaping opportunities, provide for public domain footpath widenings, provide for safe flood egress and provide an articulated and coherent built form response across the precinct

    (c) requirements for deep soil areas within internal courtyards and landscaped setback areas on Arundel Street support opportunities for tree planting, urban greening and improved residential amenity.

31. The urban design study provides a reference scheme that tests the performance of the maximum permissible built form possible under the planning proposal, including any additional floor space or height that may be achieved through design excellence provisions. The reference scheme is shown at Figure 5.



Figure 5: Reference scheme

32. The larger properties in the eastern portion of the site are capable of accommodating taller tower forms while maintaining appropriate solar access, building separation and residential amenity outcomes. In contrast, the envelopes available on the western properties are more constrained, resulting in a lower-scale street wall and courtyard form response.

33. The planning proposal concentrates the greatest height and density on the larger eastern properties while maintaining a lower-scale built form across the western part of the precinct.

34. Along Parramatta Road, development is generally characterised by mid-rise buildings to the Parramatta Road frontage, transitioning to lower buildings to Arundel Street and podium forms with taller setback towers on the sites at the corner of Ross Street. Building heights generally range from 8 to 17 storeys within the western part of the precinct, increasing to approximately 23 to 26 storeys to the east around the Ross Street and Parramatta Road intersection. Along Arundel Street, a lower-scale interface is provided through 4-storey street frontage elements with taller buildings recessed behind landscaped setbacks.

35. This establishes a transition in building scale across the site, including lower building heights along Arundel Street and Ross Street that respond to the surrounding residential context and assist in reducing the visual impact of development when viewed from adjoining streets.

36. The planning proposal protects solar access to St John's College Sports Ovals and University of Sydney Oval No. 2 to ensure their continued functionality. It introduces site-specific sun access planes with proposed building heights below those planes.

37. The proposed built form has been considered in the context of significant renewal occurring along the Parramatta Road corridor. These developments provide important context for the scale of change proposed by the planning proposal (Figure 3).

38. The urban design study demonstrates that the proposed built form can accommodate significant additional housing and employment floor space while responding appropriately to the site's key constraints, including solar access, flooding, heritage, residential amenity and public domain considerations. Overall, the proposed height and densities are an appropriate response to the site's strategic location, surrounding context and role within the evolving Parramatta Road corridor.

Footpath widening and future public transport flexibility

39. The urban design study identified opportunities to improve pedestrian amenity and the public domain along Parramatta Road. In response, the planning proposal introduces site-specific floor space incentives that are linked to the provision of footpath widening, while the draft DCP identifies a footpath widening along the Parramatta Road frontage that is to be dedicated as redevelopment occurs. The widened footpath will provide additional space for pedestrian movement, street trees, landscaping, public transport infrastructure and other public domain improvements.

40. The urban design study also recognised the long-term strategic role of Parramatta Road as a major public transport corridor. While no specific public transport project is currently committed, the planning proposal incorporates additional public domain space at the intersection of Parramatta Road and Ross Street, including behind the existing bus stop, to retain flexibility for future public transport, streetscape and public domain improvements.

Landscaping setbacks

41. The draft DCP identifies landscape setbacks, deep soil areas and canopy planting zones throughout the precinct, particularly along Arundel Street and Ross Street (Figure 6). These controls will support tree planting, urban greening and improved residential amenity while contributing to a greener and more attractive public domain. Together with the footpath widening and dedication requirements, they establish a coordinated public domain framework that supports the transition of the site to a mixed-use neighbourhood.



Figure 6: Draft DCP requirements

Flooding

42. Properties within the west area of the site are affected by flooding (see Figure 7). The planning proposal and draft DCP establish a coordinated response that:

    (a) includes FSR incentives that encourage site amalgamation for residential that enables pedestrian evacuation infrastructure and flood conveyance paths

    (b) requires a publicly accessible flood-safe pedestrian evacuation route to be provided as redevelopment occurs

    (c) protects flood conveyance paths through the site.

43. The Flood Impact and Risk Assessment originally assumed amalgamation of the western properties to facilitate access to the flood-safe access point. Since completion of the assessment, the planning proposal has been refined to facilitate a broader range of amalgamation outcomes while requiring a publicly accessible flood-safe pedestrian evacuation route to be progressively delivered as redevelopment occurs.

44. Correspondence from GRC Hydro dated 28 October 2026 confirms that the proposed pedestrian evacuation route achieves the same flood risk management outcomes as the amalgamation approach assessed in the Flood Impact and Risk Assessment, is functionally equivalent to the previously assessed evacuation strategy, and that the findings of the assessment remain unchanged

45. Together, these controls ensure flood-affected land can be redeveloped while maintaining flood flow paths and providing safe evacuation outcomes. A continuous pedestrian evacuation route to the flood-safe access point can be progressively delivered as redevelopment occurs.



Figure 7: Flood affected lots

Noise and wind

46. The reference scheme demonstrates that the proposed planning framework is capable of accommodating development that manages wind impacts while achieving the intended built form outcomes. Detailed wind modelling and assessment will be undertaken as part of future development applications to ensure acceptable pedestrian comfort and safety outcomes are achieved.

47. The reference scheme demonstrates that future development can be designed to achieve the requirements of the Apartment Design Guide, SEPP Transport and Infrastructure and the NSW Government's Development Near Rail Corridors and Busy Roads – Interim Guideline. Detailed acoustic assessment will be required as part of future development applications.

Traffic and transport

48. The site benefits from excellent public transport accessibility, with frequent bus services operating along Parramatta Road, established walking and cycling connections, and proximity to major employment, education and health destinations. Existing travel patterns within the surrounding area demonstrate a strong use of public transport, walking and cycling. Traffic modelling indicates that redevelopment of the site would result in only minor increases in traffic volumes and would not materially affect the operation of the surrounding road network. Flooding constraints affecting parts of the site also limit opportunities for basement parking and influence future access arrangements, reinforcing a reduced reliance on private vehicle travel.

Heritage

49. The planning proposal includes amendments to heritage controls applying to parts of the site. These amendments include:

    (a) de-listing of heritage item I631 (Street Trees)

    (b) amendment of the mapped curtilage of 1912 Former Grace Brothers Repository (heritage item I644) to remove non-significant, later addition to the building

    (c) removal of 1–3 Ross Street, 26 Arundel Street, 30 Arundel Street and 28–30 Parramatta Road from the Hereford and Forest Lodge Heritage Conservation Area

50. A Heritage Assessment accompanies the planning proposal and reviewed the significance of the 1912 Former Grace Brothers Repository (heritage item I644), heritage item I631 (street trees) and the contribution of affected properties to the Hereford and Forest Lodge Heritage Conservation Area.

51. The heritage assessment found that heritage item I631 is incorrectly mapped and that the significance of the associated trees primarily relates to landscape, streetscape and amenity outcomes rather than heritage significance. The planning proposal therefore recommends heritage item I631 be removed from Schedule 5 of Sydney LEP 2012.

52. The Heritage Assessment found that heritage item I644 should be retained but that its curtilage should be amended to exclude the 1998 car lift structure, which does not contribute to the significance of the former Grace Brothers furniture repository. The planning proposal adopts this recommendation and retains heritage protection of the 1912 warehouse building.

53. The planning proposal includes amendments to the Hereford and Forest Lodge Heritage Conservation Area affecting the properties at 1-3 Ross Street, 26 Arundel Street, 30 Arundel Street and 28-30 Parramatta Road. The Heritage Assessment found that the 1940 former Grace Brothers service station building (currently occupied by Officeworks), the 1935 addition to the former printers' workshop and the 1998 car lift structure make a neutral contribution to the conservation area, while the apartment building at 28-30 Parramatta Road is an intrusive element. Despite currently being categorised as a 'neutral' building, the assessment concluded that the former printers' workshop at 26 Arundel Street contributes to the conservation area and that its removal from the conservation area would result in a moderate adverse heritage impact.

54. In considering the planning proposal, these heritage impacts have been weighed against the strategic objectives of the proposal and the public benefits arising from redevelopment of the precinct. Importantly, the most significant heritage asset within the precinct, the 1912 Former Grace Brothers Repository, will remain protected as an individually listed heritage item. Although the consultant concluded that the former printers' workshop contributes to the conservation area, it is visually and physically separated from the contributory elements of the conservation area by later development and does not represent one of the principal building types or periods of development that characterise the Hereford and Forest Lodge Heritage Conservation Area. On balance, it is considered that the proposed heritage framework provides an appropriate outcome having regard to the substantial housing, affordable housing and employment benefits delivered by the planning proposal.

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

55. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This planning proposal is aligned with the following strategic directions and objectives:

    (a) Direction 4 – Design excellence and sustainable development – the proposal is supported by a draft site-specific development control plan that establishes building envelopes, height and setback controls to achieve a high-quality built form that responds to site constraints, including heritage, flooding and surrounding residential amenity.

    (b) Direction 5 – A city for walking, cycling and public transport – the site is located along a major transport corridor and close to public transport connections, supporting increased housing density in a location accessible by walking, cycling and public transport.

    (c) Direction 9 – A transformed and innovative economy – the proposal supports a transition in land use by enabling a mix of residential and non-residential uses, allowing the site to continue supporting employment and local services while making more efficient use of land.

(d) Direction 10 – Housing for all – the proposal will facilitate the delivery of additional housing, including affordable housing contributions, supporting housing supply in a well-located inner-city area.

Risks

56. City staff have undertaken an assessment of the planning proposal and found that it demonstrates strategic and site-specific merit. The proposal is consistent with the City's policies and strategies, including City Plan 2036 and Sustainable Sydney 2030–2050 Continuing the Vision. Progressing the planning proposal is within the City's risk appetite and tolerance.

57. Key risks relate to potential amenity and heritage impacts, including overshadowing, flooding and contamination. These risks have been subject to built form analysis, site contamination assessment and flood modelling, to confirm that they can be appropriately managed and that development is capable of complying with relevant environmental and planning requirements. Detailed impacts will be further assessed at the development application stage and managed through site-specific development controls. This is consistent with the City's minimal appetite for non-compliance with environmental laws, regulations and risks to community safety.

58. Should Council endorse the planning proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Environmental Planning and Assessment Act 1979 for Gateway Determination. Early engagement will also be undertaken with relevant public authorities, including the NSW State Emergency Service and the Department of Climate Change, Energy, the Environment and Water, to ensure flood and environmental risks are appropriately considered. Proceeding with the planning proposal is consistent with the City's risk tolerance, including its minimal appetite for disruption to regulatory functions, as the proposal will be subject to statutory processes and timeframes.

Financial Implications

59. There are no direct financial implications associated with this planning proposal. The costs of preparing and assessing the planning proposal will be met within existing operational budgets.

Relevant Legislation

60. Environmental Planning and Assessment Act 1979.

61. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

62. Should Council endorse the planning proposal for submission, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Environmental Planning and Assessment Act 1979 for Gateway Determination. The Gateway Determination will provide the required timeframe for completion of the local environmental plan. Following public exhibition, the outcomes will be reported back to Council.

Public Consultation

63. The public exhibition process for this planning proposal will be determined by the Department of Planning, Housing and Infrastructure. It is anticipated that the public exhibition of the planning proposal and draft Development Control Plan will occur concurrently. Consultation will be undertaken in accordance with:

    (a) the Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Environmental Planning and Assessment Act 1979

    (b) the Environmental Planning and Assessment Regulation 2021

    (c) the City of Sydney's Community Engagement Strategy

64. It is anticipated that the public exhibition period for the planning proposal and draft Development Control Plan will be a minimum of 28 days.

65. The planning proposal and draft Development Control Plan will be publicly exhibited on the City of Sydney website in accordance with the Environmental Planning and Assessment Regulation 2021.

66. Following public consultation, the planning proposal and draft Development Control Plan will be reported back to Council together with details of submissions received and any recommended amendments.

GRAHAM JAHN AM

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