

Item 7.

Post Exhibition - Planning Proposal - Pitt and Hunter Streets, Sydney - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

File No: X038757

Summary

The Central Sydney Planning Framework was adopted by Council in December 2020. It was prepared to ensure Central Sydney can continue to be Australia's leading economic centre by attracting business investment and being a preferred location for workers, residents and visitors. The Strategy supports opportunities for additional building height and density in the right locations, as long as the new development contributes to environmental sustainability, design excellence and infrastructure and is consistent with the land uses set out in the adopted framework.

A planning proposal has been prepared for 15-25 Hunter Street and 105-107 Pitt Street, following a request by the applicant to amend the planning controls for the site. The proposed changes to the controls are to facilitate redevelopment of the site for a new commercial tower consistent with the Central Sydney Planning Framework. The proposed controls were endorsed by the Central Sydney Planning Committee and Council in June 2022, to be submitted for a Gateway Determination and for public consultation.

This report details the outcomes of the public consultation of the planning proposal, draft development control plan (DCP) and voluntary planning agreement (VPA) for the site. The documents were exhibited from 31 October 2022 to 2 December 2022. A total of nine submissions were received including submissions from the proponent for the subject site, public authorities and the community.

Matters raised in submissions included potential impacts on the Sydney Metro West tunnel and station caverns underneath the site, through site link design details, traffic and pedestrian management and heritage. A summary of submissions and the City's response is at Attachment A, with key issues discussed in this report.

Recommended amendments to the planning proposal include changes to clauses relating to parking on the site, with existing controls in the Sydney Local Environmental Plan 2012 (LEP) to apply. Amendments to the draft DCP are recommended for ecologically sustainable development provisions, following the adoption of the draft Net Zero Energy Building performance standards. In keeping with standard practice, amendments have been identified in the relevant attachments to this report with additions shown in bold italics, and deletions in strikethrough.

This report recommends Council and the Central Sydney Planning Committee note the submissions and approve the planning proposal, draft DCP and notes the City will enter into the planning agreement.

Recommendation

It is resolved that:

- (A) Council note the matters raised in response to the public exhibition of Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, the draft Sydney Development Control Plan 2012 - 15-25 Hunter Street and 105-107 Pitt Street, Sydney amendment, and draft Voluntary Planning Agreement, as shown in Attachments D to the subject report;
- (B) Council approve Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, as amended in response to submissions following public exhibition and shown at Attachment B to the subject report, be sent to the Department of Planning and Environment to be made as a local environmental plan;
- (C) Council approve the draft Sydney Development Control Plan 2012 - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, as amended in response to submissions following public exhibition and shown at Attachment C to the subject report, noting the approved Development Control Plan will come into effect on the date of publication of the subject Local Environmental Plan;
- (D) authority be delegated to the Chief Executive Officer to make any minor amendments to the Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney and draft Sydney Development Control Plan - 15-25 Hunter Street and 105-107 Pitt Street, Sydney amendment to correct any minor errors, omissions or inconsistencies prior to finalisation; and
- (E) Council note the draft Voluntary Planning Agreement, as shown at Attachment D to the subject report will be executed under delegation of Council in accordance with the Environmental Planning and Assessment Act 1979.

Attachments

- Attachment A.** Summary of Submissions - 15-25 Hunter Street and 105-107 Pitt Street, Sydney
- Attachment B.** Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney
- Attachment C.** Draft Sydney Development Control Plan 2012 - 15-25 Hunter Street and 105-107 Pitt Street, Sydney
- Attachment D.** Voluntary Planning Agreement - 15-25 Hunter Street and 105-107 Pitt Street, Sydney
- Attachment E.** Gateway Determination - 15-25 Hunter Street and 105-107 Pitt Street, Sydney
- Attachment F.** Resolutions of Council and the Central Sydney Planning Committee - June 2022

Background

1. To maintain and strengthen Central Sydney's status as a mixed use globally competitive city, it must continue to attract business investment and be an attractive location for workers, residents and visitors. The planning vision to maintain Central Sydney's competitive economic position and further strengthen its attractive qualities is set out in the Central Sydney Planning Framework adopted by Council in December 2020.
2. The Framework objectives are intended to be achieved in part through site specific planning proposals. This process enables the private sector to amalgamate sites and collaborate with the City on development propositions that meet the City's guidelines and realise the endorsed objectives.
3. Maintaining capacity for business and employment in Central Sydney is crucial for supporting a robust, resilient and competitive economy for Central Sydney, New South Wales and the nation. Capacity for new businesses and employment growth facilitates opportunities for investment and development projects with a global focus. This is particularly important in the current climate, noting the need to plan for development in the medium term, building on the infrastructure investment of Sydney Metro.
4. The planning framework incentivises floor space for business, economic activity and employment by providing opportunities for additional building height and density in the right locations. It requires new development to deliver high quality public domain outcomes, including pedestrian amenity and protection of public spaces, and achieve environmental sustainability goals.
5. The planning proposal request for the site comprising 17-25 Hunter Street and 105-107 Pitt Street (the site) was prepared by the applicant, Ethos Urban, on behalf of Milligan Group, and formally lodged in March 2022. The planning proposal request is to facilitate the redevelopment of the site consistent with the strategic framework by increasing employment floor space for new commercial, retail and other business uses. The proposal will include early provision of developer contributions to fund improvements to infrastructure and the public domain, along with sustainability commitments, a through-site link and public art.
6. The site is located in the City Core precinct of Central Sydney. This precinct is the largest office sub-market in Australia, favoured by financial, legal, property and technology sectors. The planning proposal facilitates the delivery of a boutique A-grade development that is served by the new Hunter Street Metro station that adjoins the western boundary of the site.

The site

7. The site is irregular in shape and has a total area of 2,108 square metres. It consists of five properties, (with one property comprising 3 lots) as detailed in Table 1.

Address	Lot reference
15-17 Hunter Street	Lot A DP 109825 Lot B DP 109825 Lot 1 DP 630190
19-21 Hunter Street	Lot 1 DP 59754
23 Hunter Street	SP 69888
105 Pitt Street	SP 60693
107 Pitt Street	Lot 1 DP 63968

Table 1: Properties comprising the site

8. A diagram and aerial image of the subject site and surrounds are shown in Figure 1 and Figure 2 below.



Figure 1: Site location showing the site outlined in red



Figure 2: Aerial photo of the site with the site outlined in red

Existing development on the site

9. There are five buildings currently located on the site. These are:

- 15-17 Hunter Street: formerly known as Pangas house, this is a four storey building with ground floor retail and commercial uses above,
- 19-21 Hunter Street: this is a four to five storey building with ground floor retail and commercial uses above,
- 23 Hunter Street: this is a 15 storey commercial building with retail on the ground floor,
- 105 Pitt Street: this is an eight storey commercial building with retail at ground, and an extra level below ground level via stairs. This property includes Empire Lane off Pitt street, which is not a public laneway, but on the title of 105 Pitt Street. It provides vehicle access to basement parking for this property,
- 107 Pitt Street: this is an eight storey building with retail at ground floor retail and commercial uses above.



Figure 3: Subject site on the corner of Hunter and Pitt Street, looking south along Pitt Street



Figure 4: Subject site on the corner of Hunter and Pitt Streets, looking west along Hunter Street

Adjoining development

10. Development adjoining the site is as follows:

- West: adjoining the western boundary of the site is 7-13 Hunter Street known as the Hunter Connection, with retail on lower levels and office above. Further west in Hunter Street is 5 Hunter Street which is a 12 storey commercial building with retail on the ground floor, and 296 George Street which is a 3 storey state heritage listed building known as the Former Skinners Family Hotel. A Planning Proposal by Sydney Metro covering these sites has recently been on public exhibition.
- South: adjoining the southern side of the site is 109-113 Pitt Street which is a 15 storey commercial tower above a 5 storey podium with ground floor retail and lobby. This site includes a public commercial car park, with driveway crossover immediately to the south of 107 Pitt Street.
- North: there are a number of properties on the northern side of Hunter Street opposite the site, including heritage items:
 - 20 Hunter Street is a 17 storey commercial building with retail and lobby on ground floor,
 - 30-32 Hunter Street is a six storey State heritage listed building known as the Grand Hotel with ground floor bar, and hotel accommodation,
 - The laneway between 20 Hunter Street and 30-32 Hunter Street is known as Hamilton St, which is a State heritage listed laneway,
 - 97-99 Pitt on the corner of Pitt and Hunter Streets is the “The Tank Stream” hotel, which is 14 storeys, ground floor with retail and reception.
- North East: opposite the site fronting Pitt, Hunter and O’Connell Street is the state heritage listed building known as the Former Wales House, currently used as the Radisson Blu Hotel, and Sydney Metro proposal across O’Connell Street.
- East: the opposite side of Pitt Street includes the following:
 - 68 Pitt Street – commercial tower with ground floor retail,
 - 70 Pitt – 10 storey, ground floor retail, commercial above,
 - 72 and 74 Pitt Street – pair of buildings with historic facades not heritage listed.



Figure 5: North of the site, in Hunter Street, including the sandstone Radisson Blue Hotel building



Figure 6: East of the site, looking the south-east corner of Hunter and Pitt Streets

Development Intent for the site

11. An indicative development scheme has been prepared by the applicant is shown in figures 7 and 8. The scheme envisages a new commercial tower up to the height of the Martin Place Sun Access Plane which is approximately 52 storeys at its maximum point.
12. The indicative development proposes approximately 46,000 square metres of floor space for commercial uses including office, retail and other business uses.



Figure 7: Proponent's reference scheme



Figure 8: Proponent's reference scheme, Hunter Street view

Planning proposal - amendments to the LEP

13. The planning proposal at Attachment A proposes to amend the LEP to insert new site-specific provisions for 15-25 Hunter Street and 105-107 Pitt Street under Division 5 Site specific provisions. The provisions are as follows:

- (a) allow maximum floor space ratio of up to 22:1 above ground (inclusive of any design excellence bonus) comprising:
 - (i) mapped floor space of 8:1;
 - (ii) accommodation floor space of 4.5:1;
 - (iii) site specific floor space of 7.5:1; and
 - (iv) additional floor space up to 10 per cent if the proposal demonstrates design excellence, to a maximum floor space ratio of 22:1;
- (b) allow a maximum floor space of 2:1 below ground, ineligible for a design excellence bonus; and

- (c) development consent can only be granted if the proposal delivers employment generating uses and a through-site link.
14. The planning proposal also seeks to list 15-17 Hunter Street, formerly known as Pangas House, in Schedule 5 – Environmental Heritage of the LEP, as a local heritage item.

Draft development control plan

15. A site-specific draft development control plan (draft DCP) is at Attachment B to this report and provides further guidance for development of the site consistent with the LEP amendments. The draft DCP provisions include:
- maximum building envelope including setbacks and street wall heights;
 - through site link with opening to the sky;
 - active frontages;
 - parking and vehicular access;
 - design excellence;
 - environmentally sustainable development targets over and above the existing controls; and
 - public art

Voluntary Planning Agreement

16. The VPA at Attachment D to this report was prepared and exhibited concurrently with the planning proposal and draft DCP. The public benefits secured through this VPA include:
- monetary contribution towards community infrastructure which aligns with and offsets the 3 per cent required under the Central Sydney Contributions Plan and payable at construction certificate stage;
 - provision of a through-site link with easement for public access for pedestrians connecting Pitt and Hunter Streets;
 - provision of on-site public art;
 - leading environmental sustainability commitments including delivery of a minimum 6 star Green Star Building rating, and that a future building is capable of meeting the City's net zero energy requirements.

Key Implications

Outcomes of the public exhibition and public authority consultation

17. The planning proposal, draft DCP and planning agreement were exhibited from 31 October to 2 December 2022
18. The City sent approximately 1,006 letters to nearby landowners and occupants to notify them of the public exhibition and provided information on how to view the supporting documentation, which was featured on the City's Sydney Your Say website.
19. A total of nine submissions were received in response to the exhibition.
20. The City's response to the issues raised in submissions are discussed below and in the submissions table at Attachment A.

Public agency submissions

21. Public agency consultation was carried out in accordance with the Gateway Determination. Transport for NSW, Sydney Metro, Heritage NSW, Sydney Airport Corporation, Air Services Australia, Sydney Water, and Ausgrid were all consulted.
22. Sydney Metro raised concerns about the basement design due to the location of the Metro tunnels and station caverns, through-site link design in the reference scheme, construction traffic management and heritage.
23. Heritage NSW made comments in relation to impacts on the State Heritage Listed Tank Stream on the site, and adjoining State heritage buildings.
24. Sydney Airport and Sydney Water advised future development applications would need to address areas of concern including height and impacts on water infrastructure.

Proponent submission

25. The submission by Ethos Urban, on behalf of Milligan Group, the proponent for the planning proposal, raised two issues in relation to the exhibited planning proposal. These were:
 - changes to clauses relating to parking controls, with the controls in the Sydney LEP 2012 to apply
 - amendments to sustainable development controls in the draft DCP.
26. These issues raised in the submission are discussed in detail below.

Submissions from the community

27. Four submissions were raised by the community. Two supported the proposal, with issues raised in the other two submissions relating to roadway design and pedestrian volumes.

Discussion of issues raised in submissions

Sydney Metro West and (station name) station impacts

28. Sydney Metro requested that the basement design in the reference scheme be updated to reflect the location of the Hunter Street Metro station cavern and tunnels and setback requirements to this infrastructure. It was also requested that the draft DCP be amended to include these requirements, and that consultation with Sydney Metro continue with regards to the future basement design.
29. The reference scheme is indicative only, to assist in understanding the potential built form that may occur on the site resulting from the proposed controls. Any future development on the site, including any basement, would need to meet the requirements of the Transport and Infrastructure State Environmental Planning Policy (SEPP), including setbacks from infrastructure, and therefore inclusion of specific controls in the draft DCP are unnecessary. The City encourages the proponent and Sydney Metro to continue to consult on the future designs of their proposed developments.
30. Sydney Metro supported a through-site link connecting the subject site to the adjoining Metro site but noted there are design issues that would need to be addressed, such as level differences, and the alignment of Empire Lane. Sydney Metro recommended that the competition brief include a requirement for the site to support a through-site link to the station site.
31. The planning proposal includes a requirement for a through-site link for pedestrians connecting Hunter and Pitt Streets. The draft DCP includes controls for this through-site link within the subject site to reflect the historical alignment of Empire Lane, and to minimise impacts on the proposed heritage listed former Pangas House building (which is also above the State heritage listed Tank Stream tunnels). The design competition brief will be informed by the development controls adopted for the site, as well as any planning controls including relevant SEPPs. The draft DCP encourages a through-site link between the two sites. The City encourages the proponent of the subject site, and Sydney Metro continuing to engage to achieve complementary design outcomes.
32. Sydney Metro also requested further discussions about how future construction traffic would impact construction on the Metro site. Management of construction traffic would be considered by the City and Transport for NSW as part of any future development application for the site, which would follow the completion of the competitive design process.
33. The Sydney Metro submission acknowledged the proposal to list the former Pangas House as a local heritage item, but that the listing should take into consideration the interface with the future metro station building and any pedestrian access/egress into the station. It was also requested that the heritage interpretation strategy for a future development of the site be available to review once this becomes available.

34. The proposed heritage listing is for an existing building outside of the Sydney Metro site. It is a building which Sydney Metro would ordinarily need to take into consideration when designing future development on their site. It is noted that the State heritage listed Tank Stream and tunnels is located underneath former Pangas House which would limit any future development in this location of the site. Any heritage interpretation strategy to support a future development application on the subject site would be available as part of the public consultation process. As an adjoining owner, Sydney Metro would be able to comment on this document at the time.
35. No changes to the planning proposal are therefore recommended to respond to the submission from Sydney Metro.

Heritage NSW issues

36. Heritage NSW advised that if future development on the site encroaches on the State Heritage Register listing of the Tank Stream curtilage, an Integrated Development Application would be required.
37. The submission recommended an on-site interpretation of the Tank Stream within a publicly accessible space on the site. In response, it is recommended that the draft DCP includes elaborating on a control encouraging the public art on the site to incorporate interpretation of the Tank Stream.
38. Heritage NSW also recommended that a DCP provision be included for the future podium on the site to consider appropriate massing, scale, materiality and facade articulation to address the Wales House State heritage item (currently the Radisson Blu Hotel). It is considered that the City's existing DCP provisions regarding impact on heritage items in the vicinity would satisfactorily address these concerns, in addition to the City's other assessment processes including the Design Advisory Panel.

Car parking controls

39. Attached to the planning proposal at Appendix 1 are example clauses, which are subject to Parliamentary Counsel's drafting. These clauses are attached to the planning proposal to provide an indication of the clauses that may apply to the site. Proposed clause 7 in the example clauses inadvertently included clauses 7.3, 7.6, 7.7 and 7.9 of the LEP to not apply to future development on the site. These clauses regulate the maximum number of car parking spaces on site for different uses. As these clauses should apply to future development on the site, they have been removed from proposed clause 7 of the example clauses. The removal of these clauses was supported by the proponent.

Ecologically sustainable development controls

40. Amendments to the ecologically sustainable development provisions for this site were requested by the proponent. Most of these changes relate to being consistent with the Council endorsed draft Net Zero Energy Building performance standards for the whole council area, as well as clarifying when the controls apply, refining the refrigeration requirements, and clarifying the hybrid timber structure components for a future tower on the site
41. These changes have been included in the draft Development Control Plan at Attachment C of this report

Strategic Alignment - Central Sydney Planning Strategy

42. As the economic heart of Australia's most global city, Central Sydney plays a critical role in the continued growth and economic success of Greater Sydney, the state and national economy. The Central Sydney Planning Framework sets a planning approach to maintain employment and productivity, create high quality places and deliver on Sustainable Sydney 2030-2050 Continuing the Vision.
43. The planning framework includes opportunities for additional height and density in the right locations, balanced with environmental sustainability initiatives, and sets criteria for excellence in urban design.
44. This planning proposal is aligned with the following relevant key moves of the Central Sydney Planning Framework:
 - (a) Key Move 1: Prioritise employment growth and increase capacity - this planning proposal will facilitate additional business and employment floor space in the City Core precinct, increasing the capacity and contributing to economic growth in Central Sydney.
 - (b) Key Move 2: Ensure development responds to context - by ensuring compliance with wind and daylight requirements, this planning proposal ensures future development is responsive to its context and will not result in adverse impacts in the public domain.
 - (c) Key Move 5: Ensure infrastructure keeps pace with growth - this proposal secures a contribution towards community infrastructure in Central Sydney.
 - (d) Key Move 6: Move towards a more sustainable city - the draft DCP for the subject site includes sustainability targets in accordance with the Strategy and Guidelines.
 - (e) Key Move 7: Protect, enhance expand Central Sydney's heritage, public places and spaces.
 - (f) Key Move 8: Move people more easily - the subject site is well located to capitalise on existing and planned public and active transport investment including the light rail, metro and upgrades to the pedestrian network, making it easier for people to move in Central Sydney.
 - (g) Key Move 9: Commitment to design excellence - future development will be subject to an architectural design competition.

Strategic Alignment - Regional and Local Planning

45. The Greater Cities Commission's Greater Sydney Region Plan and Eastern City District Plan are used to shape strategic planning and infrastructure in metropolitan Sydney and align planning from the broadest regional area to the local area. The City's Local Strategic Planning Statement sets the overall land use planning strategy for the city which is required to align with the Region and District Plans. The City's planning controls are then required to give effect to the strategic plans.
46. The Region Plan, District Plan and Local Strategic Planning Statement adopt planning priorities of similar themes, being productivity, liveability, infrastructure, sustainability and governance. How this proposal gives effect to these priorities is discussed in detail in the planning proposal and summarised below:

- (a) **Productivity** - the proposal will deliver additional employment generating floor space close to existing and planning transport connections, including the George Street and Martin Place Metro stations. It will also provide additional premium office space within the City Core precinct of Central Sydney. In addition to meeting this objective of the Greater Sydney Region Plan, the proposal gives effect to productivity strategic planning priorities, particularly:
- (i) Eastern City District Plan Priorities
 - a. E7 - Growing a stronger and more competitive Harbour CBD
 - b. E10 - Delivering integrated land use and transport planning for a 30 minute city
 - c. E11 - Growing investment, business opportunities and jobs in strategic centres
 - d. E13 - Supporting growth of targeted industry sectors in the District Plan
 - (ii) Local Strategic Planning Statement Priorities
 - a. P1 - Growing a stronger, more competitive Central Sydney
- (b) **Liveability** - the proposed indicative concept includes retail activation and publicly accessible through site link including improving the amenity for workers and visitors in the surrounding area. In addition to meeting this objective of the Greater Sydney Region Plan, the proposal gives effect to liveability strategic planning priorities, particularly
- (i) Eastern City District Plan Priorities
 - a. E6 – Creating and renewing great places and local centres, and respecting the District’s heritage in the District Plan
 - (ii) Local Strategic Planning Statement Priorities
 - a. L5 - Creating great places in the Local Strategic Planning Statement
- (c) **Infrastructure** - redevelopment of the site will benefit from the planned additional transport infrastructure capacity and will contribute towards new community infrastructure to be delivered in Central Sydney. In addition to meeting this objective of the Greater Sydney Region Plan, the proposal gives effect to the infrastructure strategic planning priorities particularly:
- (i) Eastern City District Plan Priorities
 - a. E1 - Planning for a city supported by infrastructure in the District Plan
 - (ii) Local Strategic Planning Statement Priorities
 - a. I1 - Movement for walkable neighbourhoods and a connected city
 - b. I2 - Align development and growth with supporting infrastructure

- (d) **Sustainability** - the planning proposal will facilitate the redevelopment of the subject site with new and improved sustainability outcomes. In addition to meeting this objective of the Greater Sydney Region Plan, the proposal gives effect to the sustainability strategic planning priorities particularly:
- (i) Eastern City District Plan Priorities
 - a. E19 - Reducing carbon emissions and managing energy, water and waste efficiently in the District Plan.
 - (ii) Local Strategic Planning Statement Priorities
 - a. S11 - Creating better buildings and places to reduce emissions and water and use water more efficiently in the Local Strategic Planning Statement.

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

47. 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.
48. This planning proposal is aligned with the following strategic directions and objectives
- (a) Direction 2 - A leading environmental performer - the draft DCP that accompanies this planning proposal delivers ambitious sustainability targets for future development on the site which are also secured by the planning agreement.
 - (b) Direction 4 - Design excellence and sustainable development - future development will be subject to a competitive design process to achieve design excellence, and the attainment of key sustainability benchmarks.
 - (c) Direction 5 - A city for walking, cycling and public transport - the planning proposal includes the requirements for a through site link connecting Pitt and Hunter Streets and provides for a potential link to the adjoining Sydney Metro West Hunter Street Station development adjoining the western boundary of the site. The site also adjoins the Pitt Street cycleway, providing ease of cycling access to the site.
 - (d) Direction 7 - Resilient and diverse communities - this planning proposal will enhance the City Core precinct with increased business opportunities for investment, employment and improved pedestrian connections for workers and visitors
 - (e) Direction 8 - A thriving cultural and creative life - the draft DCP includes a number of controls including future development to include active frontages at key locations, pedestrian through site link, and provisions for the delivery of public art to support activation to this part of the city, contributing to an engaging and creative city.
 - (f) Direction 9 - A transformed and innovative economy - the proposal will support and foster new employment and investment opportunities through the provision of employment generating floor space.

Relevant Legislation

49. Environmental Planning and Assessment Act 1979.
50. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

51. The Gateway Determination requires that the amendment to the Sydney LEP 2012 is completed by 13 June 2023.
52. The Gateway Determination did not authorise Council to be the local plan making authority to make the local environmental plan. The Department advised in their covering letter to the Gateway Determination, that Council's request for the Department of Planning and Environment to draft and finalise the LEP should be made 2 months in advance of the date the LEP is projected to be made, which is 13 April 2023.
53. Once this process is complete and the plan is made, the amendment to the Sydney LEP 2012 will come into effect when published on the NSW Legislation website
54. If approved by Council, the revised DCP will come into effect on the same day as the amendment to the LEP.
55. The planning agreement is to be executed prior to the finalisation of the amendments to the LEP and DCP.

GRAHAM JAHN AM

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