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URBAN DESIGN

Planning Proposal

4-12 Railway Street,
Lidcombe NSW

Submitted to Cumberland Council
On Behalf of Lidcombe Property (NSW) Pty Ltd

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Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
01	19/09/17	Anthony Kazacos <i>Senior Project Planner</i>	Stephen Kerr <i>Executive Director</i>	Stephen Kerr <i>Executive Director</i> 
02	20/09/17			

This document is preliminary unless approved by a Director of City Plan Strategy & Development

CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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Table of Contents

1. Executive Summary	4
2. The Site	6
2.1 Location and description.....	6
2.2 Existing development	8
2.3 Adjacent and surrounding development.....	10
2.4 Existing Planning Controls.....	13
2.5 Surrounding Development.....	15
3. Indicative Concept Plan	16
4. Objectives or Intended Outcomes	20
5. Explanation of provisions	21
6. Justification	22
6.1 Need for a Planning Proposal	22
6.2 Relationship to Strategic Planning Framework	28
6.3 Environmental, Social and Economic Impact	37
6.4 State and Commonwealth Interests	40
7. Mapping	41
8. Consultation	42
8.1 Council.....	42
8.2 Community.....	42
9. Project Timeline	43
10. Conclusion	44

Appendix	Document	Prepared by
1	Survey	Geometra Consulting
2	Massing Study	Architecture & Building Works
3	Traffic Impact Assessment	Traffix
4	Public Benefit Offer	City Plan Strategy & Development

1. Executive Summary

This Planning Proposal (PP) is submitted to Cumberland Council on behalf of the proponent Lidcombe Property (NSW) Pty Ltd.

This PP explains the intended effect of, and justification for, the proposed amendment to the Auburn Local Environmental Plan (ALEP) 2010. The amendment is site specific for Nos. 4-12 Railway Street, Lidcombe (the site).

In broad terms, the PP seeks to create additional development rights on the site to offset the cost of dedicating, free of charge, 889 sqm of land to extend the 'linear' park.

It has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the relevant Department of Planning Guidelines including "A Guide to Preparing Local Environmental Plans" and "A Guide to Preparing Planning Proposals."

Draft Auburn and Lidcombe Town Centre Strategy

In early 2017, Council released its Draft Auburn and Lidcombe Town Centre Strategy. The purpose of the Strategy is to assess the feasibility of existing planning controls and to encourage high quality urban design.

The strategy concluded that the site's current height limit of 32 metres is insufficient to accommodate the existing 5:1 FSR. An increase in height within the precinct was analysed and the strategy concluded that increasing the height to 60 metres would allow the FSR of 5:1 to be achieved while providing design flexibility for a variety of built form envelopes including podiums and towers.

This strategy was considered during the preparation of this PP and the indicative concept and LEP amendments are generally consistent with its aims, objective and recommendations.

LEP Amendments

To ensure the redevelopment and associated public benefits are delivered the following amendments to the ALEP are required:

	Current	Proposed
Building Height	B4 zoned land - 32 metres. RE1 zoned land - n/a.	B4 zoned land - 62 metres. RE1 zoned land - no change proposed.
Floor Space Ratio	B4 zoned land - 5:1. RE1 zoned land - n/a.	B4 zoned land - 5.65:1. RE1 zoned land - no change proposed.

As noted above, the site's RE1 zone does not benefit from a FSR, as it has been reserved for acquisition for a new park. It is proposed to increase the FSR on the B4 zoned land to redistribute the potential floorspace which may have been achieved if the site was not reserved for acquisition (Note: this is consistent with the valuation basis if the land were acquired by Council in accordance with the RE1 zone). This is also consistent with the Draft Strategy which states that floor space should be transferred between amalgamated properties so that public space is not disproportionately located on any one property.

These amendments will allow for continued employment on the site with approximately 900 sqm of commercial space in addition to 380 apartments.

Public Benefits

As well as providing additional housing and employment within an accessible location, the redevelopment would provide the following benefits to the local community:

- New Park - the dedication of approximately 889 sqm along the site's Davey Street frontage for a new local park at no cost to the community, freeing up approximately \$6.575 million to fund other infrastructure in the locality.

- Through site link: new pedestrian links through the site, to increase and improve connectivity and permeability within the town centre.

Careful attention has been given to the potential built form. The indicative scheme, accompanying this proposal, responds to the site's surrounding context and topography, by providing a transition in heights and suitable setbacks from all boundaries. This will ensure any impacts such as visual bulk and shadowing are kept to a minimum and the resulting buildings are appropriate to the future Lidcombe Town Centre context.

This PP addresses all relevant considerations under the Guidelines and demonstrates that the proposal is consistent with State, Regional and Local planning policies and also the relevant s117 Ministerial Directions.

In summary, there is a sound planning basis and strategic merit to support the rezoning of the site as promoted by this PP.

2. The Site

2.1 Location and description

The subject site is located within the Lidcombe Town Centre and within the Cumberland Local Government Area (LGA). As illustrated in the figure below, it is in a highly accessible location, within an approximate 250-metre walking catchment of the Lidcombe Train Station.



Figure 1: Lidcombe train station walking catchment (subject site highlighted with blue boundary)

It consists of seven allotments, including an unnamed laneway which extends from Raphael Street through the middle of the subject site. The combined site has an area of approximately 6,600 sqm with three street frontages, namely Railway Street to the north, Raphael Street to the east and Davey Street to the south (refer to Figure 2 and Table 1).



Figure 2: Aerial of the subject site, highlighted with red boundary (Source: Six Viewer)

Table 1: Lot Characteristics

Address	Lot Description	Site Area (approx.)	Frontage (approx.)
10-12 Railway Street	Lot 38 DP 222712	3,030 sqm	Railway Street - 40m Unnamed Lane - 5m
	Lot 5 DP 397	470 sqm	Raphael Street - 13m Unnamed Lane - 35m
	Lot 6 DP 397	410 sqm	Raphael Street - 12m
	Lot 7 DP 397	889 sqm	Raphael Street - 12m
	Lot 8 DP 397		Raphael Street - 13m Davey Street - 35m
6-8 Railway Street	Lot 100 DP 793305	1,230 sqm	Railway Street - 27m Unnamed Lane - 27m
4 Railway Street	Lot 1 DP 397	400 sqm	Railway Street - 10m Unnamed Lane - 10m
Unnamed Lane	n/a	170 sqm	n/a
Total		6,600 sqm (approximately)	Railway Street - 77m Raphael Street - 50m Unnamed Lane - 77m Davey Street - 35m

2.2 Existing development

The existing improvements on the subject site comprise a mix of commercial and industrial buildings. The topography of the site is relatively flat and the site includes some vegetation along the Railway Street frontage. The photos below provide an illustrative overview of the existing buildings on the subject and their relationship with the surrounding area.



Figure 3: 10-12 Railway Street - comprising of a 3-storey office building



Figure 4: 6-8 Railway Street - comprising of a 2-storey industrial building



Figure 5: 4 Railway Street and Davey Street

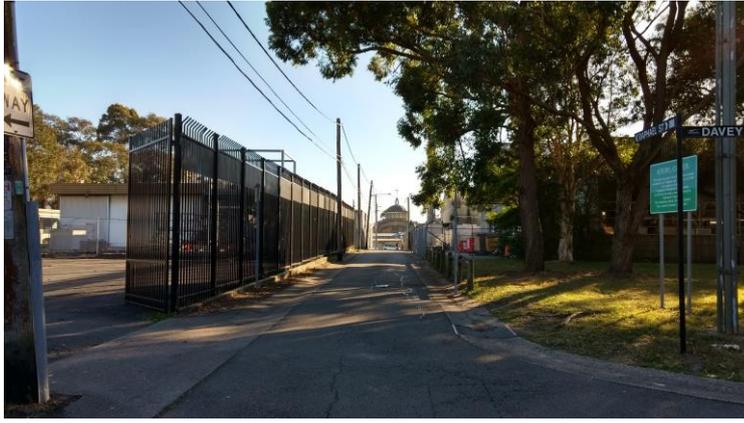


Figure 6: Properties located along Davey Street



Figure 7: Corner of Raphael and Davey Streets

2.3 Adjacent and surrounding development

The site is conveniently located within the Lidcombe Town Centre, near transport, retail, employment, leisure, cultural, educational and recreation services and amenities. A detailed description and illustrative overview of the surrounding and adjacent development has been provided below.

To the north: directly opposite the site is the T1 Railway Line and the Lidcombe train station (refer to Figure below).



Figure 8: To the north - Lidcombe Train Station

On the northern side of the railway line are a number of residential flat buildings, (refer to Figure below), the Lidcombe Fire Station, St Joachim's Catholic Primary School and the Canberra Nursing Home.



Figure 9: To the north - residential flat buildings

To the south: is a range of different built form typologies, including low density residential (refer to Figure below) and industrial. This area is however transitioning to high density residential with a number of development applications approved or being assessed.



Figure 10: To the south - low density residential with plans to be redevelopment

Also to the south is the Jewish Reserve, a park along Davey Street. Part of the subject site is proposed to be included to extend this linear park to the west (refer to Figure below).



Figure 11: To the south - the Jewish Reserve

To the east: are other industrial buildings and the Rookwood Cemetery (refer to Figure below).



Figure 12: To the East - Rookwood Cemetery

To the west: are a number of high density residential buildings in addition to Remembrance Park (refer to Figure below).



Figure 13: To the west - Remembrance Park

2.4 Existing Planning Controls

The current Auburn Local Environmental Plan 2010 (ALEP) has the following relevant controls applicable to the site:

Land use zone - B4 Mixed Use and RE1 Public Recreation

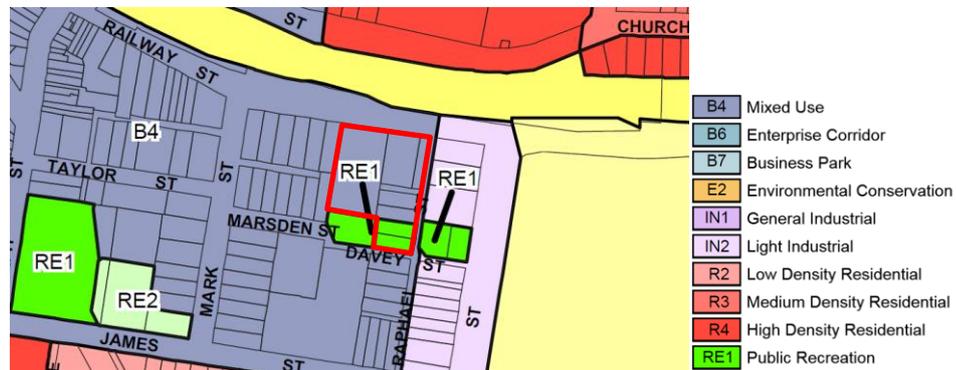


Figure 14: Land use zoning map, site highlighted with red boundary (Source: NSW Legislation)

Floor Space Ratio: 5:1 (B4 zoned land). No FSR for RE1 zoned land.

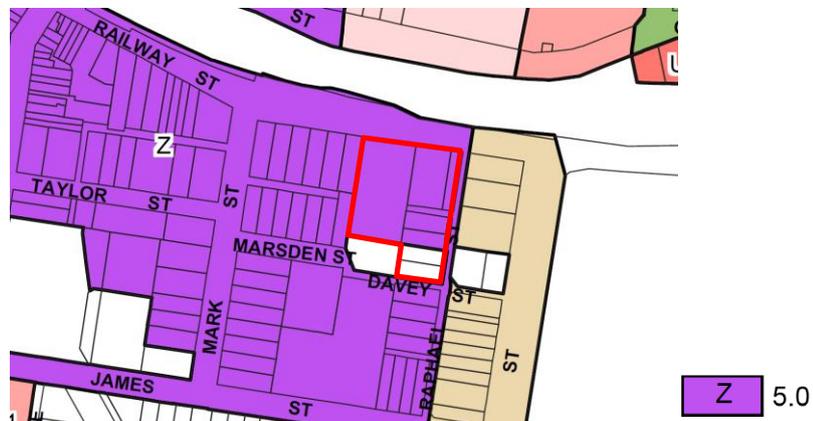


Figure 15: Floor Space Ratio, subject site highlighted with red boundary (Source: NSW Legislation)

Height of Building: 32 metres (B4 zoned land). No height limit for RE1 zoned land.

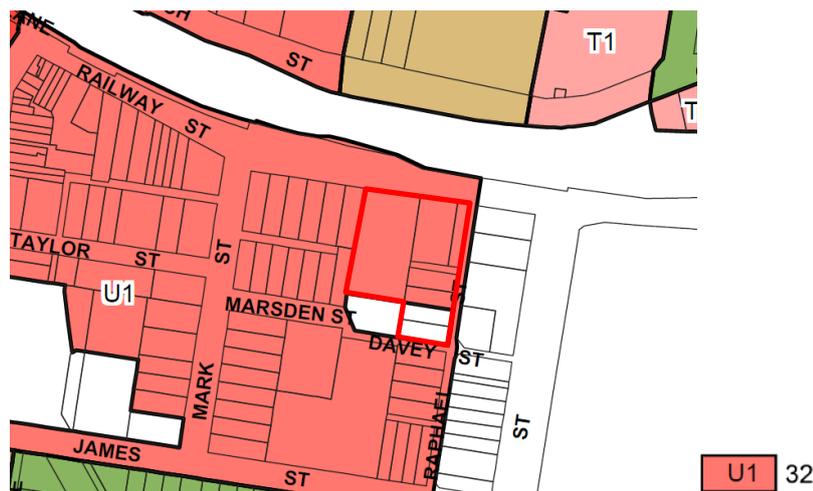


Figure 16: Height of Building, subject site highlighted with red boundary (Source: NSW Legislation)

Land Reservation Acquisition: RE1 Zoned land is reserved for acquisition by Council for local open space.

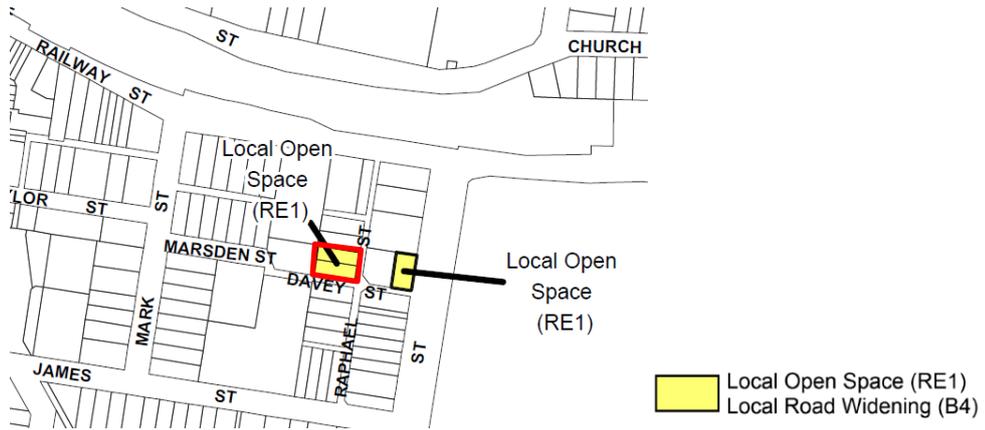


Figure 17: Land Reservation Acquisition, subject site highlighted with red boundary (Source: NSW Legislation)

2.5 Surrounding Development

Given Lidcombe's highly accessible location, in close proximity to existing jobs, services, infrastructure and public transport, there is a high level of development activity occurring. The figure and table below, outlines a summary of the development activity approved or currently proposed in the immediate vicinity of the site.



Figure 18: Surrounding development activity (subject site highlighted in blue)

	Address	Description	Status
1.	3-7 East St & 2 Railway St, Lidcombe	<p>Planning Proposal proposing:</p> <ul style="list-style-type: none"> ▪ To rezone the land to B4 Mixed Use Zone from IN2 Industrial Zone ▪ A building envelope comprised of one (1) podium level commercial/retail and nine (9) levels of residential (135 units) above ▪ Maximum building height of 32m ▪ Maximum FSR of 4:1 (GFA 12,035m²) comprised of 87% (FSR 3.5:1/GFA 10,512m²) residential atop 12.5% (FSR 0.5:1/ GFA 1,523m²) commercial/retail ground level podium. ▪ An integrated bike path. 	Under Assessment
2.	9-15 Raphael Street, Lidcombe	Demolition of all existing structures and construction of 10 storey residential flat building consisting of 117 units with 4 levels of basement parking	Under Assessment
3.	18-24 Railway Street, Lidcombe	Demolition of existing structures, construction of an eleven storey mixed use development with 139 apartments and 3 levels basement car parking including a Voluntary Planning Agreement for the dedication of land to Council to widen an adjoining laneway	Under Assessment

3. Indicative Concept Plan

A Massing Study has been prepared by Architecture & Building Works and provided at Appendix 2.

It is important to note, the indicative concepts relate only to building massing and do not represent a detailed development proposal, which would only be formulated at Development Application (DA) stage.

Built Form

Careful consideration has been given to the proposed controls to ensure that any redevelopment provides a transition in height whilst retaining solar access to surrounding developments and existing and future public domain areas. The indicative concept allows for the following (refer to Figure below):

- 18 storeys - corner of Railway and Raphael Streets;
- 16 storeys - along of Raphael Street;
- 13 storeys - along Railway Street; and
- 2 storeys - along the Davey Street Park.

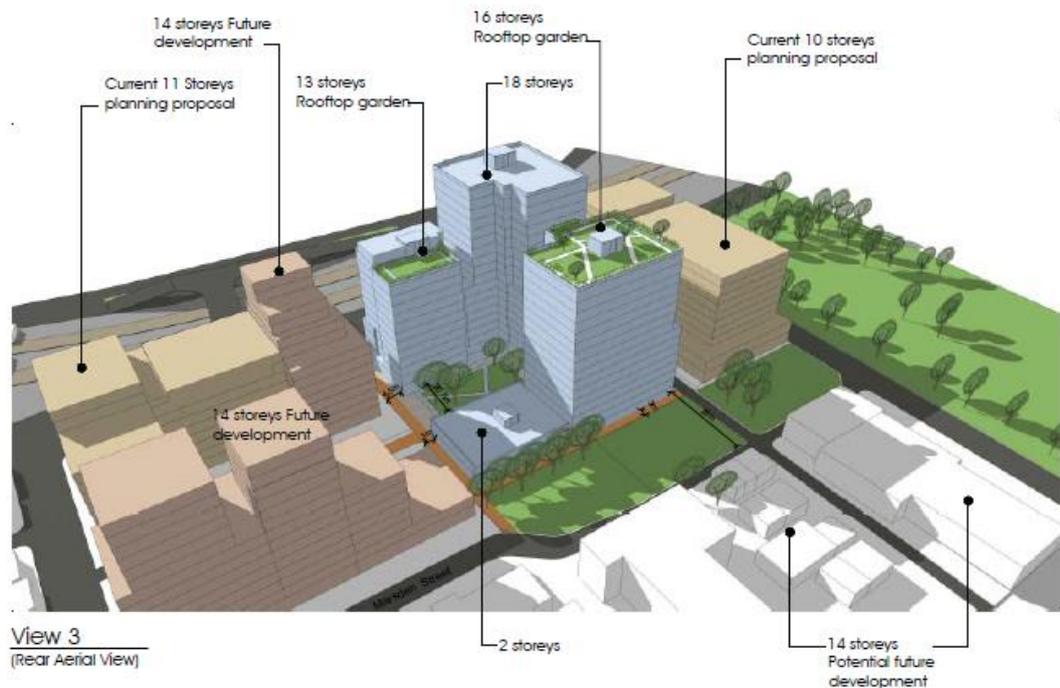


Figure 19: Indicative Building Massing

The proposed height seeks to add visual interest to the Lidcombe town-centre by providing a transition in height, which current only allows for a maximum height of between 32 to 36 metres.

The tallest tower is proposed to be located along the site's north-eastern boundary. A 9-storey development is currently proposed at 3-7 East St & 2 Railway St, Lidcombe (directly neighbouring the site to the east). Both proposals will complement each other, providing a transition in height along Railway Street, whilst jointly acknowledging the eastern entry to the town centre.

The built form extends onto the unnamed lane way which runs through the middle of the site. We understand that the proponent is currently in negotiations with Council to purchase this land.

Land Uses

Commercial floorspace, approximately 900 sqm, is proposed along the site's Railway Street frontage. This will assist in activating Railway Street, providing a range of retail and commercial opportunities, in close proximity to the Lidcombe train station.

Approximately 380 apartments are also proposed across three tower envelopes. A central landscaped courtyard is also proposed with through site links connecting Railway Street to Marsden Street and Raphael Street to the northern boundary of the site.

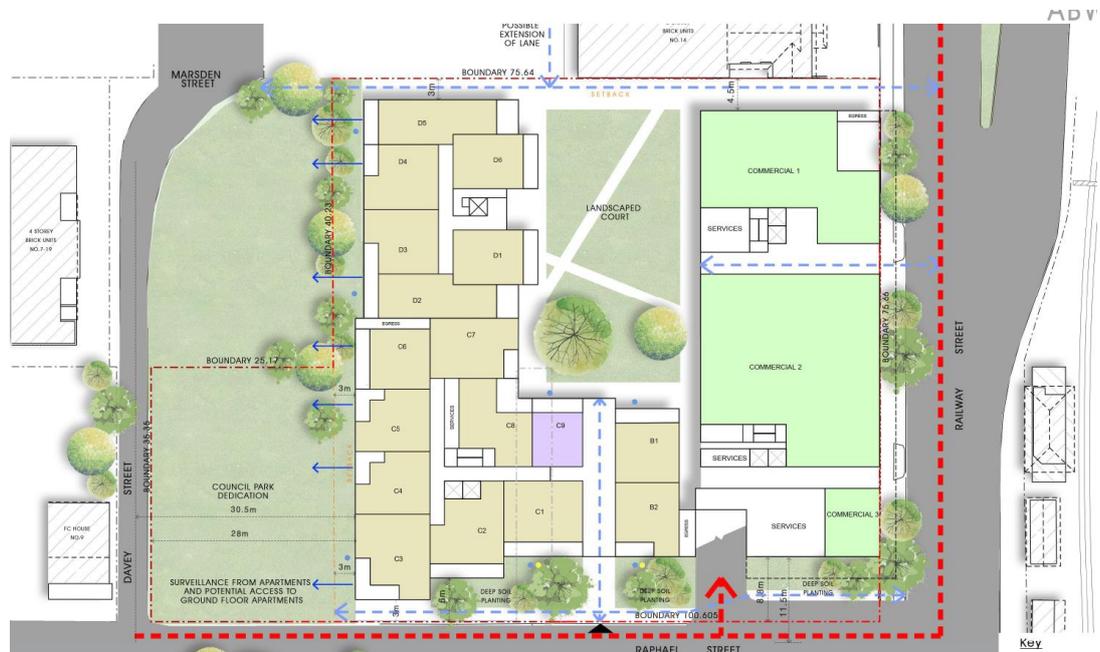


Figure 20: Proposed land uses

Land Dedication and Setbacks

Part of the site, zoned RE1 Public Recreation, is also reserved for land acquisition. The indicative concept acknowledges this classification and assumes this land (approximately 889 sqm) will be transformed into a new park, essentially an extension to the current linear park along Davey Street. Careful consideration has been given to the built form surrounding this linear park to ensure that it receives good solar access.

Generous setbacks (up to 11.5 metres) are also proposed along Davey Street (refer to figure below). A 4.5 metre setback along the site's western boundary is proposed to potentially allow for a new public through site link.



Figure 21: Proposed Land Dedication and setbacks

Apartment Design Guide

The concept has been developed with regard to the principles of SEPP 65 and the Apartment Design Guide (ADG) and to ensure the future development could comply with the applicable solar access and ventilation controls.

Appropriate separation distances have also been incorporated between buildings, including:

- 20 metres internally between buildings;
- 11.5 metres between buildings along Raphael Street and the centre of Raphael Street (assuming any development on 2 Railway St, Lidcombe also incorporates proper separation); and
- A minimum 6 metres between the two towers along Raphael Street (minimal openings will be located along these elevations). This distance increases along the upper levels.

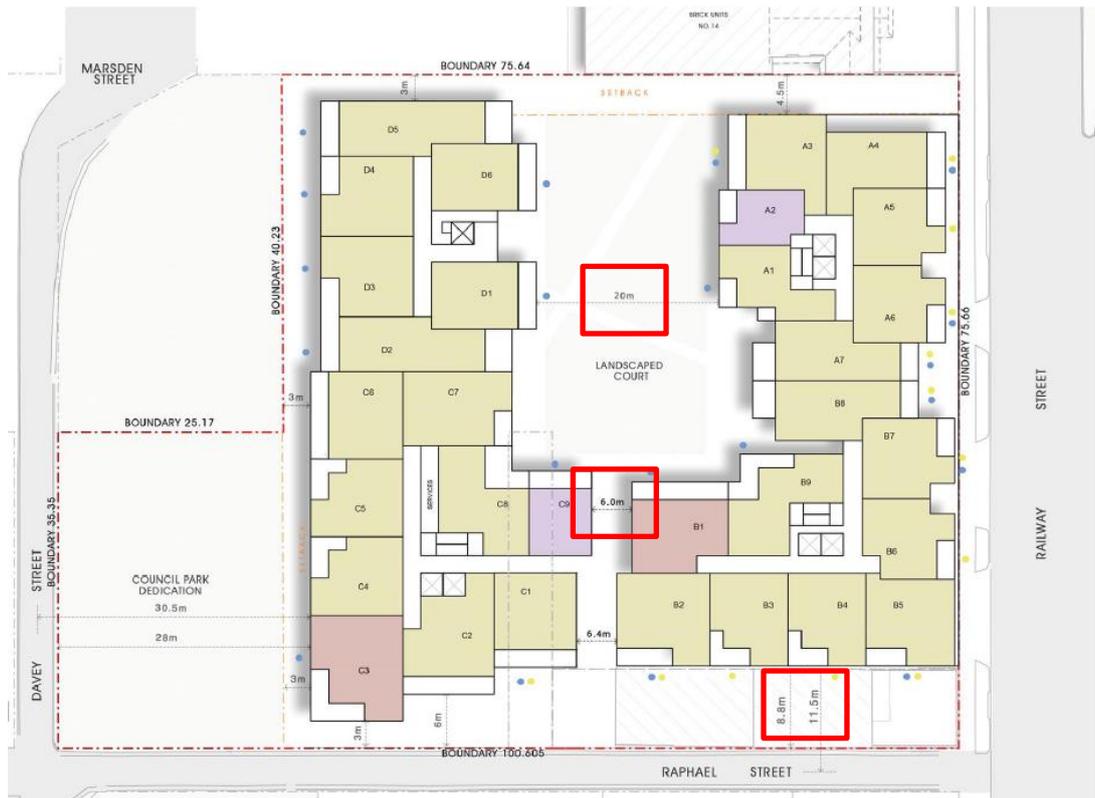


Figure 22: Separation Distances

Any future DA can therefore achieve the appropriate ADG criteria. During the detailed design of any DA the specific detailed principles will be further addressed to ensure a high standard is achieved in regard to the amenity of the proposed building and the neighbouring residential buildings.

4. Objectives or Intended Outcomes

To amend the Auburn Local Environmental Plan 2010 to enable the redevelopment of a key site within the Lidcombe Town Centre and creation of new public open space.

The objective will be achieved by:

- Introducing a height limit which can accommodate the adjusted FSR control.
- Introducing an appropriate FSR to recover the equivalent value of land proposed to be dedicated for open space.
- Providing additional dwellings in a highly accessible location.
- Locating additional jobs near existing and future dwellings.
- Amalgamating several allotments, to enable an efficient development outcome;
- Enhancing the public domain and streetscape amenity; and
- Minimising adverse impacts on existing development.

5. Explanation of provisions

The PP seeks the following modifications to the provisions of the Auburn Local Environmental Plan 2010 (ALEP):

- **Floor Space Ratio:** Amending the FSR from 5:1 to 5.65:1;

The justification for increasing the FSR is to transfer the potential floorspace from the RE1 zoned land to the B4 zoned land.

The B4 zoned land has a FSR of 5:1. The RE1 zoned land has no applicable FSR.

In accordance with the Land Acquisition (Just Terms Compensation) Act 1991, the value of the land is based on the site's development potential as unaffected by the site's acquisition status and accompanying RE1 zoning.

The GFA which could be achieved over the entire site equates to approximately 32,150 sqm. When applied to just the B4 zoned land this equates to a FSR of 5.65:1.

This methodology is consistent with Council's Draft Centres Strategy which states that a system is required "that allows floor space to be transferred between amalgamated properties so that the public space is not disproportionately located on any one property."

- **Building Height:** Amending the height from 32 metres to 62 metres to enable the FSR to be accommodated within an appropriate building form.

6. Justification

6.1 Need for a Planning Proposal

6.1.1 Is the PP a result of any strategic study or report?

In March 2017, Council released the Draft Auburn and Lidcombe Town Centre Strategy for public exhibition. The strategy was prepared in light of recent development applications which were found to be failing to deliver quality urban form in key locations within both the Auburn and Lidcombe Town Centres.

Under the strategy the site is located within 'precinct 3' of the Lidcombe Town Centre (refer to Figure below). The majority of this precinct is zoned B4 Mixed Use, with a FSR of 5:1 and a maximum building height of 32 metres.

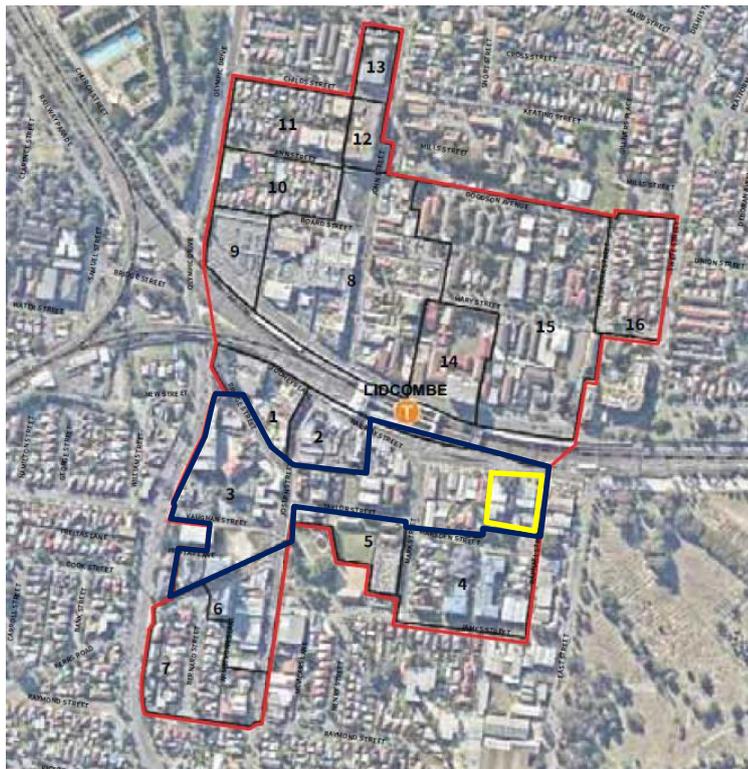


Figure 23: Lidcombe Town Centre, precinct 3 highlighted in blue and subject site highlighted in yellow

The strategy has undertaken an assessment of these controls and has concluded that the existing FSR of 5:1 requires building heights anywhere between 39-50 metres to achieve minimum standards of design quality. This suggests that the current height limit of 32 metres is insufficient to accommodate the existing FSR control.

An increase in height within the precinct was also analysed and concluded that increasing the height to 60 metres would allow the FSR of 5:1 to be achieved while providing design flexibility for a variety of built form envelopes including podiums and towers.

The strategy also outlines a series of urban design principles to inform future development within the centre. The table below outlines the indicative concept's consistency with the strategy's principles.

Table 2: Consistency with Urban Design Principles

Urban Design Principles	Response
Role of the Centre in Broader Region:	

<ul style="list-style-type: none"> Emphasise the role of the centre through height variability and higher density. 	<p>The proposed height seeks to add visual interest to the Lidcombe town centre by providing a transition in height, with greater heights along the site's Railway Street frontage, acknowledging the core of the town centre and location of the train station.</p>
<p>Urban Hierarchy:</p> <ul style="list-style-type: none"> Use height and geometry to reinforce key sites, particularly along main streets and locations which reinforce the urban hierarchy. 	
<p>Enhance Ground Level (Public Domain Network) Connections:</p> <ul style="list-style-type: none"> Green space. Pedestrian linkages (physical and visual connections) stronger linkages to train stations. Permeability of the Precincts. 	<p>The indicative concept allows for new public domain areas and through site links, improving the amenity and connectivity of the centre.</p>
<p>Respond to unique cultural community:</p> <ul style="list-style-type: none"> Opportunities for people to interact. Diverse building typologies respond to the character of the centre. 	<p>New public spaces and improved streetscapes could be provided with any future development, which could ultimately provide new opportunities for social interaction within the centre.</p>
<p>Retain Fine Grain/Active Frontages:</p> <ul style="list-style-type: none"> Public-private interface contributes to excellent public space amenity. Enrich the experience of public space by offering diverse choices at different times of the day. 	
<p>Housing mix/diversity and affordability:</p> <ul style="list-style-type: none"> Provide housing mix catering for a diverse range of households, culture and economic means. 	<p>The proposed housing will respond to the needs of the local community, and provide a mix of dwelling types to provide ageing in place, affordable housing, and adaptable and accessible housing as well as housing for first home buyers, young families and the downsizing elderly.</p>
<p>Optimise site orientation for solar access and microclimate.</p>	<p>Careful attention has been given to the indicative concept to ensure that appropriate solar access is achieved to all future apartments and also surrounding developments and neighbouring open space.</p>
<p>Apply Environmentally Sustainable Design (ESD) principles:</p> <ul style="list-style-type: none"> At Precinct scale. At Building scale. 	<p>Any development could incorporate the latest ESD principles.</p>
<p>Create and promote active lane ways:</p> <ul style="list-style-type: none"> There is potential to invigorate a lane way system within the city blocks to enact a fine grain network of public space away from 	<p>The redevelopment of the site has the potential to activate all street frontages with a variety of uses such as residential and non-residential floorspace in addition to public domain areas.</p>

<p>the main traffic routes and to support a diversity of retail activity;</p> <ul style="list-style-type: none"> Expand small scale retail capacity across the Town Centre to strengthen its role as a retail destination, distinct from the suburban mall experience. 	
<p>Create high quality active retail frontages to support life in the public domain.</p>	<p>The indicative concept has given specific attention to the site's Railway Street frontage to ensure any future development provides visual interest while allowing for a range of non-residential uses with large, commercially attractive and flexible floorplates.</p>
<p>Create public spaces that inspire and enable people to circulate and meander without a specific goal in mind but due to the inviting quality of the public domain.</p>	<p>The indicative concept plan allows for an expansion of the existing linear park along Davey Street and the building massing has been carefully arranged to ensure good sunlight access to this park.</p>
<p>Improve town centres as a destination for walking through:</p> <ul style="list-style-type: none"> a connected pedestrian network, new car-free streets, widened footpaths, a connected series of squares and destinations as walkable links. 	<p>The indicative concept promotes alternative modes of transportation, by allowing for a mixed-use development in close proximity to bus and train infrastructure. Any development could also allow for through site pedestrian links and new public domain areas.</p>
<p>Improve town centres as a place for cycling by introducing a cycling network.</p>	
<p>Ensure that any additional development opportunities are matched by public benefits of commensurate value additional to what would normally be required by a new development.</p>	<p>The proposed scheme allows for land dedication for a new park along Davey Street. The dedication has an equivalent value when compared to the proposed FSR increase.</p>
<p>Ensure new, taller development is sensitively designed at the interface of changing height and land use zones to provide appropriate amenity and scale.</p>	<p>The indicative concept allows for a transition in height to ensure surrounding developments and public domain areas received adequate solar access.</p>
<p>Design Strategy – Built Form</p> <p>Our built form strategy is generally predicated on a podium and tower typology consistent with council's current controls (exceptions apply to opportunity sites).</p> <p>Our testing of development follows hypothetical site amalgamations that arrive at minimum lot sizes of 1000m².</p> <p>Residential footprints are shown as a commercial normative, whereby:</p> <ul style="list-style-type: none"> The NSW Apartment Design Guide governs building separations; 	<p>The site has a total area of approximately 6,600 sqm.</p> <p>The proposed building mass has been divided into multiple tower forms to minimise the appearance of bulk. Further details regarding the articulation will be provided at DA stage.</p> <p>Consideration has been given to the ADG, to ensure future apartments and surrounding development receive adequate solar access.</p>

<ul style="list-style-type: none"> ▪ Residential footprints are approximately 18m wide, based on a double-loaded common corridor; ▪ Residential footprints have GFA between 600-900m² except where site conditions dictate otherwise; and ▪ Residential footprints are ideally around 45m in length and not more than 50m. 	
<p>Building Height and Floor Space</p> <ul style="list-style-type: none"> ▪ The measure of architectural merit of a tall or short building should involve impact on the public domain; ▪ Street wall length not exceeding 45m ▪ Adequate separation between towers, following the NSW Apartment Design Guide ▪ Increase in height limits on opportunity sites to allow the creation of open space without reducing overall floor space yields ▪ A system that allows floor space to be transferred between amalgamated properties so that the public space is not disproportionately located on any one property. 	<p>Due to the proposed transition in height, the indicative built form does not adversely impact on the surrounding existing or future public domain.</p> <p>The allotment has an approximate 77 metre frontage along Railway Street. This frontage will be articulated to minimise the appearance of bulk.</p> <p>The increase in height and density allows for the dedication of land for public open space, without negatively impacting the viability of development on the site.</p>
<p>Public Space</p> <p>The effect of proposed development upon the public domain of the town centres is a significant consideration of Council, assuming other numerical compliances of FSR, height and internal residential amenity are met. The quality of the public domain is a good measure of merit in a development.</p> <p>New public paths and public space are recurrent features of the blocks studied in this report. New streets and lane ways have generally been proposed which have the benefit of:</p> <ul style="list-style-type: none"> ▪ Creating opportunities for new frontages for buildings so that new buildings address the streets that circumscribe a block as well as the internal lane; ▪ Creating new opportunities for frontages to lanes within blocks, promoting fine grain pedestrian activity. <p>The town centres are currently deficient in public space, apart from footpaths. There is a distinct absence of large public space where</p>	<p>The proposed development includes several opportunities to improve the surrounding public domain and streetscape, including:</p> <ul style="list-style-type: none"> ▪ Dedication of land for a new park along Davey Street. This park has a width of approximately 28 metres; ▪ Increased setbacks along Raphael Street; ▪ Active frontages along Railway Street, to accommodate non-residential uses; and ▪ Potential through site links, connecting Raphael Street to Mark Street and Railway Street to Davey Street. <p>These potential public benefits will improve the connectivity and amenity of the town centre, providing new opportunities for social interaction whilst promoting a fine grain pedestrian network.</p>

<p>people are invited to sit and stay, protected from unpleasant sensory experiences.</p> <ul style="list-style-type: none"> ▪ This study anticipates more residents in the centre; hence the demand for public open space is expected to grow. ▪ This study considers the following criteria for the design of public space in the town centre: <ul style="list-style-type: none"> ▪ Active frontages serving to activate the public space; ▪ The width of public spaces should ideally be 28m-35m so that the activity on one side of the space is not too distant from the other side; ▪ Public spaces should have good solar access; ▪ The public space shown internally to blocks should be part of a network of pedestrian circulation from the streets that circumscribe the blocks; ▪ The public space shown is an allocation but not a design; it is not intended that all public space must be green. ▪ Public space that falls disproportionately upon one lot should be cross-subsidised by other lots that benefit from the open space. <p>Where possible, proponents of development should utilise combined underground parking with consolidated entries, rather than have individual separate entries to basement parking and more points of conflict with pedestrians.</p>	
<p>The testing reveals a recurring pattern across the Lidcombe and Auburn Town Centres. That is, there is an optimal height which achieves better design outcomes found to be determined by the interplay of FSR and lot size.</p> <p>The study confirms that:</p> <ul style="list-style-type: none"> ▪ When height is too low for the quantum of FSR applicable to a site, this will produce overly large floor plates resulting in squat and bulky buildings. These buildings lack articulation, do not meet the residential amenity guidelines prescribed by the NSW Apartment Design Guide, and lead to over 	<p>The proposed height is considered acceptable, given that it:</p> <ul style="list-style-type: none"> ▪ allows the FSR to be achieved within an appropriate building form that varies from 2 to 18 stories; ▪ achieves compliance with the ADG; ▪ is located on a key site within the town centre, with a large site area; ▪ transfers the development potential of Lot 7 & 8 DP 397 (proposed new park) enabling the dedication of the park at no cost to Council or the community and freeing up more than \$6 million to be spent on other essential public domain improvements;

<p>development of sites limiting the opportunity for ground floor public domain.</p> <ul style="list-style-type: none"> ▪ In contrast, when height is too high for the quantum of FSR applicable to a site, small, unviable floorplates results. These do not meet the residential amenity requirements prescribed by the NSW Apartment Guide and result in skinny towers which are disproportionate in scale and size to the associated podium. 	<ul style="list-style-type: none"> ▪ provides a transition in height within the town centre; ▪ acknowledges the entrance to the town centre and the location of the train station; and ▪ does not adversely impact surrounding development or public domain areas.
<p>Lot Size and FSR</p> <p>Further to the relationship between the interplay of FSR and lot size, Figure 4.4, below demonstrates the sliding scale impact of lot size and FSR and how this impacts height. It shows the optimum lot size, on a sliding scale, required to achieve 600-900 sqm residential floor plates, to maximise both height and FSR. This is shown for the 60 metre Maximum Height and the 90 metre maximum height. These figures are intended to show the interrelationship between the elements of height FSR and lot size.</p>	<p>The site is of a suitable size to accommodate the propose controls. It generally achieves compliance with the ADG whilst provide appropriate residential floorplates.</p>

6.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This PP is the most transparent means of achieving the desired outcomes to facilitate the economic redevelopment of the land and public benefit with a well-designed mixed use building that responds to its immediate and surrounding context and provides an improved planning outcome.

6.2 Relationship to Strategic Planning Framework

6.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

'A Plan for Growing Sydney' (the Sydney Metropolitan Strategy) is the NSW Government's 20-year plan for the Sydney Metropolitan Area. It provides direction for Sydney's productivity, environmental management, and liveability; and for the location of housing, employment, infrastructure and open space.

Consistency with 'A Plan for Growing Sydney' is outlined in the below table.

Table 3: Consistency with 'A Plan for Growing Sydney'

Direction	Response
GOAL 1: A competitive economy with world-class services and transport	
Direction 1.1: Grow a more internationally competitive Sydney CBD	The site is less than 20 km from the Sydney CBD. By providing additional dwellings, the proposal will allow future residents to visit the Sydney CBD by public transportation to access employment and retail opportunities.
Direction 1.2 Grow a greater Parramatta - Sydney second CBD	The site is located 200 metres from the Lidcombe train station which provides access to the Parramatta CBD via an 11 minute train journey that departs every 8 minutes. Providing additional housing in this location will make other land uses within Parramatta such as office space more competitive and as a result reinforce Parramatta as Sydney's second CBD.
GOAL 2: A city of housing choice, with homes that meet our needs and lifestyles	
Direction 2.1 Accelerate housing supply across Sydney	The proposed development is capable of immediately increasing the supply of housing in a highly accessible location. This PP incorporates approximately 380 apartments.
Direction 2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs	The PP is capable of providing approximately 380 apartments, in close proximity to existing employment and infrastructure within the Lidcombe town centre.
Direction 2.3 Improve housing choice to suit different needs and lifestyles	The proposed development is capable of providing housing choice which will respond to the needs of the local community, and provide a mix of dwelling types to provide ageing in place and affordable housing. It will also consist of adaptable and accessible housing as well as housing for first home buyers, young families and the downsizing elderly.
GOAL 3: A great place to live with communities that are strong, healthy and well connected	

Direction 3.1 Revitalise Existing Suburbs	This PP is located on a key site and will assist in providing additional jobs, dwellings and public domain improvements on the southern side of the railway line.
Direction 3.2 Create a network of interlinked, multipurpose open and green spaces across Sydney	The PP provides an opportunity to provide for a new and enhanced public domain area within the Lidcombe town centre.
Direction 3.3 Create healthy built environments	The PP will improve the overall amenity of the area and will provide opportunities to improve accessibility and connectivity to and from existing services and infrastructure within the centre. This will promote social cohesion and community connectivity.
West Central Subregion - Priorities:	
<ul style="list-style-type: none"> Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways. Facilitate delivery of Carter Street Priority Precinct, Lidcombe Priority Precinct and Wentworth Point Priority Precinct. 	<ul style="list-style-type: none"> The site is within a highly appropriate and suitable location to accommodate urban renewal, being within walking distance to both train and bus infrastructure and within an existing town centre. Limited information was available on the Lidcombe priority precinct when preparing this PP.

The site is within the West Central District. The table below outlines consistency with the draft West Central District Plan.

Table 4: Consistency with the draft West Central District Plan

Priorities	Comment
A Productive City	
3.2 Driving the growth of the Central City	<p>The proposed development is capable of supporting growth of the 'Central City' by providing residential apartments in close proximity to Parramatta, which can be accessed by the Lidcombe train station.</p> <p>This will assist in retaining Parramatta's international competitiveness and the economics of agglomeration that lead to greater concentration of specialist knowledge-based skills.</p>
3.5 Improving access to a greater number of jobs and centres within 30 minutes	The site is located approximately 200 metres (within walking distance) of the Lidcombe train station, which provides direct access to major centres such as Sydney Olympic Park,

	Parramatta and the Sydney CBD. This PP will therefore directly assist with satisfying this priority by providing additional housing in a highly accessible location, in close proximity to existing employment and services.
3.7 Attracting employment and urban services activity	The site is located within the Lidcombe Town Centre. The PP proposes approximately 900 sqm of non-residential floorspace which will directly assist in attracting and retaining businesses within the centre.
A Liveable City	
4.3 Improve housing diversity and affordability	The proposed development will provide an increase in the supply of housing in a high demand area of Sydney. Increasing the volume of housing supply is a government imperative because it assists to address affordability by tempering the pace of house price growth. The provision of dwellings on the site would help to achieve this and constitutes a strong positive economic impact.
4.6 Create great places	This concept, which forms part of this proposal, outlines that any future development is capable of accommodating new public open space and improved streetscapes and increasing the resources available to Council to undertake public domain improvements.
4.8 Respond to people's need for services	The existing public infrastructure surrounding the site is capable of accommodating this PP.

The Department of Planning and Environment have released new assessment criteria for assessing PPs, to justify and determine if a PP has strategic planning merit.

In this respect, as outlined in the below summary table, this site has strategic merit.

Table 5: DPE's Assessment Criteria

Does the proposal have strategic merit? Is it:	
Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment;	Table 4 outlines consistency with the draft Central District Plan. 'A Plan for Growing Sydney' refers to the Lidcombe Priority Precinct. Limited information was available for this precinct when preparing this PP. There are no other corridor/precinct strategies applicable to the site.
Consistent with the relevant local council strategy that has been endorsed by the Department; or	There are no local council strategies, that we are aware of, that have been endorsed by DPE, relevant to the PP.
Responding to a change in circumstances, such as the	Infrastructure

<p>investment in new infrastructure or changing demographic trends what have not been recognised by existing planning controls.</p>	<p>There is significant infrastructure investment occurring within the vicinity of the subject site, including the construction of the Westconnex, Parramatta to Sydney Metro and the Parramatta Light Rail. The NSW government is also currently investing in the Lidcombe to Granville Rail Corridor Upgrade to improve network reliability and capacity. This PP has the potential to maximise the usage of this new/upgraded infrastructure.</p> <p>Local Environmental Plans</p> <p>The LEP (which was gazetted in 2010) is approximately 7 years old.</p> <p>'A Plan for Growing Sydney', the draft District Plans and the 2016 population and dwelling projections were released after the gazettal of the LEP.</p> <p>The new district plans outline that the LGA needs to accommodate 9,350 additional dwellings by 2020/21.</p> <p>As the planning controls applicable are approximately 7 years old, a review of planning controls is therefore required in order to ensure the LGA can accommodate the forecast growth.</p> <p>This PP is capable of assisting the LGA in accommodating this growth by providing approximately 380 apartments.</p>
<p>Does the proposal have site-specific merit, having regard to the following:</p>	
<p>The natural environment (including known significant values, resources or hazards),</p>	<p>The PP is located within an existing urban environment and is not subject to environmental constraints.</p>
<p>The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and</p>	<p>The PP has taken into consideration its surrounding context. It will not adversely impact any surrounding development (existing or proposed).</p>
<p>The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</p>	<p>There is sufficient infrastructure available to accommodate the proposed development.</p>

6.2.2 Is the planning proposal consistent with a council's local strategy or other local strategic plan?

There are no known local strategic plans which have been prepared for the LGA and endorsed by the Secretary of Planning and Environment.

The development is consistent with the objectives and principles of the Auburn and Lidcombe Town Centres Strategy (refer to Section 6.1.1).

Additionally, as outlined in the below tables, the proposal is consistent with Council's other local strategies and policies, including the 'Cumberland Interim Affordable Housing Policy' and the 'Auburn City Residential Development Strategy'.

Table 6: Consistency with the Cumberland Interim Affordable Housing Policy

Requirement	Comment
<p>As a priority, these affordable housing contributions will support the achievement of the following targets:</p> <ul style="list-style-type: none"> a. The Draft West Central District Plan target of 5 – 10% of new dwellings dedicated for very low and low income households; b. Council's interim target for planning proposals to provide for 5% of any additional residential floor space for very low and low income households. 	<p>The PP only proposes to redistribute the density which could be achieved on the RE1 zoned land, if it was not reserved for acquisition, to the B4 zoned land. This is consistent with Council's Centres Strategy.</p> <p>Therefore no affordable housing is proposed as part of this development.</p>

Table 7: Consistency with the Auburn City Residential Development Strategy

Key Recommendations	Comments
<p>Council's main focus on new housing growth should be within the walking catchment of a town, village or neighbourhood centre.</p>	<p>The site is within walking distance (approximately 200 metres) from the Lidcombe train station.</p>
<p>When considering rezoning land close to Auburn City's centres, higher density controls that permit multi-dwelling and villa / townhouse style development should be a priority while still allowing for the commercial expansion of the centres.</p>	<p>The proposed controls allow for a high density mixed use development within the Lidcombe town centre.</p>
<p>While facilitating higher densities in centre locations, Council should ensure that amended planning controls also recognise the need to balance the retention of a level of employment lands in these areas, to provide local services and employment for residents.</p>	<p>The proposed development incorporates both residential and non-residential floorspace, to ensure that any future development offers employment opportunities, whilst providing active ground level land uses.</p>
<p>Council should assess the capacity of existing utilities and social infrastructure such as schools and community facilities, to service growth, as well as whether future growth can be serviced by identified commitments to short, medium or long term infrastructure augmentation.</p>	<p>The surrounding infrastructure network is capable of accommodating the proposal.</p>
<p>Future proposals for residential development should be assessed against the urban design / planning principles outlined in the RDS.</p>	<p>The proposal is consistent with the principles of the strategy.</p>
<p>Open space with good pedestrian and cycle connections should be provided to service the population, in centres where new residential growth is planned.</p>	<p>The indicative concept plan allows for new open space, improved streetscapes and through site links.</p>
<p>Future development, particularly within less viable centres, should be encouraged through a pro-active approach with a range of incentives. These could include floorspace bonuses in some areas, reduced parking requirements, or enhancement of local streets</p>	<p>The PP proposes an increase in height and FSR to allow for a financially feasible development, whilst providing appropriate public benefits to the community.</p>

or areas of open space in line with current and future work being undertaken on Open Space and Traffic and Transport Strategies.	
Future development in smaller centres should be supported for the positive contribution it can make to the centre character and profile and the effect on stimulating further future investment.	N/A - the site is located within the Lidcombe town centre.
In order to stimulate the provision of affordable housing, Council could strengthen provisions in the LEP and review the S94 Contributions Plan to reduce or waive developer contributions for this type of housing.	Refer to table 6.
Council's S94 Contributions Plan should also be reviewed to ensure sufficient funds are being collected from new development for the necessary improvements to local amenities.	Land will be dedicated allowing for a new public park along Davey Street.

6.2.3 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 8: Consistency with SEPPs

SEPP/SREP Title	Consistency	Comment
No. 1 Development Standards Consistent	N/A	Not Applicable.
No.14 Coastal Wetlands	N/A	Not Applicable.
No. 19 Bushland in Urban Areas	N/A	Not Applicable.
No. 21 Caravan Parks	N/A	Not Applicable.
No. 26 Littoral Rainforests	N/A	Not Applicable.
No. 30 Intensive Agriculture	N/A	Not Applicable.
No.33 Hazardous and Offensive Development	N/A	Not Applicable.
No. 36 Manufactured Home Estates	N/A	Not Applicable.
No. 44 Koala Habitat Protection	N/A	Not Applicable.
No. 47 Moore Park Showground	N/A	Not Applicable.
No. 50 Canal Estate Development	N/A	Not Applicable.

No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	Not Applicable.
No. 55 Remediation of Land	Yes	The site is within a mixed-use zone and permits shop top housing and residential flat buildings. The site is therefore suitable for residential development. Further detail will be provided at development application stage.
No. 62 Sustainable Aquaculture	N/A	Not Applicable.
No. 64 Advertising and Signage	N/A	Not Applicable.
No.65 Design Quality of Residential Apartment Development	Yes	The Massing Study which accompanies this PP has taken into consideration the principles of the SEPP. Any future DA to be submitted to Council for this site will demonstrate the development satisfies the requirements of this SEPP.
No. 70 Affordable Housing (Revised Schemes)	N/A	Not Applicable.
No. 71 Coastal Protection	N/A	Not Applicable.
Affordable Rental Housing 2009	Yes	N/A
Building Sustainability Index (BASIX)	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
Exempt and Complying Development Codes	N/A	Not Applicable.
Housing for Seniors or People with a Disability	N/A	Not Applicable.
Infrastructure		Not Applicable.
Integration and Repeals	N/A	Not Applicable.
Kosciuszko National Park - Alpine Reports	N/A	Not Applicable.
Kurnell Peninsula	N/A	Not Applicable.
Mining, Petroleum Production and Extractive Industries	N/A	Not Applicable.

Miscellaneous Consent Provisions	N/A	Not Applicable.
Penrith Lakes Scheme	N/A	Not Applicable.
Rural Lands	N/A	Not Applicable.
State and Regional Development	N/A	Not Applicable.
State Significant Precincts	N/A	Not Applicable.
Sydney Drinking Water Catchment	N/A	Not Applicable.
Sydney Regional Growth Centres	N/A	Not Applicable.
Three Ports	N/A	Not Applicable.
Urban Renewal	N/A	Not Applicable.
Western Sydney Employment Area	N/A	Not Applicable.
Western Sydney Parklands	N/A	Not Applicable.

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

6.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

It is considered that the PP is consistent with the relevant Directions issued under Section 117(2) of the Act by the Minister to Councils, as demonstrated in the assessment of the following:

Table 9: Consistency with S117 Ministerial Directions

Direction Title	Consistency	Comment
Employment and Resources		
1.1 Business and Industrial Zones	Yes	No change to the site's existing B4 Mixed Use zone is proposed. The PP promotes an increase of both residential and non-residential development.
1.2 Rural Zones	N/A	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	N/A	Not Applicable
1.4 Oyster Aquaculture	N/A	Not Applicable
1.5 Rural Lands	N/A	Not Applicable

Environment and Heritage		
2.1 Environment Protection Zones	N/A	Not Applicable
2.2 Coastal Protection	N/A	Not Applicable
2.3 Heritage Conservation	N/A	Not Applicable
2.4 Recreation Vehicle Areas	N/A	Not Applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not Applicable
Housing, Infrastructure and Urban Development		
3.1 Residential zones	N/A	Not Applicable
3.2 Caravan Parks and Manufactured Home Estates	N/A	Not Applicable
3.3 Home Occupations	N/A	Not Applicable
3.4 Integrating land use and transport	N/A	Not Applicable
3.5 Development Near Licensed Aerodromes	N/A	Not Applicable
3.6 Shooting Ranges	N/A	Not Applicable
Hazard and Risk		
4.1 Acid sulphate soils	N/A	Not Applicable
4.2 Mine Subsidence and Unstable Land	N/A	Not Applicable
4.3 Flood Prone Land	N/A	Not Applicable
4.4 Planning for Bushfire Protection	N/A	Not Applicable
Regional Planning		
5.1 Implementation of Regional Strategies	N/A	Not Applicable
5.2 Sydney Drinking Water Catchments	N/A	Not Applicable
5.3 Farmland of State and Regional	N/A	Not Applicable

Significance on the NSW Far North Coast		
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not Applicable
5.8 Second Sydney Airport: Badgerys Creek	N/A	Not Applicable
5.9 North West Rail Link Corridor Strategy	N/A	Not Applicable
5.10 Implementation of Regional Plans	N/A	Not Applicable
Local Plan Making		
6.1 Approval and Referral Requirements	N/A	Not Applicable
6.2 Reserving Land for Public Purposes	N/A	Not Applicable
6.3 Site Specific Provisions	N/A	Not Applicable
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Yes	Refer to table 3.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	Not Applicable

6.3 Environmental, Social and Economic Impact

6.3.1 Is there any likelihood that critical habitat or threatened species will be adversely affected as a result of the proposal?

The subject site is located within an existing urban environment and does not apply to land that has been identified as containing critical habitat or threatened species, population or ecological communities, or their habitats

6.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Preliminary investigations have confirmed that the site is appropriate and capable of accommodating the proposed redevelopment.

A summary of the key findings of these assessments and studies have been provided below:

Shadowing

The Draft Centres Strategy proposes a height limit of 60-metres for the precinct, whilst Council's Independent Housing Assessment Panel, recommends a 45-metre height limit.

The below assessment, which is further detailed at Appendix 2, compares the shadow generation of the proposed 62-metres (an additional 2-metres when compared to the Centres Strategy) with Council's recommended 45-metre height limit.

An envelope incorporating 45-metres generates shadowing to the dwellings to the south in the morning. The proposed new park and the existing parks along Davey Street are generally shadowed throughout the day (refer to figure below).



Figure 24: Shadow Assessment - 45 metres

The proposed 62-metre height limit generates similar shadowing impacts to dwellings to the south. However, given the proposed transition in height, with greater height along Railway Street and lower height along Davey Street, greater solar access is provided to the existing and proposed parks. Given the proposed transition in height, no part of any one area is shadowed by more than a short period of time (refer to figure below).



Figure 25: Shadow assessment - 62 metres

The proposed increase in height is therefore considered acceptable, given it has the potential to improve solar access to the surrounding environment.

Traffic

A Traffic Impact Assessment has been prepared by Traffix and provided at Appendix 3.

The existing uses at the site consist of commercial and retail uses over the whole of the site area. For the purposes of the assessment the existing commercial generation is considered to be consistent with the future commercial uses expected to occupy the base a future mixed-use development. Hence the expected net change in traffic generation from the existing site generation relates primarily to the increase in residential development.

This increase is expected to have a negligible impact on the operation of the surrounding road network, with a maximum net increase in generation of up to 76 vehicles in the peak hour period, split between arrivals and departures.

In accordance with DCP and RMS guidelines, the development is expected to require between approximately 393 and 1,265 car parking spaces within the development. The final requirements will be confirmed at DA stage.

The traffic report concludes that the PP is supportable on traffic grounds.

6.3.3 Has the planning proposal adequately addressed any social and economic?

Positive Impact on the Local Economy

The proposed development will result in numerous positive economic benefits to the local Lidcombe economy. It will provide approximately 900 sqm of non-residential floorspace. This will ensure that the site can continue to provide jobs to local residents and will also encourage a greater variety of businesses to establish within the town centre.

Housing Affordability

Increasing the volume of housing supply is a government imperative because it assists to ensure affordability by tempering the pace of house price growth. The provision of dwellings on the site would help to achieve this and constitutes a strong positive economic impact and will assist to moderate the already high median house prices for the LGA.

Improved Public Domain

The indicative concept allows for an area of 889 sqm to be dedicated to Council and transformed into a new public park. The PP also proposes a series of through site links, improving connectivity and accessibility through the site and the town centre.

Voluntary Planning Agreement

The proponent has offered to enter into a Voluntary Planning Agreement (VPA) with Council to ensure that the proposed public benefits such as land dedication is achieved.

A public benefit offer and property valuation report are attached at Appendix 4 outlining the proposed benefits to be delivered.

6.4 State and Commonwealth Interests

6.4.1 Is there adequate public infrastructure for the planning proposal?

The existing public infrastructure is capable of accommodating the demand generated by this PP.

The site is accessible by the existing road network (refer to Figure below), with Olympic Drive located to the west of the site, connecting the site with Sydney Olympic Park to the north and Bankstown to the south.

Bus services are provided along Railway and East Streets, providing services to other major destinations including Sutherland, Bankstown and the Sydney CBD.

The Lidcombe train station, located approximately 250 metres to the north-west of the site also provides direct services to major employment and retail destinations including Sydney Olympic Park and the Parramatta and Sydney CBDs.



Figure 26: Public Transport, subject site highlighted in red

Remembrance Park is located approximately 250 metres to the south-west of the site.

There are also several schools in the vicinity including St Joachim's Catholic Primary School and Lidcombe Primary School, both located to the north.

Existing utility services will adequately service any future development proposal as a result of this PP, and will be upgraded or augmented where required.

Waste management and recycling services are available through Cumberland Council.

The area is generally well-serviced with Police, Ambulance, Fire and other emergency services.

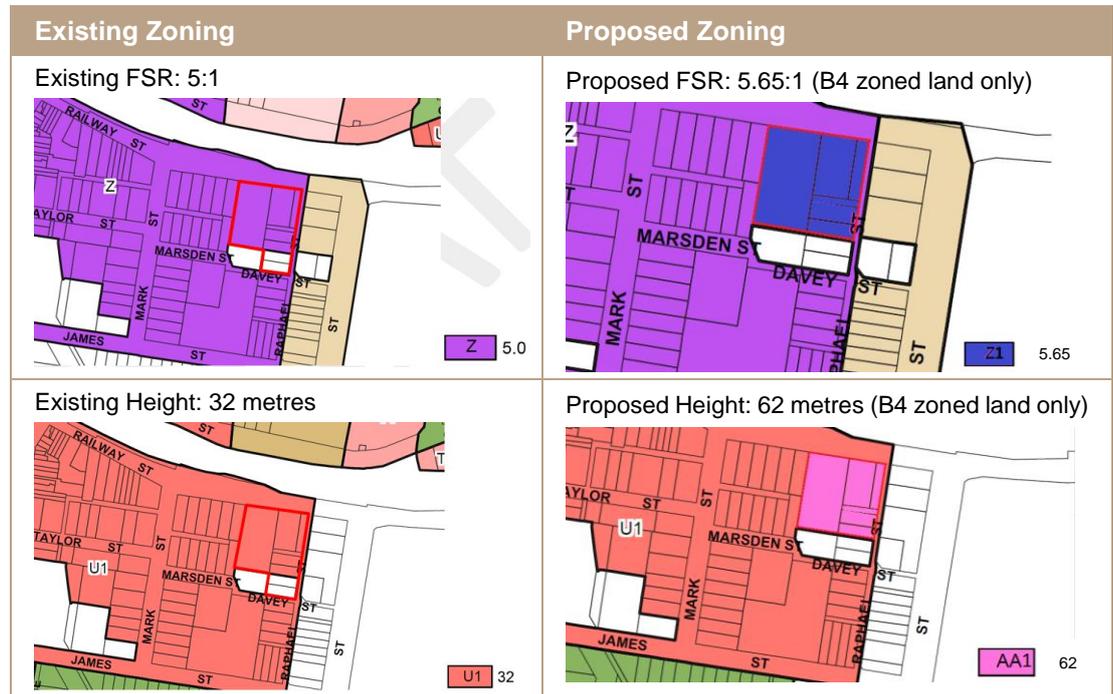
6.4.2 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

State and Commonwealth public authorities have not yet been contacted at this early stage in the planning proposal process. We anticipate that this will be undertaken post-Gateway.

7. Mapping

Table 10 provides a summary of the site's existing and proposed zoning maps.

Table 10: Existing and Proposed Mapping



8. Consultation

8.1 Council

Two meetings with Council were organised during the preparation of the Planning Proposal.

Issues raised by Council in these meetings include:

Table 11: Consultation with Council

Issue	Response
Solar access to public domain.	Refer to Section 6.3.2. Careful consideration has been given to ensure a transition in height has been incorporated into any future redevelopment. This will ensure that adequate solar access is provided for the new and existing public park along Davey Street.
Council's Interim Affordable Housing Policy requires <ul style="list-style-type: none">5 – 10% of new dwellings dedicated for very low and low income households;5% of any additional residential floor space for very low and low income households.	This proposal does not seek an uplift in density beyond that required to compensate for the land dedication. The PP only proposes to redistribute the density which could have been achieved on the RE1 zoned land, if it was not reserved for acquisition, to the B4 zoned land. This is consistent with Council's Centres Strategy. Given that no uplift is associated, no affordable housing is currently proposed as part of this development.
Provide through site links	Through site links could be provided within any future redevelopment. This will improve accessibility and connectivity for pedestrians within the town centre.
Dedication of Lot L & 8 DP 397 to Council for a new public park	It is proposed to dedicate this allotment to Council for a new public park.

8.2 Community

It is anticipated that the PP will be placed on exhibited for a minimum of 28 days.

The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on Cumberland Council's website. The written notice will:

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The PP, in the form approved for community consultation by the Director General of Planning and Environment;
- The Gateway determination; and
- Any studies relied upon by the PP.

9. Project Timeline

The timeframe for the completion of the PP will depend on the complexity of the matters, the nature of any additional information that may be required and the need for agency and community consultation. The following details are indicative only and may be amended at Gateway to provide the necessary level of confidence that the PP will be finalised within a reasonable time.

Table 12: Indicative Project Timeline

Step	Indicative Timeframe
Anticipated commencement date	Date of Gateway determination.
Anticipated timeframe for the completion of required technical information	Not applicable. Technical analysis has already been commissioned to support the PP.
Timeframe for government agency consultation (pre and post exhibition as required by the Gateway determination)	Anticipated timeframe is to run concurrently with the public exhibition period.
Commencement and completion dates for public exhibition period.	To be determined by Council.
Dates for public hearing (if required)	Not applicable at this stage.
Timeframe for consideration of submissions	To be determined by Council.
Timeframe for the consideration of proposal post exhibition	To be determined by Council
Date of submission to the Department to finalise the LEP	Not known
Anticipated date RPA will make the plan (if delegated)	Not known
Anticipated date RPA will forward to the Department for notification	Not known

10. Conclusion

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment including 'A Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals'.

It sets out the justification for the proposed rezoning of the subject site at 4-12 Railway Street, Lidcombe. The current B4 Zoning currently permits mixed uses, however, to enable dedication of land reserved for acquisition by Council, at no cost to Council or the community the following amendments are proposed.

		Current	Proposed
Building Height		B4 zoned land - 32 metres. RE1 zoned land - n/a.	B4 zoned land - 62 metres. RE1 zoned land - no change proposed.
Floor Space Ratio		B4 zoned land - 5:1. RE1 zoned land - n/a.	B4 zoned land - 5.65:1. RE1 zoned land - no change proposed.

The proposed controls are consistent with Council's Urban Design Analysis for the Lidcombe town centre as it promotes a transition in height, whilst allowing sufficient 'height' for FSR controls to be achieved.

These amendments will allow for continued employment on the site in 900 sqm of commercial space and approximately 380 apartments.

The Planning Proposal is capable of achieving the following benefits to the community:

- New through site links, improving the connectivity and accessibility for pedestrians within the centre.
- Land dedication for the creation of a new park along Davey Street and enhanced capacity for Council to undertake future public domain improvements.
- Increased setbacks along street frontages, ultimately improving the amenity and streetscape of surrounding streets.

The proposal has been demonstrated as being the best means of achieving the objectives and intended outcomes. The PP is considered suitable and appropriate as it:

- Is consistent with the objectives of Council's local policies
- Is consistent with 'A Plan for Growing Sydney' and the 'draft West Central District Plan';
- Is consistent with the relevant Ministerial Directions under Section 117 of the Act; and
- Does not pose any adverse environmental or social impacts to the surrounding community.

In summary, there is a sound planning basis and strategic planning merit to support the zoning of the site as promoted by this Planning Proposal.